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308TH BOMBARDMENT WING (M) JET

NON SIBI SED ALLIS

HUNTER A.F.B.
SAVANNAH, GEORGIA

HISTORY

November
1954

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OF

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Auth: CO 308th Bomb Wg.
27 DEC 54 Date
H E Johns Int.

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

FOR

November 1954

Organisations Assigned:
308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Rflg Sq
308th Per Maint Sq
308th Fld Maint Sq
308th Armt & Elect Maint Sq
308th Tactical Hosp

JOHN F BATJER
Colonel, USAF
COMMANDER

HENRY E JOHNS
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY T/Sgt Carl R Atkinson

RSI Cont No
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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

2 Nov - The advance echelon (ADVEL) departed North Africa for the ZI.

7 Nov - Lt Col John W Gordon was assigned duty as Wing Comptroller.

15 Nov - Headquarters, 308th Bombardment Wing M (Detachment 1) was discontinued after completion of a peace-time rotational movement.

15 Nov - The last MAT's aircraft departed Sidi Slimane for the ZI with support personnel aboard.

16 Nov - The first KC-97 departed Ben Guerir for return trip to the ZI.

18 Nov - The wing's three tactical squadrons and the air refueling squadron was reorganized under new tables of organization.

18 Nov - The last KC-97 departed Ben Guerir for return trip to the ZI.

21 Nov - All personnel taken to North Africa with the wing were in place at Hunter Air Force Base.

Nov - 2100 personnel and 413,698 pounds of cargo were airlifted from North Africa by 55 MAT's aircraft, 45 of the wing's B-47's and 20 KC-97's.

Nov - Ratio of flying hours to B-47 aircraft possessed: 39 hours; to KC-97 aircraft possessed: 38 hours.

Nov - The wing flew 2430:45 hours during November, bringing the the year's total to 20,215 hours - accident free.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION.

Discontinuance of Headquarters, 308th Bombardment Wing, M, Detachment 1. After successfully completing a rotational tour to French Morocco, North Africa, for approximately 60 days, the 308th Bombardment Wing, Medium, Detachment 1, was discontinued effective 15 November 1954.[1] Sizing up the overall picture in one clause, the wing would now be classed as one which was capable of answering any aggressor anywhere in the world.

Having been appointed as Commander, 308th Bombardment Wing, M, (Det 1), on 4 November 1954, Major John F Dorondo, 6231A,[2] submitted two letters entitled "Request for Certificate of Clearance" one to Colonel Frederick R Ramputi, Commander, 3906th Air Base Group, Sidi Slimane, and one to Colonel L E McConnell, Commander, 3926th Air Base Squadron, Ben Guerir. Being unfamiliar with the new type clearance, neither Colonel Ramputi nor Colonel McConnell would sign his name. However, each expressed his appreciation for the excellent mission results accomplished during the TDY period and also stated that the 308th Wing had accomplished all necessary requirements outlined in SAC Manual 400-2 equally or better than the preceding wings.[3] Colonel McConnell brought out the fact that some of the buildings used by the Air Refueling Squadron had been left in an untidy and disorderly condition.[4] In general, however, overall support afforded the wing by base elements stationed in French Morocco and

1 GO 31, Hq 308BW, 15 Sep 1954, Hist, 308BW, Sep 1954, Exhibit 1; GO 34, Hq 308BW, 11 Nov 1954, Exhibit 1.
2 SO 20, Hq 308BW (Det 1), 4 Nov 1954, par 2.
3 1st Ind, Hq 3906th ABGp to Comdr 308BW, 15 Nov 1954, to ltr, Hq 308BW (Det 1) to Comdr 3906th ABGp, "Request for Certificate of Clearance," 15 Nov 1954, Exhibit 2.
4 Ltr, Hq 308BW (Det 1) to Comdr 3926th ABGp, "Request for Certificate of Clearance," 17 Nov 1954, Exhibit 3.

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cooperation given the base elements in return was accomplished with harmony and good will.

Assumption of Command and New Staff Assignments. Arriving back at Hunter Air Force Base, Colonel John F Batjer, 1328A, resumed command of the wing on 12 November from Lieutenant Colonel John O Vick, 6858A, who was in command of the rear element at Hunter during the movement.[5] Lieutenant Colonel Vick was then assigned duty as Wing Inspector effective 1 November, relieving Lieutenant Colonel Vernon R Turner, 10145A, of this additional duty.[6] Lieutenant Colonel Turner still held his assignment as Wing Executive Officer. Another change in duty assignment occurred when First Lieutenant Marvin W Bridges, Jr., AO 2238024, Wing Comptroller, was discharged. Lieutenant Colonel John W Gordon, AO 433507, arriving from Lockbourne Air Force Base, Ohio, in October, assumed the Comptroller assignment effective 7 November.[7]

Change in Organization. Two general orders were received from Headquarters, Strategic Air Command this month which announced reorganization of the 308th's three tactical organizations and the air refueling squadron effective 18 November 1954.[8] The wing's three tactical organizations, 373d, 374th, and 375th Bombardment Squadrons, were reorganized under table of organization (T/O) 1-1178P-S,[9] dated 1 July 1954, 1 x Parts II, IIA, which changed the

5 GO 35, Hq 308BW, 12 Nov 1954, Exhibit 4.
6 GO 34, Hq 308BW, 11 Nov 1954, Exhibit 5.
7 Ibid.
8 GO 76, Hq SAC, 8 Nov 1954, Exhibit 6; GO 74, Hq SAC, 8 Nov 1954, Exhibit 7.
9 T/O, Table of Organization #1-1178P-S, Hq SAC, 1 Jul 1954, Exhibit 8.

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authorized strength of officers to 77 (12 more officers than under the old T/O 1-1178P-S, dated 1 Jan 1954)[10] and which changed the authorized strength of airmen to 100 (five less airmen than under the same T/O noted above).[11] The Air Refueling Squadron, meanwhile, was reorganized under T/O 1-1179P-S, dated 1 July 1954, 1 x Parts II, IIA, IIB, which changed the authorized strength of officers to 100 (an increase of 15 officers over the former T/O dated 1 Jan 1954)[12] and the authorized strength of airmen to 250 (an increase of 22 airmen over the old T/O).[13] The month of December should bring about reorganization of the Armament and Electronics Maintenance Squadron.

Dining Hall Situation. At three staff conferences held this month in the 308th Wing, the subject of "Mess Situation" came up each time. First, at the conference held on 16 November, it was noted that 128 cups were missing from the dining halls.[14] These disappeared during the period 28 October through 4 November. Second, at the conference held on 23 November, it was noted that there was no 24-hour mess on the 308th's side of the base and that airmen were missing meals because of this. In addition, quality of the meals was brought out.[15] And third, at the conference held on 30 November, it was noted that the mess situation was not improving. At this time, all commanders were advised to continue eating at least one meal a

10 Ltr, Hq 308BW to 373d, 374th, 375th, & 308th AREFS, "Changes in T/O Documents pertaining to AREFS & All Bomb Squadrons," 12 Nov 1954, Exhibit 9.
11 Ibid.
12 T/O, Table of Organization #1-1179P-S, Hq SAC, 1 Jul 1954, Exhibit 10.
13 Ltr, Hq 308BW to 373d, 374th, 375th, & 308th AREFS, "Changes in T/O Documents pertaining to AREFS & All Bomb Sqs," 12 Nov 1954, Exhibit 9.
14 Ibid.
15 Minutes, "Wing Staff Conference," Hq 308BW, 16 Nov 1954, Exhibit 11.
16 Minutes, "Wing Staff Conference," Hq 308BW, 23 Nov 1954, Exhibit 12.

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week in their respective dining halls and to submit a written report of any recommendations or complaints to the Wing Executive Officer.[17]

17 Minutes, "Wing Staff Conference," Hq 308BW, 30 Nov 1954, Exhibit 13

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CHAPTER

II

PERSONNEL

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PERSONNEL.

Redeployment. November 1954 found the 308th Bombardment Wing making preparations to return to Hunter Air Force Base from a peace time rotational move to French Morocco, North Africa.

The re-deployment of personnel from the 308th Bombardment Wing in French Morocco was accomplished from two bases, Sidi Slimane and Ben Guerir. The 308th Air Refueling Squadron and support personnel stationed at Ben Guerir, due to an additional commitment, were required to remain in place for an additional two weeks. This commitment gave support to the 306th Bombardment Wing from MacDill Air Force Base, Florida, which deployed to North Africa on a move similar to the 308th's. The first KC-97 left Ben Guerir Air Base on 16 November and the last one left on 18 November.

Materiel Air Transport Services (MAT's) furnished the airlift for all personnel from Sidi Slimane. The Air Refueling Squadron from Ben Guerir was capable of furnishing its own airlift, to include support personnel.

Prior to re-deployment, all squadron commanders and representatives from the wing staff sections established a running priority for the return of personnel. The priority listing ran from one through 1337, not including B-47 types.

For re-deployment, personnel were processed through the commercial transportation office at Sidi Slimane 24 hours prior to departure. As soon as notification of aircraft was received at Sidi Slimane, the troops were picked up and turned over to MAT's for airlifting to the ZI.

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MAT's came through with the first troop-carrying planes on 5 November after making two changes to the original operational order. Bad weather on 6 November prevented any planes from leaving, but it cleared on 7 November and planes went out on schedule. On 8 November, MAT's made all their planes in the area available and the troops left as scheduled in accordance with MAT's operational plan. The last MAT's plane departed for Hunter Air Force Base on 15 November.

No unusual incidences occurred during the re-deployment. All personnel taken to North Africa with the wing were in place at Hunter Air Force Base by 21 November 1954. On arrival at Hunter Air Force Base, all personnel were given three-day passes as a reward for a job "Well Done".

Reassignment Projects and School Quotas. During November, the Officer's Section was heavily laden with reassignment projects and school quotas. Being reassigned or nominated for school quotas during November were: Lieutenant Colonel Perry P Menzies, AO 389743, Commander, 308th Air Refueling Squadron, who was nominated to Headquarters USAF for attendance at Class 18, Armed Forces Staff College, starting in August 1955; Second Lieutenant Marion M Cole, 308th Tactical Hospital, who was reassigned to Headquarters, 7th Air Division, England; Captain Mary V Olive, AN 1906979, Nurse, Anesthetist, 308th Tactical Hospital, who was reassigned to USAFE; First Lieutenant Bill J Goodwin, who was reassigned to Sedalia Air Force Base, Missouri; First Lieutenant Howard O Egge, who was reassigned to

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Headquarters USAFE; Major Clifford L Lundgren, AO 739814, 308th Wing Intelligence Officer, who was reassigned to Headquarters Strategic Air Command; Captain George C Kuhner, Jr., AO 702453, 308th Wing Plans Observer, who was reassigned to Mather Air Force Base, California, for purpose of attending Primary Basic Observer Upgrading Course #153102; First Lieutenant Walter G Underwood, Jr., AO 1910668, 308th Air Refueling Squadron Communications Officer, who was reassigned to Ellington Air Force Base, Texas, for purpose of attending Primary Basic Observer Class 55-19C; and Captain Clair H Oberdier, 373d Bombardment Squadron; First Lieutenant Kenneth G Kamens, AO 2232696, 308th Wing Supply Officer; and First Lieutenant James E Wagner, all three of whom were nominated to Second Air Force for possible attendance to Squadron Officers Course, Class 55-A, starting 10 January 1955.

Combat Crew Assignments and Reporting. The job of monitoring all combat crew assignments and reporting was taken over by Headquarters 38th Air Division. A Combat Crew Status Card (804th ABGp Form Number 511) was drawn up and would be maintained on all rated officers on flying status in the wing. Cards were prepared on all 308th Bombardment Wing officers and forwarded to Headquarters 38th Air Division. Changes in crew assignments or status would be forwarded to Headquarters 38th Air Division within 24 hours after they occur to keep these cards up to date.[1]

1 Ltr, Hq 38ADiv to Comdr 308BW, "Combat Crew Status," 10 Nov 1954, filed 3DP, 308BW.

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Award of "Outstanding Airman." In compliance with Strategic Air Command Regulation 34-16, dated 23 December 1953, the wing planned to select an "Outstanding Airman" from each organization with the wing. This award would be made once every six months in each unit of the Strategic Air Command to that single airman who, through diligence, leadership, and attitude, contributed most to his organization. The selection would be made by a board of officers and airmen from within the unit. A letter of instructions was forwarded to all squadrons on 26 November 1954. The first airman would be selected not later than 15 December, and the awards would be presented during the early part of January 1955.

Early Release. Headquarters USAF again issued an "Early Release for Christmas Policy." The criteria for this policy was set up in Headquarters USAF message AFPMP-4BS 26424, November 1954: "Separation policy for Christmas holidays. All officers and airmen (except MC, DC, and VC Officers and the Medical Services and officers and airmen whose separation or retirement is directed by Headquarters USAF or effected by DAF SO) who normally would be eligible for separation because of ETS during the period 15 December 1954 through 4 January 1955. Separation would be effected during November 1954 if possible and in no instance later than a date which will allow sufficient time to insure arrival home on or before 24 December 1954." Sixty-three airmen were eligible for and elected to accept this early release; all would be released on or before 15 December. No officers were eligible for release.

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Reassignment Quotas. During November, 16 reassignment quotas were received by the wing. The majority of these quotas were for reassignment overseas with a few of them being for reassignment within the Zone of Interior. Ten airmen were selected and reassigned on the quotas and action was still pending on 23 airmen who were nominated. The wing continued to receive quotas for administrative personnel of which it was already critically short. The quotas received were for three and five level personnel while the majority of the known inputs in this career field were one-level personnel.

B-47 Cadre. The airmen classification section had an exceptionally busy month. The B-47 Cadre was put into gear and all squadrons except the air refueling squadron were affected. All squadrons were to train to train combat support type personnel in the functions of their particular squadron. Due to the fact that the wing was TDY during the month of October and early November, the wheels of motion for the cadre were temporarily delayed. However, things were now in full swing and personnel were being assigned and chosen to fill the cadre vacancies. All squadrons were required to keep up to date records on the cadre and were expected to be in full swing by 15 December.[2]

Airman AFSC Conversions. Airman conversion of AFSC's was started in November to be completed by the first of December. The fields affected were 32, 33, 40, 42, 43, 64, 83, and 92. These changes affected approximately 1,000 airmen and much paper work

2 D/F, 3DP to All Units 308BW, "Personnel Authorization for B-47 Cadre," 19 November 1954, Exhibit 14.

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and night work was required by the squadrons because of a two-week suspense. However, all squadrons completed the required work and had the changes finished on time.[3]

Airmen Classifications. The classification actions for the month of November saw 31 airmen being upgraded in their career fields. On the job training (OJT) of airmen within the wing amounted to 513 airmen undergoing OJT as of 1 November 1954 or approximately 33 percent of airmen in this wing undergoing upgrading training. New projects for the Classification Section was to establish a Personnel Wing Control File which would incorporate four card files presently being utilized in the section amounting in 32 manhours saving per week.[4]

Schools. Quotas were received during November for attendance to seven different schools. The majority of these quotas were filled, with the remainder to be filled during December and January. These schools were:

Spaces	Schools
1	Camera Maintenance Electronics Fundamental Course, Number SS40350-2
2	Special Training Avien Fuel Gauging System
2	Course Number 32171ED
2	Course SS42350-6, A-12D Auto Pilot
2	Jet Engine Block Test Mech Course, Number SS43353.

3 Files, Reclassification Section, 3DP, 308BW.
4 Ibid.

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Manning. Officers. Body manning for November decreased ten percent to 89 percent, compared to 99 percent in October. Effective manning for November decreased seven percent to 83 percent, compared to 90 percent in October. The big difference in the manning figures for November compared to the figures in October was due to the increased officer authorization authorized under the new table of organization.

The following positions were not manned by the wing during November:[5]

AFSC	VACANCIES	AFSC	VACANCIES
0002	1	6424	1
1234C	1	7024	1
1245/1234B	31	7324	4
1435	4	9025	1
1525B	13	9124	1
3054	2	9356	5
3234	7	9386	1
4334	2	9446	1
4344	1	9716	1
9926	1		

Airmen. Body manning for November increased one percent to 112 percent, compared to 111 percent for October. Effective manning

5 "AFSC Strength Card File," 3DP, 308BW.

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decreased one percent to 75 percent, compared to 76 percent for October.

Listed below were some of the critical career fields within the wing:[6]

Career Field	Body Manning Oct	Body Manning Nov	Effective Manning Oct	Effective Manning Nov
321 (Bomb Nav Sys)	97%	103%	65%	65%
323 (Gun Lay Sys)	181%	214%	75%	75%
40 (Intricate Instr Rep)	83%	94%	49%	49%
42 & 43 (All Acft Maint)	124%	121%	79%	77%
70 (Administrative)	81%	77%	75%	72%

The reason for the big difference in the body manning figures of the 323 career field subdivision between October and November was that the wing received an imput of about 20 personnel in that career field subdivision.

Strength. Total strength for the wing as of 30 November was as follows:[7]

Organization	Officers Auth	Officers Asgd	Airmen Auth	Airmen Asgd
Headquarters Squadron	45	52	107	117
373d Bomb Squadron	77	63	100	114
374th Bomb Squadron	77	61	100	118
375th Bomb Squadron	77	58	100	111
308th Air Rflg Squadron	100	106	250	278
308th Per Maint Squadron	5	4	158	160

6 Report, "Officers and Airmen Personnel Status Rept" 30 Nov 1954, filed 3DP, 308BW.
7 Ibid.

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Organization	Officers Auth	Officers Asgd	Airmen Auth	Airmen Asgd
308th Fld Maint Squadron	7	6	357	463
308th Armt & Elect Maint Sq	14	12	350	358
308th Tactical Hospital	27	20	95	94
Total:	429	382	1617	1813

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS.

Operation Razorstrap. The word that all personnel were breathlessly waiting to hear was the execution order for "Operation Razorstrap."[1] Upon receipt of this order, the wheels began to turn inexorably, and the redeployment mobility plan "Operation Razorstrap" was in effect to return the 308th Bombardment Wing, Medium (Jet) to its home operating base at Hunter Air Force Base, Savannah, Georgia.

The advance echelon (ADVEL) from the wing departed the deployment base at Sidi Slimane Air Base, French Morocco, on 2 November 1954, arriving at the stateside base two days later. The staff and support personnel began departing Africa by MAT's aircraft on 4 November 1954.

The B-47 aircraft began departing 8 November 1954 in three flights of five aircraft each, departing daily over a three-day period. The route directed by "Operation Razorstrap" for return of the wing's B-47 aircraft was via Lajes Aerodrome (overfly) to the Moncton Refueling Area then direct to Hunter Air Force Base. The refueling tankers were supplied from resources of the 91st and 96th Air Refueling Squadrons, and all contacts were accomplished in accordance with the Strategic Air Command (SAC) Tactical Doctrine in an efficient and expeditious manner.[2]

All B-47 aircraft departed according to the plan with the exception of one aircraft on the last day's schedule which was held back because of a minor maintenance difficulty. This aircraft was further delayed

1 Ops Ord 38-54, Hq 308BW, 30 Oct 1954, Exhibit 15.
2 Ibid.

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for a three-day period until it could redeploy with 6th Air Division aircraft which were equipped with proper radio equipment.

The KC-97 aircraft participated in a Leapfrog II operation, supporting the 6th Air Division and consequently did not commence their redeployment until 16 November. The Air Refueling Squadron returned in two increments of 9 and 10 aircraft each, flying to Lajes Aerodrome, overflying Kindley Air Force Base, then on to Hunter Air Force Base. All aircraft returned as scheduled with the exception of two tankers which were delayed at Bermuda for two days because of engine changes.

Over a three-day period, 11 through 13 November 1954, the 308th Air Refueling Squadron flew a total of 46 effective sorties in the North African area on refueling missions in support of strike aircraft of the 6th Air Division, MacDill Air Force Base, who were on a Leapfrog type mission.

Pre-target refueling was required for 30 ZI-launched B-47's on X-day and X plus one and was required for 20 B-47's on X plus two. The bombers arrived at the coast of North Africa each day in flights of five each. The 308th was assigned to refuel 15 bombers, or three flights, on the first two days of the maneuver and two flights on the last day. Aircraft of the 308th were assigned the "Alpha" refueling orbits along the coast of Morocco.[3]

On X-day and X plus one, 18 tankers of the 308th took off from Ben Guerir Air Base and departed for the Alpha refueling orbits. They

3 Ops Ord 38-54, Hq 308BW, 30 Oct 1954, Exhibit 15.

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formed into flights of six, five for refueling and one airborne spare. On both these days, all the bombers received their fuel without incident, except one, which developed engine trouble and elected to go into Sidi Slimane without refueling. One tanker aborted, his place being taken by the airborne spare. Both these incidents occurred on X plus one.

On X plus two, the 308th sent ten aircraft aloft, since only 20 B-47's were due from the 2I, ten for the Alpha orbits and ten for the Bravo orbits, farther north along the coast of Morocco. Because of forecast of poor weather in the Alpha orbits, the ten tankers of the 308th flew to the northernmost Bravo orbit point, almost opposite the Strait of Gibralter, where the weather was good, and informed the bombers of the change by radio as soon as they could be reached. They received the message in time and altered their heading to rendezvous at the new orbit point.

All the B-47's that arrived on all three days received fuel from 308th tankers.[4] The mission was 100 percent successful.

The last day of this operation, X plus two, was Saturday, 13 November. On Sunday, 14 November, the officers of the squadron sponsored a farewell party at the Ben Guerir Officer's Club. On Tuesday, two days hence, at 0400, the first flight of ten tankers broke ground for the long flight home.

4 Reports, "In-flight Interrogation Forms," Nov 1954, filed 308th Squadron Operations.

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Two aircraft departed previous to the main redeployment. The first was Major Tom Hutchinson, 13932A, Aircraft Commander, who left on 2 November with personnel who had been at Ben Guerir since early in September, as the advance party. He developed engine trouble in Lajes, and another aircraft was flown to him immediately so that he could continue on home while the original aircraft was repaired and flown back to Ben Guerir. Major Paul E Roscher, AO 827969, Aircraft Commander, departed for Lajes on Monday, 15 November, with the control team. He stayed at Lajes until the last aircraft of the movement was cleared out of Bermuda and was on its way to Hunter.

The main body of aircraft began the flight to the ZI on Tuesday, 16 November, when ten aircraft took off at five-minute intervals, beginning at 0405Z, bound for Lajes. On the next day, the remaining nine aircraft departed, also at five-minute intervals and beginning at 0405Z.

The flight across the North Atlantic was marred by only two instances of trouble. Major Joseph P Lemons, 6384A, Aircraft Commander, had excessive oil consumption in one engine and elected to abort for an engine change. He remained in the Azores an extra two days. Captain Joseph L Karsonovich, AO 533185, Aircraft Commander, developed backfires and loss of power in three engines over the wide stretch of ocean between the Azores and Bermuda. He limped into Kindley Air Force Base, Bermuda, after 14 hours enroute from Lajes. An inspection of the aircraft proved that fuel contamination was the

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cause of his trouble. Three new engines were installed at Bermuda and he continued the trip to Hunter.[5] By Saturday, 20 November, all 308th aircraft, including Major Roscher with the control team, were back at their home base, Hunter Air Force Base.

During the month of November, the 308th Air Refueling Squadron flew a total of 797:10 hours, including the flight home from North Africa.

Navigation Section. Navigation requirements for the 308th Air Refueling Squadron during the month of November were as follows:[6]

Night Celestial Legs	14
Day Celestial Legs	21
Radar Legs	3
Grid Legs	2
APN-12 Rendezvous	92

During the time that the squadron was deployed to North Africa, 13 new navigators were assigned; all were second lieutenants recently graduated from navigation school. Courses of instruction were immediately set up after the squadron returned to familiarize the new people with SAC Regulation 51-19. The primary goal of the navigation section during the coming months was to check new navigators out in the KC-97 aircraft as soon as possible.

5 D/F, Eng Off, 308AREFS to Comdr 308th AREFS, "Redeployment Report," 27 Nov 1954, Exhibit 16.
6 Report, Hq 308BW to Comdr SAC, "Air Training Report for Month of November, RCS: 4-SAC-T12," 7 Dec 1954, filed 3DO, 308BW.

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Boom Section. The Boom Section requirements for the month of November were as follows:

Total Hook-ups 353

Total Wet Hook-ups 254

Total Dry Hook-ups 99

Total Radio Silence Hook-ups 108

Total Heavy Gross Weight Hook-ups 103

Total Night Hook-ups 58

Total Pounds of Fuel Transferred.. 2,832,030

SAC Regulation 50-8 Requirements. Immediately after the return of the main force of the wing, intensive plans were completed to accomplish the remaining requirements of SAC Regulation 50-8. A great many of the projected accomplishments that had been programmed to be completed during October were now projected into the remaining flying hours for November. This change had been due to the loss of much valuable flying time completing missions levied by higher headquarters that had not been previously sent to this wing. These mission requirements were not levied on the wing until after the arrival of the wing at its overseas deployment base, thereby necessitating many changes to the normal flying schedule and eliminating the attainment of SAC Regulation 50-8 accomplishments, which would have been met in normal operations.

After an evaluation of the accomplishments under the first quarter of SAC Regulation 50-8, it was found that the wing lost a total of 193 sorties to higher headquarters missions, TDY deployments,

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and redeployments, which, if they had been used as planned for normal operation, would have greatly enhanced our ability to complete the remaining requirements. As a result, the 308th Bombardment Wing attained 87.75 percent of the total requirements of SAC Regulation 50-8.[7]

Flying Hours. For the month of November, the wing flew a total of 2430:45 hours, which also included the "Operation Razorstrap" mission.[8] The tactical squadrons flew a total of 1633:35 hours.[9] A breakdown of flying by squadrons follows:

373d Bombardment Squadron.

Operational	604:20
Test Hops	8:30
Total:	612:50

374th Bombardment Squadron.

Operational	478:30
Test Hops	4:30
Total:	483:00

375th Bombardment Squadron.

Operational	529:40
Test Hops	8:05
Total:	537:45

308th Air Refueling Squadron.

Operational	786:15
Test Hops	10:55
Total:	797:10

7 Report, "SAC Management Control Sys Stmt for Qtr ending Nov 1954," 9 Nov 1954, prep by 3WCCP, 308BW, Exhibit 17.
8 Report, "Monthly Acft Maint Summ Rept," 6 Dec 1954, 3DMMC, Exhibit 18.
9 Ibid.

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Flying Safety. The wing continued to maintain an outstanding flying safety record and for the period since 1 January 1954 has flown a total of 20,215 hours without any type of accident. The wing planned to make an all out effort to complete an accident-free year of operation.[10]

The end of November also found the wing with one of the most outstanding overall SAC and Air Force Flying Safety records. A total of 20 months had now elapsed since the last accident in this wing. This record must be considered in the light of the many changes which the wing has undergone, such as the constant turnover of personnel during the B-29 phase together with the completion of an overseas TDY; the transition into B-47 jet equipped bombers and high performance tankers; the two overseas TDY's with jets and the three deployments of the 308th Air Refueling Squadron; plus the other higher headquarters directed missions with all the attendant hazards and potential dangers concerned with such operations.[11]

The Flying Safety Office was pursuing a vigorous course of action to maintain the record already established by use of the published magazines, messages, and meetings held for flying and maintenance personnel.[12]

Ground Training. The Ground Training Section performed all scheduling on a weekly basis for the available personnel as they returned from North Africa. All training was held to a minimum,

10 Ltr, Hq 308BW to Comdr 38ADiv, "November 1954 Flying Safety Activities Report," 6 December 1954, Exhibit 19.
11 Ibid.
12 Ibid.

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consistent with the necessary requirements. Plans were formulated to conduct a course of instruction for B-47 transition of newly assigned pilot personnel.

Standardization Crew Activities. The activities of the KC-97 Wing Standardization Crew revolved around flying the missions of "Operation Leapfrog" and "Operation Razorstrap" together with necessary flight checks.[13]

The B-47 Wing Standardization Crew administered proficiency and emergency procedures examinations to 22 pilots and 13 observers. Flight checks were administered to 14 pilots and 14 observers. The crew also participated in one proficiency mission as well as the flight on "Operation Razorstrap."[14]

Intelligence. The Wing Intelligence Section returned all their material and equipment to its proper place and files upon the completion of the deployment. The other large project of the Intelligence Section was an inventory of all the National Intelligence Survey material.

The level of intelligence training for combat crews had now reached 74 percent and again we have run head on into one of the "bugaboos" in training versus percentage. The wing had reached a level of training which indicated that it would be possible to reach

13 Ltr, Hq 38ADiv to Comdr 2AF, "Standardization Crew Activities Report, RCS: 2AF-T3," 8 Dec 1954, Exhibit 20.
14 Ibid.
15 Report, "Intel Training Report for Nov 1954, RCS: 2AF-T7," prep by 3DOI, 3083W, filed 3DOI.

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100 percent completion for the year, then the squadrons received new personnel who required training, consequently the overall percentage took a considerable drop. However, plans were formulated to train out as many of the deficiencies as possible in the remaining days.

The Target Section of the Wing Intelligence Section constructed binders for all of the domestic Radar Bomb Scoring (RBS) sites. This work involved the preparation of 45 such binders for each of the 12 sites.

Radiological Training Course. The Chemical, Biological, and Radiological (CBR) Section formulated plans and procedures for indoctrinating and instructing the personnel on CBR hazards and decontamination procedures in accordance with new directives from higher headquarters. In conjunction with the new extensive training program to be inaugurated, the CBR section prepared "Instructors Syllabus Radiological Training Course, General"[16] booklet which was distributed to all squadrons.

In conclusion, the main effort for the wing was to complete those items of flying training which would raise the level of proficiency of the crews to the highest obtainable standards.

16 Booklet, "Radiological Training Course, General," 3DO, 308BW, Nov 1954, Exhibit 21.

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CHAPTER IV

MATERIEL

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MATERIEL.

Logistics. Re-deployment. During the period 7 through 20 November 1954, 55 Materiel Air Transport Service (MAT's) aircraft, 45 B-47 and 20 KC-97 aircraft of the wing airlifted 2100 personnel and 413,698 pounds of cargo from the North African bases, Sidi Slimane and Ben Guerir, to Hunter Air Force Base, Georgia. Because of bad weather at Hunter, one MAT's aircraft was forced to land at Charleston, South Carolina. Personnel aboard then completed their journey from North Africa by bus.

Off-loading these aircraft at Hunter Air Force Base proved to be no small problem but was accomplished with a minimum of effort, considering certain non-compliance with instructions contained in the 308th Wing Mobility Plan Standard Operating Procedure entitled "Packing, Crating, and Marking of Cargo." Difficulty was experienced when attempts were made to deliver material to the proper organizations of the wing. A lack of code markings on some boxes caused difficulty, some had no 104C's attached, MAT's cargo manifests did not coincide with actual cargo loadings in all cases, and other discrepancies incurred included delivery trucks, details, fork lift operators, etc.[1]

Not all baggage and materiel was off-loaded at Hunter as it should have been. Some of these were located as far west as

1 D/F, 3DML to All Concerned, "Discrepancies During Off-loading," 15 Dec 1954, Exhibit 22.

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Hamilton Air Force Base, California, while others were traced to the comparatively nearby base at Mobile, Alabama. In search of six items still lost as the month ended, messages were dispatched to MAT's Headquarters requesting assistance in recovering this property.

Under supervision and control of the respective base transportation officers assisted by Major John F Dorondo, Wing Logistics Officer, and First Lieutenant Kenneth G Kamens, Wing Supply Officer, the B-47 aircraft were loaded out to average approximately 1000 pounds of UEE per bomb bay. The KC-97 aircraft averaged about 13,000 pounds of cargo each for the "G" series, while the "E's" and "F's" were outloaded with personnel and cargo to capacity. Major Robert L Francis, Wing Personnel Officer, Second Lieutenant Paul R Wilkinson, Wing Armament Operations Officer, and Captain Harry J Crespy, Wing Special Weapons Officer, supervised scheduling and delivery of personnel to the load areas designated for re-deployment.

Rendering wholehearted and close cooperation during the deployment and re-deployment phases of the TDY maneuver were Captain Stelio A Lovece, who was the Senior MAT's Controller for deployment and Major James W Marcia, who did an outstanding job in a similar capacity during re-deployment.

Departing several hours before the last "back-up" C-124, the KC-97 aircraft, comprising our KC-97 Deployment Route Maintenance Team (DRMT) headed by First Lieutenant Joseph W Landers, Officer in Charge of the Power Plant Branch, Field Maintenance Squadron, carried

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22 personnel and 23,000 pounds of cargo. Aboard the KC-97 was two 4360 engines, carried purposely to support and KC's out for engine change at either of the enroute stops, the Azores or the Bermudas.

If certain information had been known before this wing departed for the North African bases, thousands of pounds of cargo could well have been retained at Hunter Air Force Base with the same results achieved from an operational stand-point. Materiel, such as maintenance stands, jacks, and heaters were in place at the overseas bases.

Tests on Modular Kits. Tests made on modular kits "A" and "B" during the rotational maneuver to North Africa were declared to be constructed unsatisfactorily and of a design that does not meet the requirements of a bombardment wing for deployment. Distribution of the 35 modular cases received by the wing in July 1954 was made to all organizations of the wing; six units went to the Flyaway Kit Section, Supply Squadron, 804th Air Base Group, here at Hunter. After tests were completed, 19 November 1954, it was generally concluded that the cases had some good possibilities. However, the few good possibilities were overshadowed by the bad. Probably the main cause for rejection was their weak construction. As a substitute for the modular case, it was recommended by the Wing Staff Logistics Officer that a container similar to, if not identical to, the FAK Bin Split Type case be used.[2]

New Mobility Plan. A new version of the 400-1A Mobility Plan

2 Ltr, Hq 38ADiv to Comdr SAC, "Final Service Test Guide of Case, Modular, Types A & B, Stock No. 6750-150902 and 6750-150903," 24 Nov 1954, Exhibit 23.

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was in the near stages of completion as the month ended. However, with the recent arrival of new Tables of Organizations, many changes to the completed drafts were necessary.

Maintenance. We have had considerable supply difficulty obtaining and routing Technical Order Compliance (TOC) kits, and changes have been proposed which would become effective in a wing maintenance policy next month, December. During the month, 1,440 hours were expended on TOC's, 1,149 by the Field Maintenance Squadron, 101 by the Armament and Electronics Maintenance Squadron, 119 by the tactical squadrons, and 71 by the Air Refueling Squadron.[3] The TOC rate, as of 15 November, remained nearly constant for B-47's but increased slightly for KC-97's. The outstanding rate was 1.4 for the B-47's and 7.0 for the KC-97's.

Flying Accomplishments. A total of 786:15 KC-97 mission hours and 1612:30 B-47 mission hours were flown during November. The total flying time for the month was 797:10 for KC-97's,[4] of which 10:55 was test hop. Total time for B-47's was 1633:45,[5] of which 21:05 was test hop. The ratio of flying time to aircraft possessed at the end of November was 39 hours per B-47 and 38 hours per KC-97.

3 Report, "Monthly Acft Maint Summ Rept, RCS: SAC U-22 Rept," 6 Dec 1954, Exhibit 18.
4 Report, "SAC Management Control Sys Stmt for Qtr ending Nov 1954," 9 Nov 1954, prep by 3WCCP, 308BW, Exhibit 17.
5 Ibid.

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Aircraft Assigned and Possessed. As of 30 November, 21 KC-97's were assigned and 21 possessed.[6] Forty-eight B-47's were assigned with only 42 possessed.[7] The six remaining aircraft were TDY to Douglas Aircraft Corporation at Tulsa, Oklahoma, for modification of wing drag angle. Two B-47B aircraft, 51-2153 and 51-2166, were transferred to the 19th Bombardment Wing at Pinecastle Air Force Base, Florida.[8] This transfer left the 308th Wing with only three "B" models, which were scheduled for transfer early in December.

Collins Radio Installation. Work on Collins Radio Installation in all B-47's was progressing satisfactorily and as the month ended, equipment in only 13 aircraft was not operational. These 13 had all wiring completed and only need a transceiver turner to complete.

Installation of Drop Tanks. Thirteen sets of drop tanks were installed on B-47's during November. Two sets in the 375th Squadron remain to be installed as soon as the aircraft finish Periodic Inspections. One tank was lost on aircraft 52-268 during take-off. Details were not available at this time as to cause of the incident.

Weighing Aircraft. The 308th began weighing aircraft at this station, starting with aircraft 51-2153, the first aircraft weighed before transfer. New type scales were scheduled to be available in December and weighing would then be stepped up with 19 aircraft due a weight test.

6 Report, "Daily Rept of Aircraft Status and Selected Flight Operations," RCS: 1-AF-A1(SAC-1)(PART-1)," 30 Nov 1954, prep by 3DMMC, Exhibit 24.
7 Ibid.
8 Reports, "SAC V-1 Reports," for Nov 1954, prep by 3WCCP, filed 3WCCP.

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VRC-2 Radio Installations. The installation of VRC-2 radios was completed in all line radio vehicles under Job Control. These radios replaced the ARC-3 sets and should give better communications between the flight line and Maintenance Control.

Unsatisfactory Reports. The Quality Control Section edited and submitted only 78 routine action Unsatisfactory Reports (UR's) for the month. This was due to the non-availability of a clerk. Sergeant West, who was formerly in charge of UR's, was transferred to the position of Chief Clerk in October and has as yet not been replaced. This hurt our UR program considerably. The Quality Control Section conducted 12 25 percent inspections, eight periodic inspections, and 22 engine change inspections, of which 20 were jet and two reciprocating engines.

New Construction and Building Moves. During November, a considerable amount of time was spent preparing justifications for new buildings for the 1957 PWP. The 308th Wing requested a new wing headquarters building, a target intelligence building, a parachute, a personal equipment, a dinghy and life raft shop, a personal equipment building for 308th Air Refueling Squadron, six squadron headquarters and supply buildings, and a building for field maintenance supervision and maintenance control.

Meetings were held with both the Second Bombardment Wing and the 38th Air Division Director of Materiel to discuss problems arising from construction that would take place on the ramp starting 1 January 1955. For approximately 18 months, the ramp would be torn up and

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parking and dock facilities disrupted. A new parking plan was devised. This called for smaller clearances between wing tips both for parking and taxiing. Dock facilities of the 308th Wing would be shared with the Second Wing. It was hoped that the starting and completion dates of construction on the ramp, etc., could be adjusted so that a minimum of moving need be done by both wings.

A few building moves were made during the month. The Armament and Electronics Squadron Orderly Room moved into the new dormitory orderly room area that was formerly the N.C.O. Mess. This allowed the wing to vacate building T-1222 and turn it over to the base for use as barracks. Field Maintenance moved the electrical and instrument, tire, and ANC Shop to the new hangar from building T-1288. The hangar has had considerable trouble with power and heating during the month, but it was believed that this would be cleared up early in December. The 373d Squadron planned to move their Personal Equipment Section from building T-1207 to building T-1215, formerly occupied by the Field Maintenance Squadron Tire Shop. This would allow the 375th Squadron Personal Equipment Section to expand into the much needed extra space in building T-1207.

Transportation on the Flight Line. In order to establish a better transportation system on the flight line, plans were made and implemented late in the month to provide more vehicles for the maintenance sections. Two additional ton and a half trucks were

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obtained for use of the flight line taxi. This released a much needed tug (which formerly pulled the line taxi) to the Field Maintenance Squadron. Each tactical squadron engineering section was now using two pick-up trucks. One carry-all was loaned to the wing by the Motor Pool for experimental use as a flight line radio vehicle. Better maintenance of all vehicles was stressed to all personnel and the sub-pool NCOIC was cautioned to insure that all vehicles were in good condition.[9]

Publications. Published as a guide for the inspection and maintenance of aircraft equipment containing explosive devices, Letter #19 set up responsibility and repair procedures.[10] A message from Headquarters SAC was republished for information and necessary action after accomplishing work around jet engines. This message stated that the engine inlet section would be inspected for loose objects prior to starting attempt. This would eliminate damage to engines by loose objects left in the engine inlet.[11] Another message from Headquarters SAC was republished as a part of MIF until revision of SAC Manual 66-12. This message gave the procedure for signing exceptional releases on aircraft.[12] A message from SAC concerning aid to Corrosion Control of Power Packs (reciprocating and jet engines) during shipment to depot for overhaul was republished as a part of

9 Wg Maint Pol 65-7, Hq 308BW, 1 Dec 1954, Exhibit 25.
10 Ltr, Maint Tech Info Ltr 19, Hq 308BW, 11 Oct 1954, Exhibit 26.
11 Twx, Hq 308BW to Units 308BW, "SAC Msg DM4CMTN7-2 24401, 1 Oct 1954," 21 Oct 1954, Exhibit 27.
12 Twx, Hq 308BW to Units 308BW, "SAC Msg DM4EMGTG1-1 28009, 15 Oct 1954," 21 Oct 1954, Exhibit 28.

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MIF.[13] Authority to calibrate KC-97 fuel quantity indicators for each Periodic Inspection was granted by SAC Headquarters and the message was republished as a part of the MIF.[14]

Supply. Ground Powered Equipment. A project to improve the supply support of ground powered equipment was established. This project was coordinated with Base Supply. All outstanding parts were verified to be on requisiton and their priority was upgraded. A continuing surveillance of the ground powered equipment support situation would continue to be made by this office.

Inventory of Helmets. An inventory of protective helmets was taken and helmets were redistributed and/or turned in to Base Supply in accordance with directives from SAC and Second Air Force.

13 Twx, Hq 308BW to Units 308BW,"SAC Message DM4CMTN11-12 30293, 25 Oct 1954," 3 Nov 1954, Exhibit 29.
14 Twx, Hq 308BW to Units 308BW, "SAC Message DM4AMTN1-12-3 233993, 6 Nov 1954," 17 Nov 1954, Exhibit 30.

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CHAPTER

V

MISCELLANEOUS

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MISCELLANEOUS.

Ground Safety. During November, five injuries occurred to personnel of the wing, three disabling injuries and two first aid injuries, for a total cost to the government of $2,984.00 and a loss of 99 days. One of the injuries, involving a member of the air refueling squadron, cost a total of $2700 for a loss of 90 days. This injury was caused from a motorcycle accident in down-town Savannah, Georgia, and was no fault of the injured person, an Aircraft Maintenance Technician. No Air Force property was damaged.[1]

For the past two months, the 308th Wing has been awarded the Base Ground Safety Trophy for having the least accidents of the three major organizations assigned to Hunter Air Force Base. If the wing can win the trophy again in December, it will be awarded the trophy permanently.[2]

Morale. Morale in the wing remained high during November, having been given a boost from the wing's return from North Africa. Back at Hunter, all personnel of the wing were given a three-day pass in appreciation of the successful maneuver. As the month came to a close, all personnel were back on the job and digging in with new vigor.

1 Report, "RCS: 1-AF-XII," prep by ABGS, 26 Nov 1954, filed ABGS Office.
2 Minutes, "Wing Staff Conference," Hq 308BW, 23 Nov 1954, Exhibit 12.

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Tactical Hospital Operations. Although the Tactical Hospital was undermanned when it was taken on tour to North Africa, the mission was accomplished without adverse effects and it was determined that the number of personnel taken on this maneuver was adequate. Based on utilization of one overseas base, the deployment operations order specified that two physicians and six airmen would be deployed. However, through revisions and approval obtained from the Wing Commander and Surgeon, Second Air Force, four officers and ten airmen and three airborne dispensaries were decided as the final authorization. Ordinarily, on a move of this nature, a total of 20 officers and airmen and five airborne dispensaries would be authorized. Split up between the two overseas deployment bases, three of the four officers and seven of the ten airmen taken were deployed to Sidi Slimane while the remainder were deployed to Ben Guerir.[3]

At both Sidi Slimane and Ben Guerir Air Bases, the Tactical Hospital operated on a 24-hour basis intergrading many of their activities with the base hospital at Sidi Slimane. Such duties as MOD, assisting in the wards, helping perform surgical procedures, and doing surgical procedures on patients whether or not members of the wing, not only was a benefit to the wing itself but to the base too. Some of the duties performed by base personnel before the wing had

3 Ltr, 308th Tactical Hosp to Surgeon, Hq SAC, "308th Tactical Hospital Deployment," 6 Dec 1954, Exhibit 31.

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put in its appearance was taken over by wing personnel with no feeling of neglect to duties of their own.[4]

Immediately after arriving in North Africa, a Mobile Sick Call Unit was set up, enabling many of the wing's personnel to be cared for right on the flight line at work. Many manhours were conserved in this manner since the bases were widely dispersed and required extra time in order to visit the dispensary.[5]

At Ben Guerir a problem of mess sanitation came up. According to reports received from the local indigenous pathologist employed at Ben Guerir, an outbreak of amoebiasis had occurred. After being enlightened on the problem at Ben Guerir, the Wing Commander, 5th Air Division Commander, and other members in the theater began an intensive investigation. A team of two laboratory technicians was dispatched to Ben Guerir for a period of two weeks where stool examinations were performed but with no success in substantiating claims of the pathologist who reported the outbreak. Although improvements were noted around the area after a few weeks of inspections, and sanitation checks, nothin positive was found; however, the Wing Commander commented on the great improvement made in the mess hall cleanliness. He remarked that it was the cleanest he had ever seen.[6]

4 Ltr, 308th Tactical Hosp to Surgeon, Hq SAC, "308th Tactical Hospital Deployment," 6 Dec 1954, Exhibit 31.
5 Ibid.
6 Ibid.

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It was noted that dental facilities at Sidi Slimane were adequate to support a TDY wing and that there was no need to bring a dental officer on the maneuver. Although a dental officer was not deployed with the wing on this maneuver, future maneuvers might be under different circumstances, requiring a dental officer.[7]

Returning from North Africa on 10 November, the Tactical Hospital immediately was organized at Hunter at its fixed medical facility and continued its operation through the month. As the month ended, 74 hospital beds were occupied, 54 of which were military patients and 20 of which were dependent patients.[8] The obstetrical service performed 61 deliveries in November. The out-patient service completed 365 physical examinations, 7743 immunizations of various types, and rendered 6423 treatments of the dispensary and clinical service to military personnel and their dependents.[9]

7 Ltr, 308th Tactical Hosp to Surgeon, Hq SAC, "308th Tactical Hospital Deployment," 6 Dec 1954, Exhibit 31.
8 Report, "Beds and Patients Report, RCS: AF-M2," Nov 1954, prep by USAF Hosp, Hunter AFB, Ga.
9 Report, "Out-Patient Report, RCS: AF-M3," Nov 1954, prep by USAF Hosp, Hunter AFB, Ga.

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 30 November 1954:

Colonel John F Batjer	Wing Commander
Colonel James H Thompson	Deputy Wing Commander
Captain Henry E Johns	Wing Adjutant
Major Robert L Francis	Director of Personnel
Colonel Jimmie W Britt	Director of Operations
Colonel Ralph C Jenkins	Director of Materiel
Lt Colonel John W Gordon	Wing Comptroller
Major Clifford L Lundgren	Wing Intelligence Officer
Major Haywood C Vaughan	Commander, Headquarters Squadron
Lt Colonel Vernon K Cammack	Commander, 373d Bombardment Squadron
Lt Colonel John F Harvey	Commander, 374th Bombardment Squadron
Major Coyd V Wakeman	Commander, 375th Bombardment Squadron
Lt Colonel Perry P Menzies	Commander, 308th Air Refueling Squadron
Major Leslie R McKee	Commander, 308th Periodic Maintenance Squadron
Lt Colonel Ralph C Schneck	Commander, 308th Field Maintenance Squadron
Major Edgar H Main	Commander, 308th Armt and Elect Maint Squadron
Major Donald M Kennett	Commander, 308th Tactical Hospital

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4. Files and History of Directorate of Operations.
5. Files and History of Directorate of Materiel.
6. History of 373d Bombardment Squadron.
7. History of 374th Bombardment Squadron.
8. History of 375th Bombardment Squadron.
9. History of 308th Air Refueling Squadron.
10. History of 308th Periodic Maintenance Squadron.
11. History of 308th Field Maintenance Squadron.
12. History of 308th Armt & Elect Maintenance Squadron.
13. History of 308th Tactical Hospital.
14. Files 804th ABGp Stat Services.
15. Files 804th ABGp Ground Safety Office.

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1 GO 34, Hq 308BW, 11 Nov 1954.

2 1st Ind, Hq 3906th ABGp to Comdr 308BW, 15 Nov 1954, to ltr, Hq 308th BW (Det 1) to Comdr 3906th ABGp, "Request for Certificate of Clearance," 15 Nov 1954.

3 Ltr, Hq 308BW (Det 1) to Comdr 3926th ABGp, "Request for Certificate of Clearance," 17 Nov 1954.

4 GO 35, Hq 308BW, 12 Nov 1954.

5 GO 34, Hq 308BW, 11 Nov 1954.

6 GO 76, Hq SAC, 8 Nov 1954.

7 GO 74, Hq SAC, 8 Nov 1954.

8 T/O, Table of Organization #1-1178P-S, Hq SAC, 1 Jul 1954.

9 Ltr, Hq 308BW to 373d, 374th, 375th, & 308th AREFS, "Changes in T/O Documents pertaining to AREFS & All Bomb Squadrons," 12 Nov 1954.

10 T/O, Table of Organization #1-1179P-S, Hq SAC, 1 Jul 1954.

11 Minutes, "Wing Staff Conference," Hq 308BW, 16 Nov 1954.

12 Minutes, "Wing Staff Conference," Hq 308BW, 23 Nov 1954.

13 Minutes, "Wing Staff Conference," Hq 308BW, 30 Nov 1954.

14 D/F, 3DP to All Units 308BW, "Personnel Authorization for B-47 Cadre," 19 Nov 1954.

15 Ops Ord 38-54, Hq 308BW, 30 Oct 1954.

16 D/F, Eng Off, 308AREFS to Comdr 308th AREFS, "Redeployment Report," 27 Nov 1954.

17 Report, "SAC Management Control Sys Stmt for Qtr ending Nov 1954," 9 Nov 1954, prep by 3WCCP, 308BW.

18 Report, "Monthly Acft Maint Summ Rept, RCS: SAC-U22," 6 Dec 1954, prep by 3DMMC.

19 Ltr, Hq 308BW to Comdr 38ADiv, "November 1954 Flying Safety Activities Report," 6 Dec 1954.

20 Ltr, Hq 38ADiv to Comdr 2AF, "Standardization Crew Activities Report, RCS: 2AF-T3," 8 Dec 1954.

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22 D/F, 3DML to All Concerned, "Discrepancies During Off-loading," 15 Dec 1954.

23 Ltr, Hq 38ADiv to Comdr SAC, "Final Service Test Guide of Case, Modular, Types A & B, Stock No. 6750-150902 and 6750-150903," 24 Nov 1954.

24 Report, "Daily Rept of Aircraft Status and Selected Flight Operations," RCS: 1-AF-A1(SAC-1)(PART-1)," 30 Nov 1954, prep by 3DMMC.

25 Wg Maint Pol 65-7, Hq 308BW, 1 Dec 1954.

26 Ltr, Maint Tech Info Ltr 19, Hq 308BW, 11 Oct 1954.

27 Twx, Hq 308BW to Units 308BW, "SAC Msg DM4CMTN7-2 24401, 1 Oct 1954," 21 Oct 1954.

28 Twx, Hq 308BW to Units 308BW, "SAC Msg DM4EMGTG1-1 28009, 15 Oct 1954," 21 Oct 1954.

29 Twx, Hq 308BW to Units 308BW, "SAC Message DM4CMTN11-12 30293, 25 Oct 1954," 3 Nov 1954.

30 Twx, Hq 308BW to Units 308BW, "SAC Message DM4AMTN1-12-3 233993, 6 Nov 1954," 17 Nov 1954.

31 Ltr, 308th Tactical Hosp to Surgeon, Hq SAC, "308th Tactical Hoppital Deployment," 6 Dec 1954.

32 Ltr, "Section K of Air Training Report for Month of November 1954, RCS: 6:SAC:T12."

33 Ltr, Hq 5ADiv to Comdr 308BW, "Preliminary TDY Report," 2 Dec 1954.

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APPENDIX

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 34)

11 November 1954

SECTION

DISCONTINUANCE OF THE HEADQUARTERS 308TH BOMBARDMENT WING MEDIUM, DETACHMENT 1, AND SUBORDINATE UNITS I

STAFF ASSIGNMENT II

I. Announcement is made of the discontinuance of the Headquarters 308th Bombardment Wing, Medium, Detachment 1, and subordinate units, [illegible] organized at Sidi Slimane Air Base, French Morocco, APO 117, New York, New York, per General Orders 31, this Headquarters, current series, effective 15 November 1954.

II. WING INSPECTOR - LIEUTENANT COLONEL JOHN O VICK, 6858A, this Headquarters, is assigned as Wing Inspector, effective 1 November 1954, vice LIEUTENANT COLONEL VERNON R TURNER, 10145A, this Headquarters, relieved.

COMPTROLLER - LIEUTENANT COLONEL JOHN W GORDON, AO433507, this Headquarters, is assigned as Comptroller, 308th Bombardment Wing, Medium, effective 7 November 1954, vice FIRST LIEUTENANT MARVIN W BRIDGES, JR, AO2238024 this Headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HENRY E JOHNS
Captain, USAF
Adjutant

HENRY E JOHNS
Captain, USAF
Adjutant

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Hq, 308th BW (M) Det-1, APO 117, N. Y., N. Y., Subj: Request for Certificate of Clearance

CO (15 Nov 54) 1st Ind

2

HEADQUARTERS 3906TH AIR BASE GROUP, APO 117, USAF, 15 Nov 1954

TO: Commander, 308th Bombardment Wing (M) Det-1, APO 117, USAF

1. This is to express my appreciation for the excellent mission results accomplished by your wing during your stay at this base. I find that your wing has accomplished all necessary requirements outlined in SAC Manual 400-2 equally or better than the preceding wings.

2. There are a few items of equipment listed as shortages which our survey board will inquire into and resolve at a later date.

/s/ F. R. Ramputi
/t/ F. R. RAMPUTI
Colonel, USAF
Commander

1 Incl
n/c

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HEADQUARTERS
308TH BOMBARDMENT WING (M) DET-1
APO 117, NEW YORK, NEW YORK

15 November 1954

SUBJECT: Request for Certificate of Clearance

TO: Commander
3906th Air Base Group
APO 117, New York, New York

1. It is requested that the Certificate of Clearance, attached herewith as Inclosure 1, be granted and executed for the 308th Bombardment Wing (M) Det-1 which has completed a 45 day rotational TDY at Sidi Slimane Air Base, French Morocco, North Africa.

2. The participating units of the 308th Bombardment Wing tenanted at Sidi Slimane Air Base have offered the following remarks to this headquarters in submitting Wing Clearance Forms during the re-deployment period. These and other remarks developed by the wing staff agencies will be treated in detail in a foethcoming TDY Mission Report, a copy of which will be forwarded your office.

a. The Maintenance Control Facilities and their close proximity to the flight line and the Field Maintenance Shops, is considered excellent. This factor alone contributed extensively to the effectiveness of maintenance control functions.

b. Latrine facilities for personnel working on the flight line are far removed from their place of work and are inadequate from a standpoint of size of facility. It is recommended that a field latrine of some configuration be established adjacent to the central bomb wing portion of the flight line.

c. A quantity of 123 wall lockers was repaired by the FMS Woodmill Shop and turned over to the Base Billeting office for distribution to the various billets.

d. Ancillary power equipment was repaired to the extent permitted of parts available or on hand. Where required, additional parts were ordered. All ancillary equipment was repainted with the exception of items which were still undergoing repair.

0059

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Ltr, Hq 308th Bomb Wg (Det-1) to Commander, 3906th AEGp, "Request for Certificate of Clearance," 15 Nov 1954

e. Although the following property by serial number was not turned in for clearing the M/R because of discrepancies, the items were cleared by Captain Johnson, the responsible property officer.

(1) In the repainting of one each C-1 Maintenance Stand, the serial number was obliterated. Total quantity issued to the Bomb Wing was turned in.

(2) One air compressor which was signed for by the ADVEL of the 308th FMS was not availalbe for turn in to the 3906th Operations Squadron. Circumstances surrounding the accountability, use, maintenance, and turn-in of this compressor is not firm for either 308th FMS or the 3906th Operations Squadron. A message has been transmitted to 308BW personnel already redeployed to establish the status and identity of air compressors. A final clearance was granted by Captain Johnson and this problem will be resolved shortly after an audit and inventory of 3906th Operations Squadron air compressors on hand, turned in, and transferred. A similar transaction for air compressors of the 2nd and 308th BW is to be accomplished by mutual agreement.

3. This request for Certificate of Clearance is further expressive of appreciation for the overall excellent support afforded the 308th Bombardment Wing during the full period of tenancy.

/s/ John F Dorondo
/t/ JOHN F DORONDO
Major, USAF
Rear Echelon Commander

1 Incl
A/S

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SIDI SLIMANE AIR BASE
FRENCH MOROCCO
NORTH AFRICA

OFFICE OF THE COMMANDER 15 November 1954

CERTIFICATE OF CLEARANCE

I, Colonel Frederick R Ramputi, Commander of Sidi Slimane Air Base, French Morocco, North Africa, do hereby certify this date, 15 November 1954, that the 308th Bombardment Wing (M) (Det-1), including all activities and personnel thereof, has properly and efficiently cleared this station in the manner prescribed and set forth in Second Air Force Regulation 400-2, dated 23 October 1953.

It is therefore and herewith stipulated that Major John F Dorondo, duly appointed as the Rear Echelon Commander for the 308th Bombardment Wing by Special Order Number 20, Paragraph 2, dated 4 November 1954, Headquarters 308th Bombardment Wing (M) (Det-1) (SAC) is hereby relieved from any further responsibilities and or obligations to this headquarters.

/s/ Frederick R Ramputi
/t/ FREDERICK R RAMPUTI
Colonel, USAF
Commander

DATE OF EXECUTION AND ISSUANCE
OF "CERTIFICATE OF CLEARANCE": 15 NOVEMBER 1954

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HEADQUARTERS
308TH BOMBARDMENT WING (M) DET-1
APO 113, N.Y., N.Y.

17 November 1954

SUBJECT: Request for Certificate of Clearance

TO: Commander
3926 Air Base Group
APO 113
New York, New York

3

1. It is requested that the Certificate of Clearance, attached herewith as Inclosure 1, be executed for the 308th Bombardment Wing (M) Det 1 and specifically the 308th AREFS of that wing which has completed a 45 day peace-time rotational TDY at Ben Guerir Air Base, French Morocco, North Africa.

2. The only remark brought to the attention of this officer which would reflect a discrepancy against the 308th AREFS of the 308th Bombardment Wing is contained in the above cited Clearance Certificate.

3. This request for Certificate of Clearance is expressive of appreciation for treatment, cooperation and assistance rendered by members of your command to the refueling squadron of this wing during the full period of tenancy at Ben Guerir.

/s/ John F Dorondo
/t/ JOHN F DORONDO
Major, USAF
Staff Logistics Officer

1 Incl
Certificate of Clearance

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BEN GUERIR AIR BASE
FRENCH MOROCCO
NORTH AFRICA

OFFICE OF THE COMMANDER: 18 November 1954

CERTIFICATE OF CLEARANCE

I, Colonel L. E. McConnell, Commander of Ben Guerir Air Base, French Morocco, North Africa, hereby relieve Major J. F. Dorondo, the duly appointed Rear Echelon Commander of the 308th Air Refueling Squadron which has completed an approximately 45 day TDY at this station, of any further responsibilities and obligations as of this date with the following exception which is herewith given in the form of a general remark.

REMARK

It has been brought to my attention that a few of the buildings used by the 308th Air Refueling Squadron personnel were left in an untidy and disorderly condition.

It is therefore requested that for the prupose of future tenancy at this station, personnel be briefed so as to take a more conscientious and positive approach toward such responsibilities. It is felt that if this attitude be observed, the common interests of both the forward operating base and the tenant organization would have best been served.

/s/ L. E. McConnell
/t/ L. E. MCCONNELL
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 35)

12 November 1954

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 308th Bombardment Wing (SAC), vice Lt Colonel John O. Vick relieved, effective this date.

JOHN F BATJER
Colonel, USAF
Commander

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SEE EXHIBIT #1

5

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 76)

8 November 1954

REORGANIZATION OF CERTAIN TACTICAL SQUADRONS. 1. The following units are reorganized, effective 18 November 1954, as indicated:

Unit	T/O	Authorized Strength Officers	Airmen
Bombardment Squadrons, Medium 341, 342, 393, 715, 830	1-1173P - S 1 July 1954 1 x Parts II, IIB	101 (each)	233
Bombardment Squadrons, Medium 1, 2, 5, 19, 20, 25, 28, 30, 32, 33, 44, 45, 49, 51, 52, 63, 64, 65, 66, 67, 68, 93, 96, 99, 328, 329, 330, 337, 338, 339, 343, 344, 345, 352, 353, 358, 359, 360, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 379, 380, 381, 441, 442, 443, 445, 446, 447, 486, 487, 488, 512, 513, 514, 656	1-1178P - S 1 July 1954 1 x Parts II, IIA	77 (each)	100
Strategic Reconnaissance Squadrons, Medium 3, 4, 10, 38, 319, 320, 321, 322, 323, 324, 338, 343	1-1479P - S 1 July 1954 1 x Parts II, IIA	77 (each)	100

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with AFM 171-6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 429j, subject: "Reorganization of the 9th Bombardment Squadron, Heavy, and Certain Other USAF Units," 1 November 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLENN P. NELL
Colonel, USAF
Adjutant

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

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Air Force-SAC, Offutt 0-421(55)

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2 - ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU), WASHDC
2 - COMAMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
25 - each ORG listed
2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38, Presidio of SFRAN
2 - COMDR, Topeka AF Depot, Topeka, KANS
5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
2 - AF Liaison REP, Kansas City, REC CEN, 601 Hardesty Avenue, KSC

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 74)

8 November 1954

REORGANIZATION OF CERTAIN TACTICAL SQUADRONS. 1. The following units are reorganized, effective 18 November 1954, as indicated:

Unit	T/O	Authorized Strength Officers		Airmen
Strategic Fighter Squadrons 307, 308, 309, 457, 458, 462, 466, 467, 468, 515, 516, 517, 522, 523, 524, 558, 560, 561	1-1259P - S 1 July 1954 1 x Parts II, IIA	35	(each)	55
Air Refueling Squadrons, Medium 2, 9, 22, 26, 40, 43, 44, 68, 90, 91, 93, 96, 97, 98, 100, 301, 303, 305, 306, 307, 308, 310, 320, 321, 340, 376, 380, 509	1-1179P - S 1 July 1954 1 x Parts II, IIA, IIB	100	(each)	250
Air Refueling Squadrons, Strategic Fighter 27, 407, 506, 508	1-1174P - S 1 July 1954 1 x Parts II, IIA	130	(each)	248
Strategic Support Squadrons 1, 2, 3, 4	1-1534P - S 1 July 1954, 1 x Part II	64	(each)	260

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with AFM 171-6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 429j, subject: "Reorganization of the 9th Bombardment Squadron, Heavy, and Certain Other USAF Units," 1 November 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

GLENN P. NELL
Colonel, USAF
Adjutant

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plus
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Air Force-SAC, Offutt 0-418(58)

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2 - COMAMC (ATTN: MCMSX02), Wright-Patterson AFB, Ohio
25 - each ORG listed
2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38,
Presidio of SFRAN
2 - COMDR, Topeka AF Depot, Topeka, KANS
5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC

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SAC TABLE OF ORGANIZATION NO. 1-1178F-S

T/O 1178F-S

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AFB, NEBRASKA, 1 JULY 1954

BOMBARDMENT SQUADRON, MEDIUM, JET

Effective only upon specific authorization by the Department of the Air Force.

PART I - GENERAL

1. FUNCTION: To maintain a state of readiness for and execute assigned bombardment, medium missions.

2. ASSIGNMENT: Normal assignment is three per wing.

3. CAPABILITIES: When equipped with 15 B-47 aircraft:

   a. An average flying rate of 50 hours per aircraft per month.

   b. A squadron organized under this table is organically capable of performing flight line maintenance on its assigned aircraft, except for armament and electronics maintenance.

   c. May be modified by Part IIA for 1.5 crew ratio, 50 hours per aircraft, per month.

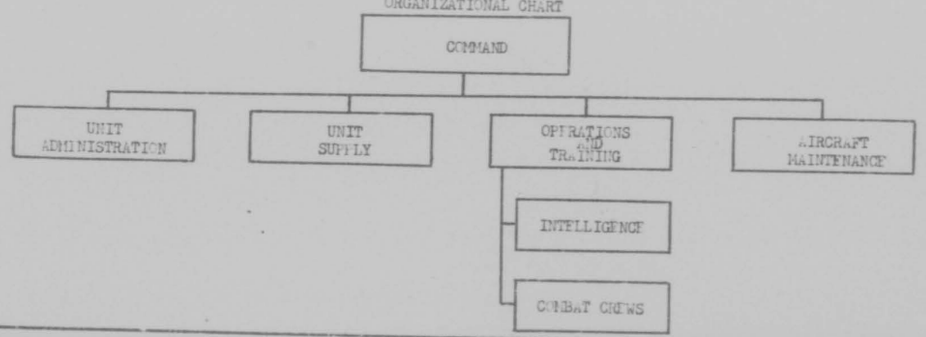
4. DESIGNATION: As authorized by Department of the Air Force letter.

5. CREW RATIO: 1.0 crew ratio -- 15 crews, 1.5 crew ratio -- 22 crews, 15 UE Aircraft, B-47.

6. CREW COMPOSITION:

AFS	AFSC	NO.
Pilot, AOB	1245	2
Acft Obsr, Nav-Bomb	1525B	1
		3

ORGANIZATIONAL CHART



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ORGANIZATION

FUNCTION CODE	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	PART II																
	QUALIFICATION SECTION																
01000	COMMAND																
	AIR COMMANDER	00066A	1			1											
	FIRST SERGEANT	73170	1								1						
			2			1					1						
03000	UNIT ADMINISTRATION																
	ADJUTANT	07324	1						1								
	APPRENTICE CLERK	70230	1												1		
	APRN CLASSIFICATION SPECL	73230	1												1		
	CLASSIFICATION SPECIALIST	73250	1											1			
	PERSONNEL SPECIALIST	73251	2										1	1			
			6						1				1	2	2		
04000	UNIT SUPPLY																
	SUPPLY OFFICER	06424	1					1									
	APRN ORGN SUPPLY SPECL	64131	1												1		
	SENIOR ORGN SUPPLY SPECL	64151	2										2				
	ORGN SUPPLY SUPERVISOR	64173	1									1					
	APPRENTICE CLERK	70230	1												1		
			6					1				1	2		2		
29000	INTELLIGENCE																
	INTELLIGENCE OFFICER	02054	1					1									
	SR INTEL OPERATIONS SPECL	20450	1										1				
	INTEL OPERATIONS TEC	20470	1									1					
			3					1				1	1				
00010	AIRCRAFT MAINTENANCE																
	AIRCRAFT MAINTENANCE OFF	04344	1				1										
	APRN AIRCRAFT MECHANIC	43131J	4												4		
	AIRCRAFT MECHANIC	43151J	24											24			
	SENIOR AIRCRAFT MECHANIC	43151J	26										26				
	AIRCRAFT MAINTENANCE SUPV	43170	5								5						
	AIRCRAFT MAINTENANCE TEC	43171J	17								17						
	VEHICLE OPERATOR	60350	2										1	1			
	APRN ORGN SUPPLY SPECL	64131	1												1		
	ORGN SUPPLY SPECIALIST	64151	1											1			
	CLERK	70250	1										1				
			82				1				22		28	26	5		
80002015	OPERATIONS AND TRAINING																
	ATOMIC WEAPONS OFFICER	01435	1					1									

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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	AIR OPERATION OFFICER	01435	1				1										
	SURVIVAL TNG AND EQUIP	01435	1						1								
	ACFT OBSR, NAV-BOMBARDIER	01525B	2				1	1									
	ELECT COUNTERMEASURES OFF	03024	1						1								
	AIR TRANSPORTATION SUPV	60170	1								1						
	SURV TR PERS EQP SPECL	92250	1											1			
	SR SURV TR PERS EQP SPECL	92250	1										1				
	SURV TR PERS EQP SUPV	92270	1									1					
	APPRENTICE CLERK	70230	1												1		
	CLERK	70250	1										1				
			12				2	2	2		1	1	2	1	1		
8-02120	COMBAT CREWS																
	PILOT, AOB	01245	30				3	12	15								
	ACFT OBSR, NAV-BOMBARDIER	01525B	15					6	9								
			45				3	18	24								
	STRENGTH SECTION																
R9030	OFFICERS																
	AIR COMMANDER	00066A	1			1											
	PILOT, AOB	01245	30				3	12	15								
	AIR OPERATION OFFICER	01435	3				1	1	1								
	ACFT OBSR, NAV-BOMBARDIER	01525B	17				1	7	9								
	INTELLIGENCE OFFICER	02054	1					1									
	ELECT COUNTERMEASURES OFF	03024	1						1								
	AIRCRAFT MAINTENANCE OFF	04344	1				1										
	SUPPLY OFFICER	06424	1					1									
	PERSONNEL OFFICER	07324	1						1								
			56			1	6	22	27								
R9040	AIRMEN																
	SR INTEL OPERATIONS SPECL	20450	1										1				
	INTEL OPERATIONS TEC	20470	1									1					
	APRN AIRCRAFT MECHANIC	43131J	4												4		
	AIRCRAFT MECHANIC	43151J	24											24			
	SENIOR AIRCRAFT MECHANIC	43151J	26										26				
	AIRCRAFT MAINTENANCE SUPV	43170	5								5						
	AIRCRAFT MAINTENANCE TEC	43171J	17								17						
	AIR TRANSPORTATION SUPV	60170	1								1						
	VEHICLE OPERATOR	60350	2										1	1			
	APRN ORGN SUPPLY SPECL	64131	2												2		
	ORGN SUPPLY SPECIALIST	64151	1											1			
	SENIOR ORGN SUPPLY SPECL	64151	2										2				
	ORGN SUPPLY SUPERVISOR	64173	1									1					
	APPRENTICE CLERK	70230	3												3		
	CLERK	70250	2										2				

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ORGANIZATION

FUNCTION CODE	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	FIRST SERGEANT	73170	1								1						
	APPN CLASSIFICATION SPECL	73230	1												1		
	CLASSIFICATION SPECIALIST	73250	1											1			
	PERSONNEL SPECIALIST	73251	2										1	1			
	SURV TR PERS EQP SPECL	92250	1											1			
	SR SURV TR PERS EQP SPECL	92250	1										1				
	SURV TR PERS EQP SUPV	92270	1									1					
			100								24	3	34	29	10		
R9050	RECAPITULATION																
	OFFICERS		56			1	6	22	27								
	AIRMEN		100								24	3	34	29	10		
	AGGREGATE																
			156			1	6	22	27		24	3	34	29	10		
	PART II A																
	MODIFICATION TO BE ADDED																
	FOR 1.5 CREWS.																
	QUALIFICATION SECTION																
82202A	COMBAT CREWS																
	PILOT AOB	01245	14				1	6	7								
	ACFT OBSR, NAV-BOMBARDIER	015250	7					4	3								
			21				1	10	10								
	STRENGTH SECTION																
R9030	OFFICERS																
	PILOT AOB	01245	14				1	6	7								
	ACFT OBSR, NAV-BOMBARDIER	015250	7					4	3								
			21				1	10	10								
R9050	RECAPITULATION																
	OFFICERS		21				1	10	10								
	AGGREGATE																
			21				1	10	10								

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BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

Glenn P. Nell

GLENN P. NELL
Colonel, USAF
Adjutant

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SAC Subor Air Commands (20), AMC Subor Air Commands (20),
Air Divisions (5)

As applicable:
Wing Hq (5)
Groups (3)
Squadrons (2)

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HEADQUARTERS
308TH BOMBARDMENT WING M SAC
Hunter Air Force Base
Savannah, Georgia

12 Nov 1954

SUBJECT: Changes in T/O Documents Pertaining to AREFS & All Bomb Squadrons

TO: Squadron Commanders
373d, 374th, 375th Bomb Squadrons
308th AREFS

The following changes, by AFSC & Number, are the differences between T/O 1-1178P-S (Bombardment Squadrons) dtd 1 Jul 54, and T/O 1-1178P-S dtd 1 Jan 54, and T/O 1-1179P-S (Air Refueling Squadrons) dtd 1 Jul 54, and T/O 1-1179P-S dtd 1 Jan 54.

These figures are furnished for you information only.

BOMBARDMENT SQUADRONS

PART I	OLD	NEW
1245	32	30
1525B	15	17
43151	38	50
43153	12	Deleted
47134	1	do
43135	1	do
47154	1	do
47155	2	do
47171	1	do
70250	3	2
73251	1	2
92230	1	Deleted
92250	1	2
92270	-	1
XXXXX		
PART IIA		
1245	6	14

Increase - 12 Officers
Decrease - 5 Airmen

AIR REFUELING SQUADRONS

PART I	OLD	NEW
43131B	22	21
43152A	30	29
47154	30	29
47154	1	Deleted
60330	-	1
60350	-	1
70250	3	2
73251	1	2
92230	1	2
92250	2	3
92270	-	1
PART IIA		
1234C	10	20
1534A	5	10
43159	5	10
43179	5	10
43271B	5	10
PART IIB		
29353	25	30

Increase - 15 Officers
22 Airmen

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Ltr, Hq 308BW, subj: "Changes in T/O Documents Pertaining to AREFS & All Bomb Squadrons," 12 Nov 1954

OLD AUTHORIZED - 65 Officers - 105 Amn	OLD AUTHORIZED - 85 Off - 228 Amn
NEW AUTHORIZED - 77 Officers - 100 Amn	NEW AUTHORIZED - 100 Off - 250 Amn

/s/ Robert L Francis, Major
for /t/ WILLIAM H WHITE
1st Lt, USAF
Personnel Officer

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T/O 1 [illegible]9F-S

SAC TABLE OF ORGANIZATION NO. 1-1179F-S

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AFB, NEBRASKA, 1 JULY 1954

AIR REFUELING SQUADRON, MEDIUM

Effective only upon specific authorization by the Department of the Air Force.

PART I - GENERAL

1. FUNCTION: To maintain a state of readiness for and execute assigned air refueling missions.

2. ASSIGNMENT: Normal assignment is one per wing.

3. CAPABILITIES: When equipped with 20 KC-97 aircraft:

   a. An average flying rate of 50 hours per aircraft per month.

   b. A squadron organized under this table is organically capable of performing flight line maintenance on its assigned aircraft, except for armament and electronics maintenance.

   c. May be modified by Part IIA for 1.5 crew ratio, 50 hours per aircraft per month.

   d. May be modified by Part IIB when aircraft are not equipped with ARC/21 radio.

4. DESIGNATION: As authorized by Department of the Air Force letter.

5. CREW RATIO: 1.0 crew ratio -- 20 crews, 1.5 crew ratio -- 30 crews, 20 UE Aircraft, KC-97.

6. CREW COMPOSITION:

AFS	AFSC	NO.
Pilot, Bombardment	1234C	2
Acft Obsr, Nav-Bombardier	1525F	1
Sr Airborne Radio Opr	29353	1 --(delete when equipped with ARC/21 radio)
Sr Inflt Refueling Specl	43159	1
Inflt Refueling Tec	43179	1
Flight Engineer Tec	43271B	1
		7

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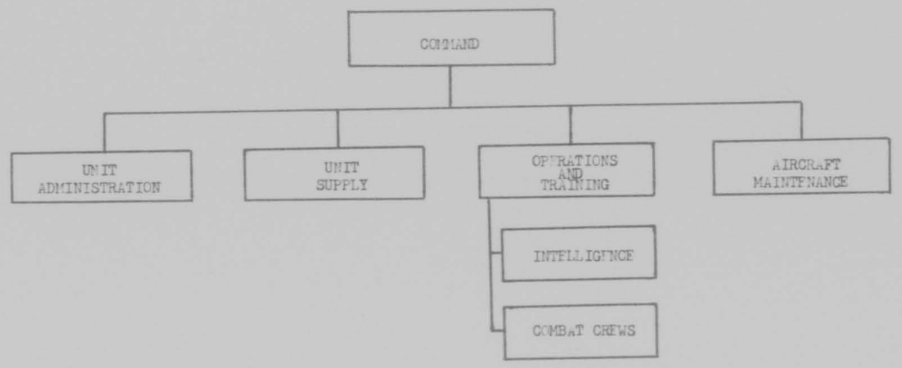
T/O 1-1179F-S

ORGANIZATIONAL CHART



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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	PART II QUALIFICATION SECTION																
01000	COMMAND																
	AIR COMMANDER	00066A	1			1											
	FIRST SERGEANT	73170	1								1						
			2			1					1						
03000	UNIT ADMINISTRATION																
	ADJUTANT	07324	1					1									
	APPRENTICE CLERK	70230	1												1		
	APRN CLASSIFICATION SPECL	73230	1												1		
	CLASSIFICATION SPECIALIST	73250	1											1			
	PERSONNEL SPECIALIST	73251	2										1	1			
			6					1					1	2	2		
04000	UNIT SUPPLY																
	SUPPLY OFFICER	06424	1					1									
	SUPPLY HELPER	64010	1													1	
	APRN ORGN SUPPLY SPECL	64131	1												1		
	SENIOR ORGN SUPPLY SPECL	64151	2										2				
	ORGN SUPPLY SUPERVISOR	64173	1									1					
	APPRENTICE CLERK	70230	1												1		
			7					1				1	2		2	1	
29000	INTELLIGENCE																
	INTELLIGENCE OFFICER	02054	1					1									
	SR INTEL OPERATIONS SPECL	20450	1										1				
	INTEL OPERATIONS TEC	20470	1									1					
			3					1				1	1				
30010	AIRCRAFT MAINTENANCE																
	AIRCRAFT MAINTENANCE OFF	04344	1				1										
	APRN AIRCRAFT MECHANIC	43131B	21												21		
	APRN ACFT RECPR ENG MEC	43132A	1												1		
	AIRCRAFT MECHANIC	43151B	10											10			
	SENIOR AIRCRAFT MECHANIC	43151B	8										8				
	AIRCRAFT RECPR ENGINE MEC	43152A	15											15			
	SENIOR ACFT RECPR ENG MEC	43152A	14										14				
	AIRCRAFT MAINTENANCE SUPV	43170	8								8						
	AIRCRAFT MAINTENANCE TEC	43171B	26								20	6					
	APR VEHICLE OPERATOR	60330	1												1		
	VEHICLE OPERATOR	60350	1											1			
	ORGN SUPPLY SPECIALIST	64151	1											1			
	CLERK	70250	1											1			
			108				1				28	6	22	28	23		
8002015	OPERATIONS AND TRAINING																

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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	AIR OPERATIONS OFFICER	01435	1				1										
	SURVIVAL TNG AND EQUIP	01435	1						1								
	ACFT OBSR,NAV-BOMBARDIER	01525P	1				1										
	ACFT PERFORMANCE ENGINEER	04324	1						1								
	AIR TRANSPORTATION SUPV	60170	1								1						
	APPRENTICE CLERK	70230	1												1		
	CLERK	70250	1										1				
	APR SURV TR PERS EQP SPEC	92230	2												2		
	SURV TR PERS EQP SPECL	92250	2											2			
	SR SURV TR PERS EQP SPECL	92250	1										1				
	SURV TR PERS EQP SUPV	92270	1								1						
			13				2		2		2		2	2	3		
80020	COMBAT CREWS																
	PILOT, BOMBARDMENT	01234C	40				4	16	20								
	ACFT OBSR, NAV-BOMBARDIER	01525P	20					10	10								
	SR IN/FLT REFUELING SPECL	43159	20										20				
	IN/FLT REFUELING TEC	43179	20								10	10					
	FLIGHT ENGINEER TEC	43271B	20								20						
			120				4	26	30		30	10	20				
	STRENGTH SECTION																
80000	OFFICERS																
	AIR COMMANDER	00066A	1			1											
	PILOT, BOMBARDMENT	01234C	40				4	16	20								
	AIR OPERATIONS OFFICER	01435	2				1		1								
	ACFT OBSR, NAV-BOMBARDIER	01525P	21				1	10	10								
	INTELLIGENCE OFFICER	02054	1					1									
	ACFT PERFORMANCE ENGINEER	04324	1						1								
	AIRCRAFT MAINTENANCE OFF	04344	1				1										
	SUPPLY OFFICER	06424	1					1									
	PERSONNEL OFFICER	07324	1					1									
			69			1	7	29	32								
80040	AIRMEN																
	SR INTEL OPERATIONS SPECL	20450	1										1				
	INTEL OPERATIONS TEC	20470	1									1					
	APRN AIRCRAFT MECHANIC	43131B	21												21		
	APRN ACFT RECPR ENG MEC	43132A	1												1		
	AIRCRAFT MECHANIC	43151B	10											10			
	SENIOR AIRCRAFT MECHANIC	43151B	8										8				
	AIRCRAFT RECPR ENGINE MEC	43152A	15											15			
	SENIOR ACFT RECPR ENG MEC	43152A	14										14				
	SR IN/FLT REFUELING SPECL	43159	20										20				
	AIRCRAFT MAINTENANCE SUPV	43170	8								8						
	AIRCRAFT MAINTENANCE TEC	43171B	26								20	6					

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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	IN/FLT REFUELING TEC	43179	20								10	10					
	FLIGHT ENGINEER TEC	43271B	20								20						
	AIR TRANSPORTATION SUPV	60170	1								1						
	APR VEHICLE OPERATOR	60330	1												1		
	VEHICLE OPERATOR	60350	1											1			
	SUPPLY HELPER	64010	1													1	
	APRN ORGN SUPPLY SPECL	64131	1												1		
	ORGN SUPPLY SPECIALIST	64151	1											1			
	SENIOR ORGN SUPPLY SPECL	64151	2										2				
	ORGN SUPPLY SUPERVISOR	64173	1									1					
	APPRENTICE CLERK	70230	3												3		
	CLERK	70250	2										1	1			
	FIRST SERGEANT	73170	1								1						
	APRN CLASSIFICATION SPECL	73230	1												1		
	CLASSIFICATION SPECIALIST	73250	1											1			
	PERSONNEL SPECIALIST	73251	2										1	1			
	APR SURV TR PERS EQP SPEC	92230	2												2		
	SURV TR PERS EQP SPECL	92250	2											2			
	SR SURV TR PERS EQP SPECL	92250	1										1				
	SURV TR PERS EQP SUPV	92270	1								1						
			190								61	18	48	32	30	1	
R9050	RECAPITULATION																
	OFFICERS		69			1	7	29	32								
	AIRMEN		190								61	18	48	32	30	1	
	AGGREGATE		259			1	7	29	32		61	18	48	32	30	1	
	PART IIA																
	MODIFICATION TO BE ADDED FOR 1.5 CREWS.																
	QUALIFICATION SECTION																
8002020	COMBAT CREWS																
	PILOT, BOMBARDMENT	01234C	20				2	8	10								
	ACFT OBSR,NAVIGATOR	01534A	10					5	5								
	SR IN/FLT REFUELING SPECL	43159	10										10				
	IN/FLT REFUELING TEC	43179	10								5	5					
	FLIGHT ENGINEER TEC	43271B	10								10						
			60				2	13	15		15	5	10				
	STRENGTH SECTION																
R9030	OFFICERS																

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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	PILOT, BOMBARDMENT	01234C	20				2	8	10								
	ACFT OBSR,NAVIGATOR	01534A	10					5	5								
			30				2	13	15								
R9040	AIRMEN																
	SR IN/FLT REFUELING SPECL	43159	10										10				
	IN/FLT REFUELING TEC	43179	10								5	5					
	FLIGHT ENGINEER TEC	43271B	10								10						
			30								15	5	10				
R9050	RECAPITULATION																
	OFFICERS		30				2	13	15								
	AIRMEN		30								15	5	10				
	AGGREGATE		60				2	13	15		15	5	10				
	(PART IIB MODIFICATION TO BE ADDED WHEN ACFT ARE NOT EQUIP WITH ARC 21 RADIO.																
	QUALIFICATION SECTION																
8002020	COMBAT CREWS																
	SR AIRBORNE RADIO OPR	29353	30										30				
			30										30				
8002015	OPERATIONS AND TRAINING																
	COMMUNICATIONS OFFICER	03034	1						1								
			1						1								
	STRENGTH SECTION																
R9030	OFFICERS																
	COMMUNICATIONS OFFICER	03034	1						1								
			1						1								
R9040	AIRMEN																
	SR AIRBORNE RADIO OPR	29353	30										30				
			30										30				
R9050	RECAPITULATION																
	OFFICER		1						1								
	AIRMEN		30										30				
	AGGREGATE		31						1				30				

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BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

Glenn O. Nell

GLENN P. NELL
Colonel, USAF
Adjutant

DISTRIBUTION: Air Force - Zone of Interior and Overseas

Hq USAF (75), Hq SAC (30), Hq AMC (20), other Major Air Commands (10),
SAC Subor Air Commands (20), AMC Subor Air Commands (20),
Air Divisions (5)

As applicable:
Wing Eq (5)
Groups (3)
Squadrons (2)

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F Batjer

DATE: 16 November 1954

TIME: 1100 - 1245

STAFF PRESENT

Col Batjer, Wing Commander
Col Thompson, Deputy Commander
Col Jenkins, Director of Materiel
Lt Col Avriett, Chief of Maintenance
Lt Col Vick, Executive Officer
Lt Col Gordon, Wing Comptroller
Lt Col Cammack, Commander 373d Bomb Squadron
Lt Col Harvey, Commander 374th Bomb Squadron
Lt Col Schneck, Commander Field Maintenance Squadron
Maj Wakeman, Commander 375th Bomb Squadron
Maj Vaughn, Commander Headquarters Squadron
Maj Kennett, Commander 308th Tactical Hospital
Maj Main, Commander A&E Maintenance Squadron
Maj McKee, Commander Periodic Maintenance Squadron
Maj Knepper, Commander Air Refueling Squadron
Maj Francis, Director of Personnel
Maj Clodfelter, Deputy Director of Operations
Maj Lundgren, Wing Intelligence & Security Officer
Capt Johns, Wing Adjutant

STAFF ABSENT

Col Britt, Director of Operations
Lt Col Turner, Executive Officer
Lt Col Menzies, Commander Air Refueling Squadron
Maj Dawkins, Wing Flying Safety Officer

3WDC (Col Thompson)

1000 hours each Monday has been designated as the time for Division Staff Meetings. 1100 hours each Tuesday will be the time set for 308th Bomb Wing Staff Meetings.

Division has indicated there will be an input of administrative airmen to the Wing in the near future. It is anticipated that these airmen will be at the "one" and "three" skill levels. Each commander will schedule these individuals to school after coordination with Wing D/P. Action: 3DP, Sq Cmdrs

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All personnel who have not had an influenza shot will be scheduled Saturday morning, 20 November 1954. Action: Sq Cmdrs

Air Refueling Squadron, KC-97, due to arrive 1030 local 17 November 1954. Preliminary reports indicate they have done an outstanding job in connection with 6th Air Division operations.

The guard detail will be complete 1200 hours, 20 November 1954. If there is need to replace any individual on this detail contact Lt Col Vick at Ext. 2-2121. Action: Sq Cmdrs

A quota of 10 pints of blood has been levied against each Squadron. The Blood Mobile will be at the Service Club 18 November 1954. Action: Sq Cmdrs

3DM (Col Jenkins)

Approval has been granted for taxiing on and off the refueling pits for both types of aircraft.

All the cargo from Sidi has arrived this station. Report shortages to D/M immediately. Action: Sq Cmdrs

The first cargo aircraft from Ben Guerir is due today, 16 November 1954.

A discussion was held regarding uniform regulations. Capt Johns will depict the proper uniform for all occasions and post in prominent locations.

It is estimated that the B-47's scheduled for "Drag Angle Fix" will be away from the base approximately 15 days.

3DO (Maj Clodfelter)

Word has been received that a test CONELRAD alert will be called for 0100 hours, Thursday, 18 November 1954. This will not affect the navigation aid in this local.

3TH (Maj Kennett)

Sick call will open in the same location, Building 1215, Thursday, 18 November. The sick call hours will be 0800 Monday through Saturday.

3WADN (Capt Johns)

A discussion was held regarding our status in the United Community Appeal Drive. A dead line of 7 December 1954 has been set, all collections must be in by this date.

Next Tuesday the squadron commanders will report the amounts collected and pledged.

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2WCMDR (Col Batjer)

Review Mobility Plan. Action: D/M

Field jackets will be worn with fatigues only.

For the period 28 October thru 4 November 1954, 128 cups disappeared from the mess halls. Squadron commanders will report the number recovered at the next staff meeting.

A wire from Gen White was read by Col Batjer. This wire will be read to all officers by squadron commander.

JOHN O VICK
Lt Col, USAF
Executive

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F Batjer

DATE: 23 November 1954

TIME: 1100 - 1300

STAFF PRESENT

Col Batjer, Wing Commander
Col Thompson, Deputy Commander
Col Jenkins, Director of Materiel
Lt Col Vick, Executive Officer
Lt Col Gordon, Wing Comptroller
Lt Col Cammack, Commander 373d Bomb Squadron
Lt Col Harvey, Commander 374th Bomb Squadron
Lt Col Menzies, Commander Air Refueling Squadron
Lt Col Schneck, Commander Field Maintenance Squadron
Maj Wakeman, Commander 375th Bomb Squadron
Maj Vaughan, Commander Headquarters Squadron
Maj Kennett, Commander 308th Tactical Hospital
Maj Main, Commander A&E Maintenance Squadron
Maj McKee, Commander Periodic Maintenance Squadron
Maj Alton, Acting Chief of Maintenance
Maj Francis, Director of Personnel
Maj Clodfelter, Deputy Director of Operations
Maj Lundgren, Wing Intelligence & Security Officer
Capt Johns, Wing Adjutant

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STAFF ABSENT

Col Britt, Director of Operations
Lt Col Turner, Executive Officer
Lt Col Avriett, Chief of Maintenance
Maj Dawkins, Wing Flying Safety Officer

3WC:DR (Col Batjer)

308th Bomb Wing will appoint one officer to a committee headed by Col Russell. This officer will probably be a project officer in connection with the proposed base golf course. Action: 3DP

Screen our records and determine what schools, etc remain for each of our Colonels. Reference wire establishing these requirements. Action: 3DP

One active B-47 pilot will be selected as the 308th representative on the Division Anti Noise Committee. Action: 3DP

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There will be a Flying Safety Committee meeting 0800, Monday, in the 308th conference room. Action: 3DO

Pilots attached to Base Flight for flying must be released when scheduled to fly. 60-2 requirements will be met by 1 January 1955. Action: All Staff Sections & Sq Cmdrs

Design the Wing Distribution system so that it provides for delivery of "hot" items on weekends. Action: 3WADJ

Are we complying with SAC Reg 62-17 and 38AD memo, same number? This is in reference to the Jacksonville landing of a 2nd Bomb Wing B-47. Action: 3DO

The remaining two B-47 B's are programed out of the Wing in the near future. Action: 3DM

The ORI report on the 2nd Bomb Wing has shown that there is nothing particularly wrong with the security system, however, the people enforcing the system are not security conscious. Brief our people as to the reasons for their duty. What to do when a questionable pass, etc is discovered. Action: Wing Security Off

The snack bar situation is getting out of hand. Purchases are being made from catering services who have not been cleared by the base veterinarian. Our snack bars will sell coffee and donuts only. Action: Sq Cmdrs & Hg Inspector

Master Planning Board meeting Friday, 1330, 2nd Bomb Wing Conference Room. Major Harrell has some classified information which should be picked up and digested before the meeting. Action: 3DM

New SAC Regulation 400-1, dated 28 October 1954. Review and let me know what's in it. Division still wants a list of people by name from the base who would accompany us on the move. Is this feasible? Action: 3DM

2nd AF Regulation 55-2, 22 October 1954, reference KC-97 alert. This regulation changes things a little. Division DO will work out details and coordinate with both wings. Action: 3DO

Reference SAC Regulation 66-20, dated 26 October 1954. What is the status of our TOC's? Action: 3DM

Refueling aircraft will be headed into the wind. Action: 3DM & Sq Cmdrs

A scooter is a vehicle and will abide by vehicle rules. 15 MPH is top speed on the ramp. More care will be taken in the parking of scooters, especially around aircraft parking areas. Action: Sq Cmdrs

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When aircraft are planned to be diverted to another base it may be necessary to send a small maintenance package to help the other base. Action: 3DM

I would like to see the wire from General LeMay regarding the use of squadron funds for parties. Action: 3WCCP

375BS (Lt Col Cammack)

There is no 24 hour mess on this side of the base. Airmen are missing meals. The quality in the mess is slipping. Action: 3DM

The ground power situation is serious. Action: 3DM

The blood money schedule is inadequate. More people could have given blood but were turned away. Action: 3DP

376BS (Maj Wa[illegible])

The lack of adequate radio vehicles on the line is a serious handicap to our maintenance efforts. Action: 3DM

The condition of the dormitory (Bldg 1277) is very sad. Needs lots of new fixes and all the windows washed. Action: Maj McKee. (The Sq Cmdrs will submit their specific complaints to Maj McKee in the next day or two)

34ERS (Lt Col Menzies)

Will there be a plicy forthcoming regarding leave over the holidays? (Col Thompson) 2AF has notified us that a definite policy will be forthcoming from that Hq. All commanders are again reminded to monitor leaves for the fiscal year so that no one loses leave. Action: Sq Cmdrs.

3FMS (Lt Col Schneck)

It is believed that the procedure for sending people to base details, classification action boards, etc should be looked into. Many hours are being lost. Action: 3DP

It is requested that Gate 23 be opened again. Action: Wg Security Off

3DP (Maj Francis)

The 308th Bomb Wing won the Ground Safety Award again this month. If we win it again we keep it.

All personnel going on leave over the holidays will be briefed by the Sq Cndr on the hazards of driving during the holiday season. Action: Sq Cmdrs

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All drivers of any government vehicle must have a driver permit. This includes driving a GI scooter. Action: Sq Cmdrs

3W20

A report on the ground power equipment status and related problems will be submitted immediately. A similar report on vehicles will be submitted immediately. Action: 3DM

All Squadron Commanders will eat at least one meal a week in their respective mess halls. Action: Sq Cmdrs

JOHN C VICK
Lt Col, USAF
Executive

0090

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F Batjer

DATE: 30 November 1954

TIME: 1100 - 1215

STAFF PRESENT

Col Batjer, Wing Commander
Col Thompson, Deputy Commander
Col Jenkins, Director of Materiel
Col Britt, Director of Operations
Lt Col Avriett, Chief of Maintenance
Lt Col Vick, Executive Officer
Lt Col Gordon, Wing Comptroller
Lt Col Commack, Commander 373d Bomb Squadron
Lt Col Harvey, Commander 374th Bomb Squadron
Lt Col Schneck, Commander Field Maintenance Squadron
Lt Col Menzies, Commander Air Refueling Squadron
Maj Wakeman, Commander 375th Bomb Squadron
Maj Vaughn, Commander Headquarters Squadron
Maj Kennett, Commander 308th Tactical Hospital
Maj Main, Commander A&E Maintenance Squadron
Maj McKee, Commander Periodic Maintenance Squadron
Maj Francis, Director of Personnel
Maj Lundgren, Wing Intelligence & Security Officer
Capt Johns, Wing Adjutant

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STAFF ABSENT

Maj Dawkins, Wing Flying Safety Officer

1. Col Batjer introduced Lt Tibby, Air Base Group I.S.O. who discussed the new Commander's Call.

3WDC (Col Thompson)

2. Beginning 1 December we instigate a monthly Maintenance Schedule, by aircraft tail number. The ground rules will be "ironed out" in a conference to be called in the near future. (Action D/M and Squadron Commanders.)

3. A discussion regarding a new security plan was held. A meeting will be called in the immediate future during which we will discuss the plan further. All Squadron Commanders will be prepared to voice their opinions in this matter. (Action Security Officer, D/M, Squadron Commanders.)

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3D/O (Col Britt)

4. All Staff Officers are delinquent in the Emergency Procedure Exam and/or over due for a Safety of Flight Check. (Action all Staff Officers.)

3D/P (Maj Francis)

5. Let the Director of Personnel know if any of the airmen due for and "Early Out" discharge will effect your mission. Only emergency cases will be considered for retention. (Action Squadron Commanders)

373Comm (Lt Col Cammack)

6. The mess situation is not improving. (All Commanders were again advised that they were to eat at least one meal a week in their respective dining halls. A written report of any recommendations or complaints should be forwarded to the 3WEXO for necessary action.) (Action Squadron Commanders)

3ARS (Lt Col Menzies)

7. Lt Col Menzies requested a leave policy for the holiday season. The Director of Personnel was directed to get a reading from the Division. (Action D/P)

3DM (Lt Col Avriett)

8. The ground radio system will be similar to the "set-up" at Sidi. It should be in operation soon.

3TH (Major Kennett)

9. The ARS will be given Influenza Shots at 10:15 1 December. All flying personnel from the 308th Bomb Wing should get this shot. It will be administered in Building 1215, Sick call office. (Action All Squadron Commanders)

10. An aid man will be on duty for a trial two week period in Building 1215, Sick Call Office.

3WADJ (Capt Johns)

11. We have until 6 December to make the United Community Appeal a success. Cash collections must all be in by that date to receive credit. (Action Squadron Commanders)

3WCO (Col Batjer)

12. The duty day for 24 December will end at 11:30. Contemplated office parties will not begin before 11:30 nor will they exceed 30 minutes in duration.

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13. The exchange of Christmas Cards can very easily be taken care of by placing one in the Officer's Club.

14. The Commanders reception will be held in the Officer's Club on 2 January. The 308th Bombardment Wing's time will probably be about 17:00.

15. The 100th Bomb Wing may be delayed beyond July 1955 however we will continue to train and send people to school on quotas.

16. No allowances will be made this year for 60-2 shortages. The base needs the assistance of our C-45 I.P.s. (Action D/O)

17. Effective 1 December all Master Sergeants on Hunter AFB will be placed on separate rations. (Action Squadron Commanders)

18. What is the status of the loss of the tip tank on Sunday? If it is an incident I would like to get the incident report in immediately. (Action D/O)

19. I would like to have an officer who is well acquainted in the Wing to assist me in the receiving line. (Action D/P)

20. I would like to see the Radio and T.V. Hobby Shop get a little more push. Captain Myrick is the Base Project Officer. Major Main is the 308th Project Officer. Get together. (Action Major Main)

21. Col Batjer read a letter from General Armstrong to General Nazzaro regarding the reputation of the officer's Corps. Comments and recommendations will be submitted to Major Francis prior to 15 December. (Action all Command Staff Officers)

22. I am not thoroughly satisfied with the operation of the 308th Control Room. (Action D/O)

23. All Squadron Commanders will read the Stand board reports and take action where indicated. (Action Squadron Commanders)

JOHN O VICK
Lt Col, USAF
Executive

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DISPOSITION FORM Personnel Authorization for B-47 Cadre

All Units 308BW 3DP 19 November 1954

1. The attached letter establishes the personnel requirement that organizations of the 308th Bomb Wing will be required to furnish. The breakdowns give officer requirements and airmen requirements.

2. It is anticipated that the furnishing organization will receive additional personnel for the B-47 Cadre. As long as there is a doubt as to when and how many new men will be assigned for the new cadre, it will be necessary for each organization to start immediately to train available manpower for the B-47 Cadre. In order for the Wing not to suffer because of the new organization, each squadron must anticipate the loss of cadre personnel and plan well in advance for this withdrawal.

3. Organizations are not to be concerned at this time with the officer requirements for the B-47 Cadre. It is anticipated that additional officer personnel will be supplied the Wing to fulfill this requirement. As additional personnel are received, they will be assigned to appropriate organizations and immediately placed in a training status.

4. All squadrons will be required to supply information to Wing Headquarters concerning shortages, training status, etc., on this project. It is recommended that each squadron prepare a chart showing what is required by Section, Title, Grade, AFSC and quantity, leaving space for the name of the individual who will be the trainer and a space for the trainee.

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5. The attached authorization and squadron breakdown supercedes any previous instruction on this subject.

BY ORDER OF THE COMMANDER:

/s/ Robert L Francis
/t/ ROBERT L FRANCIS
Major, USAF
Director of Personnel

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HEADQUARTERS
36TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

AMO 10 November 1954

SUBJECT: Personnel Authorization for B-47 Cadre

TO:

1. The following troop spaces were authorized to Hunter Air Force Base by Strategic Air Command Non-T/C Personnel Authorization Voucher Nos. 38AD-4 and 38AD-5 to provide a B-47 Cadre with an effective reporting date of 1 October 1954.

OFFICERS

Grade	Quantity
Col	3
L/C	8
Major	18
Captain	1
Total Officers	30

AIRMEN

Grade	Quantity
M/Sgt	53
T/Sgt	40
S/Sgt	90
A/1C	76
Total Airmen	259
Total Officers and Airmen	289

2. The above spaces have been allocated as follows pending publication of Unit Manning Documents.

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Section	Title	Grade	AFSC	Quantity
	HEADQUARTERS 2D Bomb Wing			
Operations				
	Director of Operations	Col	0036C	1
Operations and Training				
	Operations Staff Officer	L/Col	1416	1
	Air Operations Officer	Major	1435	1
Maintenance Control				
	Aircraft Radio Maintenance Technician	M/Sgt	30170	1
	Bomb-Nav System Supervisor	M/Sgt	32170	1
	Turret System Supervisor	M/Sgt	32370	1
	Aircraft Maintenance Supervisor	M/Sgt	43170	2
	Production Schedule Technician	M/Sgt	00270	1
Quality Control				
	Flight Test Maintenance Officer	Major	4334	1
	Aircraft Elect Nav Equipment Mainten Tech	T/Sgt	30171	1
	"K" Series System Technician	T/Sgt	32171E	1
	Turret System Technician	T/Sgt	32371C	2
	Aircraft Maintenance Technician	M/Sgt	43171J	1
	20TH BOMB SQUADRON			
Command				
	Commander	L/C	0066A	1
Operations and Training				
	Pilot, AOB Staff	Major	1245	1
Aircraft Maintenance				
	Aircraft Maintenance Officer	Major	4344	1
	Aircraft Mechanic	A/1C	43151J	3
	Sr Aircraft Mechanic	S/Sgt	43151J	3
	Aircraft Jet Engine Mechanic	A/1C	43153	2
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
	Aircraft Maintenance Technician	M/Sgt	43171J	4
	Vehicle and Motor Equipment Engine Mechanic	A/1C	47134	2

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
	49TH BOMB SQUADRON			
Command				
	Commander	L/C	0066A	1
Operations and Training				
	Pilot, .OB Staff	Major	1245	1
Aircraft Maintenance				
	Aircraft Mechanic	A/1C	43151J	3
	Sr Aircraft Mechanic	S/Sgt	43151J	3
	Aircraft Jet Engine Mechanic	A/1C	43153	2
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Aircraft Maintenance Technician	M/Sgt	43171J	4
	Veh-Mtr Equipment Engine Mechanic	A/1C	47154	1
	96TH BOMB SQUADRON			
Operations and Training				
	Air Operations Officer	Major	1435	1
Aircraft Maintenance.				
	Aircraft Maintenance Officer	Major	4344	1
	Aircraft Mechanic	A/1C	43151J	4
	Sr Aircraft Mechanic	S/Sgt	43151J	3
	Aircraft Jet Engine Mechanic	A/1C	43153	2
	Sr Aircraft Jet Engine Mechanic	S/Sgt	43153	1
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Aircraft Maintenance Technician	M/Sgt	43171J	2
	Vehicle Motor Equipment Engine Mechanic	A/1C	47154	1
	Vehicle Motor Equipment Elect	S/Sgt	47155	1

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
	2ND PERIODIC MAINTENANCE SQUADRON			
Command				
	Commander	L/C	4316	1
Dock Maintenance				
	Sr Aircraft Mechanic	S/Sgt	43151J	3
	Aircraft Jet Engine Mechanic	A/1C	43153	4
	Aircraft Electrician	A/1C	43154B	1
	Sr Aircraft Electrician	S/Sgt	43154B	1
	Aircraft Maintenance Technician	T/Sgt	43171J	2
	Sr. Orgn Supply Specialist	S/Sgt	64151	1
Aircraft Auxallary Equipment Maintenance				
	Vehicle Motor Equipment Engine Mechanic	A/1C	47154	1
	2ND FIELD MAINTENANCE SQUADRON			
Maintenance Supervision				
	Aircraft Maintenance Technician	M/Sgt	43171J	1
	Materials Est Tech	M/Sgt	80271	1
Power Plant				
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
	Sr Orgn Supply Specl	S/Sgt	64151	1
Dope, Paint, and Fabric				
	Parachute-Fabric Supervisor	M/Sgt	58170	1
Machine Shop				
	Machine Shop Supervisor	M/Sgt	53170	1
Aero Repair				
	Sr. Aircraft Mechanic	S/Sgt	43151J	2
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
Engine Change				
	Aircraft Jet Engine Mechanic	A/1C	43153	7
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
Jet Engine Overhaul				
	Sr Aircraft Jet Engine Repairman	S/Sgt	43352	2
	Aircraft Jet Engine Overhaul Technician	T/Sgt	43373	1
Sheet Metal				
	Sr Airframe Repairman	S/Sgt	53450	2
	Airframe Repair Supervisor	M/Sgt	53470	1

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
	2ND FIELD MAINTENANCE SQUADRON			
Aircraft Elect System Maintenance				
	Aircraft Electric Accy Supervisor	M/Sgt	42670	1
	Aircraft Electrician	A/1C	43154B	2
	Sr. Aircraft Electrician	S/Sgt	43154B	2
Hydraulics and Hydrostatics				
	Aircraft Hydraulic Technician	M/Sgt	42571	1
Aircraft Instrument Maintenance				
	Sr. Aircraft Instrument Repairman	S/Sgt	40453	1
	Sr. Aircraft Instrument Mechanic	S/Sgt	43156	2
Aircraft Auxillary Equipment Maintenance				
	Sr. Vehicle Motor Equipment Electrician	S/Sgt	47155	1
	2ND A & E MAINTENANCE SQUADRON			
Command				
	Commander	L/C	3216	1
Maintenance Supervision				
	Armament Systems Officer	Maj	3234	1
Gunnery Systems Maintenance				
	Armament Systems Officer	Capt	3234	1
	Gunlaying System Mechanic	A/1C	32350C	1
	Sr Gunlaying System Mechanic	S/Sgt	32350C	3
	Turret, System Supervisor	M/Sgt	32370	1
	Turret System Technician	T/Sgt	32371C	1
Weapons and Releases System Maintenance				
	Sr. Weapons Mechanic	S/Sgt	46250	4
Bomb Nav System Maintenance				
	Sr "K" Series Stb-Opt Specialist	S/Sgt	32150E	1
	"K" Series System Mechanic	A/1C	32150E	2
	Sr "K" Series System Mechanic	S/Sgt	32150E	3
	"K" Series System Technician	T/Sgt	32171E	1
	"K" Series System Technician	M/Sgt	32171E	2
	Sr Elect Instrument Repairman	S/Sgt	40453	2
	Instrument Overhaul Supervisor	M/Sgt	40470	1

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
Airborne Radio Maintenance				
	Aircraft Radio Repairman	S/Sgt	30150	2
	Aircraft Elect Nav Equipment Repmn	S/Sgt	30151	2
	Aircraft Radio Maintenance Technician	M/Sgt	30170	1
	Aircraft Elect Nav Equipment Maintenance Tech	T/Sgt	30171	1
	HEADQUARTERS 308TH BOMB WING			
Command				
	Deputy Commander	Col	0066C	1
Materiel				
	Director of Materiel	Col	0046C	1
Maintenance Control				
	Aircraft Maintenance Staff Officer	L/C	4316	1
	Aircraft Maintenance Officer	Maj	4344	1
	Production Control Officer	Maj	4355	1
	Aircraft Radio Maintenance Technician	M/Sgt	30170	1
	Bomb Nav System Supervisor	M/Sgt	32170	1
	Aircraft Maintenance Supervisor	T/Sgt	43170	2
	Aircraft Maintenance Technician	T/Sgt	43171J	1
	Aircraft Maintenance Technician	M/Sgt	43171J	1
	Warehousing Supervisor	T/Sgt	64171	1
Quality Control				
	Aircraft Maintenance Technician	T/Sgt	43171J	3
	Aircraft Maintenance Technician	M/Sgt	43171J	1
Communications				
	Communication Elect Staff Officer	Maj	3016	1
	373RD BOMB SQUADRON			
Command				
	Commander	L/C	0066A	1
Operations and Training				
	Air Operations Officer	Maj	1435	1
Aircraft Maintenance				
	Aircraft Mechanic	A/1C	43151J	7
	Aircraft Jet Eng Mechanic	A/1C	43153	2
	Sr Aircraft Jet Engine Mechanic	S/Sgt	43153	2
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Aircraft Maintenance Technician	T/Sgt	43171J	2
	Vehicle Motor Equipment Electrician	S/Sgt	47155	1

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
	374TH BOMB SQUADRON			
Operations and Training				
	Pilot, AOE Staff	Maj	1245	1
Aircraft Maintenance				
	Aircraft Mechanic	A/1C	43151J	7
	Aircraft Jet Engine Mechanic	A/1C	43153	2
	Sr Aircraft Jet Engine Mechanic	S/Sgt	43153	2
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Aircraft Maintenance Technician	T/Sgt	43171J	2
	Vehicle Motor Equipment Elect	S/Sgt	47155	1
	375TH BOMB SQUADRON			
Operations and Training				
	Air Operations Officer	Maj	1435	1
Aircraft Maintenance				
	Aircraft Maintenance Officer	Maj	4344	1
	Aircraft Mechanic	A/1C	43151J	6
	Aircraft Jet Engine Mechanic	A/1C	43153	2
	Sr Aircraft Jet Engine Mechanic	S/Sgt	43153	1
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Aircraft Maintenance Technician	T/Sgt	43171J	2
	Aircraft Maintenance Technician	M/Sgt	43171J	2
	308TH PERIODIC MAINTENANCE SQUADRON			
Dock Maintenance				
	Aircraft Maintenance Officer	Maj	4344	1
	Aircraft Mechanic	A/1C	43151J	3
	Aircraft Jet Eng Mechanic	A/1C	43153	2
	Sr Aircraft Jet Engine Mechanic	S/Sgt	43153	2
	Sr Aircraft Instrument Mechanic	S/Sgt	43156	1
	Aircraft Maintenance Supervisor	T/Sgt	43170	1
	Line Chief	T/Sgt	43170	1
Aircraft Auxillary Equipment Maintenance				
	Sr Vehicle Motor Equipment Electrician	S/Sgt	47155	1
	Organ Supply Specialist	A/1C	64151	1

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
	308TH FIELD MAINTENANCE SQUADRON			
Command				
	Commander	L/C	4316	1
Maintenance Supervision				
	Aircraft Maintenance Supervisor	M/Sgt	42170	1
Power Plant				
	Orgn Supply Supervisor	A/1C	64151	1
Aero Repair				
	Aircraft Maintenance Technician	T/Sgt	43171J	1
Engine Buildup				
	Sr Aircraft Jet Engine Mechanic	S/Sgt	43153	3
	Aircraft Maintenance Supervisor	M/Sgt	43170	1
Engine Change				
	Aircraft Maintenance Technician	T/Sgt	43171J	1
Jet Engine Overhaul				
	Sr Aircraft Jet Engine Repairman	S/Sgt	43352	2
	Aircraft Jet Engine Overhaul Supervisor	M/Sgt	43372	1
Sheet Metal				
	Sr Airframe Repairman	S/Sgt	53450	2
	Airframe Repair Technician	M/Sgt	53471	1
Welding				
	Metal Processing Supervisor	T/Sgt	53470	1
Aircraft Electrician System Maintenance				
	Aircraft Electrician	A/1C	431543	2
	Sr Aircraft Electrician	S/Sgt	431545	3
Hydraulics and Hydrostatics				
	Aircraft Hydraulic Supervisor	M/Sgt	42570	1
Aircraft Instrument Maintenance				
	Sr Elect Instrument Repairman	S/Sgt	40453	1
	Instrument Overhaul Supervisor	M/Sgt	40470	1
	Sr Aircraft Instrument Mechanic	S/Sgt	43156	2
Aircraft Auxillary Equipment Maintenance				
	Sr Vehicle Motor Equipment Engine Mechanic	S/Sgt	47154	1
	309TH A & E Squadron			
Maintenance Supervision				
	Air Electronics Officer	Maj	3054	1
	Armament System Officer	Maj	3234	1

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Personnel Authorization for B-47 Cadre - Cont'd.

Section	Title	Grade	AFSC	Quantity
Gunnery Systems Maintenance				
	Gunlaying System Mechanic	A/1C	32350C	1
	Sr Gunlaying System Mechanic	S/Sgt	32350C	4
	Turret System Mechanic	M/Sgt	32370	1
	Turret System Technician	T/Sgt	32371C	2
Weapons and Releases Systems Maintenance				
	Sr Weapons Mechanic	S/Sgt	46250	2
	Weapons Maintenance Supervisor	M/Sgt	46270	2
Bomb Nav Systems Maintenance				
	Sr "K" Series Rdr-Inscn Specialist	S/Sgt	32150C	1
	Sr "K" Series Computer Specialist	S/Sgt	32150D	1
	"K" Series Systems Mechanic	A/1C	32150E	3
	Sr "K" Ser System Mechanic	S/Sgt	32150E	3
	Bomb Nav System Supervisor	M/Sgt	32170	1
	"K" Ser System Technician	T/Sgt	32171E	1
	"K" Ser System Technician	M/Sgt	32171E	2
	Sr Electrician Instrument Repairman	S/Sgt	40453	2
	Instrument Overhaul Technician	T/Sgt	40471	1
Airborne Radio Maintenance				
	Aircraft Radio Repairman	S/Sgt	30150	4
	Aircraft Elect Nav Equipment	S/Sgt	30151	2
	Aircraft Elect Nav Equipment Maint Tech	T/Sgt	30171	2

BY ORDER OF THE COMMANDER:

RALEIGH H. McQUEEN
Major, USAF
Adjutant

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HEADQUARTERS 308TH BOMBARDMENT WING M, DET 1
Sidi Slimene Air Base
French Morroco

OPERATIONS ORDER

NUMBER 38-54

30 October 1954

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HEADQUARTERS 308TH BOMBARDMENT WING DET 1
Sidi Slimane Air Base, French Morroco
30 October 1954

OPERATIONS ORDER 38-54

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HEADQUARTERS 308TH BOMBARDMENT WING M DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

OPERATIONS ORDER)

NUMBER 38-54)

CHARTS AND MAP REFERENCES:

a. B-47: LR-13-S, LR-12-S, TS-103, JN-30, JN-45.

b. KC-97: LR-13-S, LR-23, LR-22, LR-21-S-East, TS-103.

TASK ORGANIZATIONS:

a. Tactical Squadrons:

373rd Bombardment Squadron	- Lt Col VERNON K CAMMACK
374th Bombardment Squadron	- Lt Col JOHN F. HARVEY
375th Bombardment Squadron	- Major COYD V WAKEMAN
308th Air Refueling Squadron	- Lt Col PERAY P MENZIES

b. Maintenance Squadrons:

308th Armament & Electronics Squadron	- Major EDGAR H MAIN
308th Field Maintenance Squadron	- Lt Col RALPH H SCHNECK
308th Periodic Maintenance Squadron	- Major LESLIE R McKEE

c. Other Units:

308th Headquarters Squadron	- Major HEYWOOD C VAUGHAN
308th Tactical Hospital	- Major DONALD M KENNET

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1. GENERAL SITUATION: The 308th Bombardment Wing has completed a training period of forty-five (45) days in French Morocco and will return to their home station in the Zone of Interior.

a. Intelligence: See Annex A.

b. Friendly Forces:

(1) MATS will provide:

(a) Airlift as required.

(b) Search and rescue facilities over applicable portions of deployment routes.

(c) Necessary base facilites at Kindley Air Force Base and Lajes Aerodrome.

(2) USAFE will provide:

(a) Search and rescue facilities over applicable portions of deployment routes.

(3) 5th Air Division will:

(a) Maintain operational control of 308th Bombardment Wing aircraft until West of 35 degrees West Longitude.

(b) Contact appropriate ARTC agencies for purposes of procuring flight clearance for deploying B-47 and KC-97 aircraft.

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(4) 38th Air Division will:

(a) Provide KC-97 aircraft "on call" at Hunter AFB to provide possible emergency air refueling during B-47 arrival times at Hunter AFB.

(5) 91st Air Refueling Squadron will:

(a) Provide KC-97 aircraft "on call" for possible emergency air refueling in the Goose-Harmon Air Refueling Area.

(b) Provide aerial refueling of B-47 aircraft in the Moncton Refueling Area from the resources of the 91st and 96th Air Refueling Squadrons.

(6) 804th Air Base Group will:

(a) Provide normal base support facilites.

(b) Provide personnel and equipment for off-loading deployed aircraft.

(7) 3906th Air Base Group will:

(a) Provide normal base support facilities.

(b) Provide personnel and equipment to insure aircraft movement in accordance with logistical schedule to be published by 308th Bombardment Wing.

(8) 3926th Air Base Squadron will:

(a) Provide normal base support facilities.

(b) Provide personnel and equipment to insure aircraft movement in accordance with logistical schedule to be published by 308th Bombardment Wing.

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2. MISSION: Deploy forty-five (45) B-47's and twenty-one (21) KC-97 aircraft plus personnel and equipment to Hunter AFB, Georgia.

3. TASKS FOR SUBORDINATE UNITS:

a. 373rd, 374th and 375th Bombardment Squadrons:

(1) Deploy fifteen (15) B-47 aircraft and crews in accordance with schedule outlined in Appendix 1 to Annex B.

(2) Provide personnel and equipment in accordance with Movement Schedule to be published at a later date.

b. 308th Air Refueling Squadron:

(1) Provide one (1) KC-97 and crew on X-8 to airlift ADVBL to Hunter AFB, Georgia.

(2) Provide necessary air refueling support to the 6th Air Division on X, X+1 and X+2 days. Details of this mission will be furnished under separate cover, as Annex D to this order.

(3) Provide one (1) KC-97 and crew to airlift a class "CX" Control Team to Lajes Aerodrome on X + 4.

(4) Provide personnel for a class "CX" Control Team to be in place at Lajes Aerodrome on X + 4 and to remain at Lajes Aerodrome until all deploying KC-97's have departed that station.

(5) Deploy nineteen (19) KC-97 aircraft and crews inaccordance with schedule shown in Appendix 3 to Annex B.

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(6) Provide personnel and equipment in accordance with Movement Schedule to be published at a later date.

c. 308th Armament & Electronics, Field Maintenance, Periodic Maintenance, Tactical Hospital and Headquarters Squadrons:

(1) Provide maintenance and supply support for this operations.

(2) Provide personnel and equipment in accordance with Movement Schedule to be published at a later date.

x. GENERAL INSTRUCTIONS:

(1) X Day commences 0001Z, 11 November 1954, (1901EST, 10 November, 1954).

(2) Nicknane for this operation is "Razor Strap".

(3) Routes:

(a) B-47 aircraft: Sidi Slimane-Lajes (overfly)-Moncton Radio (AR) -Loring AFB (overfly)-Elmira Radio (overfly) -Columbia, S.C. Radio (overfly)-Hunter AFB, Georgia.

(b) KC-97 Aircraft: Sidi Slimane-Lajes (RON)-Kindley (overfly)-Hunter AFB, Georgia.

(4) Departure Schedule: See Annex B.

(5) Air Refueling: See Annex B.

(6) For purposes of coordinating with ARTC and/or ICAO on clearance and reporting procedures, essential elements of aircraft movements may be handled as unclassified information; however, such will be held to an absolute minimum.

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(7) All participating pilots will be thoroughly briefed on let-down procedures at enroute bases, destination and alternate bases prior to departure from Sidi Slimane.

(8) Weather Minima:

(a) Take Off:

1. B-47 Aircraft: 500 feet and 1 mile day and 700 feet and 2 miles night or station minima whichever is higher.

2. KC-97 Aircraft: Air Force Regulation 60-16 or station minima whichever is higher.

(b) Landing:

1. B-47 Aircraft: 1500 feet and 3 miles with alternate airfield being 3000 feet and 5 miles.

2. KC-97 Aircraft: Air Force Regulation 60-16.

(9) B-47 aircraft will not descend for refueling if they have less than 16,000 pounds at primary or 20,000 pounds at alternate refueling points. If B-47 aircraft have less than these minima aircraft will proceed on course and land at Loring AFB, (formerly Limestone AFB).

(10) A minimum of one aircraft in each B-47 formation will be HF equipped. The last B-47 aircraft scheduled to depart each day will be HF equipped.

(11) Reports: See Annex A.

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(12) Second Air Force will issue an Execution Order for each day's flight of B-47's to reach all concerned not later than [illegible] hours prior to the scheduled departure of the first aircraft. No B-47 aircraft will depart Sidi Slimane Air Base prior to receipt of the execution order.

(13) Execution Order for 308th Air Refueling Squadron will be issued by Commander, 5th Air Division.

(14) This operations order may be destroyed, in accordance with Air Force Regulation 205-1, thirty (30) days after completion of this maneuver.

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4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administration: Normal.

b. Logistical Matters: Movement Schedule will be published at a later date.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications: See Annex C.

JOHN F. RATJEN
Colonel, USAF
Commander

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ANNEXES:
See Table of Contents.

DISTRIBUTION:

COMDR, 2AF	2	Cys #1-2
COMDR, 5ADIV	2	Cys #3-4
COMDR, 38ADIV	2	Cys #5-6
COMDR, 801ADIV	1	Cy #7
COMDR, 804TH AIR BASE GROUP	1	Cy #8
COMDR, 3906TH AIR BASE GROUP	1	Cy #9
COMDR, 3926TH AIR BASE SQUADRON	1	Cy #10
COMDR, 915T AIR REFLG SQUADRON	2	Cys #11-12
COMDR, 96TH AIR REFLG SQUADRON	2	Cys #13-14
COMDR, 308TH BW	1	Cy #15
308TH DIR OF PERS	1	Cy #16
308TH DIR OF MAT	1	Cy #17
308TH DIR OF MAT, MAINT CONT	1	Cy #18
308TH DIR OF MAT, LOGISTICS	1	Cy #19
308TH WG COMPTROLLER	1	Cy #20
308TH WG ADJUTANT	1	Cy #21
308TH WG SECURITY OFFICER	1	Cy #22
308TH WG HISTORIAN	4	Cys #23-26
308TH DIR OF OPNS	1	Cy #27
308TH DIR OF OPNS, INTELLIGENCE	1	Cy #28
308TH DIR OF OPNS, CONTROL ROOM	2	Cys #29-30
308TH DIR OF OPNS, TACTICAL OPNS	2	Cys #31-32
LAJES CONTROL TEAM	2	Cys #33-34
COMDR, 308TH HEADQUARTERS SQUADRON	1	Cy #35
COMDR, 308TH TACTICAL HOSPITAL	1	Cy #36
COMDR, 308TH A&E MAINT SQUADRON	1	Cy #37
COMDR, 308TH FLD MAINT SQUADRON	1	Cy #38
COMDR, 308TH PER MAINT SQUADRON	1	Cy #39
COMDR, 373RD BOMBARDMENT SQUADRON	3	Cys #40-42
COMDR, 374TH BOMBARDMENT SQUADRON	3	Cys #43-45
COMDR, 375TH BOMBARDMENT SQUADRON	3	Cys #46-48
COMDR, 308TH AIR REFLG SQUADRON	3	Cys #49-51

OFFICIAL:

Thomas C. Cloepfeltz Jr. 30/1.

THOMAS C. CLOEPFELTZ Jr.
Major, USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

ANNEX A

TO

OPERATIONS ORDER 38-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. Reference Vol 1, BIPG, Hq SAC, dated 1 Feb 54.

2. INTELLIGENCE REQUIREMENTS:

a. In the event intelligence sightings are made while enroute to Hunter, such sightings will be reported in accordance with instructions contained in crew flimsy. Intelligence sightings include but are not limited to guided missiles, unidentified flying objects, submarines, groups of military vessels and formations of aircraft not identified as friendly. In addition to sightings, other occurrences of an intelligence interest should be reported.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

(1) Navigational materials have been furnished to each tactical squadron by the Bombardment Division, this headquarters.

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Annex A
308th BW OO 38-54
30 Oct 54

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b. Evasion and Escape:

(1) PS-6 radio kits and URC-4 radios will accompany aircraft.

c. Reports and Distribution:

(1) See Appendix 1 to this Annex for detailed information.

(2) In accordance with par 6a, S.C Manual 55-8.

4. SECURITY: See Appendix 2 to this Annex.

JOHN F. BATJER
Colonel, USAF
Commander

Annex A
308th BW OO 38-54
30 Oct 54

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APPENDICES
1 - Reports
2 - Security

DISTRIBUTION:
Same as basic order, PLUS

ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96
ACFT COMDRS, 308TH AIR REFLG SQUADRON	21	Cys #97-117

OFFICIAL:

THOMAS C. CLODFELTER Jr.
Major, USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M DET 1
Sidi Slimane Air Base, French Morroco
30 October 1954

APPENDIX 1 TO ANNEX A TO OPERATIONS ORDER 38-54

REPORTS

REPORT	RESPONSIBILITY	REQUIRED FOR	DISTRIBUTION
M-12, "Hot News"	Aircraft Commander	All aircraft, if applicable data is available	Par 6, SAC Man 55-8G
M-20, Lost Aircraft	Aircraft Commander	All aircraft, if applicable data is available	Par 13, SAC Manual 55-8G
M-35, Enemy Jamming	Aircraft Commander	All aircraft, if applicable data is available	Par M-35, SAC Manual 55-8G
M-2, Route & Support	Control Room	From Sidi Slimane and Benguerir	Par 1, SAC Manual 55-8G
M-15, Arrival Report	Control Team, 308 BW	At Lajes; at Hunter	Par 8, SAC Manual 55-8G

App 1 to Annex A
308tn BW OO 38-54
30 Oct 54

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REPORT	RESPONSIBILITY	REQUIRED FOR	DISTRIBUTION
M-15, Arrival Report	Aircraft Commander	At unscheduled bases	Par 8, SAC Manual 55-8G
M-10, Departure Report	Aircraft Commander	At unscheduled bases	Par 4, SAC Manual 55-8G
	Control Team, 308 BW	From Lajes	Par 4, SAC Manual 55-8G
	Control Room	From Sidi Slimane and Benguerir	Par 5, SAC Manual 55-8G
M-17, Delay Report	Control Room	From Sidi Slimane and Benguerir	Par 10, SAC Manual 55-8G
	Control Team, 308 BW	From Lajes	Par 10, SAC Manual 55-8G
	Aircraft Commander	At unscheduled bases	Par 10, SAC Manual 55-8G
M-19, Position Report	Aircraft Commander	Airborne Acft as required	Par 12, SAC Manual 55-8G
Overflight of Canada	Control Room at Sidi Slimane	From Sidi Slimane	SAC Reg 55-18

App 1 to Annex A
308 Bw OO 38-54
30 Oct 54

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REPORT	RESPONSIBILITY	REQUIRED FOR	DISTRIBUTION
M-11, Air Refueling Report	KC-97 Aircraft Commander	All aircraft that off-load fuel	Par 5, SAC Manual 55-80
M-27, Final Mission Report	Commander 308 BW	Completion of TDY	Par 15, SAC Manual 55-80

DISTRIBUTION:

Same as basic order PLUS,

ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96
ACFT COMDRS, 308TH AIR REFLG SQUADRON	21	Cys #97-117

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HEADQUARTERS 308TH BOMBARDMENT WING M DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

APPENDIX 2 TO ANNEX A TO OPERATIONS ORDER 38-54

SECURITY

1. SECURITY INTELLIGENCE:

a. Recent terrorist activities in French Morocco appear to have been brought under control by French security forces. However, the resistance movement by extreme nationalist elements can be considered capable of carrying out at least isolated acts of terrorism even though the French may prevent widespread disorders or revolt. To date, the anti-Western attitude seems to have been directed against the French, but it may be aimed eventually at all Western nationals and nations. It can be assumed then that there is a potential threat to SAC bases due to the tense political situation in the country, and also due to the possibility that French Moroccan Communist Party members may attempt to subvert the nationalist movement for their benefit. In view of the foregoing it is vitally important that adequate security measures be taken by all concerned.

2. AIRCRAFT SECURITY:

a. Lajes Control Team will insure that KC-97 aircraft commanders provide for necessary guards for their aircraft.

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b. In the event an aircraft makes a non-scheduled landing while enroute to Hunter, the aircraft commander will be responsible for insuring adequate security for his aircraft.

c. Each aircraft commander will be responsible that the prescribed security inspections of his cargo, personnel, and aircraft have been properly accomplished before each flight in accordance with SAC Regulation 205-8, as amended.

3. SAC restricted area badges will be carried by all personnel to whom they have been issued.

DISTRIBUTION:
Same as basic order, PLUS

ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96
ACFT COMDRS, 308TH AIR REFLG SQUADRON	21	Cys #97-117

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HEADQUARTERS 308TH BOMBARDMENT WING M DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

ANNEX B

TO

OPERATIONS ORDER 38-54

REDEPLOYMENT

1. GENERAL INFORMATION:

a. The nickname for this operation is "Razor Strap".

b. The call word is "Retread".

c. X Day commences 0001Z, 11 november 1954 (1901 EST, 10 November 1954).

d. Schedule:

(1) X - 8: One KC-97 will depart Sidi Slimane Air Base to airlift the ADVEL to Hunter AFB.

(2) X - 3: Fifteen B-47 aircraft will depart Sidi Slimane Air Base.

(3) X - 2: Fifteen B-47 aircraft will depart Sidi Slimane Air Base.

(4) X - 1: Fifteen B-47 aircraft will depart Sidi Slimane Air Base.

(5) X + 4: One KC-97 aircraft will depart Benguerir Air Base to airlift "CX" Control Team to Lajes Aerodrome.

(6) X + 5: Ten KC-97 aircraft will depart Benguerir Air Base and RON at Lajes.

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(7) X + 6 - Nine KC-97 aircraft will depart Benguerir AB and RON at Lajes and ten KC-97 aircraft will depart Lajes for Hunter AFB.

(8) X + 7 - Nine KC-97 aircraft will depart Lajes for Hunter AFB.

e. Deployment Routes:

(1) B-47 aircraft: Sidi Slimane Air Base to Lajes Aerodrome (overfly) to Sydney Radio to Moncton Radio (Air Refuel) to Elmira Radio to Columbia Radio to Hunter AFB.

(2) KC-97 aircraft: Benguerir Air Base to Lajes Aerodrome (RON) to Kindley Air Force Base (overfly) to Hunter Air Force Base.

f. Departure Schedules:

(1) B-47's: See Attachment 1 to Appendix 1.

(2) KC-97's: See Attachment 1 to Appendix 2.

JOHN F. BATJER
Colonel, USAF
Commander

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APPENDICES:
1 - B-47 Operations
Attach 1 - B-47 Departure Schedule "X - 3"
Attach 2 - B-47 Departure Schedule "X - 2"
Attach 3 - B-47 Departure Schedule "X - 1"
Attach 4 - B-47 Flight Plan

2 - KC-97 Operations
Attach 1 - KC-97 Departure Schedule "X + 5"
Attach 2 - KC-97 Departure Schedule "X + 6"
Attach 3 - KC-97 Navigation Flight Plans
Attach 4 - KC-97 Flight Engineer's Profiles

DISTRIBUTION:
Same as basic order, PLUS

ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96
ACFT COMDRS, 308TH AIR REFUELING SQUADRON	21	Cys #97-117

OFFICIAL:

THOMAS C. CLODFELTER JR.
Major, USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING H DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

APPENDIX 1 TO ANNEX B TO OPERATIONS ORDER 38-54

B-47 OPERATIONS

1. TAKE OFF: Take off each day will be three flights of five with one minute between aircraft and forty minutes between flight leaders. Aircraft will form a five ship formation during climb to optimum altitude, applying SAC Tactical Doctrine Tactics.

2. AIR REFUELING: Daylight formation refueling in accordance with Section j.

a. Tactics: SAC Tactical Doctrine applies with the following exceptions.

(1) Tanker will depart Orbit Point in sufficient time to arrive at the Rendezvous Point at the ETA of the B-47 aircraft for the Rendezvous Point.

(2) If electronic rendezvous cannot be made, the tanker will continue to the Rendezvous Point, orbit and depart on the latest ETA of the B-47 aircraft.

b. Call Signs: During the refueling phase the following call signs will apply.

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(1) B-47 Aircraft: "Behold" plus Alfa, Bravo and Coca for the first, second and third flights respectively. In addition a numerical suffix 1 through 5 will be added corresponding to formation position in the flight. An example is "Behold, Alfa 2", "Behold Coca Leader", etc.

(2) KC-97 Aircraft: "Red" plus Alfa, Bravo and Coca for the first, second and third flights respectively. In addition a numerical suffix 1 through 5 will be added corresponding to formation position in the flight. An example is: "Red Alfa 2", "Red Coca Leader", etc.

c. Refueling Points:

(1) Orbit Point:

(a) Primary: 45°53'N, 64°00'W.

(b) Alternate: 46°10'N 59°20'W.

(2) Rendezvous Point:

(a) Primary: Moncton Radio.

(b) Alternate: Sydney Radio.

d. Refueling Altitude: 15,000 feet.

e. Fuel Transfer Requirements: 26,000 pounds JP-4. Tanker will have capability of 30,000 pounds JP-4 if required.

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f. Missed Air Refueling Alternate: Loring (Limestone) AFB. Should B-47 aircraft have 16,000 pounds or less on board at descent point for primary air refueling point or 20,000 pounds or less at descent point for secondary refueling point, aircraft will maintain altitude and proceed direct to Loring(Limestone) AFB for landing.

g. Air Refueling speeds:

(1) Start: 175K CAS.

(2) End: 185K CAS.

h. Communications and Rendezvous Settings:

B-47 Position	UHF Frequency	APN 12/76 Tanker Transmit	APN 12/76 Tanker Receive	APN 12/76 Receiver Transmit	APN 12/76 Receiver Receive	APN 11 Setting
Behold Alfa Leader	256.0 (Pri) 324.2 (Sec)	6	8	8	6	2-1
Behold Bravo Leader	303.2 (Pri) 266.2 (Sec)	5	7	7	5	2-2
Behold Coca Leader	279.8 (Pri) 308.8 (Sec)	6	8	8	6	2-1

NOTE: Argentia Radio has a Racon Beacon with Code 1-2. Do not confuse this signal with the Tanker signal.

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i. Rendezvous Procedures:

(1) Rendezvous will be worked between lead aircraft. The Deputy Leader will monitor all calls and be ready to effect rendezvous in the event the lead aircraft has difficulty.

(2) Approximately 250 miles from the orbit point the lead aircraft will call the tanker leader on UHF primary frequency. As soon as contact is established the lead receiver will give the lead tanker the estimated time of arrival for the Rendezvous Point and the number of receivers in the flight. The lead receiver will ask the tanker leader where the air spare is located and pass this information to the remainder of the receiver flight.

(3) All aircraft will close formation one hour prior to descent and remain in formation throughout the descent and refueling phase. After refueling aircraft are cleared to climb individually to their assigned altitude and proceed on course.

j. Refueling Times:

(1) Alfa Flight: 1800Z.

(2) Bravo Flight: 1840Z.

(3) Coca Flight: 1920Z.

(4) Take off times will be adjusted to make good these refueling times.

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3. ENROUTE TRAINING: Navigation and formation enroute will be as required by individual crews. One hour prior to descent point for refueling formation will go to daylight formation positions and remain there until climb to optimum has been made after refueling. From this point to Columbia, S.C. Radio aircraft can be in route formation. Formation leader will go to daylight formation over Columbia Radio and maintain this formation until landing. If weather permits aircraft will descend in formation, make one formation pass over Hunter AFB and a normal formation peel off and landing.

4. PERSONAL EQUIPMENT: The following equipment must be possessed by each crew member prior to departure from Hunter Air Force Base:

a. Oxygen mask, pressure demand, type A-13A with A-2 adapter.

b. Emergency oxygen cylinder, H-2, fixed to the parachute.

c. Helmet, flying, P-3, or equivalent.

d. Jacket, flying, type B-15.

e. Flying suit, L-1A, or equivalent.

f. Knife, 5 inch, with sheath.

g. Gloves, flying, intermediate.

h. Boot, combat aircrew, boot A-17, or equivalent.

i. Parachute.

j. B-5 vest, or equivalent.

k. C-2A raft or PX-2 raft in modified A-1 kit.

l. Mark IV suit, worn.

m. A-1 Kit A-1 modified (ejection seat kit).

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n. 1 - Man Raft.

o. 1 ea 4 man raft (1 per aircraft).

5. EMERGENCY REFUELING:

a. In the event B-47 aircraft approaching Hunter AFB need air refueling prior to landing the following procedures will apply:

(1) Contact Cotterpin on HF or Convoy Control on UHF and request "ON CALL" tanker be dispatched.

(2) Rendezvous will be affected over Savannah Radio at 15,000 feet.

(3) The tanker dispatched will have a maximum of 35,000 pounds JP-4 aboard for transfer.

(4) Call Sign for tanker aircraft will be "OVERFLOW". Primary refueling frequency will be 284.5, secondary frequency will be 305.2.

6. RECOMMENDED EMERGENCY AIRFIELDS:

a. North Africa:

(1) Sidi Slimane - 11,000.

(2) Benguerir - 14,000.

(3) Nouasseur - 11,000.

b. Azores:

(1) Lajes - 10,600.

(2) Santa Maria - 8,000.

c. Canada:

(1) Gander - 8,600.

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(2) Goose Bay - 9,600.

(3) Harmon - 10,000.

d. United States:

(1) Loring AFB - 10,000.

(2) Lockbourne AFB -10,000.

(3) Shaw AFB - 10,000.

JOHN F. BATJER
Colonel, USAF
Commander

ATTACHMENTS:

1 - B-47 Departure Schedule - "X - 3"
2 - B-47 Departure Schedule - "X - 2"
3 - B-47 Departure Schedule - "X - 1"
4 - B-47 Flight Plan

DISTRIBUTION:
Same as basic order, PLUS

ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96

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B-47 DEPARTURE SCHEDULE X-3

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ORDER	[illegible]	AIRCRAFT COMMANDER	ACFT NUMB	CALL SIGN	STA TIME	START ENG.	TAXI	TAKE OFF
1	373rd	(Batjer) Keplinger	*2269	[illegible]	0810	1018	1028	1040
2	373rd	Donnelly	*2093	[illegible]	0810	1019	1029	1041
3	373rd	Handley	2217	52217	0810	1020	[illegible]	[illegible]
4	373rd	Matthews	2278	52278	0810	1021	1031	1043
5	373rd	Bulow	2275	52275	0810	1022	1032	1044
GS	373rd	O'Neal	2099	52099	0810	--	--	--
6	375th	Robbins	2253	52253	0850	1058	1108	1120
7	375th	Rogers	*2272	52272	0850	1059	1109	1121
8	375th	Scott	2095	52095	0850	1100	1110	1122
9	375th	Uhalt	*2049	52049	0850	1101	1111	1123
10	375th	(Nazzaro) Stockton	*2090	52090	0850	1102	1112	1124
GS	375th	Sabourin	*2266	52266	0850	--	--	--
11	374th	Gilliland	*2274	52274	0930	1138	1148	1200
12	374th	Chandler	*2265	52265	0930	1139	1149	1201
13	374th	Bird	*2098	52098	0930	1140	1150	1202
14	374th	Petty	2222	52222	0930	1141	1151	1203
15	374th	Gibson	*2077	52077	0930	1142	1152	1204
GS	374th	Charlton	2268	52268	0930	--	--	--

* HF Equipped

Attch 1 to App 1 to
Annex B
308th Bomb Wing OO 38-54
30 October 1954

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ATTACHMENT 2 TO APPENDIX 1 TO ANNEX B TO OPERATIONS ORDER 38-54

[illegible] OPERATIONS ORDER A - 2

TAKE-OFF ORDER	SQDN	AIRCRAFT COMMANDER	ACFT NUMB	CALL SIGN	[illegible] TIME	[illegible] ENG	[illegible]	[illegible] OFF
1	374th	Millsap	2094	52094	0810	1018	1028	1040
2	374th	Charlton	2268	52268	0810	1019	1029	1041
3	374th	Cothran	*2079	52079	0810	1020	1030	1042
4	374th	Sanders	2046	52046	0810	1021	1031	1043
5	374th	Lee	2291	52291	0810	1022	1032	1044
GS	374th	Bailey	2224	52224	0810	--	--	--
6	373rd	Sorenson	2073	52073	0850	1058	1108	1120
7	373rd	Rayner	*2220	52220	0850	1059	1109	1121
8	373rd	O'Neal	2099	52099	0850	1100	1110	1122
9	373rd	Thompson	*2042	52042	0850	1101	1111	1123
10	373rd	Sullivan	2044	52044	0850	1102	1112	1124
GS	373rd	Clark	*2143	52143	0850	--	--	--
11	375th	Smith	*2092	52092	0930	1138	1148	1200
12	375th	Rew	2254	52254	0930	1139	1149	1201
13	375th	Townsend	2088	52088	0930	1140	1150	1202
14	375th	Darly	2225	52225	0930	1141	1151	1203
15	375th	Sabourin	*2266	52266	0930	1142	1152	1204
GS	375th	Frost	*2047	52047	0930	--	--	--

* HF Equipped

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Attch 2 to App 1 to
Annex B
308th Bomb Wing OO 38-54
30 October 1954

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ATTACHMENT 3 TO APPENDIX 1 TO ANNEX B TO OPERATIONS ORDER 38-54

A-W DEPARTURE SCHEDULE X - 1

TAKE-OFF ORDER	SQDN	AIRCRAFT COMMANDER	ACFT NUMB	CALL SIGN	SEA TIME	START ENG	TAXI	TAKE OFF
1	375th	Peace	*2097	52097	0810	1018	1028	1040
2	375th	Schobert	2080	52080	0810	1019	1029	1041
3	375th	Stein	*2076	52076	0810	1020	1030	1042
4	375th	Wright	2219	52219	0810	1021	1031	1043
5	375th	Frost	2047	52047	0810	1022	1032	1044
6	374th	Oppelt	*2089	52089	0850	1058	1108	1120
7	374th	Armstrong	*2273	52273	0850	1059	1109	1121
8	374th	Bailey	2224	52224	0850	1100	1110	1122
9	374th	Watson	2048	52048	0850	1101	1111	1123
10	374th	Griswold	2386	52386	0850	1102	1112	1124
11	373rd	Stearns	*2081	52081	0930	1138	1148	1200
12	373rd	Clark	2143	52143	0930	1139	1149	1201
13	373rd	Beezley	2075	52075	0930	1140	1150	1202
14	373rd	Savoca	2249	52249	0930	1141	1151	1203
15	373rd	Weber	*2100	52100	0930	1142	1152	1204

* HF Equipped

Attch 3 to App 1 to
Annex B
308th Bomb Wing OO 38-54
30 October 1954

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
Mid Silmane															89000	176000
Start Eng. Taxi							°								4000	4000
Take Off, Accl.												:03			85000	172000
Level Off		285	282/35 0	285	+10	295	-17° 31300	VAR	346	310	98 98	:19 :22	109 109		6600 78400	6600 165400
(35-42N) (13-00W)		285	281/38 -3	284½	+10	294½	-43° 32000	.74	437	400	252 350	:38 1:00	276 385		7000 71400	7000 158400
(37-13N) (20-00W)		285	281/34 0	285	+12	297	-44° 33000	.74	438	404	353 703	:52½ 1:52½	384 769		9200 62200	9200 149200
Wales		285	276/50 -1	284	+17	301	-53° 33800	.74	427	378	345 1048	:55 2:47½	392 1161		9000 53200	9000 140200
(40-36N) (35-20W)		287	276/50 -1	284	+22	306	-55° 35900	.74	425	377	378 1426	1:00 3:47½	425 1586		9150 44050	9150 131050
(41-43N) (40-33W)		287	276/50 -1	284	+23	307	-56° 37100	.74	424	376	235 1661	:37½ 4:25	265 1851		5550 38500	5550 125500
(42-34N) (43-00W)		287	265/60 -3½	283½	+25	307½	-54° 38000	.74	426	381	234 1895	:37 5:02	262 2113		5000 33000	5000 120500
(44-00N) (50-00W)		287	265/60 -3½	282½	+25	307½	-55° 39000	.74	425	380	225 2120	:35½ 5:37½	251 2364		4800 28200	4800 115700
(45-05N) (55-00W)		287	265/60 -3½	282½	+25	307½	-55° 39700	.74	425	380	223 2343	:35½ 6:13	250 2614		4500 23700	4500 111200
Sperry (46-11N) Radio (56-05W)		287	265/60 -3½	282½	+25	307½	-57° 40200	.74	423	378	223 2566	:35½ 6:48½	250 2864		4200 19500	4200 107000
Start (46-07N) Letterk (52-42W)		287	265/60 -3½	282½	+25	307½	-58° 41000	.74	423	363	110 2676	:18 7:06½	129 2993		2200 17300	2200 104800
Aviation (46-13N) Radio (64-12W)		353	264/46 -2	283	+23	306	-45° 41/18	VAR	450	405	87 2763	:13 7:19½	97 3090		715 16585	715 104085
Alr Refuel		353	274/36 -3½	283½	+23	312½	-16° 15000		260	228	95 2858	:25 7:44½	108 3198		5500 11085	5500 99585
On Load		353	274/36 -3½	283½	+23	312½	° 15000								26000 37085	26000 125585
Accel.		353	274/36 -3½	283½	+23	312½	° 15000	VAR			6 2864	:01 7:45½	6 3204		500 36585	500 125385
Spring (40-20N) AFB (52-54W)		353					°									
Level Off		330	264/40 0	270	Avg +21	251	-45° 18/37100	VAR	401	352	74 2938	:12½ 7:58	54 3288		3450 33135	3450 121635
Pont- (43-14N) Relier (21-30W)		230	260/51 +3½	233½	+20	255½	-54° 38000	.74	424	377	229 3167	:36½ 8:34½	257 3545		5035 28100	5035 116600
(42-34N) Flores (28-42W)		235	260/51 +3	238	+12	250	-55° 38200	.74	425	377	230 3397	:36½ 9:11	259 3804		4700 23400	4700 111900
Columbia (34-30N) S.C. Radio (81-00W)		202	260/51 +6	208	+5	213	-55° 39700	.74	425	395	525 3922	1:20 10:31	566 4370		9500 13900	9500 102400
Hunter (32-01N) AFB (81-07W)		181	263/55 +7½	188½	0	188½	-56° 40800	.74	424	412	118 4040	:17 10:48	120 4490		1900 12000	1900 100500
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT 10:48

FUEL WEIGHT		
AIRCRAFT BASIC WT	81,377	
CREW WT	1,200	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83,000
F.M.	Full	
C.M.	Full	
A.M.	Full	
FRD LAUR.	Full	
B.B.	Full	
ATO	Full	
EXT.	-	
TOTAL		85,000
BOMBS WT		4,000
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		172,000
START ENG AND TAXI FUEL ALW		2,500
TAKE-OFF GROSS WT		169,500

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
179	11,000	80°F

CRITICAL FIELD LENGTH 10,300'

TAKE-OFF

DISTANCE	SPEED
9,000'	152k

SPEED

CRITICAL ENGINE FAILURE	EMERG BEST FLARE	LINE
133k		

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

Att 4 to app 1 to Annex B 306th Bs OO 36-54 30 Oct 54

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HEADQUARTERS 308TH BOMBARDMENT WING H DET 1
Sidi Slimane Air Base, French Morocco
30 Oct 54

APPENDIX 2 TO ANNEX B TO OPERATIONS ORDER 38-54

KC-97 OPERATIONS

1. GENERAL: KC-97 operation will consist of the 308th Air Refueling Squadron deploying 21 aircraft and crews from Benguerir Air Base to Hunter Air Force Base.

2. MISSION OUTLINE:

a. Twenty-one KC-97 aircraft will depart Benguerir Air Base in accordance with the following schedule:

(1) On X minus 8: One KC-97.

(2) On X plus 4: One KC-97

(3) On X plus 5: Ten KC-97's

(4) On X plus 6: Nine KC-97's

b. Each days increment (X plus 5 and X plus 6) will depart from Benguerir in flights of five aircraft with five minutes between each aircraft and thirty minutes between flights.

c. Departure from Lajes Adrm will be as shown in Attachment 1 and 2 to this Appendix.

d. Aircraft will not overfly Kindley Air Force Base unless they can arrive at Hunter Air Force Base with a minimum of 600 gallons of fuel.

e. Aircraft landing at Kindley for fuel will reservice and depart ASAP.

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3. [redacted] Training requirements on this flight will be as prescribed by the Commander, 308th Air Refueling Squadron.

4. ROUTES:

a. Bonguerir to Lajes:

(1) Bonguerir - Casablanca - Santa Maria - Lajes.

b. Lajes to Hunter:

(1) Lajes - Ocean Station Echo - to Kindley - Smelt Intersection - East Charleston - Charleston - Hunter.

5. FUEL LOAD:

a. Fuel load for departure from Bonguerir and Lajes will be full wing tanks and full center wing.

6. ALTITUDES: As shown on Attachments 1 and 2 to this Appendix.

7. REPORTING PROCEDURES: Position reporting will be by flights with the No 1 aircraft submitting position reports for all aircraft in each flight. In the event one aircraft becomes separated from the flight he will submit a separate position report. All aircraft will monitor 133.56 as primary interplane, 311.0 as secondary.

8. EMERGENCY LANDING FIELDS:

a. French Morocco:

Sidi Slimane	11,000
Nouasseur	11,000
Bonguerir	14,000

b. Azores:

Santa Maria	8,000
Lajes	10,600

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c. Others:

Kindley	8,000
Shaw	10,000
Charleston	7,000

9. EQUIPMENT: Each aircraft commander will insure that his aircraft is equipped as follows:

a. Parachutes: One per crew member and passenger. Spare in accordance with SAC Manual 50-16.

b. E-1 Survival Kits: One per crew member and one per three passengers.

c. Emergency Radio, AN/CR ✓ 3: One per three crew members.

d. Survival Radio, AN/URC-4: One per three crew members and one per multiplane raft.

e. Blankets: Minimum of five per aircraft.

f. Oxygen Masks: One per crew member.

g. Thermos Jugs (two gallon): One per 10 persons.

h. Water can (Five gallon): One per 20 persons.

i. Appropriate seasonal flying clothing.

j. Crew member will meet the requirements of current directives relative to medical clearances. (Immunization records)

k. Identification tags for all crew members.

10. REPORTS: See Annex "A".

JOHN F. BATJER
Colonel, USAF
Commander

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ATTACHMENTS:
1 - KC-97 Departure Schedule "X + 5"
2 - KC-97 Departure Schedule "X + 6"
3 - KC-97 Navigation Flight Plans
4 - KC-97 Flight Engineer's Profiles

DISTRIBUTION:
Same as basic order, PLUS

ACFT COMDRS, 308TH AIR REFLG SQUADRON 21 Cys #97-117

OFFICIAL:

THOMAS C. CLODFELTER JR.
Major, USAF
Director of Operations

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KC-97 DEPARTURE SCHEDULE (X + 5)

					DORGUERIA			LAJES A&S						
OMMANDER	MODEL	ACFT LOAD	ACFT NO	CALL SIGN	STA TIME	TAKE OFF	PASS AIR	ETA	STA TIME	TAKE OFF	PASS AIR	MIDWAY ETA	HUNTER ETA
utchinson	E	PAX	1240	52140	0700	(X-10) 0900	12M	1500	(X-10) 2101	(X-9) 0001	12M	(X-9) 0951	(X-9) 1501
oscher	E	PAX	1239	51239	0100	(X+4) 0300	12M	(X+4) 0900	(X+7) 0600	(X+7) 0800	12M	(X+7) 1700	(X+7) 2210
emons	E	PAX	1208	51208	0100	(X+5) 0400	14M	(X+5) 0900	(X+5) 2330	(X+6) 0130	12M	(X+6) 1100	(X+6) 1530
Shufford	E	PAX	1233	51233	0105	0405	13M	0905	2335	0135	11M	1105	1535
Payne	E	CAR	1247	51247	0110	0410	12M	0910	2340	0140	10M	1110	1540
Reiling	E	PAX	1238	51238	0115	0415	11M	0915	2345	0145	9M	1115	1545
Karsonovich	E	PAX	1237	51237	0120	0420	10M	0920	2350	0150	8M	1120	1550
Price	E	PAX	1218	51218	0150	(X+5) 0450	1/4.5M	(X+5) 0950	(X+6) 0120	(X+6) 0320	12.5M	(X+6) 1250	(X+6) 1720
Nelson	E	BAR	1223	51233	0155	0455	13.5M	0955	0125	0325	11.5M	1255	1725
Bald	E	PAX	1228	51228	0200	0500	12.5M	1000	0130	0330	10.5M	1300	1730
Hewatt	E	PAX	1215	51215	0205	0505	11.5M	1005	0135	0335	9.5M	1305	1735
Turri	E	PAX	1209	51209	0210	0510	10.5M	1010	0140	0340	8.5M	1310	1740

tt 1 to App 2 to
nex B to 308BW OO 30-54
30 Oct 54

NOTE: All aircraft will start engines 30 minutes prior to take-off and will taxi 25 minutes prior to take-off

All times Zebra

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KC-97 DEPARTURE SCHEDULE (X + 6)

COMMANDER	MODEL	ACFT LOAD	ACFT NO	CALL SIGN	DENGUERIR STA TIME	DENGUERIR TAKE OFF	PRESS ALT	LAJES AFB ETA	LAJES AFB STA TIME	LAJES AFB TAKE OFF	PRESS ALT	MIDWAY ETA	HUNTER ETA
Livesay	E	PAX	1236	51236	0100	(X+6) 0400	14M	(X+6) 0900	(X+6) 2330	(X+7) 0130	12M	(X+7) 1100	(X+7) 1530
O'Brien	E	PAX	1232	51232	0105	0405	13M	0905	2335	0135	11M	1105	1535
Morgan	G	CAR	2918	52918	0110	0410	12M	0910	2340	0140	10M	1110	1540
Hull	F	CAR	1245	51245	0115	0415	11M	0915	2345	0145	9M	1115	1545
Sorinek	E	CAR	1235	51235	0120	0420	10M	0920	2350	0150	8M	1120	1550
Groben	G	CAR	2920	52920	0150	(X+6) 0450	14.5M	(X+6) 0950	(X+7) 0120	(X+7) 0320	12.5M	(X+7) 1250	(X+7) 1720
DuBose	G	CAR	2919	52919	0155	0455	13.5M	0955	0125	0325	11.5M	1255	1725
James	E	CAR	1206	51206	0200	0500	12.5M	1000	0130	0330	10.5M	1300	1730
Menzies	E	CAR	1222	51222	0205	0505	11.5M	1005	0135	0335	9.5M	1305	1735

Att 2 to [illegible] to
Annex B [illegible] 308BW 00 38-54
30 Oct [illegible]

NOTE: All aircraft will start engines 30 minutes prior to take-off and will taxi 25 minutes prior to take-off

All times Zebra

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ATT 3 TO APP 2 TO ANN B
308th BW OO 38-54
30 Oct 54

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X 4 5 and 6 LAJES TO HUNTER VIA OCEAN STATION ECHO AND KINDLEY AFB, BERMUDA #) 30 K HG DWD
KC-97 NAVIGATION FLIGHT PLAN (MISSION PLANNING) SHEET 1 OF 1 SHEETS

TERMINATION POINT	CO-ORDINATES	DESIG	T.C.	VAR.	ALT.	TEMP	RAS	TAS GS	DISTANCE ON LEG	DISTANCE TOTAL	TIME ON LEG	TIME ELAPD	REMARKS
LAJES ADRM	38-45N 27-05W	TO									:02	:02	
LEVEL OFF	38-53N 28-48W	LO	275	18W	12M		184	194 164	79	79	:29	:31	
	37-39N 35-00W		256	21W	12M		209	234 204	305	384	1:30	2:01	
	36-38N 40-00W		256	22W	12N		208	233 203	247	631	1:13	3:14	
	35-38N 45-00W		256	23W	12M		208	233 203	250	881	1:14	4:28	
OCEAN STATION ECHO	35-00N 48-00W		256	22W	12M		206	231 201	153	1034	:46	5:14	
	33-55N 55-00W		259	21W	12M		204	226 198	353	1387	1:47	7:01	
BERMUDA CONT.	32-49N 61-48W		259	18W	12M		203	227 197	348	1735	1:46	8:47	
KINDLEY AFB	32-21N 64-41W		259	16W	12M		201	225 195	150	1885	:46	9:33	
BERMUDA CONT.	32-17N 67-39W		269	12W	12M		199	223 193	150	2035	:47	10:20	
	32-09N 75-00W		269	8W	12M		196	219 189	375	2410	1:59	12:19	
HUNTER AFB	32-02N 81-08W		269	3W	12M		193	216 186	312	2722	1:41	14:00	
		DESC LND									:30	14:30	

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Part 4 to App 2 to Annex B OPLAN 38-54

Page 1

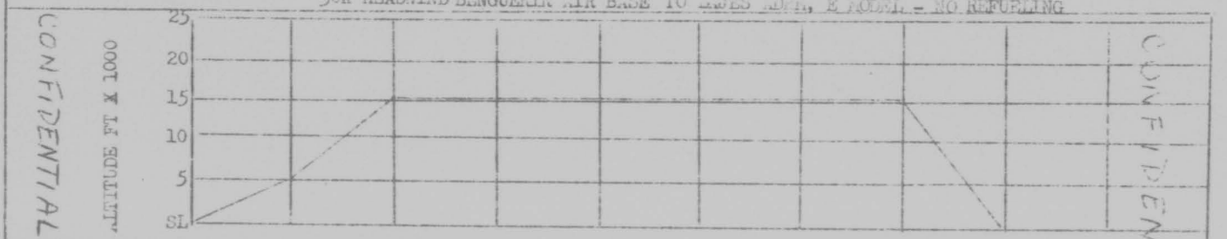
KC-97 FLIGHT ENGINEERS COMBAT PROFILE PLAN (MISSION PLANNING)

SHEET 1 OF 1 SHEET

BASIC WEIGHT	87000	FUEL GRADE	115/145
OIL	1230	TYPE AIRCRAFT-MODEL	KC-97A
CREW	2000	FUEL DENSITY (#/GAL)	5.85
CARGO	0000	LANDING RESERVE (LBS)	25340
PASSENGERS	NONE	TOTAL DISTANCE (NM)	1139
MISC	270		
MIN LAND WT	98500		
FUEL	45572		
IFR FUEL	IN CARGO	CALCULATED BY:	1st Lt W. H. GRAHAM
T.O. GR WT	144072		

DIST TO CLEAR 50' OBS	6190
GROUND ROLL DISTANCE	4950
STOPPING DISTANCE BRAKES & 4 ENGINE REVERSE	2400
O.A.T. IN CENTIGRADE	+32
FIELD ELEV	SL
VAPOR PRESS	555

30k HEADWIND BENGUERIR AIR BASE TO ANDES ADVA, E ROUTE - NO REFUELING



CONDITION	SL	CL	CR 1	CR 2	CR 3	CR 4	CR 5	DES LAND		
CRUISS ALTITUDE	SL	11600	15000	15000	15000	15000	15000	15000/SL		
	1.290	1.290	1.290	1.290	1.290	1.290	1.290	- - -		
TIME	:02	:29	1:00	1:00	1:00	:55	:35	:30		
TIME (TOTAL)	:02	:31	1:31	2:31	3:31	4:26	5:01	5:31		
D.I.F.	3100	2580	1790	1740	1710	1650	1600	VAR		
T/Tr	267	235	192	192	192	192	192	VAR		
FH	2700	2550	2165	2105	2065	1995	1935	1750		
FUEL	1100	3480	3600	3176	3100	2710	1660	1200		
FUEL (USED)	1100	4580	8380	11556	14656	17336	19026	20226		
FUEL (REMAINING)	44472	40992	37192	34011	30916	28206	26546	25346		
GROSS WEIGHT	142972	139472	135692	132516	129416	126706	125046	123946		
TAS/TASK	-	187/194	209/234	208/233	208/233	206/231	204/228	-		
DISTANCE	-	94	234	233	233	213	132	-		
DISTANCE (TOTAL)	-	94	328	561	794	1007	1139	-		

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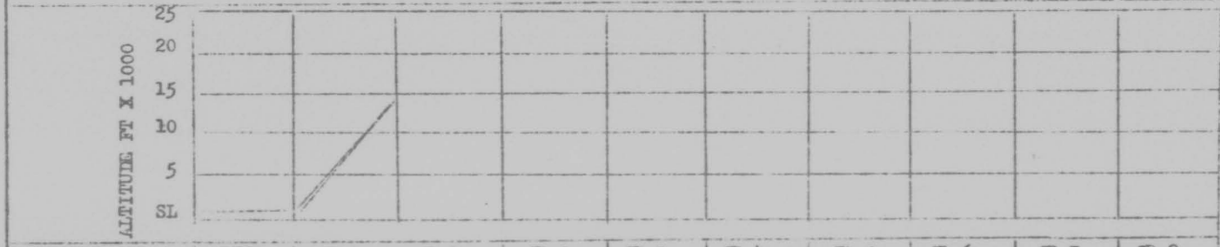
KC-97E/F FLIGHT ENGINEERS COMBAT PROFILE PLAN (MISSION PLANNING)

SHEET 1 OF 2 SHEETS

BASIC WEIGHT	87000	FUEL GRADE	115/145
OIL	1230	TYPE AIRCRAFT MODEL.	KC-97E
CREW	2000	FUEL DENSITY (#G.L).	5.85
CARGO	6000	LANDING RESERVE	3302
PASSENGERS	2000	TOTAL DISTANCE (NM).	2707
MISC.....	270		
MIN LAND WT	98500	CALCULATED BY: 1/LT W.H. GRAHAM	
FUEL	45572	30K HEADWIND	
T.O. GR. WT.....	144072	LAJES AIRM TO HUNTER AFB, E MODEL	

TAKE OFF DATA

DIST. TO CLEAR 50' OBS	6190
GROUND ROLL DISTANCE	4950
BRAKING DISTANCE BRAKES & 4 ENGINE REVERSE	2400
O. A. T. (IN CENTIGRADE ...	32
FIELD ELEV	SL
VAPOR PRESS	555



CONDITION	RTTO	CL 1	CR 1	CR 2	CR 3	CR 4	CR 5	CR 6	CR 7	CR 8
PRESS ALTITUDE	SL	11600	15000	15000	15000	15000	15000	15000	15000	15000
		1,196	1,290	1,290	1,290	1,290	1,290	1,290	1,290	1,290
TIME	:02	:29	1:00	1:00	1:00	1:00	1:00	1:00	1:00	1:00
TIME (TOTAL)	:02	:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	8:31
B.H.P.	3100	2580	1790	1740	1710	1650	1600	1550	1530	1480
MP/TP	267	235	192	192	192	192	192	192	192	192
RPM	2700	2550	2165	2105	2065	1995	1935	1870	1850	1790
FUEL		7200	3800	3176	3100	2958	2843	2721	2684	2578
FUEL (USED)	1100	4580	8380	11556	14656	17614	20457	23178	25862	28440
FUEL (REMAINING)	44472	40992	37192	34016	30916	27958	25115	22394	19710	17132
GROSS WEIGHT	142972	139472	135692	132516	129416	126458	123615	120894	118210	115632
EAS/TAS		184/194	209/234	208/233	208/233	206/231	204/228	202/226	201/225	199/223
DISTANCE		94	234	233	233	231	228	226	225	223
~~DISTANCE (TOTAL)~~		94	328	561	794	1025	1253	1479	1704	1927

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ATT 4 TO APP 2 TO ANN 2
308TH HW OO 38-54
30 Oct 54

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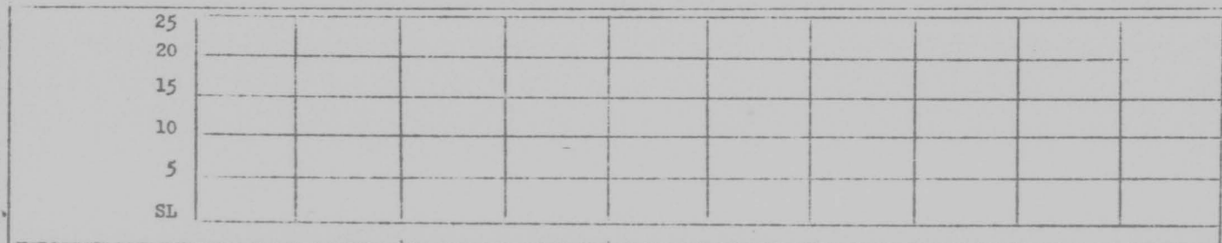
Page 3

30 K HEADWIND
LAJES ADRM TO HUNTER AFB, E MODEL



CONDITION	CR 9	CR 10	CR 11	CR 12	CR 13	DESC & LAND
PRESS ALTITUDE	15000	15000	15000	15000	15000	15000/SL
	1,290	1,290	1,290	1,290	1,290	
TIME	1:00	1:00	1:00	1:00	1:21	:30
TIME (TOTAL)	9:31	10:31	11:31	12:31	13:52	14:22
BHP	1410	1410	1370	1330	1300	VAR
TP/HP	191	187	182	176	172	VAR
RPM	1750	1750	1750	1750	1750	VAR
FUEL	2509	2468	2385	2285	2230	2400
FUEL (USED)	30949	33417	35775	38060	41070	42270
FUEL (REMAINDING)	14628	12155	9797	7512	4507	3302
GROSS WEIGHT	113123	110655	108297	106012	103002	101802
EAS/TAS	197/220	195/218	193/216	192/215	190/213	VAR/VAR
DISTANCE	220	218	216	215	286	
DISTANCE (TOTAL)	2147	2365	2581	2796	3082	3082

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HEADQUARTERS 308TH BOMBARDMENT WING M, DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

ANNEX C

TO

OPERATIONS ORDER 38-54

COMMUNICATION PROCEDURES

1. Each aircraft will require the following publications:

   a. Current radio facility charts:

      (1) Zone of Interior.

      (2) Europe.

      (3) North Atlantic and East Canada.

   b. Supplementary Flight Information Document:

      (1) Europe, Africa, and Middle East.

      (2) North American Area.

   c. Current AFSAL 5104.

   d. Extract of position reporting procedures (SAC Manual 55-8G).

   e. Airborne SAC Manual 55-8 report formats:

      (1) M-12, Hot News Report.

      (2) M-14, Aircraft Distress Report.

2. Call Signs: When operating with civilian stations, suffix the call sign with the nick name, "Razor Strap".

   a. B-47 aircraft:

      (1) Air/Ground, last five digits of aircraft serial number.

      (2) Air/Air and with Behold Control, last three digits of aircraft serial number.

      (3) Air refueling, see Annex B.

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b. KC-97 aircraft:

(1) Air/Ground, last five digits of aircraft serial number.

(2) Air/Air, last three digits of aircraft serial number.

3. UHF Channelization:

CHAN	FREQ	FACILITY
1	236.6 mcs	Control Tower Primary: ZI, Lajes, Argentia.
2	275.8 mcs	Control Tower Secondary: ZI, Sidi, Nouasseur.
3	233.8 mcs	Control Tower: ZI (Navy), Port Lyautey, Harmon, Lajes. GCA: Port Lyautey. Approach Control: Port Lyautey, Harmon.
4	257.8 mcs	Control Tower: ZI (CAA), Sidi, Nouasseur, Harmon, Lajes (on req).
5	255.4 mcs	INSAC (CAA reporting below 17200).
6.	301.4 mcs	CAA Centers (reporting above 17200).
7	353.8 mcs	Casablanca Control.
8	see Annex B	Air Refueling Primary.
9	see Annex B	Air Refueling Secondary.
10	311.0 mcs	Initial Refueling Contact, SAC Common.
11	341.4 mcs	B-47 Primary Inter-plane.
12	232.2 mcs	French Morocco Air Defense A/A - A/G.
13	344.6 mcs	Pilot to forecaster (ZI).
14	305.4 mcs	UHF/DF: Nouasseur, Harmon, ZI. MDIZ frequency for Quiet Control.
15	363.8 mcs	Approach Control: ZI, Harmon, Tower: Lajes (on req), Harmon.

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CHAN	FREQ	FACILITY
16	321.0 mcs	Behold Control (Sidi), B-47 Inter-plane Secondary.
17	335.8 mcs	GCA Search: Primary in ZI, Aux at Nounsseur.
18	289.4 mcs	GCA Final: Primary in ZI.
GD	243.0 mcs	Energency.
Manual	379.4 mcs	GCA Primary Final: Lajes
Manual	385.8 mcs	GCA Primary Search: Sidi
Manual	225.4 mcs	GCA Primary Final: Sidi.

4. IFF will be operating when within 200 nautical miles of French Morocco, Newfoundland, and zone of interior, other times, except in aircraft energency, equipment will not be operating. Settings are as follows:

a. Flight leader Normal Mode 3. Other aircraft in the flight on "Standby" position.

b. Individual aircraft, not in a formation, Normal Mode 1.

5. If required, all SAC Manual 55-8 airborne reports will be addressed to FLOODGATE.

a. M-12, Hot News Report.

b. M-14, Aircraft Distress Report.

6. Scene of Action Communications. The following frequencies will be used to establish communication between aircraft and units in a situation where circumstances preclude prior agreement of a communications plan:

a. 3850 kcs.

b. 116.1 mcs.

c. 279.4 mcs.

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7. Aids to navigation:

NAME	ELEV IN FEET	RNWY IN 100'S	TYPE	IDENT	FREQ	EM	MAG BRG	NAUT MILES
Sidi Slimane	179	h110	RBN	SL	245	A2	315	3.05
			OMNI	SL	112.1		259	11.3
Nouasseur	655	h110	RBN	NR	235	A2	354	1.6
Port Lyautey	16	h80	RBN	NHY	380	A1	073	0.7
			RCN	1-2-2-1	9310			
			RBN	NHY	267.2		040	1.3
			*RNG	NHY	288		281	3.5
			*0800-1200 Mon-Fri, cont during IFR.					
Lajes (For homing only)	179	h106	RBN	DK	273	A2	340	0.74
			RNG	GP	341	[illegible]	161	0.62
			*RCN	2	9310			
			*Racon CPN-6 average useable dist on inbound headings, 35NM between 020-050 magnetic , 15NM between 050-135 magnetic, 35NM between 135-180 degrees magnetic.					
Santa Maria Azores (For homing only)			RBN	SMA	323	A2	190	0.8
			RNG	STA	240	A2	010	1.0
Ocean Station Vessel Delta			RBN	YD	350	emits CW, grid center location 44-00N 41-00W, see Supplementary Flight Information Document,		
Ocean Station Vessel Echo			RBN	YE	362	emits CW, grid center location 35-00N - 48-00W, see Supplementary Flight Information Document.		
Argentia	51	h60	RNG	APN	338		251	3.4
			RNG	NWP	323		038	1.6
			RCN	1-2			331	1.2
Harmon AB	86	h100	RNG	JT	390		164	49.0
			Multiples beyond 23 miles 014 deg, beyond 11 miles 285 deg.					
Kindley	10	h81	RNG	BDA	391		295	0.49
			RBN	KB	528		328	0.64
			RCN	2-1-2	9310		330	0.92

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8. Emergency procedures:

a. Scene of Air-sea rescue communications: Intercommunications between surface vessels (including submarines) engaged in and at the scene of an air rescue operation will be established on one or more of the following frequencies:

(1) 300 kcs, scene of search and rescue.

(2) 500 kcs, Internation Naval.

(3) 3023.5 kcs, scene of search and rescue communications.

(4) 121.5 mcs, energency.

(5) 137.7 mcs, coordination with air rescue service.

(6) 138.78 mcs, scene of search and rescue communications.

(7) 243.0 mcs, emergency.

(8) 282.8 mcs, coordination with air rescue service.

b. In event of distress turn IFF to Energency position and contact ground station on frequency guarding or operating at time of energency and give information using procedures inside reverse cover of radio facility chart.

c. For DF assistance and procedure refer to page 75 of North Atlantic and East Canada Radio Facility Chart or page 102 of Europe Radio Facility Chart.

d. For Air-sea rescue refer to page 170 of Europe Radio Facility Chart.

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9. Ocean Station Vessel DELTA facilities:

a. Communications on 243.0 mcs or duplex operation, aircraft receive on 118.1 mcs (omni receiver) and transmit on 3023.5 kcs (18S4 transceiver).

b. Beacon will be operating on 350 kcs from 1300Z to 1830Z on the 8, 9, and 10 of November.

JOHN F. BATJER
Colonel, USAF
Commander

APPENDICES:
1 - Communication Procedures for B-47's
2 - Communication Procedures for KC-97's

DISTRIBUTION:
Same as basic order, PLUS

ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96
ACFT COMDRS, 308TH AIR REFUELING SQUADRON	21	Cys #97-117

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Major, USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M, DET 1
Sidi Slimane Air Base, French Morocco
10 October 1954

APPENDIX 1

TO

ANNEX C

TO

OPERATIONS ORDER 38-54

COMMUNICATION PROCEDURES FOR B-47'S

1. Annex C applies.

2. Identification to fighter aircraft in French Morocco, North East Air Command, and zone of interior in accordance with para 6a, AFSAL 5104.

3. HF Channelization:

CHAN	FREQ	FACILITY
1	3023.5 kcs	Air/Air Tactical interplane in event of UHF failure.
		Tower Back-up: Refer to radio facility chart (some ZI tower station receive, only, on this frequency)
		Ground station - receive, only: Argentia Tower and Radio, Harmon Tower and Radio.
		Tower Back-up transmit and receive: Lajes, Kindley, Nouasseur, Sidi.
		Ocean Station Vessels: COCA, ECHO, DELTA.
		Approach: Casablanca.
		Azores ATC: Santa Maria Airways.
		Scene of Search and Rescue.

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CHAN	FREQ	FACILITY
2	3032.0 kcs	no facility
3	4220.0 kcs	GLOBEAIRCOM: Kindley, Lajes, Andrews, Harmon.
4	4270.0 kcs	non facility
5	4397.5 kcs	GLOBEAIRCOM: Lajes, Sidi, Croughton.
6	blank	
7	4724.5 kcs	GLOBEAIRCOM: Kindley, Andrews.
8	4731.5 kcs	no facility
9	4890.0 kcs	no facility
10	blank	
11	6475.0 kcs	GLOBEAIRCOM: Andrews, Harmon.
12	6523.0 kcs	no facility
13	6730.5 kcs	GLOBEAIRCOM: Lajes, Sidi, Croughton.
14	6738.0 kcs	GLOBEAIRCOM: Kindley, Andrews:
15	9026.5 kcs	GLOBEAIRCOM: Croughton, Lajes.
16	8913.5 kcs	ICAO Air/Ground: Kindley, Azores OATC, Casablanca Radio, Lisbon Air.
17	11180.0 kcs	no facility.
18	11228.0 kcs	GLOBEAIRCOM: Kindley, Lajes, Sidi, Croughton, Andrews.
19	15016.0 kcs	GLOBEAIRCOM: Kindley on request and Andrews.
20	15036.0 kcs	no facility

4. HF Air/Ground communications procedures will be in accordance with SAC Manual 55-8G.

a. Position reports will be in accordance with procedure BRAVO.

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b. All non-tactical messages will be sent to GLOBEAIRCOM and will be addressed to appropriate OATC and to FLOODGATE (no address required for operations normal report).

c. All tactical messages will be addressed to FLOODGATE (M-12 & M-14).

d. One HF equipped aircraft will submit consolidated report for entire cell.

5. GLOBEAIRCOM Control is as follows:

a. From Sidi to Azores OATC boundary (1300 W Longitude):

(1) Sidi, primary.

(2) Lajes, secondary.

b. From 1300 W Longitude to New York OATC (4500 W Longitude).

(1) Lajes, primary.

(2) Harmon, secondary.

c. From 4500 W Longitude to ZI (Gander FIR and Moncton FIR also included and reported same as OATC).

(1) Harmon, primary.

(2) Andrews, secondary.

6. Boundary Crossing procedures:

a. Report to Casa Control when airborne.

b. Report to Case Control and to Sidi (message addressed to Casa OATC) when departing FIR.

c. Prior to entering Azores ATC contact Santa Maria Airways.

d. When crossing from one OATC to another report to GLOBECOM Control addressing the message to the OATC's concerned.

e. Report when crossing a CADIZ and 10 minutes prior to crossing an ADIZ.

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7. Reporting Guide.

D = DEPARTURE TIME	TYPE OF REPORT	REPORT TO	CHANNEL	FREQUENCY	RELAY TO
	Clearance	Casa Control	UHF-7	353.8 mcs	
D/ 0:07	Departing FIR	Casa Control	UHF-7	353.8 mcs	
D/ 0:07	Position Report	Sidi Lajes	HF 5 HF 18	4397.5 11228	Casablanca OATC and Floodgate.
D/ 0:52	Position Report (boundary crossing)	Sidi Lajes	HF 5 HF 18	4397.5 11228	Casablanca OATC and Azores OATC.
D/ 1:22	Operations Normal	Lajes Sidi	HF 18 HF 5	11228 4397.5	none
D/ 1:52	Position Report	Lajes Sidi	HF 18 HF 5	11228 4397.5	Azores OATC and Floodgate
D/ 2:27	Position Report	Santa Maria Awys	HF 1	3023.5	none
D/ 2:52	Position Report	Lajes Sidi	HF 5 HF 18	4397.5 11228	Azores OATC and Floodgate
D/ 3:22	Operations Normal	Lajes Sidi	HF 5 HF 18	4397.5 11228	none
D/ 3:52	Position Report	Lajes Harmon	HF 5/18 HF 18	4397.5/11228 11228	Azores OATC and Floodgate
D/ 4:22	Operation Normal	Lajes Harmon	HF 5/18 HF 18	4397.5/11228 11228	none
D/ 4:52	Position Report	Lajes Harmon	HF 18 HF 18	11228 11228	Azores OATC, New York OATC, and Floodgate.

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D= DEPARTURE TIME	TYPE OF REPORT	REPORT TO	CHANNEL	FREQUENCY	RELAY TO
D/ 5:22	Operations Normal	Harmon Andrews	HF 5/18 HF 18/19	4397.5/11228 11228/15016	none
D/ 5:52	Position Report	Harmon Andrews	HF 5/18 HF 18	4397.5/11228 11228	New York OATC and Floodgate
D/ 6:22	Position Report & Penetrating Gander CADIZ.	Harmon	HF 5	4397.5	Gander Radio and New York OATC
D/ 6:47	Departing Gander FIR, Penetrating Moncton FIR and CADIZ.	Harmon Andrews	HF 5 HF 14	4397.5 6738.	Gander Radio, Moncton Radio, and Floodgate
D/ 7:47	Departing Moncton FIR.	Harmon Andrews	HF 5 HF 14	4397.5 6738	Moncton Radio and Floodgate.
D/ 7:47	Penetrating Bangor ADIZ (10 min prior to penetration).	Bangor Radio	UHF 5	255.4	
D/	Hourly HF reports and operations Normal	Andrews Offutt	HF 5 HF 14	4397.5 6738	Floodgate

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8. ZI UHF Reporting:

LOCATION	REPORT TO	FREQUENCY
10 min prior to penetrating Bangor ADIZ	Bangor Radio	255.4 Chan #5
Abm Sherbrooke, Que.	Bangor Radio	255.4 Chan #5
Abm Utica, N.Y.	Utica Radio	255.4 Chan #5
Over Lewistowp, Pa	Pittsburg Center	301.4 Chan #6
Abm Lynchburg, Va	Richmond Radio	255.4 Chan #5
App Sunter, S.C.	Columbia Radio	255.4 Chan #5
App Hunter AFB	Savannah Radio	255.4 Chan #5

JOHN F. BATJER
Colonel, USAF
Commander

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ACFT COMDRS, 373RD BOMB SQUADRON	15	Cys #52-66
ACFT COMDRS, 374TH BOMB SQUADRON	15	Cys #67-81
ACFT COMDRS, 375TH BOMB SQUADRON	15	Cys #82-96

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HEADQUARTERS 306TH BOMBARDMENT WING M, DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

APPENDIX 2

TO

ANNEX C

TO

OPERATIONS ORDER 38-54

COMMUNICATION PROCEDURES FOR KC-97'S

1. Annex C applies.

2. Identification to fighter aircraft in French Morocco, and zone of interior will be in accordance with ACP 150.

3. HF Channelization:

CHAN	FREQ	FACILITY
1	8364.0 kcs	International Emergency
2	3023.5 kcs	Control Towers
3	9026.5 kcs	Control Towers
4	3467.5 kcs	ICAO
5	13215.5 kcs	ICAO
6	4397.5 kcs	Military Airways
7	6730.5 kcs	Military Airways
8	8913.5 kcs	ICAO
9	11228.0 kcs	Military Airways
10	4220.0 kcs	Military Airways

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App 2 to Annex C
306th BW OO 38-54
30 Oct 54

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4. VHF Channelization:

a. North Africa:

CHAN	FREQ	FACILITY
A	118.7 mcs	Tower Secondary: Sidi
B	117.9 mcs	Tower Primary: Benguerir, Sidi, Nouasseur.
C	126.7 mcs	Casablanca Control
D	121.5 mcs	Emergency
E	133.56 mcs	KC-97 Interplane Primary.
F	151.2 mcs	SAC Common
G	135.9 mcs	GCA Search
H	14058 mcs	GCA Final

b. From Lajes to ZI the channelization will be in accordance with ZI radio facility chart with channels E and F as follows:

(1) Channel E, 133.56 mcs.

(2) Channel F, 138.42 mcs.

5. Position reports will be submitted in accordance with Procedure ALFA.

6. GLOBEAIRCOM Control:

a. Casablanca OATC;

(1) Sidi, primary.

(2) Lajes, secondary.

b. Azores OATC:

(1) Lajes, primary.

(2) Sidi, secondary. From Lajes westward, Kindley is secondary.

c. [illegible]

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c. New York OATC:

(1) Andrews, primary.

(2) Kindley, secondary.

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Colonel, USAF
Commander

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ACFT COMDRS, 308TH AIR REFLG SQUADRON 21 Cys #97-117

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HEADQUARTERS 308TH BOMBARDMENT WING M DET 1
Sidi Slimane Air Base, French Morocco
30 October 1954

ANNEX D

TO

OPERATIONS ORDER 38-54

KC-97 OPERATIONS - LEAPFROG II

1. GENERAL: The 308th Air Refueling Squadron will remain at Benguerir Air Base to furnish air refueling support to the Sidi Slimane Task Force Commander on Operation Leap Frog II. This operation will be conducted on X, X plus 1, and X plus 2 days. Total number of sorties required will be given at the time 6th Air Division ADVEL arrives in this theater.

2. AIR REFUELING:

a. X Day: 0001 hours, 11 November 1954.

b. Refueling Points: Alfa Orbit Area consisting of three points:

(1) Alfa Right: Mazagan.

(2) Alfa Center: Casablanca.

(3) Alfa Left: Rabat.

(4) Exact coordinates will be furnished at a later date.

c. Refueling Altitude: 16,000 feet.

d. Refueling Tactics: As listed for daylight formation in Section J, SAC Manual 55-5.

e. Refueling Times: Between 1645 and 1745Z each day.

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3. MISSION FLIGHT PLANS AND SCHEDULES: All Navigator's Flight Plans and Schedules will be produced by the 308th Air Refueling Squadron as soon as complete requirements of this mission are known.

4. CLEARANCE: The Commander, 308th Air Refueling Squadron will be responsible for filing clearance request as soon as all information is available. This matter will be coordinated with the Sidi Slimane Task Force Commander and the Commander, 5th Air Division.

JOHN F. BATJER
Colonel, USAF
Commander

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Director of Operations

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DISPOSITION FORM Redeployment Report

TO:	FROM:	DATE:	COMMENT #1
Commander, 308th Air Refueling Squadron Chief of Maintenance	Engineering Officer 308th Air Refueling Squadron	27 Nov 1954	

1. Redeployment of the 308th AREFS detachment was accomplished during the period from 15 Nov 54 until 20 Nov 54 when the last aircraft arrived at Hunter AFB.

2. During redeployment three engines were changed by the DRMT on aircraft 51-208, 51-237, and 51-235. Aircraft 51-237 apparently was fueled with contaminated fuel at Lajes Air Base since #3 fuel cell was found to contain water, rubber particles and trash, causing engine failure. Normal maintenance problems were encountered during redeployment, somewhat aggravated by the closing of the FAK (fly-away kits) prior to departure from FOB (Foreign Overseas Base).

3. Maintenance Summary.

a. PMS (Periodic Maintenance Squadron) Accomplished ten periodic inspections during the stay at FOB, which was four more than planned. The following problems appeared at FOB:

(1) Lack of buildings for storage of material and tools.

(2) Lack of compressed air.

(3) Combined wash rack and periodic dock.

(4) Poor water hose.

(5) Lack of facilities for gunk application.

(6) Inadequate communications.

The first periodic inspection subsequent to TDY will have H hour at 0800 hours, 23 Nov 54.

b. AES (Armament & Electronics Squadron) facilities were very limited at FOB, which will be relieved by the completion of the new A&E building. Power and space were very limited, creating unsatisfactory working conditions. AES personnel redeployed in unit aircraft sith A&E mockups and equipment without incident.

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c. FMS (Field Maintenance Squadron) facilities were limited at FOB, noted in mid-deployment report. Three engines were changed during deployment, five engines were changed at FOB. One engine was rebuilt after being used by the 26th AREFS.

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D/F, Engineering Off, 3AREFS to Comdr 3AREFS & Ch of Maint, 308BW, "Redeployment Report," 27 Nov 1954.

4. Supply Summary:

a. KC-97 parts are very limited in the French Morocco Theater of Operations. Eighty-five percent of aircraft parts were ordered from FAK. The closing of FAK created a very unsatisfactory maintenance situation. Cannibalization became commonplace in order to perform missions. Up to fifty percent of aircraft were AOCP when FAK was closed. The DRMT kit was satisfactory: However, it would save many manhours if this kit could become permanent, similar to the FAK.

b. It would require one supply typist to maintain this kit to provide instant readiness for any maneuver. A request for consideration of this matter is being submitted to the 308th Bomb Wing Chief of Maintenance.

/s/ George A Meuse
/t/ GEORGE A MEUSE
Captain, USAF
Aircraft Maintenance Officer
308th Air Rflg Squadron

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HEADQUARTERS 300TH BOMB WING (H)
Hunter Air Force Base
Savannah, Georgia
Office of The Comptroller

Date: 9 December 1954

SAC MANAGEMENT CONTROL SYSTEM STATEMENT
FOR THE QUARTER ENDING NOVEMBER 1954

SECTION I - GENERAL CONFIDENTIAL

A. PERSONNEL - 320 Points

	Not Scor.	% of Max Score	Points Earned	Points Lost	% of Points Lost of Total
1. Manning in Required Specialities					
(a) Officers	30	50.0	15	15	1.5
(b) Airmen					
(1) Direct	150	50.0	75	75	7.4
(2) Indirect	25	70.	17.5	7.5	.7
2. AWOL RATE PER 1000	30	100	30.0	0.0	0.0
3. PROVED SAFETY	25	1	25.0	0.0	0.0
4. Reenlistment Rate	40	2	8.0	32	3.2
5. MOS Utilization *	20		Not Rated		
Totals	300	56.8	170.5	129.5	12.8

B. MATERIEL - 140 Points

1. Flying Hrs as a % of Req.	60	94.3	56.6	3.4	.3
2. Reports of Survey	2	90.0	18.0	2.0	.2
3. Tech Order Compliance	0	46.0	27.6	32.4	3.2
Total	140	73.0	102.2	37.8	3.8

C. UNIT SIMULATED COMBAT MISSIONS & FLYING SAFETY - 120 Points

1. USCM Effectiveness	80				
(a) Without Sabotage		72.0	58.0	22.0	
(b) With Sabotage		44.2	35.4	44.2	4.5
2. Flying Safety	40	100	40	0	0
Total	120	62.8	75.4	44.2	4.5

* Not included in total points possible.

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D. Operations -- 520 Points

		% of Max Points	Points Earned	Points Lost	% Points Lost of Total
1. Training Minimums					
(a) Bombardment	140	78.5	111.7	30.3	3.8
(b) Tanker	40	99.3	39.7	0.3	-
2. MBS Mk 8 Bomb - Primary	40	70.0	28.0	12.0	1.2
3. MBS Visual Bomb - Primary	25	100	25.0	-	-
4. Nite Dell Nav Prof	20	100	20.0	-	
5. Cruise Control Proficiency (ICO-37 only)	15	100	15.0	-	
6. Air Refuel Prof.					
(a) Wet Hookups	20	100	20.0	-	
(b) Radar Rendezvous	20	100	20.0	-	
7. Scored Crews					
(a) Bombardment	40	55.0	18.0	22.0	2.2
(b) Tanker	10	100	10.0	0.0	
8. Combat Ready Crews					
(a) Bombardment	80	80	64.0	16.0	1.6
(b) Tanker	10	10	10.0	0.0	
9. Physical Conditioning	20	20.0	4.0	16.0	1.6
Total	450	76.7	345.4	104.6	10.4
Grand Total	1010				
Percent of Score	69.7				
Points Earned	393.5				
Points Lost	316.5				

JOHN M. GORDON
Lt Col, USAF
Wing Comptroller

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Section II - Analysis of Points Lost Under Management Control System

A. Personnel:

1. Manning In Required Specialties

(a) Officer Manning - Even though the number of officers assigned by authorized AWC increased in November, the score for officer manning dropped to 40 percent. The main reason for November's decreased score is attributable to General Order # 74 and 76, both effective 18 November 1954, which increased the officer manning authorizations in the Bomb Squadrons and the Air Refueling Squadrons. Previous months scores during the training quarter were sufficient to support a quarterly score of 50% of maximum. Generally, the main shortages affecting the wing at the present are 31 1245/1234B's and 13 1535B's.

(b) Airmen Manning - SAC message COA 28176 changed both the method and the point weight for airmen manning. Point values were changed from 75 to 175 pts broken down to allow 150 points for direct support skills and 25 points for indirect support skills. Using the new basis for computation, the 308th is effectively manned at 82.0 percent in direct support and 85.1 percent in the indirect support area. In the direct support category shortages of 38 people in the 43 fields at supervisory level are a hinderance to a higher score. Also shortages of 16 airmen in the 30 field, 28 airmen in the 32 field and other shortages in the 40 and 42 career fields hold the score down. Anticipated releases of airborne radio operators will adversely affect the airmen manning score in future months. The main shortages found in the indirect support area which prevent receiving a higher score are in the 60 career field, 64 career field, 70 career field and the 92 career field. To further complicate the problem, generally the above shortages are in the supervisory levels plus anticipated inputs are generally in the apprentice level.

2. AWOL RATE PER 1000

The 308th Bomb Wing experienced a quarterly AWOL Rate of 2.01 which is sufficient to earn 100 percent of score. 17 people were reported as going AWOL during the quarter completed.

3. GROUND SAFETY -

Three ground safety accidents occured in the 308th during the past month bringing the total accidents for the quarter to 8. Both the cost index of 0.67 and the ground safety index of 3.64 were low enough to produce a score of 100 percent.

4. REENLISTMENT RATE:

Two factors combine to hold the score in this area below desired. One is the point that young airmen who enlisted for four years of service are continuing to be discharged. The other factor is that SAC Msg COA 40757 eliminates the personnel who were discharged and reenlisted under the provisions of AFR 39-15. The last factor caused the 308th to drop from 40 percent of score in October to 20 percent of score for the quarter. Of 176 people discharged during the quarter 60 reenlisted. However, 33 of the 176 discharges could not be used in the computations and of the 33 discharged 29 reenlisted and could not be credited.

5. AFD UTILIZATION - Not rated. See SAC Msg COA 19519, dated 14 September 1954.

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B. MATERIEL:

1. Flying Hours as a percent Required: In the quarter just ended planned flying hours exceeded the utilized by 434 hours for a percent utilization of 4.3 "K" Systems Maintenance and landing gear malfunctions plus [illegible] hours lost on the UGM by tanker aircraft which were unable to transfer fuel due to weather and 12 night sorties lost in November due to fog were the contributing factors.

2. Status of Technical Order Compliance: The change in procedure of combining the "outstanding" TCO's with the "informational" as directed by SAC Msg COA 26064 caused the quarterly score to be lower in this area than originally anticipated. The average man-hour backlog per aircraft for both B-47 and KC-97 aircraft and the TCO backlog in months are the contributing factors to a low score. While the TCO Rates of 16.1 for B-47 type aircraft and 3016 for KC-97 aircraft appear high, 7 and 10 points were earned in this section of TCO compliance. While the 303rd Wing was TDY, Hunter Base Supply received a large number of TCO Kits which built up an "outstanding" backlog which could not be decreased until the aircraft and personnel returned to the home base. In addition, only a few TCO kits for KC-97 aircraft were taken overseas by the unit to the TDY point, thus making it difficult to accomplish TO Compliance during TDY.

C. Unit Simulated Combat Mission and Flying Safety

1. USCM Effectiveness: This item gained 44.6 percent of score when all aborted aircraft are considered in the computations. Had no aircraft been aborted the net score would have been 72.0 percent.

2. Flying Safety: This item continues at 100 percent of maximum score. A total of 9846:45 hours were flown during the period August, September, October and November.

D. Operations:

During the current 50-8 training quarter 1549 hours (193 sorties) were flown in accomplishing a TDY deployment, Evaluation mission, USCM, Interdiction Mission and a Re-deployment. This represents a loss equivalent to one-third of the time available to tactical crews, as very little 50-8 wise, could be accomplished during these missions. In addition 18 full flying days were lost due to necessary stand-downs.

During November Maintenance, Modifications have held precedence over 50-8 accomplishments. K-system maintenance and the shortage of K-Systems maintenance technicians have contributed to 50-8 shortages in certain items.

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SECTION III SAC [illegible] CONTROL SYSTEM - DETAIL

A. PERSONNEL

1. Manning In Required Specialties.

	Req'd	MRS	% MRS	% of Max Score
(a) Officers:				
Sept	378	322	85.2	50.0
Oct	378	320	84.6	60.0
Nov	429	355	82.8	40.0
Qtr Total	1185	1005	84.8	50.0
(b) Airmen:				
(1) Direct Support				
Sept	1077	880	81.7	50.0
Oct	1077	887	82.4	50.0
Nov	1095	891	81.4	50.0
Qtr Total	3249	2658	82.0	50.0
(2) Indirect Support.				
Sept	537	435	81.6	50.0
Oct	523	459	86.1	70.0
Nov	527	462	87.7	80.0
Qtr Total	1593	1356	85.1	70.0

2. AWOL DATA:

	Aug	Sept	Oct	Nov	Total for Qtr
No AWOLs	5	4	2	6	17
Strength	2760	2825	2157	2025	8467
Rate per M	2.31	1.68	.93	2.96	2.01
% Max Score	100	100	100	100	100

3. GROUND SAFETY:

	Aug	Sept	Oct	Nov	Total for Qtr
Mil. lost time Acc.	3	0	2	3	8
Mil. Man Day Exposure	67,110	63,990	66,867	65,550	263,522
Mil. Injury Rate	4.47	0.0	2.99	4.58	3.04
Civ. Lost Time Acct.	0	0	0	0	0
Civ Manhours Exposure	528	500	504	320	1852
Civ. Injury Rate	0.0	0 0	0.0	0.0	0.0
Gov't Veh Acc	0	1	0	0	1
Gov't Veh Mileage	26,790	38,109	60,501	40,672	166,068
Gov't Veh Acc Rate	0.0	2.6	0.0	0.0	0.60
Grd Safety Index	4.47	2.62	2.99	4.58	3.64

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3. GROUND SAFETY - Cont'd.

	Aug	Sep	Oct	Nov	Total for Qtr
Accd't Cost	$ 370.0	$876.00	$ 512.00	$2984.00	$5742.00
Mean Strength	2165	2176	2160	2187	8631
Accd't Cost Index	0.17	0.41	0.70	1.36	0.67
% of Max Score	100	100	100	100	100

4. Reenlistment Rate:

	Aug	Sept	Oct	Nov	Total for Qtr
Reenlistments	7	10	8	6	31
Discharges	45	51	31	17	144
Rate	15.6	19.6	25.8	35.3	21.5
% of Max Score	20.0	20.0	30.0	40.0	20.0

5. MTD UTILIZATION: Not rated. See SAC Msg COA 19519, dated 14 September 1954.

B. MATERIEL

1. Flying Hours as a Percent of Req'red.

FLYING HOURS REQUIRED

	Sept	Oct	Nov	Total
B-47	1758	1644	1898	4800
KC-97	687	243	783	2413
Total	1945	2587	2681	7213

FLYING HOURS ACCOMPLISHED

B-47	1249	1581	1613	4443
KC-97	684	886	786	2356
Total	1933	2467	2399	6799
% of Score	99.4	95.4	89.5	94.3

2. Reports of Survey:

	Aug	Sept	Oct	Nov	Qtr Total
No Rpts Survey	5	8	3	0	16
Dollar Amount	$172.87	$678.69	$166.93	0	$1018.49
Avg Dollar Per Survey	$34.57	$84.84	$55.64	0	$63.65
Mil E.M. Strength	2150	2128	2168	2025	8471
Civ EMO Strength	3	3	3	3	12
Total Population	2153	2131	2171	2028	8483
Rpt Sur Per M	$2.32	$3.75	$1.38	0.0	$1.89
% of Score	100	90.0	95.0	100	90.0

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3. Status of Technical Order Compliance:

(a) Average Manhour Backlog Per Aircraft:

	No A/C Possessed	Standard MH Req.	Score	Points Earned
August				
B-47	52	14552	279.8	5.0
KC-97	19	6930	363.3	0.0
September				
B-47	52	14813	286.8	5.0
KC-97	21	3784	180.2	0.0
October				
B-47	45	8916	198.1	5.0
KC-97	21	4335	206.8	0.0
November				
B-47	50	8840	176.8	5.0
KC-97	1	144	144.0	0.0
Total				
B-47	199	47021	237.2	5.0
KC-97	62	15216	245.4	0.0

(b) T.O. Units N.C.M. per Aircraft Possessed (TOC Rate)

	No A/C Possessed	TOC UNIT Outstanding	TOC Rate Score	Points Earned
August				
B-47	52	1114	21.4	15.0
KC-97	19	766	20.3	5.0
September				
B-47	52	1410	27.1	10.0
KC-97	21	582	27.7	10.0
October				
B-47	45	456	10.2	15.0
KC-97	21	521	24.8	10.0
November				
B-47	50	213	4.3	20.0
KC-97	1	26	26.0	10.0
Total				
B-47	199	3195	16.1	15.0
KC-97	68	1895	30.6	10.0

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(c) TCC Backlog in Months:

	Standard Hrs Req'd	M/H Accomplished	Score in Months	Points Earned
August				
B-47	13,552	365	39.9	0.0
KC-97	6,903	106	65.1	0.0
September				
B-47	14,913	299	49.9	0.0
KC-97	3,734	609	6.2	0.0
October				
B-47	8,916	288	31.0	0.0
KC-97	4,385	253	17.3	0.0
November				
B-47	8,840	1,294	6.9	0.0
KC-97	144	84	1.7	0.5
Total				
B-47	47,221	2,226	21.2	0.0
KC-97	15,216	1,052	14.5	0.0

(d) Technical orders not completed within 180 days.

	Aug	Sept	Oct	Nov	Total
T/Os Now w/180 days	0		0	0	0

Total Points Earned:

	B-47	KC-97
August	30.0	15.0
September	35.0	20.0
October	30.0	20.0
November	35.0	25.0
Qtr Total	30.0	20.0

Weighted Average Score:

August:

A/C possessed X B-47 Score	52 X 30 =	1560
A/C possessed X KC-97 Score	19 X 5 =	285
Total Weighted Score:	1560 + 285 =	26.0
	71	
Score	26.0 / 60 =	43.3%

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Weighted Average Score::

September:

A/C possessed X B-47 Score:	52 X 26	=	1300
A/C possessed X KC-97 Score:	21 X 20	=	420
Total Weighted Score	$\frac{1300 + 420}{73}$	=	23.6%
Score	$\frac{23.6}{60.0}$	=	39.3%

October

A/C possessed X B-47 Score:	45 X 30	=	1350
A/C possessed X KC-97 Score:	21 X 20	=	420
Total Weighted Score	$\frac{1350 + 420}{66}$	=	26.8
Score	$\frac{26.8}{60}$	=	44.7%

November:

A/C possessed X B-47 Score:	50 X 35	=	1750
A/C possessed X KC-97 Score:	1 X 25	=	25
Total Weighted Score	$\frac{1750 + 25}{51}$	=	34.8
Score:	$\frac{34.8}{60}$	=	58.0%

Quarterly Totals:

A/C possessed X B-47 Score	199 X 30	=	5970
A/C possessed X KC-97 Score	62 X 20	=	1240
Total Weighted Score	$\frac{5970 + 1240}{261}$	=	27.6
Score	$\frac{27.6}{60}$	=	46.0%

C. USCM AND FLYING SAFETY - 120 points

1. Unit Simulated Combat Mission

	B-47	Tanker
a. Number a/c Required	45	39(6)
b. Number a/c Scheduled	45(7)	38(6)
c. Number a/c Airborne	44(8)	39(6)
d. Number a/c Non-Effective	6(2)	2(0)
e. Number a/c Effective	38(6)	37(6)
f. Number a/c deviating after target	15(2)	-
g. Number a/c completing mission	38(6)	37(6)

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(*) Denotes Scheduled Aircraft

Prior to Sabotage:

Bomber a/c Effective / Bomber a/c Airborne = [illegible] = 86.4% — 48 pts

Bomber a/c Completing Mission / Bomber a/c Airborne = 38/44 = 86.4% — 17 pts

Bomber a/c Airborne / Bomber a/c Required = 44/31 = 142% — 1.00 factor

Tanker a/c Effective / Tanker a/c Airborne = 37/39 = 94.9% — 60 pts

Tanker a/c Completing mission / Tanker a/c Airborne = 37/39 = 94.9 — 20 pts

Tanker a/c Airborne / Tanker a/c Required = 39/39 = 100% — 100 factor

Bomber Effectiveness Score: 48 + 17 X 1.00 = 65.0

Tanker Effectiveness Score: 60 + 20 X 1.00 = 80.0

Total USAF Effectiveness Score:

65 X 44 + 80 X 39 / 44 + 39 = 2860 + 3120 / 83 = 5980/83 = 72.0

After Sabotage:

Bomber a/c Effective / Bomber a/c Airborne = 32/44 = 72.7% = 27 pts

Bomber a/c Completing Mission / Bomber a/c Airborne = 32/44 = 72.7% = 12 pts

Bomber a/c Airborne / Bomber a/c Required = 44/31 = 142% = 1.00 factor

Tanker a/c Effective / Tanker a/c Airborne = 36/39 = 92.3% = 36 pts

Tanker a/c Completing Mission / Tanker a/c Airborne = 37/39 = 94.9% = 14 pts

Tanker a/c Airborne / Tanker a/c Required = 39/39 = 100% = 1.00 factor

Bomber Effectiveness Score: 27 + 12 X 1.00 = 39.0

Tanker Effectiveness Score: 36 + 14 X 1.00 = 50.00

39 X 44 + 50 X 39 / 44 + 39 = 1716 + 1950 / 83 = 3666/83 = 44.2

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USCM Excluding Sabotage	72.0%
USCM Including Sabotage	44.2%
Bulk were not sabotaged	0.0
Net USCM Score	44.2%
Points Scored (44.2 X 80)	35.4

2. Flying Safety

	Aug	Sept	Oct	Nov	Qtr Total
Fly Hrs B-47	1803:05	1294:15	1637:50	1633:45	6370:55
Fly Hrs KC 97	1054:25	712:45	903:30	797:10	3475:50
Total Hours	2857:30	2007:00	2541:20	2430:45	9846.45
A/C Accid't rate	0.0	0.0	0.0	0.0	0.0
% of Max Score	100	100	100	100	100

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D. OPERATIONS - 500 [illegible], of which 60 points are in a points reserve for [illegible] areas of evaluation

200 points Training Flights
150 points [illegible]

Number of crews	373	374	375	Total
Category #1 - [illegible] Crews	10	8	9	27
Category #2 - [illegible] and Crews	4	3	2	9
Category #3 - [illegible] Standboard	1	1	1	3
Category #4 - [illegible]	2	5	3	10
	17	17	15	49

Crew [illegible] #10 Operation, 375BS, is not held for training minimums and not included above.

RATINGS:

373 [illegible] = 77.0% X 35 = 27.0

374 [illegible] = 70.2% X 35 = 24.6

375 [illegible] = 72.2% X 35 = 25.3

Wing [illegible] = 73.4% X 35 = 25.7

NAVIGATOR:

373 [illegible] = 85.2% X 25 = 21.3

374 [illegible] = 91.1% X 25 = 22.8

375 [illegible] = 84.6% X 25 = 21.2

Wing [illegible] = 86.9% X 25 = 21.7

[illegible]

[illegible] 87.2% X 10 = 8.7

[illegible] 83.9% X 10 = 8.4

[illegible] 100% X 10 = 10.0

Wing [illegible] 90.2 X 10 = 9.0

AIR [illegible] & NAVIGATION [illegible] DEVOUS:

373 [illegible] = 71.5% X 25 = 17.9

374 [illegible] = 81.7% X 25 = 20.4

375 130 - 30 / 130 = 76.9% X 25 = 19.2

Wing [illegible] = 76.3% X 25 = 19.1

GUNNERY:

373 [illegible] = 93.1% X 10 = 9.3

374 [illegible] = 65.2% X 10 = 6.5

375 [illegible] = 91.3% X 10 = 9.1

Wing [illegible] = [illegible]

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AIR [illegible]

373 $\frac{165 - 1}{165}$ = 99.4% X 10 = 9.9

374 $\frac{132 - 14}{132}$ = 89.4% X 10 = 8.9

375 $\frac{132 - 4}{132}$ = 97.0% X 10 = 9.7

Wing $\frac{429 - 19}{429}$ = 95.6% X 10 = 9.6

[illegible]

373 $\frac{226 - 32}{226}$ = 86.4% X 15 = 13.0

374 $\frac{125 - 42}{125}$ = 76.[illegible]% X 15 = 11.5

375 $\frac{192 - 25}{192}$ = 87.0% X 15 = 13.1

Wing $\frac{623 - 102}{623}$ = 83.6% X 15 = 12.5

FLYING TIME

373 $\frac{150 - 136}{150}$ = 9.3% X 20 = 1.9

374 $\frac{375 - 282}{375}$ = 23.5% X 20 = 4.7

375 $\frac{225 - 115}{225}$ = 48.9% X 20 = 9.8

Wing $\frac{750 - 538}{750}$ = 28.3% X 20 = 5.7

Total Points Earned and Percent of Training Minimums:

	B	N	CC	R	G	AA	M	FT	TOT.	% of Trng Min
373	27.0	21.3	8.7	17.9	7.3	9.5	13.0	1.9	109.0	72.7
374	24.6	22.8	8.4	20.4	6.5	8.9	11.5	4.7	107.8	71.9
375	23.4	21.2	10.0	19.2	9.1	9.7	13.1	9.8	115.5	77.0
Wing	25.7	21.7	9.0	19.1	8.4	9.6	12.5	5.7	111.7	74.5

40 points b. Tanker

(1) Number of Crews

Category # 1 - Combat Ready Category # 2 - MCP Crews	10 0 as of beginning of qtr.
Wet Hookups & Boom Rendezvous	$\frac{540 - 0}{540}$ = 100 X 15 = 15
Navigation	$\frac{320 - 0}{320}$ = 100 X 10 = 10
Cruise Control	$\frac{60 - 3}{60}$ = 95 X 5 = 4.8
Miscellaneous	$\frac{340 - 3}{340}$ = 99.1 X 10 = 9.9
Flying Time - No MCP crews	Not Noted
Total Points Earned	39.7
Percent of Training Minimums	99.3

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2. [illegible] Bombing Accuracy

	373	374	375	TOTAL
Number of Runs	33	64	66	212
Sum of Prof	2370	2900	2970	9340
Average Prof	43	45	45	45
% of Max Score	70	70	70	70

3. B-58 Visual Bombing Accuracy

	373	374	375	TOTAL
Number of Runs	56	37	38	131
Sum of Prof	3300	2430	2730	8460
Average Prof	66	66	72	68
% of Max Score	100	100	100	100

4. Night Celestial Proficiency

	373	374	375	TOTAL	ARS
Number of Runs	41	31	31	103	78
Sum of Circular Errors	502	543	481	1526	729
CEP	12.2	17.5	15.5	14.8	9.3
% of Max Score	100	70	90	100	100

5. Bomber Control Proficiency for RC-97 Crews only

Number of LRCC Missions	84
Sum of Low Score Errors	16.0
Average of Low Score Errors	0.2
% of Max Score	100

6. Air Refueling Proficiency

a. Wet Hookups

	373	374	375	ARS	TOTAL
No. Attempted	100	96	84	342	622
No. Successful	100	96	84	342	622
% Successful	100	100	100	100	100
% of Max Score	100	100	100	100	100

b. Radar Rendezvous

Number Attempted	40	39	40	171	290
Number Successful	40	39	40	171	290
% Successful	100	100	100	100	100
% of Max Score	100	100	100	100	100

7. Scored Crews 40 points Bombardment, 10 points Tanker

	373	374	375	TOTAL	ARS
No. Crews Considered	15	12	12	39	20
No. Scored Crews	7	4	6	17	19
% of Crews Scored	46.7	33.3	50	43.6	95
% of Max Score	50	35	55	45	100

8. Combat Ready Crews

	373	374	375	TOTAL	ARS
No. of C/R Crews	15	14	15	44	20
% of Max Score				60	100

9. Physical Conditioning

	TOTAL
Number of crew personnel assigned	285
Number of crew personnel participating	178
Percent of crews participating	63.0
Percent of minimum score	20

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MONT[illegible] AIRCRAFT MAINTENANCE SUMMAR[illegible]REPORT | FOR MONTH OF: November 1954 | [illegible]E PREPARED: Dec 1954 | REPORTS CONTROL SYMF: SAC-U22

TO: CG, Strategic Air Command, Offutt AFB, Omaha, Nebraska, ATTENTION: DM4E

INFO TO: (As applicable) NUMBERED AF HQ: 2AF AIR DIV HQ: 38TH

FROM: (Wing and Location) 308th Bomb Wing, Hunter Air Force Base, Savannah, Georgia

I MAINTENANCE MANPOWER DATA

			TACTICAL AND SUPPORT SQUADRONS (Enter appropriate number designation)					PERIODIC MAINT SQ	FIELD MAINT SQ	ARM- ELECT MAINT SQ	TOTALS
			373rd	374th	375th	308ARS	Wg Hq Sq				
MAINT PERS	NUMBER AUTH		1-88-0	1-88-0	1-88-0	1-116-0	8446-0	2-170-0	5-356-0	13-337-0	32-1289-0
	AV NO. ASGD		1-85-0	1-88-0	1-88-0	1-134-0	9-37-0	2-114-0	4-343-0	11-251-0	30-1140-0
	AV NO. AVAIL		1-67-0	1-70-0	1-56-0	1-88-0	9-23-0	2-91-0	4-253-0	10-176-0	29-824-0
MANHOURS	TOTAL	ASGD	13,176	14,135	14,120	22,662	4,436	18,268	54,999	40,150	181,946
	TOTAL	AVAIL	10,681	11,221	8,816	14,771	3,773	14,493	40,481	28,154	132,390
	EXPENDED	DIRECT	8,266	9,507	6762	9,669		8,542	18,943	18,099	79,788
	EXPENDED	IN-DIRECT	3,989	4,561	3,460	6,413	4361	7,943	27,799	15,599	74,125
	OVERTIME		1,574	2,847	1,406	1,311	588	1,992	6,261	5,544	21,523
	LOANED		360	254	465	816	8	914	1152	488	4,457
	BORROWED					79	136	1,742	167	474	2,598
ABSENT MANHOURS BY UM ACCOUNT NO:	No.1		92	196	424	226	5	141	548	356	1,988
	No.2		726	400	1,738	172	52	1,058	2,875	3,330	10,351
	No.3				40				16	32	88
	No.4		240	460	440	200	76	1,048	1,852	572	4,888
	No.5		597	1,340	1,111	4,061	286	1,728	5,576	4,359	19,058
	No.6		28	264	1,034	840	364	520	2,054	2,344	7,448
	No.7		452		52	1,655	8	108	612	989	3,876
	TOTAL		2,135	2,660	4,839	7,154	791	4,603	13,533	11,982	47,697
TOTAL FLYING HOURS			612:50	483:00	537:45	797:10					2,430:45

SAC FORM 1 DEC 52 103 REPLACES SAC FORMS 66-12-PC14, 66-12-PC15, 66-12-PC16, AND 66-12-PC17, ALL DATED 1 JAN 52, WHICH ARE OBSOLETE. Air Force-SAC, Offset 0-1109(53)

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II AVERAGE MAINTENANCE MANHOURS PER FLYING HOUR AND PERIODIC INSPECTION

PRIMARY AIRCRAFT TYPE	SECONDARY AIRCRAFT TYPE
B-47	KC-97

ACTIVITY	AVERAGE MANHOURS PER FLYING HOUR		AVERAGE MANHOURS PER PERIODIC INSPECTION	
	PRIMARY AIRCRAFT	SECONDARY AIRCRAFT	PRIMARY AIRCRAFT	SECONDARY AIRCRAFT
FLIGHT LINE	15.0	18.5		
PERIODIC	3.7	2.9	636.0	
FIELD	3.1	2.5	188.6	
ARM-ELECT	7.7	1.8	266.0	
TOTALS	22.5	25.7	1,094.6	

III MONTHLY AIRCRAFT MAINTENANCE AVERAGES

ITEM	AVERAGE MANHOURS	AVERAGE CLOCK HOURS	TOTAL NO. COMPLETED	REMARKS
PREFLIGHT INSPECTION	17.7/25.2		228/80	
POSTFLIGHT INSPECTION	43.5/59.4		132/25	
ENGINE CHANGE (Recip)	32.0		5	
ENGINE CHANGE (Jet)	22.9		12	
PROPELLER CHANGE	22.9		6	
T O CHANGE				
CYLINDER CHANGE	18.8		8	
MASTER CONTROL CHANGE				
CARBURETOR CHANGE	14.0		4	
ENGINE BUILDUP (Recip)	215.0		6	
ENGINE BUILDUP (Jet)	87.6		5	
ENGINE TEAR-DOWN (Recip)	74.6		2	
ENGINE TEAR-DOWN (Jet)	17.0		1	
POWER PACKAGE RECONDITION				
Jet Minor Repair	36.4		5	

IV DIRECT SUPPORT MANHOUR BREAKDOWN

ACTIVITY	FLIGHT LINE	PERIODIC	TENANT AIRCRAFT	BASE FLIGHT	TRANSIENT AIRCRAFT	NON-AERONAUTICAL	REPARABLE PROCESS
FIELD MAINT	5779	1342		392		5429	6001
ARM-ELECT MAINT	10,900	2518		8		1062	2610

REMARKS

UNIO.7 ABSENT TDE
130 Base Exchange
20 Post Office
150 Barber Shop
980 Compensatory Time Off
762 Air Police Trng
50 Shots
250 Physical Exam
1534 enroute to Hunter from TDY
3,876 TOTAL

TOC TIME EXPENDED
Field Maint 1,149
A&E Maint 101
Bomb Sq 119
ARS 71
TOTAL: 1,440

AUTHENTICATION BY CHIEF OF MAINTENANCE

TYPED NAME AND GRADE	SIGNATURE
G. C. AVRITT, LT COL, USAF	Signed

0-1109(53)

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HEADQUARTERS
308th Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

3DOFS 6 December 1954

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SUBJECT: November 1954 Flying Safety Activities Report

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia
Attn: Director of Operations

1. The 308th Bomb Wing returned from TDY in North Africa and accomplished a total of 2431 flying hours during this period. This is a total of 20,199 hours the wing has flown since 1 January 1954 without any type of accident. The wing will make an all out effort to complete an accident free year of operation.

2. Flying Safety, Combat Crew and Maintenance Review Magazines were received in sufficient quantity and distribution was made to all organizations.

3. There were two Wing Flying Safety Meetings held, one for flying personnel and one for maintenance personnel. Techniques, procedures and ground operations were emphasized. In addition to these meetings all crews returning from TDY were thoroughly briefed on communications and emergency facilities and procedures for the return flight. New construction on the taxi ways and ramps will increase the hazards of ground operations; this subject will be emphasized by all supervisory personnel. The Refueling Squadron stressed fuel management and winter flying hazards and held a total of nine flying safety meetings. A lecture on winter flying hazards was given to all flying personnel.

4. All Airfield facilities were checked, ramps, taxi ways and runways were inspected for condition of cleanliness and were found to be in good condition with few foreign objects that may cause engine damage.

5. The Wing Standardization Board was very active throughout the period and stressed the use of the checklists and proper procedures. A total of eleven crews completed standardization checks.

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Hq 308th BWM, Subject: November 1954 Flying Safety Activities Report dtd 6 Dec 1954

6. The 38th Air Division Flying Safety Committee Meeting was held 29 November. This wing was represented by the Wing Commander, the Director of Operations and the Flying Safety Officer.

7. Major Cecil H Dawkins, AO 887904 is the only person presently assigned to the 308th Wing Flying Safety Office.

/s/ Cecil H Dawkins
/t/ CECIL H DAWKINS
Major, USAF
Flying Safety Officer

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HEADQUARTERS
39TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

3TOS 8 December 1954

SUBJECT: Standardization Crew Activities Report (RCS: 2AF-C3)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

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1. In compliance with Second Air Force Regulation 51-7, dated 30 January 1953, the following standardization crew activities report is submitted for the month of November 1954.

a. Special projects and activities.

(1) Prepared complete new Observers Proficiency and Emergency Procedures Written Examinations. Two copies of each examination together with answer sheets are inclosed in accordance with Second Air Force letter dated 29 October 1954, Subject: Observers Proficiency and Emergency Procedures Examinations.

(2) Arranged for lecture to all radio operators covering emergency procedures to be used in overwater flights for the 308th Air Refueling Squadrons redeployment to the ZI.

(3) Complied with Second Air Force message OTS 0090, revision of existing local operating manes, policy letters, and SOPS. Two copies of each have previously been sent forward.

b. Standardization crew training and proficiency missions flown.

(1) The Wing Standardization Crew flew a total of 12 sorties, including 4 crew missions and 3 instructional flights.

(2) Administered one complete crew standardization check by Wing Standardization Crew.

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(3) Administered two instrument flight checks.

(4) Participated in all three sorties of Operation "SNAPPROO 2".

(5) Participated in Operation "RAYCROSSAP", redeployment of the 309th Air Refueling Squadron from North Africa to ZI.

(6) The Assistant Wing Standboard Crew flew a total of 8 sorties, including 2 instructional flights and 6 crew missions.

(7) Participated in 2 sorties of Operation "SNAPPROO 2".

(8) Participated in Operation "RAZORSTRAP", redeployment of the 309th Air Refueling Squadron from North Africa to ZI.

(9) Administered 2 instrument flight checks.

c. Assistance is required from Second Air Force Headquarters.

(1) Production and distribution of fuel management check lists.

(2) Production and distribution of a standard emergency procedures check lists for pilots.

FOR THE COMMANDER:

3 Incls
1. Photo 2AF Form 59 (Dupe)
2. Observers Proficiency Exam and Answer Sheet (Dupe)
3. Observers Emergency Exam and Answer Sheet (Dupe)

EDWARD M. ADAMS
2nd Lt., USAF
Asst Adj

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HEADQUARTERS
308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

INSTRUCTORS SYLLABUS

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RADIOLOGICAL TRAINING COURSE,
GENERAL

DIRECTOR OF OPERATIONS
[illegible] 1954

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DIRECTOR OF OPERATIONS
308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia

FOREWORD

This syllabus has been compiled by the Wing Passive Defense Office as an instructional aid for squadron RBC officers Herein is a detailed five hour course to be given flight line maintenance personnel as provisioned by SAC Regulation 55-43 Assignment of Functional Responsibilities for Radiological Countermeasures.

Adherence To the objectives, scope and outlines of this syllabus will accomplish standardized training in all squadrons. This by no means implies that the syllabus alone is the means to an end; each RBC officer will be responsible to further his overall understanding of the subject before attempting to instruct.

This is the first in a series of training outlines planned by the Passive Defense Office of this Wing. All comments, criticisms and suggestions will be welcomed and should be sent to the ATTN: Director of Operations.

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RADIOLOGICAL TRAINING COURSE,
GENERAL

TABLE OF CONTENTS

1. INTRODUCTION

2. THEORY OF NUCLEAR ENERGY

3. MEDICAL ASPECTS

4. CONTAMINATION AND DECONTAMINATION

5. DEMONSTRATIONS

APPENDIX: Glossary of terms generally used in Radiological Counter Measures.

APPENDIX: Quiz

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RADIOLOGICAL TRAINING COURSE

LESSON 1 (30 MINUTES)

INTRODUCTION

I OBJECTIVES

To acquaint flight line maintenance personnel and aircrew members with Tactical Radiological Countermeasures. These measures are defined as the procedures for the protection of combat and maintenance personnel against hazards resulting from radioactive contamination.

II INSTRUCTIONAL AIDS

A. References

1. "Radiological Defense, Vol II", AFSWP
2. "Atomic Energy and Radiological Defense, Dept of AF".
3. SAC ASOP - 55-22
4. SAC Reg. 50-1

III SUBJECT MATERIAL

PERSONNEL'S ROLE IN RADIOLOGICAL COUNTERMEASURES.

In the Air Force, it is tentatively planned to utilize practically every airman in some type of defense activity if and when the need arises. Thus, aside from radiological, medical, and fire fighting personnel, whose duties in case of atomic catastrophe are quite obvious, airmen will probably receive training in the particular phase of radiological defense for which their regular specialty fits them best. Electronics personnel, for example, will learn how to repair and handle detection instruments; meterological personnel, to plot and predict the course followed by radiological clouds; food service personnel, to protect food supplies from contamination; and air installation specialtists, to recondition buildings and facilities. This will make it possible not only to keep at a minimum the number of personnel specifically assigned to radiological defense jobs, but also to accomplish the tasks in the shortest possible time and with the least possible amount of training. It will result also in a better understanding of atomic dangers and eliminate exaggerated fears due to ignorance.

The job of aircrew and flight line maintenance personnel will be of prime importance, since they must protect our offensive abilities. Through use of effective tactical radiological countermeasures, delays and danger to men and planes will be minimized.

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AIRCRAFT CONTAMINATION

An atomic bomb contaminates buildings, planes and areas either by causing radioactive material to be deposited on them or by inducing radioactivity in the materials of which they are composed. The radioactive materials deposited may consist of bomb material that did not undergo fission, bomb material that did undergo fission but is still radioactive, or material that was made artificially radioactive by the nuclear radiation from the bomb.

When the bomb bursts high in the air, the radioactive materials are generally not deposited near the burst, but are sucked up into the mushroom cloud and carried along with it. When the bomb bursts close to the ground, it can cause the radioactive material to become imbedded in the ground or the buildings close to the point of burst. Furthermore, the radiation from the bomb can induce radioactivity in various materials. In either case, everything in which radioactive materials lodge or in which radioactivity is induced is contaminated and dangerous. If the bomb bursts under water, the radioactive products are spread by the spray and mist from the explosion, which contaminate whatever they hit.

Contaminated areas are dangerous because of the radioactive materials in them. While, in time, these materials decrease in radioactive intensity to the point where their effects are negligible when they are outside the body, their radioactivity never ceases entirely. For years, they remain sufficiently radioactive to cause disease and even death if they are taken into the body through breaks in the skin or by inhaling or swallowing.

One of the main problems will be aircraft contaminated in the air by a bomb's radioactive cloud. As an example, a cloud will rise 30,000 feet, 300 seconds after the explosion and have a radius of 5,310 feet. An airplane traveling at 300 miles per hour will take 24 seconds to travel through the thickest part of the cloud. The aircrew in a pressurized cabin with the incoming air shut off, would receive 71 roentgens, a below lethal dose. As a result there would be contamination on the exterior surfaces of the plane, interior and engines.

RADIATION HAZARDS

While radioactive contamination does not cause any material damage, it can render equipment unusable because of the hazard to personnel. An air burst is noncontaminating, and the only important radiological effect would be on planes flying through an atomic cloud. It is well known that approximately 15 percent of the casualties from atomic bombings were considered to be due to radiation. A fact not so well known is that all persons who suffered radiation injury suffered their damaging dose within a few seconds after the explosion. There is no evidence of radiation injury to persons entering the target area shortly after the attack.

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In contrast with the air burst, any surface or subsurface burst may result in lethal contamination over an area ranging from about 500 yards to 2 or 3 miles in radius. The spread of lethal contamination after a subsurface burst will be determined partly by whether or not a "base surge" forms. At the Bikini underwater test, a base surge formed covering an area about 1 mile upwind and over 2 miles downwind with a lethal radioactive spray. For two reasons, no definite time can be prescribed for safe reentry into such an area: First, there would be considerable variety in spread and degree of radiation hazard depending on such variables as depth of water, position of the bomb, and wind conditions; second, the time of reentry would be determined mainly by the degree of risk which the individual is willing or required to take.

IV SUMMARY

The Air Force is preparing itself in the defense against radiological warfare. It will be the job of flight line personnel to forearm themselves with knowledge concerning this danger in order to overcome it.

Aircraft, equipment and personnel, can be contaminated by bomb blasts, radioactive clouds and residual radiation.

The following lessons in this syllabus are expected to give a clearer and fuller idea of the overall radiological defense picture.

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RADIOLOGICAL TRAINING COURSE

LESSON II (60 MINUTES)

THEORY OF NUCLEAR ENERGY

I OBJECTIVES

To give personnel the basic fundamentals concerning nuclear energy. This non technical outline will enable them to better understand the radiation phenomenon and methods of detection, to follow in further lessons.

II INSTRUCTIONAL AIDS

A. References

1. "Radiological Defense, Vol. I
2. "Radiological Defense, Vol, II
3. "Atomic Energy and Radiological Defense" Dept. AF
4. "Effects of Air Weapons" AEC
5. "College Physics Texts"

III SUBJECT MATERIAL

ATOMIC STRUCTURE

Thousands of years of thought and experiment have shown that approximately 98 different kinds of basic substances exist in nature. These substances are called elements and include such familiar materials as iron, copper, carbon, hydrogen, and oxygen, and such unfamiliar materials as xenon, yttrium, and zirconium. All the other millions of substances in the universe are compounds- that is, they are composed of two or more elements. Thus, water is a compound, for it is composed of oxygen and hydrogen. Salt is also a compound because it can be broken down into two elements, sodium and chlorine. Silver, however, cannot be broken down chemically into two different substances. It therefore, must be an element.

If you could take a pound of silver and keep on cutting it into smaller pieces until you got the smallest possible particles that still posessed the characteristics of silver, you would have atoms. They would be tiny particles indeed, for a billion billions of them would weigh only about a millionth of an ounce.

If you could take a compound such as salt and cut it similarly into the smallest possible particles that still posessed all the characteristics of salt, you would also have extremely tiny particles, but they would be molecules, not atoms. They would each

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consist of two atoms- one of sodium and one of chlorine- because salt is a compound composed of those two elements. A molecule of water would consist of two atoms of hydrogen and one of oxygen because water is a compound composed of two parts hydrogen and one part oxygen. Similarly, the molecules of all compounds, from the simplest to the most complex, can be broken down into definite numbers of different atoms. In the final analysis, therefore, everything in the universe consists of atoms.

Atoms can be compared to miniature solar systems with a heavy central sun which is called the nucleus. This central nucleus if made up of one or more particles which we call protons and, with the single exception of the common hydrogen atom, one or more particles which we call neutrons. Around the nucleus revolve very much smaller particles called electrons. These three particles; the electron, the proton and the neutron, are the basic particles of matter from which all atoms are constructed.

The general properties of these particles may be summed up as follows:

The proton is a particle of matter which has a unit positive electrical charge and is so small that 20,000,000,000,000,000,000,000 of them would weigh only one ounce.

The neutron is a particle of matter which is electrically neutral and very slightly heavier than the proton.

The electron is a particle of matter which has a unit negative electrical charge equal in magnitude to the unit positive electrical charge of the proton but is only 1/1840 as heavy.

The chemical nature of each of the elements is determined by the number of protons in the nucleus of its atom. Thus the Hydrogen atom contains one proton in its nucleus, the Helium atom two protons, the Lithium atom three and so on up to the 98th element, Uranium, which has 92 protons in its nucleus. Since each atom as a whole is electrically neutral, the plus one charge of each proton must be balanced by an electron containing a minus one charge, and there is one orbital electron present for each proton in the nucleus. Thus the Hydrogen atom has one orbital electron the Helium atom has two orbital electrons, the Lithium atom has three orbital electrons and the Uranium atom 92 orbital electrons. Neutrons are present in the nucleus to the extent of slightly more than a 1 to 1 ratio with protons. By this, we mean that while a Helium atom has two protons and two neutrons in its nucleus, the number of neutrons per proton increases in the larger nuclei so that a Uranium atom is found to have 92 protons and 143 neutrons in its nucleus. Over the entire range the ratio is slightly more than one to one.

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Elements are assigned atomic numbers in accordance with the number of protons in their respective nuclei. Thus Hydrogen has an atomic number of one, Helium of two and so on. In addition, each element has an atomic weight number. The difference between this atomic weight number and the atomic number of an element gives the number of neutrons present in the nucleus. An example is Oxygen which has a weight number of 16 and an atomic number of 8. The atomic number of 8 tells us that there are 8 protons in the nucleus. It tells us also that there are 8 orbital electrons. By subtracting the atomic number of 8 from the weight number of 16 we obtain the difference 8, and this tells us that there are 8 protons in the nucleus.

There are atoms of oxygen, however, which are represented as $8O^{16}$, $8O^{17}$, and $8O^{18}$.

Now each of these three types of the oxygen atom are definitely oxygen atoms because each has 8 protons in its nucleus, however, each has a slightly different weight due to the different number of neutrons present. These different types of oxygen atoms are known as isotopes of oxygen. The oxygen present in the atmosphere is a mixture of these isotopes; consisting of 99.76% Oxygen 16, 0.04% Oxygen 17 and 0.20% Oxygen 18. Therefore, in the field of atomic physics we deal not only with elements but with the different isotopes of one element. Some elements have only one isotope while one (tin) has ten isotopes. Each isotope has a definite assigned atomic weight number which is the sum of the total number of particles in its nucleus. It should be emphasized that chemically all the isotopes of one element are identical - the difference is in their weight and therefore their reactions to physical forces.

This helps to explain isotopes, which are definately atoms of the same element, since they have the same amount of protons but different weights. I.E. Uranium 238 9^2 U 146
Uranium 235 9^2 U 143
These isotopes then are chemically similar since their only difference is in weight.

Since we know that atoms are neutral electrically, imagine something knocking out one electron from a heluin aton. The remaining "Aton" has 2 protons or plus charges and only 1 electron or negative charge. Therefore the net charge is plus one. This electrically charged aton is called an ion, and is helpful in measuring radioactivity as we'll see later.

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NUCLEAR EMISSIONS

Henri Becquerel, a French physicist, first observed natural radioactivity in 1896 while experimenting with a sample of uranyl sulfate. He noted that a metallic disk placed between a sheet of photographic film and a sample of the uranium salt was, in effect, "photographed" on the film, despite the fact that both the film and the uranium salt were enclosed in heavy black paper. This could be explained only by the existence of some penetrating radiation in the uranyl sulfate, and further experiment soon indicated that the radiation came from the uranium component of the salt.

Further study by Becquerel, Joliot and Curie, and others soon showed that there were three distinctly different types of radiation emanating from naturally radioactive elements such as uranium, radium, and protactinium. When studied in an electric field, one type of radiation was deflected toward the positive pole. This radiation was named beta radiation, or beta particles, and was eventually identified as high-speed electrons. As the strength of the electric field was increased, a lesser deflection of one of the radiations toward the negative pole was noted. This radiation was named alpha radiation, or alpha particles. Inasmuch as the alpha radiation was deflected less than the beta, it was assumed to be a heavier particle than the beta. This was later confirmed when the alpha was identified as the nucleus of the helium atom. The alpha particle is known to be a very compact and stable entity which does not itself disintegrate in transmutation reactions.

The third type of radiation, designated as gamma rays was found to be unaffected by the presence of an electric field, and was observed to be the most penetrating radiation of the three. Further study showed that gamma rays, unlike alpha and beta radiations, were not particles, but were electromagnetic waves of higher frequency than X rays. Gamma radiations are emitted in homogeneous packets of energy known as photons or quanta and are electrically neutral.

Alpha particles are comparatively large, travel at comparatively slow speeds, and can be completely stopped by a few centimeters of air or even by a single sheet of paper. Therefore, they do not constitute a radiation hazard. It might be stated, however, that alpha particles are exceedingly dangerous if they get inside the body, therefore, substances which emit alpha particles by radioactive decay are extremely poisonous. As little as two micrograms, or 0.000,000,07 ounce of radium, can produce permanent injury.

Beta particles are smaller, normally travel faster and therefore protection against them requires more shielding than alpha particles. The penetration of beta particles depends primarily on the velocity with which they travel, hence the minimum amount of shielding cannot be determined unless the energy of the beta radiation is known. From a practical standpoint, beta radiation is rarely present unless gamma radiation is also present. Since the

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amount of shielding required for protection against gamma is much greater than for protection against beta, any gamma ray shield is completely effective against beta. The only real source of danger in practical operations is getting beta-emitting atoms inside the body, or in handling beta-emitting substances, which are likely to produce delayed skin and flesh injuries.

Protection against gamma radiation is the real problem. Since gamma radiation is an electromagnetic wave and not a particle, it does not have a definite maximum penetrating power, but the amount of radiation which penetrates any given material is related to the thickness and density of that material, also the energy of the gamma radiation. Therefore, shielding against gamma employs the idea of half-thickness, or the thickness of material required to reduce the intensity of radiation by one-half. Doubling the thickness reduces the intensity by half the remainder and so on.

In the earlier discussion of uranium, it was shown that neutrons are emitted when an atomic nucleus fissions. We have seen in the preceding paragraphs, that nuclear fission is an entirely different process than radioactive decay, hence neutrons should not be classed as a by-product of radioactivity. Since fission and radioactive decay occur together in an atomic explosion or in an atomic pile, neutrons and radioactive emissions are usually present together in large quantity. Neutrons, like radioactive emission products, are dangerous because they have great penetrating power and can cause destruction of body cells. Dangerous amounts of neutrons may occur as far as 1800 to 3000 feet from the point of burst of an atomic bomb. Unlike radioactive emission products, neutrons disappear within approximately 1 second after an atomic explosion. However, they may cause the formation of radioactive substances. For example, the absorption of neutrons by the salt (sodium chloride) in the sea water at Bikini changed ordinary sodium into radioactive sodium. The synthetically radioactive sodium then decays by emission of beta or gamma rays.

The chief materials likely to be used for shielding against nuclear radiations from an atomic bomb are steel, concrete, earth, and water. Approximate half thicknesses of these substances are as follows:

MATERIAL	HALF THICKNESS (Inches)
Steel	1
Concrete	4
Earth	7
Water	10

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In general, the more dense the material, the smaller the thickness required to decrease the gamma radiation to a specific factor.

Distance from ground zero (miles)	Material	Thickness in inches necessary to reduce dosage to 400 R	100 R	25 R
½	Steel	3	6	9
	Concrete	9	18	27
	Earth	15	30	45
3/4	Steel	0	3	6
	Concrete	0	9	18
	Earth	0	15	30
1	Steel	0	0	3
	Concrete	0	0	9
	Earth	0	0	15

The above table refers to an explosion of an atomic bomb of 20,000 tons of TNT energy equivalent. For bombs of higher energy, the corresponding thickness at a given distance would have to be increased by approximately one half-thickness of shielding material for each additional 20 kilotons of energy. It should be noted that this does not ordinarily require doubling the thickness of the shielding for doubling the bombs energy. For example, the above table indicates that at a distance of ½ mile from 20 KT bomb the amount of earth shielding required to reduce the gamma radiation to 100 roentgens is 30 inches; whereas for a 40KT bomb it would require one additional half thickness of 7½ inches or a total of 37½ inches of earth to reduce the gamma radiation to 100 roentgens at a distance of ½ mile.

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HALF LIFE

Radioactivity decreases as radioactive atoms convert themselves into stable atoms. The rate of decrease of radioactive energy is called "half-life". The term half-life is used because the radioactive energy is not released by a radioactive substance all at one time, but over an indefinitely long period of time. Therefore there is no way to measure the "whole-life" of an atom. In a given mass of atoms, some will decay immediately, others after varying intervals of time. It is a statistical process, somewhat like the death rate among people. If we state the average length of life is 57 years, we do not mean that everyone dies at the age of 57. Some infants die at birth, other individuals live to be more than 100 years old. Insurance companies have tables which accurately predict what per cent of the population will live to be 10, 40 or 70 years old. They do not know who will die at any particular age, but they can quite accurately predict what percentage of their policy holders will die at any particular age.

TABLE - Half life of certain radioactive nuclides.

ELEMENT	SYMBOL	HALF-LIFE
Sodium.....	$_{11}Na^{24}$	14.8 hours
Radium.....	$_{88}Ra^{226}$	1622 years
Uranium.....	$_{92}U^{235}$	800,000,000 years
Uranium.....	$_{92}U^{238}$	4,500,000,000 years
Uranium.....	$_{92}U^{239}$	23.5 minutes
Neptunium.....	$_{93}Np^{239}$	2.3 days
Plutonium.....	$_{94}Pu^{239}$	24,110 years

Radioactive substances, like a group of people, have a predictable life-span, and the number of atoms which decay after any particular time can be calculated accurately. If a radioactive nuclide is said to have a half-life of ten days, it means that half of a given amount will decay in ten days; half of what is left, or one fourth of the original amount, will decay in the second ten day period; half of the remainder, or one eighth of the original amount, and so on. Eventually, the quantity remaining may become very small, but theoretically, there will always be half of a remainder of the radioactive atoms which have not yet decayed.

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FISSION

When a uranium nucleus is struck by a neutron moving at the proper rate of speed, it splits in two, releasing a great amount of energy and at the same time ejecting two or three neutrons. If each of the ejected neutrons can, in turn, enter other uranium nuclei, cause fission in them, and produce still more energy and still more neutrons, and if the neutrons thus produced can repeat the process, then a single neutron can cause a chain of reactions in a reasonably large piece of uranium that will create the mightiest explosion ever seen.

In chemical processes, this type of chain reaction occurs every day. When you hold a lighted match to a huge pile of paper, for example, you are applying only enough heat to ignite a very small portion of the paper, but the heat released by the burning paper produces more heat, enough to ignite a larger amount of paper. This, in turn, creates even more heat, ignites still more paper, and so on, until finally the entire pile of paper is burning in a great blaze. Each step of the chain produces more energy than was required to start it, and the energy output multiplies itself over and over again at a rate that depends on the type of material involved, the conditions of the reaction, and the amount of material available.

The explosion of an atomic bomb resembles that of an ordinary HE bomb in the respect that it is due to the rapid release of a large amount of energy in a small space. The energy produced in the HE bomb is due to a chemical reaction, and in the atomic bomb it results from a nuclear process, namely- the fission (splitting) of nuclei of particular forms (isotopes) of the elements uranium or plutonium. However, weight for weight, the energy released in fissions is millions of times greater than that produced by a chemical explosive. It is this great concentration of energy, and its rapid liberation, in about a one-millionth part of a second, that accounts for the tremendous power of the atomic bomb.

At least half of the total energy of the bomb contributes to the blast or shock effect. The atomic bomb is thus essentially a blast weapon, like an HE bomb.

The large energy release in a small space in an atomic bomb results in the attainment of a very high temperature, approaching that in the interior of the sun. Consequently, an intense thermal (heat) radiation, carrying about one-third of the total fission energy, emanates from the bomb. It can produce slight skin burns as far away as 2 miles, on a moderately clear day, and the warmth may be felt more than 10 miles away.

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A small amount of the bomb energy is carried off by escaping neutrons and gamma rays at the instant of the explosion. The remaining energy of the atomic bomb appears over an extended period of time in the form of gamma and beta radiation from the fission products remaining after the atomic explosion. Because of natural radioactive decay, the activity of the fission products falls off or decays in the course of time.

TYPES OF BURSTS

The air burst of an atomic bomb is accompanied by the formation of an intensely hot, luminous sphere of compressed gas called the ball of fire. As this ascends and cools, an expanding column of smoke forms and rises to a height of from 5 to 8 miles before spreading out to produce the characteristic mushroom-shaped atomic cloud.

The explosion is followed by the formation of a shock wave, moving outward at high speed. The overpressure in the shock wave and the accompanying wind are responsible for the blast damage to structures. At a certain distance from ground zero, the direct shock wave fuses with the wave reflected from the surface, causing the Mach effect. The overpressure at the surface is thereby greatly increased.

Thermal radiation is emitted from the ball of fire in two pulses. The first lasts for little more than a one-hundredth part of a second and contains a large proportion of ultra violet radiation. The second pulse, lasts up to 3 seconds and carries most of the thermal energy emitted by the bomb, consisting mainly of visable and infrared rays. Except near ground zero, it is the second radiation pulse which is responsible for skin burns and some incendiary action.

The immediate nuclear radiation which reaches the earth from the ball of fire and the atomic cloud at the time of the explosion consists of gamma rays and neutrons. The lethal range of the neutrons is small in comparison of that of the gamma rays, and so may be ignored.

The residual activity, consisting mainly of gamma rays and beta particles from the fission products and alpha particles from the uranium and plutonium that has not undergone fission, is that which remains on the ground after the explosion. In the case of an air burst, it will generally be negligible.

Increasing the energy release of the bomb increases the effective ranges of the shock wave, the thermal radiation, and the immediate nuclear radiation, but the area of damage always increases

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less rapidly than the energy release. The effect of the immediate nuclear radiationbecomes relatively less important, with respect to blastand thermal radiation, as the energy of the bomb is increased.

In the underwater explosion of an atomic bomb a huge, hollow column of water and spray is thrown up. The gasses from the ball of fire are vented through the column and form the cauliflower-shaped cloud at the top. As the water from the column falls back to the surface, the base surge is formed. The explosion is accompanied by the transmission of a strong shock wave through the water. Some of the energy of the bomb also appears as air blast.

The thermal and instantaneous nuclear radiations are absorbed in the water, and so have a negligible effect in the underwater burst, but the radioactivity carried by the base surge is important. The radiation dosage received consists of two parts-- the transit dose, during the short time that the base surge is in transit, and the deposit (or contamination) dose due to the deposition of radioactive matter. Additional radioactive contamination arises from the fall-out from the column and coud.

An underground burst will result in the formation of a large crater. The earth and rocks hurled upward may weigh over a million tons and a base surge of radioactive dust particles will form when the dirt falls to the ground. There will be a strong ground-shock wave, similar to an earthquake of moderate intensity, and some of the energy of the bomb also will be propagated as air blast.

The thermal and instantaneous nuclear radiations are absorbed by the soil, but the base surge will contribute a transit dose of radiation, as in an underwater burst. Because of the large amount of dust raised, a considerable fall-out is expected.

The characteristics of a surface burst will lie between those of an air burst and a subsurface burst. Energy will go into both air blast and ground shock. The thermal and immediate nuclear radiations will be similar to those in an air burst. The base surge and fall-out will be less than for a subsurface burst.

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RADIOLOGICAL TRAINING COURSE

LESSON III (90 MINUTES)

MEDICAL ASPECTS

I OBJECTIVES

Through data obtained by the bombings of Hiroshima and Nagasaki and recent tests, we can construct the dangers involved in Atomic Warfare. With this knowledge we can envolve our preventative measures.

This outline lists the hazards that come from Atomic bombings, medical symptoms and treatments and an overall picture of self preservation methods.

II INSTRUCTIONAL AIDS

A. References

1. "Radiological Defense, Vol. II AFSWP
2. "Radiological Defense, Vol. III AFSWP
3. "Atomic Energy and Radiological Defense" Dept. AF
4. "Effects of Air Weapons" AEC
5. "Atomic Energy Indoctrination" Dept of Army

B Motion Pictures

1. "TF 1-4689 - Medical Aspects of Nuclear Radiation

III. SUBJECT MATERIAL

CLASSES OF INJURIES

The injuries to personnel resulting from an atomic explosion may be divided into three broad classes, as follows:

(1) Blast and shock injuries.
(2) Burns.
(3) Nuclear radiation effects.

While nuclear radiation has attracted considerable interest, because it represents a new feature of warfare, it should be clearly understood that casualties due to this radiation are likely to represent a fairly small proportion of the total. In the atomic explosions over Japan, for example, not more than 15 percent of the fatal casualties were caused primarily by nuclear radiation. The remainder were due to various blast effects and to burns. For personnel shielded against blast and thermal radiation, the percentage of radiation casualties might be higher, although the total number of injuries of all kinds would be decreased.

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An important aspect of the injuries in atomic explosions is the occurrence of what may be called "combined effects." Thus, a person not too far from ground zero may suffer from blast injury, from burns, and also from the effects of nuclear radiation. In this respect, radiation injury may be a complicating factor, since it is combined with injuries due to other sources. Apart from the nuclear radiation effects, most of the casualties suffered in an atomic explosion will not differ greatly in character from those accompanying ordinary HE and incendiary bombs.

AIR BLAST EFFECTS

Air blast effects on people fall into two categories: (a) those caused directly by the pressure wave of the blast, and (b) those caused indirectly by collapse of buildings, flying wreckage, and by people being thrown against solid objects.

Direct blast injury may occur wherever the air comes into contact with body surfaces, particularly, the intestinal tract, the stomach, the lungs, the ears, and the sinuses above the nose. Greatly increased pressure, especially if the increase is sudden, can tear these tissues. Practically no injuries of this sort were reported in Japan among survivors.

In the water, the dangerous level for pressure is about 500 pounds per square inch. In an underwater atomic explosion, any person immersed in the water probably would be killed or seriously injured up to 2,000 yards from the zero point.

Secondary blast injuries are an important cause of death in an atomic bomb explosion. Since practically all brick and light masonry buildings with weight-bearing walls in the blast area will be wrecked, wooden buildings flattened, and the doors and other partitions of blast-resistant steel-reinforced concrete buildings blown out, people in or near these buildings will be killed or injured by collapse of structures, and by missile effects of debris. Among such injuries will be crushing, fracturing of bones, and lacerations and lacerations and bruises ofvarious types. Mechanical injuries resulting from atomic bomb damage vary in no way from those that would be produced by other explosives or missiles except in the number of casualties.

Flying glass contributed a large share of superficial injuries, to be expected in any powerful explosion. In Japan, for example, cases were reported of glass fragments having penetrated over an inch beneath the skin. However, the clinical course of Japanese patients with mechanical injury showed that these injuries were not unique and such impairment as occurred was clearly attributable to the usual causes such as infection, lossof blood, and starvation.

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As with mechanical injuries due to other causes, hemorrhage and shock are frequently serious complications. The importance of shock cannot be overemphasized, since it is often the main factor in determining the fate of the patient suffering mechanical injury. Consequently, the earliest possible attention should be given to treatment for shock. In this connection, simple first aid measures are of great value.

It should be noted that both primary and secondary blast injuries have been encountered after attacks with HE weapons. In other words, the atomic bomb does not present anything especially new in respect to the types of blast injury. The significant fact is the enormous number of injuries occurring in a limited area in a very short time due to the tremendous power and saturation effect of the atomic bomb. This emphasizes the need for widespread first aid training.

INJURIES DUE TO HEAT AND LIGHT

Severe burns were caused both by the radiant heat from the explosion of the atomic bomb (flash burns) and from the fires that broke out in the wreckage (flame burns). Those who looked directly at the burst suffered only temporary dazzling and loss of vision. Temporary blindness resulted when the intense light bleached out the substance within the eyeball called "visual purple," and persisted from seconds to several hours until the body could manufacture a new supply.

Where hemorrhages of the eye occurred, it was probably from the general systemic effects of nuclear radiation. Conjunctivitis was common, but this infection of the outer eye was caused by smoke and dust.

The flash burns caused by an atomic explosion may be first degree, merely reddening the skin; second degree, causing blisters; or third degree, damaging all layers of the skin. The severity of an individual's injury, as with other types of burns, depends upon the degree of the burns, as well as upon the proportion of the body's total skin area that is affected.

Atomic bomb flash burns differ from those caused by other types of explosion, since they are due to radiant heat rather than to hot gases, as in the case of shell burst or gasoline explosions. They are readily distinguished because atomic flash burns are sharp in outline and are oriented to the point of the explosion. Shadow effects are prominent. An ear, for example, might be badly burned yet the skin behind the ear be unharmed.

Loose clothing afforded some protection against atomic flash burns, and color also had a protective effect. White clothing tended to reflect the radiant heat, while darker clothing absorbed it.

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Cases were found where the dark colored patterns on light colored clothing were burned on the skin of the patient. Tight clothing affords less protection than loose fitting clothing. Skin burns were more severe at places where the clothing was tight. For example, on the shoulders where the shoulder straps were tightest burns were more severe.

The flame burns in Japan mostly occurred when people were trapped in the wreckage of buildings which afterward caught fire. A conflagration may be expected to follow any atomic bomb blast. Not only is the radiant heat sufficient to ignite wood and lighter materials close in, but the collapse of structures overturns stoves and furnaces, breaks electric wires, and ruptures gas lines above ground. About 70 percent of Hiroshima's fire-fighting equipment was destroyed, firemen were killed, the water supply was disrupted, and streets were clogged with debris.

The uprush of the atomic cloud after the explosion causes an uprush of wind, and heat from fires augments this effect. At Hiroshima a "fire storm" resulted, with gale-winds sucked inward to the center by the continued uprush of hot air. This did not occur at Nagasaki, but must be assumed as a danger in an atomic blast. At the very least, fires about the perimeter will tend to consolidate and cut off help from people trapped within the blast area.

Burns suffered from flames, in such cases, differ in no way from those encountered in any ordinary intense fires. If the case is not complicated by injury from nuclear radiation, the determining factors in survival and rate of recovery will not vary from those of a comparable ordinary burn. Where radiation injury has been suffered, infection will be a grave danger.

Had proper medical care been available, it is also probable that many of the Japanese who died from burns, as from other causes, might have been saved. The death totals must be weighed in relation to the fact that all medical care was totally disorganized for days after the atomic blast.

Adequate care to injuries and burns suffered in an atomic explosion present a problem of great magnitude. While the types of injuries, aside from the radiation hazard, are similar to those encountered in ordinary bombing or other catastrophe, the large numbers of individuals involved in an atomic blast, and the general chaos that results, present a problem whose solution requires a great deal of careful planning and preparation.

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It has been roughly estimated that about 15 percent of the total deaths at Hiroshima and Nagasaki were due to the ionizing r diations produced by the bomb at the moment of the explosion or a few milliseconds after. It is important here to reemphasize the point that the danger of residual radiation from the air burst at both Hiroshima and Nagasaki was of no consequence. In contrast, the underwater burst at Bikini resulted in both a drenching mist and rain of radioactive materials over the target ships, subjecting them to the effects of residual radiation which persisted for a ling time. Some of these radiations are still present in these ships and their equipment. Consequently, it is problematical what the results would be to a port city which might be drenched with mist and rain following an underwater burst. It seems that this effect, commonly referred to as "fall-out" and/or "base-surge" effects, would produce more casualties, due to prolonged exposure to radiation, than the instantaneous radiation of an air burst.

This outline will cover the effects of these radiations upon personnel. The damaging effect of radiation on tissue depends upon the absorption of energy of the radiations by biological material. The mechanism of this absorption results in "ionization," hence, "ionizing radiation." This mechanism consists of radiation direcly or indirectly striking an atom and dislodging an electron with the production of a positively charged ion and an electron, which are called "an ion pair." The ion so produced is capable of entering into abnormal chemical combinations or of breaking down or synthesizing complex molecules. Consequently, all radiation absorbed is damaging to the cell or tissue.

At present, it is impossible to measure the exact amount of energy absorbed by tissue, but it is assumed to be proportional to the amount an individual is exposed to within reasonable limits. Note that much of the radiation may pass completely through the body like X rays do and only that portion which does not pass through or, in other words, that portion which is absorbed, produces the primary ionization. Qualitatively, the ionization produced by any radiation is the same but quantitatively it varies considerably with the type of radiation.

The quantitative measurement of radiation is based upon the amount of ionization which is produced. The fundamental unit is the roentgen (abbreviated r). The definition of this unit is quite arbitrary but it can be simply summed up by stating that it is a measure of the amount of radiation which will produce a definite amount of ionization. As shown above, the damaging effects of radiation are due to ionization; hence, the number of roentgens is at least proportional to the amount of tissue damage resulting from exposure to radiation. Since this ionization may easily be measured with an instrument, it provides the basis for measuring the amount of radiation. Notice that no time unit is involved

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in this definition. However, the intensity of the radiation is measured in roentgens per second or per hour or per day. It may be understood, then, that the intensity of the radiation multiplied by the length of time of exposure in the appropriate unit, gives the amount of radiation in roentgens.

There are two sources of exposure to radiation which must be differentiated: external and internal.

1. External radiation. Here the source of radiation is located outside the body and the radiation must pass into the skin and into the deep tissue. With an external source, the radiation effect may be stopped by removing the source, moving away from the source, or by interposing adequate shielding between the body and the source. The effects of exposure to external radiation are considered according to type of radiation.

a. Visible light. The ball of fire developed at the time of the explosion is intensely bright because its temperature is extremely high. This brightness produces temporary flash blindness such as that produced by looking directly at the bright sun. No cases of permanent eye injury have been reported.

b. Ultraviolet radiation. It has been mentioned that the bomb produces ultraviolet light just as is found in sunlight. In general, the shorter the wave length of the ultraviolet light, the more harmful it is to the human body. This type of radiation will produce burns much like those produced by too long exposure of the skin to strong sunlight. Any light material will give adequate protection against the ultraviolet light. Even the protection afforded by a suit of light-colored clothing saved many of the Hiroshima citizens, and the ordinary homes were ample protection against the ultraviolet radiation.

c. Infrared radiation. Infrared radiation carries off by radiation a great deal of the heat developed by the bomb. It has been estimated that 20 to 30 percent of the Hiroshima casualties were responsible in producing these burns. It has been estimated that the skin of many of the casualties was heated to a temperature as high as 2,000° C. even though the individual may have been as far as 2,000 feet from the blast. Clothing was ignited even though the wearer was as far as 4,000 feet from the point of detonation of the bomb. Telegraph poles were scorched within a radius of 10,000 feet. The infrared, like the ultraviolet, has little penetrating power, however, and lightweight shielding gives adequate protection. The shielding should be of some light color, since a light color reflects most of the heat energy. Many individuals who were dressed in light-colored clothing escaped flash burns, while other close by who were dressed in dark clothing received severe burns. The greatest protection was afforded by light-colored, loosely fitted clothing consisting of several layers.

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d. Gamma radiation. The gamma radiation released at the instant of the explosion and during the next two minutes from the from the ascending cloud is very penetrating and difficult to shield against. It is estimated that, for the Hiroshima explosion, 10 to 15 percent of the total deaths were due to this type of radiation. It has been mentioned that it requires considerable thickness of material to protect an individual against the gamma radiation effectively. The walls of the average building afford almost no protection. The clinical effects of exposure to with X rays or gamma radiation are described by the general term "radiation sickness." The median sickness dose is a whole body exposure to approximately 200 r. Some of the manifestations of radiation sickness are:

(1) Nausea and vomiting. These effects result within an hour or two for those who are very close to the atom bomb explosion. As a general rule the sooner these effects are produced the greater the exposure of the individual or the closer his position to the bomb detonation. Consequently, the sooner this happens the more likely it is that the exposure will be fatal. A bloody diarrhea appears within a few days accompanied by a step-wise increase in the temperature. The early appearance of this fever is also an indication of exposure to excessive radiation and increases the probability of fatal consequences.

(2) Loss of hair. Incidence of this type of injury was 75 percent at 500 yards from the explosion. The loss of hair, in most instances not permanent, occurred about two weeks after the explosion.

(3) Effects upon the blood-forming system. Gamma radiation can easily penetrate the body and reach the bone marrow. The blood-forming tissues are very susceptible and may be injured. This leads to leucopenia, or white blood cell deficiency, which makes the individual more susceptible to infection and decreases the body's defense mechanism. Injury to the blood-forming tissues also leads to anemia, or deficiency of red blood cells, which produces general body weakness. Gamma radiation also produces a tendency toward bleeding because of a deficiency of platelets in the blood stream. Thus severe hemorrhages occur even though the injury may be minor. Ulcers of the mucous membranes of the nose, mouth (particularly the gums), and intestines result. The effects upon the blood-forming system may cause serious secondary effects. Individuals injured by secondary blast effects such as flying debris, may later die from secondary infection because the resistance offered by the white blood cells is extremely low. In addition, the coagulation time of the blood is extended to three or four times the normal value.

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(4) Reproductive organs. The elements of the reproductive organs which are injured by radiation are the progenitors of the adult germ cell. High intensities of radiation or prolonged radiation will completely destroy the germ tissue. Permanent sterility can be produced with dosages of about 800 r for males and about 600 r for females. Temporary sterility is produced at lower doses and the majority of the Japanese casualties who survived large doses of whole body radiation and were sterile have recovered. It is somewhat of a paradox that a higher percentage of female casualties has recovered and at a faster rate than the male. Sterility must be distinguished from potency or libido, which are relatively unaffected by radiation.

(5) Genetic injury. Little is known of the actual effects to be expected in man because of his long life span, small number of offspring, and the difficulty of controlling long-term experiments. The information most quoted is taken from experiments with the fruit fly and various species of fish. A dosage of 30 or 40 r is sufficient in the fruit fly to produce demonstrable increases in mutation rates. Approximately 500 r are required to produce similar changes in mice and it is estimated that 600 r would be required to produce significant changes in the mutation rate in man. A factor which probably causes the most concern is that accumulative dosage without regard to rate or energy produces the effects. Further, it is thought that only one ionizing event is sufficient to cause a change in the gene, whereas multiple hits or several ionizations are considered necessary to produce the majority of the biological effects.

The general treatment for radiation sickness includes scrupulously sterile techniques, transfusions, use of penicillin and other antibiotics, and adequate nursing care. The victims of the Hiroshima bombing did not receive proper treatment, which might have materially reduced the number of deaths due to exposure to gamma radiation.

The lethal dose of external radiation is fairly well established and current thinking places the median lethal dose, the dose at which 50 percent of deaths would be expected, at 400 to 450 r and the 100 percent lethal dose at 700 to 800 r. It must be remembered that when we speak of doses of hundreds of roentgens being lethal or causing serious physical damage, we are speaking of irradiation of the entire body or whole body radiation. Doses up to thousands of roentgens may be given to a small confined area of the body without causing serious injury to other areas.

2. Internal radiation. In this case the source of radiation is taken into the body by ingestion, inhalation, or through a break in the skin. The fission products or other radioactive elements are then deposited in the various organs of the body, the most important being a deposition in the bones close to the bone marrow.

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When radioactive material is fixed in to tissue, it is often excreted very slowly and so remains a long-term source of radiation bombardment within the individual. There is no known process to destroy or neutralize the radiation source, and methods to speed the excretion or cover the fixed material are unsatisfactory. The only limiting factor, other than excretion, is the normal decay rate of the radioactive element.

a. Alpha particles. The alpha particles which arise in the explosion have fairly high energies, but have a short range (a few centimeters in air and 0.5 millimeter in skin) and do not constitute an external hazard. They do constitute a very real internal hazard. If an alpha particle emitter (like plutonium) enters the body, it will concentrate in the bones. Thus, the emitted alpha particles, even though their range is short, can injure the blood-forming tissue in the bones. The substances which emit alpha particles therefore behave much like radium. The unfissioned material (all the material of the bomb does not undergo fission) pulverized by the blast and scattered over a large area, is an alpha emitter. After a surface or subsurface explosion, extreme care must be taken to prevent radioactive mists or dusts from entering the body through the mouth or through cuts or lesions in the skin. Standard Army gas masks offer adequate protection against breathing the radioactive dusts, and work is underway to further improve their filtering qualities. Individuals must not smoke, eat, or drink while working in an area contaminated with these materials. Every precaution against stirring up clouds of dust must be observed.

b. Beta particles. The range of the energetic beta particle is a few meters in air and 5 to 10 millimeters in tissue; therefore, the beta particles which arise in the explosion do not constitute much of a hazard. However, some fission products are beta emitters and, like the unfissioned material, they are widely scattered by a surface or subsurface explosion and constitute a real internal hazard. The means of protecting the individual against the internal hazards of beta emitters are the same as those for protection against the internal alpha emitters.

c. Neutrons. Unlike alpha and beta particles, neutrons have a range in air of several hundred meters and can penetrate considerable thicknesses of relatively dense materials. It has been mentioned that the neutrons generated in the air explosion at Bikini penetrated the hulls of ships in the lagoon. The effects of the neutrons upon the human system are not too well known. It appears, however, that neutrons have an ionization potential on tissue some 10 times greater than that of gamma radiation.

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MILITARY EXPOSURE ALLOWANCE

The following simple rules have been established as safety precautions for personnel engaged in handling radioactive materials.

--Whole body exposure shall not exceed 0.3 r per week.

-- No radioactive material shall come in contact with the skin.

--When in an area known to be contaminated with alpha- and beta-emitting particles, gas masks shall be worn as protection against the inhalation of dust contaminated with radioactive materials.

--Eating, drinking, and smoking shall not be permitted in areas where active materials are used.

The exposure tolerance is an industrial and peacetime value. We of the Armed Forces, however, must keep in mind that in the event of war, most values change and specifically we must expect that military and civil defense personnel will be called upon by necessity to exceed the peacetime tolerance value. Individuals are injured in war by conventional weapons while doing the job that is required, and it must be expected that in regard to radiation a military tolerance will be set and accepted as one of the risks of warfare. This value must be set at a level short of acute radiation illness so that the majority of individuals will be able to complete their missions and have a risk comparable to that commonly accepted by field commanders working under the hazards of conventional weapons.

PHYSIOLOGICAL EFFECTS OF NUCLEAR RADIATION

Dosage	Symptoms	Remarks, including prognosis
50r	Least exposure detectable by medical examination	No permanent effect.
100r	Probably none (provided individuals are not aware of the presence of radioactivity)	Psychological effect only may exist.
150r	Approximately 25% sickness, probably no deaths.	All affected individuals will recover.
200r	Approximately 50% of exposed individuals will experience symptoms of radiation sickness	Affected individuals should be ready for full duty within 6 weeks

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300r	Radiation sickness in all exposed individuals	Probably 20% deaths. Survivors will be unfit for duty for about 3 to 6 months
450r	Nausea and vomiting within 24 hours, bloody diarrhea, loss of hair within 14 days, gastro-intestinal ulcerations and generalized petchiae.	Median lethal dose. Probably 50% deaths, 50% hospitalized for 6 to 12 months.
600-800r	Rapid development of extreme radiation sickness	All exposed personnel will die within a short time.

PROTECTION AGAINST ATOMIC WARFARE

The principles of defense against conventional bombs - preventing delivery, dispersing and evacuating personnel and strategic materials, and securing adequate shelter for those that cannot be dispersed - apply also against atomic bombs. Neutrally, for atomic warfare, defense measures have to be broadened in scope and intensified, for a single atomic bomb can do as much damage as hundreds of block busters. This means that though warning and interception systems against conventional bombs will work against atomic bombs, they must be made more nearly perfect because each atomic bomb that gets through produces a tremendous amount of destruction. Similarly, dispersion must be over a much greater area because the effects of an atomic bomb are much more widespread. Shelters, too, must be stronger because of the tremendous force of the bomb blast.

The radioactive effects of the atomic bomb introduce new problems, but these, too, can be solved by more or less conventional methods. Thus, for example, good concrete shelters provide adequate shielding against nuclear radiation from the bomb except at points very close to the point of detonation. And, in these places, the force of the blast is probably so great that such shelters would be inadequate anyway. When the bomb bursts close to the ground or under water, contamination offers a problem long after the explosion, but here, too, it is possible to deal with the situation. Contaminated areas that are not essential can be completely evacuated. In those that must be entered, the danger can often be reduced to insignificant proportions by carefully limiting the length of time personnel are permitted to stay there and by supplying such personnel with the proper type of protective clothing and masks.

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In short, though the specific requirements for atomic defense are tremendous in number and scope, the basic principles are few. Applying these principles in a perfect manner so that the use of atomic bombs by an enemy would result in no destruction or injury at all is, of course, impossible. An atomic bomb dropped over a city would certainly cause considerable death, injury, and destruction. However, it would by no means destroy everything in the city. With proper knowledge and preparation, a large proportion of the city's population and facilities could be saved.

PROTECTION FROM BLAST AND FIRE

The injuries caused by an atomic explosion are due to the effects of blast or shock, thermal (heat) radiation, and nuclear radiation. In devising methods for the protection of personnel, all three effects must consequently be taken into consideration. While thermal radiation has the greatest casualty-producing range, actually protection against blast and nuclear radiation is in some ways the most difficult to achieve. Only massive buildings of reinforced concrete or steel-frame construction will stand up against blast and shock. But even then the roofs and interiors are liable to be damaged, and broken glass, loose objects, and debris generally will be thrown about and act as missiles.

Reinforced concrete and steel-frame structures are fire resistant, but no ordinary building is completely free from fire hazard. It is almost impossible to avoid the presence of some combustible material, and fires can start as a result of indirect effects of blast and shock. Electrical short circuits, for example, could cause a great deal of damage in the interior of a building, even though the walls remained virtually intact. Broken windows, too, may permit the entry of firebrands from adjacent, more combustible buildings.

The best protection for personnel from the blast effects accompanying an air burst would seem to be obtainable in an underground shelter of some kind. But this might not be too good if the atomic bomb were exploded beneath the earth's surface. Probably a massive concrete, underground structure would provide protection against any type of atomic explosion, with the exception of a burst in its immediate vicinity.

PROTECTION FROM THERMAL RADIATION

Although thermal radiation can travel a considerable distance through air, it does not penetrate opaque materials. Thus, the interior of a wooden structure could provide complete shelter, as far as thermal radiation from an atomic bomb is concerned. Such a building would, of course, be extremely vulnerable to both blast and fire. In general, any structure which offers reasonable pro-

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tection to individuals against blast damage would also serve as protection from the direct effects of thermal radiation. Consequently, this hazard does not need special consideration. The only requirement is that persons keep away from windows or openings through which the thermal radiations might enter.

PROTECTION FROM NUCLEAR RADIATION

Nuclear radiation differs from thermal radiation in being highly penetrating. Its intensity can, however, be diminished by passage through appreciable thicknesses of dense materials, such as steel, concrete, or soil. Of these three substances, steel, the most dense, is the most effective, for a given thickness, and soil the least effective in decreasing the the radiation intensity. Wood provides even less protection than soil.

In considering protection from nuclear radiations, it is necessary to recall that the hazard may be external or internal. External alpha and beta particles are not ordinarily a hazard, and protection from external gamma radiation is possible. But, once a source of radioactivity has entered the body, it may remain for a considerable time and the consequences might prove serious. In a contaminated area, utmost precautions should therefore be taken to prevent entry of the radioactive bomb residues into the body, e.g., by inhalation.

Control of radiation dosage is an important aspect of personnel protection. If an individual has received a moderate or high dosage, he should be evacuated as soon as possible. On the other hand, if the radiation dosage is small, he can be subjected to further exposure, if necessary, without harmful consequences.

The effect on a human being of a given amount of radiation will depend on whether the dose was received in a short time, i.e., an acute exposure, or over an extended period, i.e., a chronic exposure. A certain quantity of radiation received in an acute exposure would cause more harm than the same quantity spread out in time due to chronic exposure. The longer the time over which the exposure occurs, the less the risk involved for a given total dose of radiation.

Although continued exposure to radiation of small intensity may not cause any obvious harmful effects within a period of weeks, months or, possibly, years, there are nevertheless undesirable changes going on in the body. Every effort should thus be made to keep both acute and chronic exposures so low that the body is capable of repairing the radiation damage as fast as it occurs. There is no doubt that the human system can do this. Every person is exposed to a certain amount of nuclear radiation, both internal and external, continually throughout life. And this is not something new; it has been going on for all time.

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The human body contains appreciable amounts of radioactive carbon and potassium which emit beta particles and gamma rays. These represent a source of internal radiation. In addition, there are nuclear radiations, called cosmic rays, coming from outer space. The body is exposed to this external radiation at all times, day and night. At high altitudes, the cosmic radiation is more intense than at sea level. It is seen, therefore, that exposure to certain amount of radiation is a normal experience to which the human body has become adapted.

In addition to this natural exposure, the peacetime occupation of certain persons, such as radiologists, X-ray technicians, and individuals who work in various atomic energy installations, subjects them to further exposure to nuclear radiations. As a result of many years of experience, it appeared that no person suffered any ill effects from exposure to radiation for long periods, provided the dosage over the whole body was kept down to 0.1 roentgen per day or less. Consequently, the peacetime permissible exposure or "tolerance[1] dose" of nuclear radiation was for many years accepted as 0.1 roentgen per day for persons who were subject to frequent exposure.

As an extreme measure of safety, the recommended permissible exposure for persons whose work brings them into daily contact with external radiation has now been reduced to 0.3 roentgen per week. Assuming 50 working weeks, this would mean a maximum of 15 roentgens per year, although every effort is made to keep the total dosage as small as possible.

These figures refer to chronic, almost daily, exposures. If circumstances make it necessary for an individual to accept a large single (acute) dose in peacetime, it is considered that this should be not more than 25 roentgens, over the whole body. If this amount is received, then the person concerned should avoid further exposure.

In the event of a contaminating atomic explosion or an RW attack, the situation will be complicated by the residual radioactivity. Any person who stays in a contaminated area will be continuously exposed to radiation. From the dosage received at the time of the attack, and the intensity of the residual radiation, as determined by a survey meter, a commander can make decisions concerning the evacuation of personnel. During the first day

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[1]Although the term "tolerance" has frequently been used in reference to dosage of radiation, there is no proof that living tissues are actually tolerant to ionizing radiation. For this reason, the term "permissible exposure" is considered to be more accurate from a medical standpoint, and is the one which will be used in this outline.

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or so after the explosion, when the radioactivity is still decaying rapidly, a chart of allowable stay time may be found useful for the purpose of controlling the movements of personnel. If it is necessary to occupy a contaminated area for an extended period, the exposure will be of the chronic type, and due allowance must be made for this.

Another type of situation will arise when men who have not been previously exposed to radiation are required to enter a contaminated area to occupy a position, to carry out an emergency operation, or to perform some other vital mission. In these circumstances it will be difficult or impossible to keep the radiation exposure below the peacetime permissible levels. Military necessity may require individuals to accept 50, 100, or even more roentgens in one day. In every case, the amount of radiation an individual is allowed to receive before being evacuated must be a command decision. As in all military operations, the commander must take a calculated risk. He must weigh the importance of the mission or operation against the expected casualties and decide accordingly.

SHELTERS

For personnel and services of essential importance to the functioning of a military establishment or installation, it may be considered desirable to construct special shelters. These should be built underground of reinforced concrete, perhaps 2 feet thick, and with a considerable earth cover. A structure of this kind would provide satisfactory protection, even at ground zero, from an air burst of a nominal atomic bomb at 2,000 feet. If sufficiently massive and built to withstand lateral shock, the structure could also provide protection from the effects of a nearby underground explosion.

Two aspects of specially constructed shelters require attention - these are access and air supply. Each shelter should have at least two exits, in case one caves in or is blocked by debris. The entrance passages (or ramps) should be at right angles to the shelter proper, so as to avoid direct exposure to blast, and thermal and nuclear radiations. To prevent the entry of contamination, the shelter should be airtight, except for provision made for supplying air by fans or blowers. An efficient filter should be placed in the inlet duct to remove contaminated dust particles. The Army Chemical Corps No. 6 Filter is suitable for this purpose. Because there may be a power failure in the event of an atomic attack, an emergency supply of electricity should be available to provide lighting and to operate the ventilation system.

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Where shelters are required mainly for protective purposes and not to house vital operational or control activities, much simpler methods can be used. Tunnels cut in a hillside, with entries at right angles to the main tunnel, form very effective shelters. In Nagasaki, such shelters protected persons from blast and from thermal and nuclear radiations very close to ground zero.

If the terrain is flat, several other cheap forms of shelter, which use earth as a protective medium, are possible. In the "cut-and-cover" type, a deep pit or trench is dug, and the sides are shored up with planks and wooden columns. Stout beams are placed across the excavation and upon them are laid sheets of corrugated iron. These are finally covered with a layer of earth at least 3 feet thick. The approach to the shelter is by a right-angled ramp entrance, there being two such entrances to each shelter. Digging tools should be available as a further precaution against entrapment by cave-in. A shelter of this kind will provide good protection against all the effects of an air-burst nominal atomic bomb beyond one-half mile or so from ground zero.

A half-buried shelter, which is partly above and partly under ground, is similar to, but not quite so good as, the type just described. These are very simple to construct. Wood may be used for revetting in place of the corrugated sheets, but is is, of course, less permanent. A baffle of earth and boards at the entrance is desirable, to prevent direct access of blast and radiation. In Japan, half-buried shelters were made of a frame-work of poles, over which was placed tarpaulins; the whole was then covered with a thick layer of soil.

In a more elaborate, and more expensive, form of the cut-and-cover shelter, a quonset hut can be placed in an excavated area and covered with earth. Two ramp entrances, dug at right angles, would lead to the doors. A somewhat similar shelter could be made from steel culvert sections of large diameter, which are obtainable commercially. Several sections could be joined together, placed in an excavation, and an appropriate earth cover added.

For men at regular sentry duty in guard posts, small shelters can be provided at little cost. These may consist of a steel culvert section of about 3 feet diameter, or even of two open-ended oil drums joined together. The cylinders are then buried, or semiburied, with an earth cover of at least 3 feet. A ramp entrance must be provided for the completely buried shelter. One or two men lying down inside will be well protected beyond about one-half mile from ground zero in the event of an air burst.

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Slit trenches and foxholes provide the simplest of all shelters which can be made available at military installations. Where the number of personnel is large, then more elaborate shelters are not practicable. The chief drawback to trenches and foxholes is, of course, their lack of protection from above. A high air burst at not too great a distance would send blast, heat, and nuclear radiations directly into the trench or foxhole. The deeper the trench is dug, the greater the protection it offers. A soldier lying, sitting, or crouching at the bottom of a deep trench can escape most of the air burst bomb's effects, even quite close to ground zero. Trenches and foxholes would, however, be damaged by shock from nearby surface and subsurface bursts.

A warning should be given in connection with the use of sandbags in the construction of earth shelters. If sufficiently close to the explosion, the burlap or other materials are likely to be scorched by the thermal radiation. The bag may then collapse and its contents will be spilled.

All the simple types of earth shelter suffer from the fact that they cannot be made airtight. It would thus be impossible to keep out radioactive contamination due to a subsurface burst. The only satisfactory way to overcome the immediate effect of this hazard would be to supply each individual with a filter mask or respirator. If this is not possible, then dust may be largely kept out by breathing through a handkerchief or a piece of cloth.

It may be possible in the field to take advantage of the terrain. A hill between an individual and the exploding bomb will almost completely cut off the thermal radiation. Although it may not entirely eliminate the effects of blast and the immediate nuclear radiation, it may well reduce them to such an extent that they are harmless.

INDIVIDUAL PROTECTION

If there is a sufficient warning in advance of an atomic attack, the obvious step is to make for the best shelter that is available, as quickly as possible. In the case of members of the armed forces on duty, their behavior must be determined by the circumstances existing at the time. In general, this will be the same as those prescribed for an attack by ordinary HE bombs.

In the event of a surprise atomic explosion, certain actions can be taken by individuals which might mean escape from death or serious injury. The same applies to men on duty who cannot leave their posts. In an air burst the actions are determined by the following facts mentioned earlier in this outline. First, the

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thermal radiation may continue to be emitted for a second or so after the burst; second, about 50 percent of the immediate nuclear radiation is given off in the first second, and about 80 percent within 10 seconds; and third, the blast wave takes about 8 seconds to reach a distance of 2 miles, which is the approximate rage of serious to moderate mechanical injury.

The first indication of an unexpected atomic air burst may be a brilliant flash of light. No matter whether in the open or inside a building, the immediate reaction should be for the person to drop to the ground, face down, at the same time trying to cover exposed portions of the skin, such as the face, neck, and hands. If this can be done within a second of seeing the bright light, some of the heat radiation may be avoided. Ducking under a table, if indoors, or into a trench or ditch, if possible, outdoors, with the face away from the light, will provide added protection.

If shelter of some kind can be reached within a second, it might be possible to miss about half of the immediate nuclear radiation. But, as stated earlier, shielding from nuclear radiation requires a considerable thickness of material, and this may not be available in the open. By dropping to the ground, some advantage may be secured from the shielding provided by terrain and surrounding structures. However, since the radiations continue to reach the earth from the atomic cloud as it rises, the protection will be only partial.

The prone position taken immediately upon seeing the light from the bomb should be held for at least 10 seconds, or longer if heavy objects are still falling. This will allow time for the blast wave to pass and thus decrease the danger from flying missiles. At a distance of 2 miles from the point of burst, 8 seconds will elapse before the sound of the explosion is heard. By this time the immediate effects will be over.

The light from a subsurface atomic explosion will not be visible for any appreciable distance, especially in the daytime. The first indication of such a burst will probably be the sensation of an earthquake-like concussion of the ground, together with the appearance of the column of water or earth. Fortunately, the thermal and nuclear radiations emitted at the time of the explosion will be absorbed by the water or the earth, respectively. However, there may still be the radiation hazard from the base surge and the fall-out.

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Although the effects of blast and shock may be felt before it is fully realized that a subsurface explosion has occurred, there may still be time to obtain some shelter from the base surge and fall-out. It should be remembered that the base surge is like a fog and envelopes everything over which it passes. Adequate shelter can thus be obtained only in a closed space with the radioactive fog cannot penetrate. The fall-out, on the other hand, descends vertically (or almost so) and protection is much easier to obtain. If it is impossible to find shelter from both base surge and fall-out in a short time, then protection from the fall-out, at least, should be sought. If a filter mask is not available, a handkerchief should be held over the mouth and nose while the base surge is passing.

After a contaminating burst or an RW attack every action should be taken with the thought of minimizing the spread of the contamination. Within the contaminated area, eating, drinking, smoking, chewing gum, or any action which requires putting the hand to the mouth, must be strictly forbidden. This will help prevent entry of radioactive particles into the body. Personnel should be warned against stirring up dust and stepping into puddles. Brushing against shrubbery and trees or touching buildings and objects in the contaminated area must be avoided. These instructions should be stressed to counteract the temptation to pick up souvenirs.

The internal radiation hazard due to inhalation of radioactive particles is even greater than that due to ingestion. Realistic evaluation of the dust hazard by laboratory analyses should be made as soon as feasible. If found serious, shelter from dust clouds raised by the wind, by aircraft propellers, by moving vehicles, etc., should be taken, if possible. Otherwise a gas mask, or handkerchief, should be used, as described above, for protection. In the case of aircraft in flight, if there is reason to believe that the plane may be in the vicinity of an atomic cloud, protection for the crew can be obtained by shutting off the ventilation or pressurization system. Further individual protection can be obtained by the use of the oxygen masks.

As soon as the initial effects of the explosion are over, every survivor should look around to see if he can render first aid or other help of any kind to individuals nearby. It is important to emphasize that after an air burst the administration of such help involves no special problems. The situation from this standpoint will be no different from that following an HE or incendiary attack. There is no danger involved in approaching or touching a person who may have received a dose of immediate nuclear radiation from an air burst.

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Persons with wounds, which might permit radioactive material to enter the body, should be taken to the nearest medical station for treatment. Regardless of the indicated extent of the contamination, amputation is entirely unnecessary, in spite of statements which occasionally have been made to the contrary.

Military uniforms and civilian clothing provide good protection against thermal radiation emitted at the time of an air burst. The protection is, however, supplementary rather than primary, in nature. If a person is beyond the zone of serious damage from blast and nuclear radiation, he may still be vulnerable to thermal radiation, since this has the greatest damage range. In these circumstances parts of the body that are covered by clothing will be fairly well protected from flash burns. As far as radiological effects are concerned, the chief protective value of clothing is that it keeps radioactive contamination from actual contact with the skin.

Personnel whose duties, as members of emergency and damage control teams, as decontamination crews, or as monitors, require them to enter contaminated areas or to come into contact with contaminated objects, should wear special clothing when available. Such clothing normally would be issued from a control point or change station. It should be washable or expendable, and should be tightly woven or nonporous. It should cover the body completely, and should have tight connections with gloves at the wrists, and with shoes at the ankles. An overlapping connection should also exist between the clothing at the neck and a respirator or filter mask. Equipment of this kind will prevent contamination of the skin.

After each use, the clothing should be monitored. Most contaminated clothing can be laundered and used again. An alternative to laundering or disposal is to store the clothing to permit the radioactivity to decay. The soiled clothing is set apart in special containers and allowed to stand until its contamination has decayed sufficiently for it to be worn again.

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RADIOLOGICAL TRAINING COURSE

LESSON IV (60 MINUTES)

CONTAMINATION AND DECONTAMINATION

I OBJECTIVES

This lesson will cover the hazards associated with radioactive contamination, and the instruments used to detect such dangers. It also includes decontamination of personnel and aircraft. A complete review of requirements and procedures contained in SAC Atomic SOP 55-22, will be covered by the instructor as no information from classified material will be utilized in this syllabus.

II INSTRUCTIONAL AIDS

A References
1. "Radiological Defense Vol. II", AFSWP
2. "Atomic Energy and Radiological Defense", Dept. AF
3. "Atomic Energy Indoctrination", Dept. Army
4. "Air Weapons", Air University
5. TM 11-5514, Dept. Army
6. NavShips 91444, Dept. Navy

B Equipment
1. Geiger-Mueller Counter, AN/PIR-27C
2. Ionization Chamber, AN/PIR-2LB
3. Dosimeters

III SUBJECT MATERIAL

RADIOLOGICAL CONTAMINATION

The radiation dangers discussed so far are those affecting people exposed to immediate injury from the explosion of the bomb. Under certain conditions, radiological contamination could become a dangerous after-effect of the explosion. A high air burst, on a clear day probably would produce no dangerous contamination at all on the surface of the earth--it did in Japan ----- and people could not enter the area, even directly under the point where the bomb exploded, immediately afterward without danger from the source. This is because most of the residual radiation is swept up into the atomic cloud by the inrush of wind that follows the explosion and is afterwards dispersed into the general atmosphere. Most of this radioactive material eventually will fall to the earth but will be so dispersed and diluted that it will rarely, if ever, be dangerous. Heavier particles will fall first, so the greatest fall-out will be concentrated immediately downwind from the explosion point. Here again no hazard occurred after the Japanese explosions.

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A burst close to the surface, or under water, would increase the amount of radioactive contamination of material. When a base surge occured heavy contamination might be expected. Residual radioactivity can be detected and measured.

RADIATION DETECTION INSTRUMENTS

If the general evidence points to the existence of an appreciable radiation hazard in certain locations, the next step would be to confirm the presence of the hazardand to evaluate its magnitude. For this purpose, special devices for the detection of nuclear radiation are available;these are generally referred to as Radiac instruments. Actually many such devices have been developed, but it seems probable that essentially all the needs can be met by two or three standard types. The process of measuring radiation intensities or radiation exposures is frequently called monitoring.

Specific information of two kinds is required in order to deal with the problems resulting from nuclear radiation. First, it is necessary to determine whether a particular area, region, or piece of equipment is contaminated or not. If it is contaminated, then it is necessary to know the intensity, or dosage rate, of the radiation at various points. The dosage rate is usually expressed in roentgens per hour, or in milliroentgens per hour, where a milliroentgen is one-thousandth of a roentgen.

For this purpose survey or dose-rate meters are used. From a knowledge of the dose rate of the radiation, it is possible to determine the hazard in occupying aparticular area or piece of equipment. If the area is not safe for permanent occupation, the readings of the survey meter can be used to calculate how long personnel can remain with reasonable safety.

The second type of information required is the total radiation dosage,expressed in roentgens or milliroentgens, received by each individual exposed to nuclear radiation. It will be recalled that the nature and severity of radiation sickness depends on the total dose, and also upon whether it is received in ashort time, say less than 12 hours, or over a long period of time. From a knowledge of the total exposure to radiation, a commanding officer can properly take into account the influence of this factor on the combat effectiveness of his unit. Devices which measure the total dose of nuclear radiation in roentgens received over a period of time are called dosimeters.

A dose-rate meter and a dosimeter may be compared to the two functions of an automobile speedometer. The dose-rate meter, indicating the dose-rate in roentgens per hour, is similar to

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the needle which registers the speed of the automobile in miles per hour. The dosimeter, on the other hand, gives the total exposure in roentgens over aperiod of time, and is equivelent to the mileage indicator.

At present there is no single instrument that will conveniently serve both as a dose-rate meter for surveying purposes and as a dosimeter for determining the exposure of personnel. Consequently, devices of different kinds are used for these two purposes. It is a fortunate circumstance that while surveying instruments, which are not required in large numbers, are moderately complicated, dosimeters, to be worn by all personnel liable to radiation exposure are reletively simple. Because of the differences in character, dose-rate meters and personnel dosimeters will be considered separately.

SURVEY METERS

In the Ion-chamber type survey meter, the chamber is usually an air fille, plastic container, treated so that the inner walls are electrically conducting. A wire or network of wires, insulated from the container, is sealed inside. A voltage is applied between the container and the wires by means of a battery of about 100 volts. When nuclear radiation enters the chamber, it produces ions in the gas, the positive ions are then attracted to the negatively charged part (cathode), while the negative ions are attracted to the anode.

As a result, there is a flow of electric current, its strength being determined by the rate at which ions are being produced in the chamber. In other words, for a particular type nuclear radiation, the current strength is a direct measure of the radiation dose-rate. This current is too small to be observed directly on instruments, but it can very easily be amplified by means of an electronic circuit. A meter attached to the circuit can then be calibrated so as to read the dose rate directly in roentgens per hour.

Ionization chamber instruments have been made in a great variety of forms for different purposes. The portable types have been particularly useful for measuring the dose-rates of gamma radiation of moderate or high intensities. More recently, instruments of high ranges have been developed; they can be used to indicate dose rates from 25 milliroentgens per hour to 500 roentgens per hour.

The ion-chamber, which is the actual radiation- detection unit, is usually built into the body of the instrument, but if necessary it could be made in the form of a probe with a cable connection to the box containing the amplifying circuit, batteries and meter. The latter arraingement would be useful for detecting the presence of contamination in recesses. Alternatively, the ion-chamber unit could be mounted on the exterior of a vehicle or tank,

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with the remainder of the instrument in the interior. Since the crew would be partially protected from gamma radiation by the material of the vehicle or tank, it would be possible to approach and monitor a contaminated area with less exposure to personnel.

The other type survey meter is the Geiger counter. The detecting part of this instrument is the Geiger tube having a conducting cathode coating on the interior of the tube wall and a fine metal anode wire, insulated from the cathode, running down the center of the tube. The conducting cylinder is attached to the negative pole, and the insulated central wire to the positive pole of a high-voltage source. Geiger counters require 700 - 1000 volts instead of the 100 volts required for ion-chamber type instruments. When nuclear radiation enters the tube, ions are produced in the gas. The negative ions are actually very small particles, called electrons, and because of the high voltage applied between the cylinder and the central wire, the electrons move rapidly towardsthe wire. If the voltage is sufficiently high, the fast moving electrons act like nuclear radiations and are able to produce more ions in the gas. The negative ions (electrons) so formed are, in turn, accelerated by the high voltage and produce more ions.

Under the proper conditions, therefore, a single pair of ions formed in the Geiger tube by nuclear radiation will result in what is called an ionization "avalanche." Such an event is equivalent to a large pulse of current through the tube and this with a little amplification, can be used to actuate a meter or other device. Instruments operating in the high voltage region actually count these current pulses as they occur, and for this reason are called Geiger "counters." The rate at which the pulses form is a measure of the intensities of the nuclear radiations. The pulse rate can be read on a meter and when of very low intensity can be determined by the clicks in an earphone.

The Geiger detector, like the ion-chamber instrument, can be used for gamma radiation, and also for counting beta particles if the tube has a suitable window. Frequently, the tube is enclosed in a probe connected to the counter itself by a cable, and has a sliding beta shield. When the shield is in position, the thin window is covered, and only gamma radiation can enter the counter. With the shield retracted, however, beta particles, in addition to the gamma radiation can be detected and measured.

The chief advantage of the Geiger counter is that there is such a considerable degree of amplification within the tube itself, in the formation of the avalanche, that very simple electronic systems are sufficient to detect quite low intensities. Since many counters overload when the pulse rate is very high, this type of Geiger instrument cannot be

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used for high intensity radiation. However, very small, and consequently less sensitive Geiger tubes are available for this purpose and have made possible developements of wide range instruments up to dose rates of 500 roentgens per hour.

A survey meter for field monitoring should be essentially a detector of gamma radiation. Either an ion-chamber instrument or a wide range Geiger counter will serve this purpose. When the gamma radiation intensity is low, there may still be a beta hazard, and a sensitive Geiger counter can be used to detect beta particles as well as gamma radiation. This is particularly valuable for the detection of small sources of radioactive contamination on clothing and equipment, and the decontamination of personnel and equipment.

The type survey meters presently on hand in this Wing, are, AN/PDR 27C, Geiger counters, and AN/PIM TLB, Ionization-cahmbers.

PERSONNEL DOSIMETERS

Personnel dosimeters, used for indicating total radiation dosage received by an individual, are of three main types. (1) the pocket dosimeter (or pocket chamber), (2) the film badge, and (3) the phosphor-glass dosage indicator. Pocket dosimeters and film badges are available in either self-reading or non-self-reading forms. The pocket dosimeter is actually a very simple form of ion chamber, for its action depends on the formation of ions by the nuclear radiations. However it has no batteries and associated equipment, and there is no flow of current. The nonself-reading form of pocket ion-chamber is often referred to as a "pocket chamber" while the term "pocket dosimeter" is used for the self reading type.

The simplest form of pocket ion-chamber is similar to a fountain pen in size and shape. It consists of an outer cylinder made of plastic material, the interior being coated with graphite to make it an electrical conductor. A stout wire, or inner cylinder supported at its ends by insulators, runs through the outer cylinder. To use the pocket chamber, it must first be given an electrical charge. This is done by connecting a charger between the shell (positive) and the central wire (negative) of the chamber. The chamber is then removed from the charger, and if the insulation is satisfactory, there will be no leakage and the charge will remain unchanged.

When nuclear radiation enters the chamber, it produces positive and negative ions in the gas. These are attracted to the charged wire and shell, respectively. However since the battery has been disconnected, there is no flow of current. Instead the magnitude of the charge is reduced. The decrease in

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charge is proportional to the total amount (or dosage) of radiation that has entered the chamber. Consequently, if the remaining charge is measured at the end of the exposure, the radiation dosage can be determined.

The pocket chamber described above requires associated equipment, called a "charger-reader," for charging purposes and for reading the charge before and after exposure. It contains a voltage source and a suitable meter. The scale of the instrument is calibrated so that upon insertion of the pocket chamber, after exposure to radiation, the dosage is indicated directly in roentgens. One charger-reader can, of course, be used to charge and read many pocket chambers.

Because of the shell thickness, most pocket chambers are sensitive to gamma radiation only. They are available for various ranges of radiation dosage, from a few milliroentgens to one or two hundred roentgens.

When operating in a contaminated area, it may be necessary to know the radiation dosage immediately, and for this purpose, the self-reading pocket dosimeter is used. Like the previous self-reading pocket chamber it consists of an ion chamber, similar in to a fountain pen in appearance. To a short, central wire is attached a thin, flexible quartz fiber, the position of which on an interior scale can be read by means of a lens fitted into the end of the cylinder.

To prepare the self-reading dosimeter for operation it is placed in a charger; this provides an adjustable voltage source which is applied between the central wire and the shell. When the instrument is charged in this way, the movable fiber is repelled from the fixed central wire. By proper adjustment of the voltage, the fiber can be set exactly on the zero line of the scale. When nuclear radiation enters the chamber, ions are produced and attracted to the wire and the shell. The charge is thus diminished, and the repulsion of the fiber is decreased. The latter, consequently, moves across the scale, which is calibrated directly in roentgens. By holding the dosimeter up to the light, and looking through the lens, the radiation dosage received at any time can be read off from this scale.

While the dosimeter does not need any associated equipment for reading the exposure, it still requires a charging and adjusting device to set the fiber on the zero of the scale prior to its use. One such charger can serve many dosimeters. Like the pocket chamber, the self-reading pocket dosimeter can be made to cover various ranges of gamma radiation dosages. Instruments with full-scale readings of 0.2 roentgen (200 mr) to 50 roentgens (50 r) are available.

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The film badge, consists of a piece of photographic film wrapped in light-resistant material. One side is partially covered with a thin strip of lead foil in the form of a cross, on the other side, the lead strips form rounded tips. It is small, rugged and easily carried in a pocket or attached to an identification "dog-tag". Since radiation affects a film in the same manner as ordinary light, exposure of the film badge to radiation darkens the film in proportion to the amount of radiation to which it has been exposed. Beta radiation is shielded by the lead foil, but can penetrate the paper wrapping of the film. Gamma radiation can penetrate both. Hence, after exposure, the film will show a dark area in each corner where it has been subjected to both types of radiation. There is a light colored area in the center where gamma radiation penetrated the single thickness of lead, and four intermediately darkened areas under the tips where the gamma rays, which penetrated one thickness of the lead sheet, caused a scattering of electrons in the atomic shells of the lead in the second sheet, thus intensifying the exposure in these areas. Comparison of the density, or darkness, of the corners and the tip-covered areas in exposed film in an apparatus called a densitometer, provides a means of measuring the amount of the beta and the gamma radiation to which the wearer has been exposed.

While the film badge has the disadvantage that determination of radiation exposure must be delayed until the film has been developed and compared, the film forms a permanent record of exposure which can be filed with other personnel records of an individual. Another advantage is low cost. Film badges can be supplied to an entire military force or the inhabitants of a city likely to be attacked with atomic weapons.

The glass dosimeter is a small packet, slightly larger than an identification tag, containing a specially prepared phosphor glass. Exposure of this glass to gamma radiation produces changes in its internal structure so that when the glass is subsequently examined by certain special wave lengths of light, it is seen to glow, i. e., phosphorescence is observed. The phosphorescence can be picked up with a light cell and through an amplifier be made to indicate the radiation exposure of the glass on a meter, calibrated in roentgens. The special light source, photocell, meter, etc., required for reading the glass are contained in an auxiliary device called a "computer indicator."

As in the case of the ion-chamber instrument, the glass dosimeter gives a continuing indication of the radiation exposure which is not affected by reading. This type of dosimeter might well be used as a "life time" or over-all operation dosage recorder, in connection with some perhaps more accurate device for day-by-day readings.

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At present the Air Force is standardizing the Phosphor Glass Dosimeter for its personnel. In emergencies each man will wear the new DT-60 along with his "dog tags". Readings of dosage on these dosimeters will be done by Radiological Defense Officer's with the Radiac Computer Indicator, CP-95.

HAZARDS ASSOCIATED WITH RADIOACTIVE CONTAMINATION

The chief external radiation hazard in a contaminated area will come from gamma rays thrown off by fission products or by materials made radioactive by neutrons or gamma rays during the explosion. Alpha and beta radiations will be dangerous, chiefly if they come into actual contact with the skin, but it will be necessary to guard against contaminated dust. Filter masks, clothing tight at the wrists, ankles, and neck, and tight-wristed gloves will afford protection against alpha and beta particle contamination. However, material heavily contaminated with beta-emitting material should not be handled, even with gloved hands, since it can cause severe burns. Tongs or equivalent instruments should be used. Clothing should be discarded at the edge of the contaminated area to avoid spreading radioactive contamination. Thorough soap and water bathing would be a valuable precaution. Bodies that have been exposed to radiation can be safely handled.

Gamma radiation cannot be turned aside by such simple measures as protective clothing, but dense material, such as concrete, can reduce its ionizing effect. Three inches of concrete will cut the amounts of gamma radiation by half, and the customary 9-inch concrete wall used in construction would reduce gamma rays to one-eighth their original potency. However, the gamma radiation from a bomb is measured in thousands of roentgens and, even at distances of 700 yards from ground zero, 20 inches of concrete would be necessary to cut down gamma rays enough to prevent serious radiation injury. Gamma radiation from contamination will not approach the power of direct bomb radiation. The best protection against contamination that gives off gamma radiation is to use instruments to detect its presence and to avoid any dangerous concentration.

What is a dangerous concentration of ionizing radiation? There is a general agreement that, wherever possible, it is desirable to avoid all exposure to ionizing radiation. This, of course, is impossible. Radiation exists everywhere in the world; it comes from radioactive material distributed throughout the earth's crust but its chief source is the bombardment of the earth by cosmic rays from the sky. Human life has always been exposed to this radiation.

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In the atomic energy program, a standard has been set, called the maximum permissible dose, which stipulates an exposure which experts believe a man could experience every day in his life without danger of injury. This has been fixed at a maximum of one-tenth of a roentgen a day, with a weekly maximum of three-tenths of a roentgen. But his standard applies to daily exposures, a very different matter from a one-time exposure in emergency. Thus, in the course of a medical study of a disease of the stomach or intestines, a patient may be exposed to some 40 roentgens in undergoing a series of X-ray examinations. X-rays of the teeth may subject the patient to about 2 roentgens. It is clear that a person may be subjected to a one-time exposure of many times the daily "maximum permissible dose" without suffering injury.

Radioactive materials can enter the body through the mouth, through breathing, or through a wound. They are particularly destructive when retained in the body for some time. Alpha and beta particles, which can be stopped by the skin, meet no such barrier inside the body. If lodged there, materials that emit these particles can cause serious damage. In evaluating the radiation hazard from these sources, three main factors must be considered:

1. The chemical characteristics of a radioactive element are important, because they determine in what organ the material is likely to be deposited. Materials that behave chemically like calcium will be deposited in bone. Plutonium and strontium are two such elements.

2. If a material is taken in through the mouth, its solubility in body fluids is important. What chemical forms are we dealing with? How much is absorbed from the gastric intestinal tract? Fortunately, most of the fission products are quite insoluble and will not be absorbed in significant amounts. Compounds of strontium, barium, and iodine are the most soluble. Plutonium exists usually in the form of an oxide and only about five-hundredths of 1 percent of the amount ingested is fixed in the body. Swallowed materials must gain access to the circulating blood before they can be deposited in an organ. Thus, even in the stomach and intestines, they are, for all practical purposes, still outside the body as far as radioactive poisoning is concerned.

Once plutonium enters the blood stream, it may be carried to all parts of the body, and much of it is deposited in the liver, spleen, and bone. The most significant points of deposit, as far as serious injury is concerned, are close to the blood-forming tissue in the bone marrow. Here, because of the tremendous ionizing power of its alpha particles it is a constant source of injury to the adjacent tissues. If it remains in the

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body long enough, the injury will result in the formation of malignant tumors and severe anemia.

3. The length of time materials remain in the body depends upon their "biological half-life" - the time required by the body to lose one-half the radioactivity by decay and the body's regular processes of elimination. This varies from hours to years with the different elements. In the case of plutonium, the biological half-life is 50 years.

The amount of plutonium scattered, after a high air burst of an atomic bomb on a clear day, may be considered inconsequential. Even after a much lower burst, contamination is negligible - one would have to swallow the surface contamination contained in an area of several square yards to get a dangerous amount. The situation probably is not greatly different when atomic bombs are exploded in other ways.

Much concern has been expressed regarding the contamination of drinking water. In a high air burst on a clear day, the fall-out of radioactive materials is so small that dilution by the water insures safety. The efficiency of the filtration plants, and the distance of sources of supply from cities are further safety factors. Fission products and fissionable material have a tendency to adhere to any organic material with which they come in contact. They will cling to the banks and the bottom of lakes, to the pipes, and other material to such a degree that it is probable that very little would ever reach the populace. Water containing one-millionth of a curie of fission products per liter is considered safe for drinking. (This means that about one atom in 250,000 billion billion is disintegrating every second.) Many popular mineral waters contain more than this. Hazards in the case of a steam or base surge remain to be evaluated. Testing for radioactivity is advisable. At Bikini, sea water from a heavily contaminated source was distilled (this is, turned into steam and condensed, not merely boiled) and found safe for drinking purposes.

As to the hazard of inhaling particles of matter, the size of the particle is important. The nose filters out almost all particles larger than 10 microns in size (one inch equals 25,000 microns). It will filter out 95 percent of all particles over 5 microns in size. The size at which particles most readily pass from the small air pockets of the lung into the blood stream is about one-half micron. Particles 1 to 5 microns in size may, however, reach the lymphatic system.

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At a bomb burst, contaminated particles of this size - the largest only one five-hundred-thousandths of an inch in diameter- ascend rapidly into the atmosphere. If they settle, as on a rainy day, they usually attach themselves immediately to larger particles. The chances of inhaling a dangerous amount of these small particles is small. A combat-type gas mask will filter out almost 100 percent of all such particles.

If one is wounded while in a contaminated area, the hazards of the situation will depend almost entirely upon the amount and kind of contamination present, and the extent to which the contamination material is soluble in body fluids. It is difficult to conceive of a situation in which a sufficient amount of contamination would be present to endanger life by this means of exposure, although material introduced into the blood is fixed in the body in a very short time.

Such a wound should be cared for in the same manner as any similar injury in an uncontaminated area. Cleansing with soap and water is particularly important, and possibly excising damaged tissue. The would then should be closed. Amputation is not indicated.

While there is little or no risk of contamination at the ground level after an air burst, an aircraft flying through the atomic cloud will pick up a certain amount of radioactive residue. The degree of contamination will be greater if the passage through the cloud occurs soon after the explosion. In these circumstances, too, the crew could receive a considerable dose of radiation while traversing the cloud, apart from that which they might subsequently acquire from the contaminated aircraft. It should be emphasized that radioactive contamination in no way affects the mechanical performance of a plane, its engine, or any of its equipment. It is objectionable only as a potential health hazard to operating and maintenance crews.

As a result of flying through a radioactive cloud, an aircraft may be contaminated to some extent on its exterior surfaces, in the interior, and especially within the engine. Contamination of the surface will be greatest where there are abrupt changes of contour. The leading edge of the airfoils, turrets, or places which are usually dirt collectors, and oily surfaces, are most likely to be heavily contaminated.

Engines will become contaminated by the stream of air that passes through them while they are operating. Air intakes, oil cooler, carburetor air ducts and throat, and superchargers, are thus regions where considerable contamination may be expected. If carburetor air filters are in operation, they also will be subject

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to heavy contamination. However, it is preferable to have the filters contaminated, rather than the engines, since it is difficult to decontaminate the latter. Carburetor air filters might thus be turned on for the purpose of acting as collectors, and so reducing the contamination within the engine.

Jet engines present a special problem. The air intake of such an engine is roughly 100 times that of the ordinary reciprocating engine, and consequently the possibility of contamination is greatly increased. Although this contamination probably would not represent a hazard to air crews, due to the relatively short exposure time involved, precautions would have to be taken to avoid subsequent excessive exposure on the part of ground maintence crews.

In the event that an airplane were to fly through the atomic cloud, the crew of the aircraft would receive an acute dose of radiation. The severity of the dose, of course, would depend upon the speed of the plane and the time after detonation. In general, even with high speed planes, the crews might receive lethal doses if the passage through the cloud is made during the first 10 minutes.

In addition to the acute dosage of radiation received directly from the cloud, the dosage that might be received from radioactive contamination deposited on the exterior of the aircraft, within the engine, or in the interior of the plane, should be considered. This will probably not contribute significantly to the total radiation received by the crew but may be both an external and internal hazard to maintenance crews involved in major repair work.

DECONTAMINATION OF PERSONNEL

Decontamination is the removal of radioactive contamination from personnel, material and areas.

Inasmuch as there is no practical way to destroy radioactivity, decontamination must be accomplished by physical removal of the radioactive material. This material is in the form of sub-microscopic particles scattered over large areas some of which is firmly imbedded in surface areas. For that reason, and because by decontamination we merely transfer the radioactivity to another place, it is normal procedure to let radioactive decay take care of decontamination. With one exception, therefore, decontamination is normally limited to a few critical areas and/or items of material. That one exception is personnel decontamination.

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While it is not the scope of this course to teach tactical doctrines on decontamination, a few general principles should be outlined. This is felt to be of particular importance since commanders, staff officers and operating agencies, almost without exception, often misunderstand points which should be understood are:

a. Decontamination, except for personnel decontamination should never be attempted except for critical items of equipment and very small areas. This is because decontamination is a process which consumes large amounts of supplies and man-hours of work. In almost every case dangerously contaminated equipment should be allowed to age and contaminated areas abandoned.

b. Decontamination is a slow process which in many cases, depending on the type of material and conditions of contamination, is only partially successful.

c. It is very difficult to evaluate the success of decontamination measures since such factors as natural decay and weathering often are actually responsible for supposed decontamination.

d. Personnel decontamination, by contrast, is simple and a relatively minor but important problem.

Personnel working in a contaminated area or persons who may be in an area over which contamination is spread will require decontamination because both their clothing and parts of their bodies may pick up radioactive particles, it is necessary to monitor these personnel and establish decontamination centers.

All clothing is subject to the hazards of contamination but gloves and shoes are usually the more heavily contaminated. Canvas booties, if available and worn, will protect shoes completely, and can be discarded after use. When shoes are not protected, however, they will pick up dangerous amounts of contamination on the top, edge and bottom of the soles. Cord-rubber and rubber soles are much worse in this respect than leather soles. Canvas gloves are highly desirable to protect the hands against contamination but are very clumsy if precise work must be done. Despite some opinions to the contrary, it has been proven that monitors can operate instruments quite satisfactorily while wearing gloves.

The fact that work clothing has been used once in a radioactive area does not mean that it should be promptly discarded even if slightly contaminated. On the contrary, as long as clothing reads below 3 mr/hr, beta plus gamma, it may be worn for work periods of 4 to 6 hours quite safely

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On the body, special attention should be given to the hair, face and hands as probable locations of contamination. If gloves are not worn, it will be found that grime beneath the fingernails is always contaminated. The entire body must be checked, however, after all clothing is removed.

For efficient personnel decontamination, decontamination centers should be set up. Emphasis must be placed on the fact that almost any type of facility which has a source of running water can be used for decontamination. The cardinal rule is to keep contaminated personnel and equipment out of "clean" areas. Procedure is as follows:

a. Personnel assemble in an area and turn in equipment. Gloves and booties are then discarded.

b. One man at a time, each individual is monitored with his clothing on. Remainder of personnel should remain 30-40 feet away to keep a low background count.

c. Readings should be taken as close to the clothing as possible, and should be beta plus gamma readings.

d. Any clothing reading higher than 3.0 mr/hr, beta plus gamma, should be discarded. Only those articles of clothing so reading should be discarded. Replacement items should be issued at time of discard.

e. Clothing reading 3.0 mr/hr, beta plus gamma, or less should be stowed away for future use.

f. One man at a time, each individual should then be monitored without any clothing on. Any appreciable increase in background count shows some degree of contamination and, unless shortage of water is a factor, the man should be decontaminated. If water shortage is a factor, only men reading over 0.2 mr/hr, beta plus gamma, need be decontaminated.

g. Decontamination is accomplished by scrubbing down with soap, water and a GI brush. Several applications may be necessary.

h. Men are then checked by a monitor and, if clean, are given a towel. If necessary, men are sent back to the showers until free of radioactivity.

i. Men are then cleared to dress and are released.

Certain modifications may be necessary in this procedure with respect to issuing clean or replacement clothing. There is little objection to how this is done as long as contaminated personnel

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do not handle dress clothing. By dress clothing is meant clothes which will be worn after release from a monitor's supervision. It should not be confused with clean or slightly contaminated work clothing which will be worn under a monitor's supervision only - there is little objection to contaminated personnel handling this work clothing.

The major requirements for operating personnel decontamination centers are running water, soap, brushes, towels, a supply of clothing and a place for work parties to store or hang two sets of clothes. These two sets of clothing as pointed out above, are dress clothing and work clothing. In connection with work clothing, it is well to point out that personnel working in radioactive areas should be furnished a minimum of clothing. A cap, a shirt, a pair of trousers, a piece of heavy twine for a belt and a pair of shoes is all that is needed. To this should be added a pair of canvas gloves and a pair of canvas booties as expendable items for each mission. Underwear and socks are not normally necessary and complicate supply problems. In winter weather, however, they might be required. Towels are not a problem if care is used to insure that they do not become contaminated. Clothing which has become contaminated should not be arbitrarily destroyed but stored so that radioactive decay may render it usable again.

Personnel requirements for operation of a decontamination center will range from 4 to 6 persons, if men are to be processed rapidly. At least three monitors are necessary to handle a continuous flow of personnel.

Finally, it is necessary to exercise strict supervision over all personnel entering radioactive areas to insure that they are properly decontaminated before release. It is a proven fact that personnel get careless after working on a dangerous job for some time. One of the biggest jobs will be to combat such carelessness.

DECONTAMINATION OF AIRCRAFT

The area damaged or destroyed by blast and fire, following attack with an atomic bomb, can readily be determined by inspection. Areas which become hazardous as a result of radiation, however, can only be determined through examination by specially trained personnel equipped with survey meters. Such personnel should be prepared to start operations immediately after an atomic explosion. The personnel who actually perform the work are called monitors. Their activities are controlled by officers or senior non-commissioned officers, called Survey Officers.

Radiological surveys may be required after an atom bomb attack. The extent and location of contaminated areas must be determined as promptly as possible, and the intensity of radi-

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ation in such areas investigated. This is accomplished by the radiological Survey Officers and monitors. Ground surveys may be conducted by any suitable means of transport, including jeeps, liaison aircraft or helicopters. Surveys in harbors or other water areas may be conducted by boat or ship. Situations may arise where the radioactive cloud must be located by moniters in aircraft. Regardless of the means used, the monitor's observations, which include exact time, location and radiation intensity at selected points, are transmitted to a central control point where a map is prepared to indicate contaminated areas. This map, or isodosic chart, is used to formulate plans for evacuation and decontamination.

All aircraft and crews will be monitored by teams and SAC Atomic SOP 55-22 will be detail the procedures involved.

Material decontamination should be carried out in an area which is uninhabited and where contamination of the ground by run-off of decontaminating solutions is not objectionable. Care must be taken that:

a. Men work upwind of the object being decontaminated.

b. Washing down must begin at the highest levels and work down.

c. All portions of the object being decontaminated are equally washed down.

Specific procedures for decontamination are as follows:

a. Aircraft: Aircraft may be decontaminated by spraying with a mixture of kerosene and "gunk" (Compound, cleaning, aircraft, Specification No. 20015). This mixture can be sprayed on by use of a 400 gallon power driven decontaminating apparatus (M3A2 or M4) which delivers a working pressure of about 400 lbs., per sq., in. An additional decontamination apparatus, utilizing water, or a steam cleaner should be used to wash down the gunk mixture. Suitable fire precautions will be taken.

b. Metal Surfaces (Corrosion not permissible): Use the gunk solution outlined above.

c. Metal Surfaces (Corrosion permissible):

(1) Swab surface with a weak acid solution and follow by washing down with a stream of high pressure water.

(2) On painted surfaces, it is very effective to remove the paint. This may be done by use of a solution consisting of:

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5 lbs lye (Na OH)
5 lbs boiler compound
1 lb cornstarch
10 gallons water

which is allowed to remain on the paint for two hours before removal with a high pressure water stream.

d. Wood Surfaces: Decontamination of wooden surfaces is impractical beyond washing down with water.

e. Canvas and Fabrics: Washing with soap and water is the most that can be done. Except for clothing, this type of material should be destroyed.

Other means of rough decontamination of aircraft are as follows:

After as much delay as the circumstances permit, to take advantage of natural decay of the radioactivity, the contaminated aircraft should be washed down thoroughly with water. Regular fire hose, equipped with fog or spray nozzles, will be satisfactory. If these special nozzles are not available the water pressure must be reduced so that the planes are not damaged. In some instances a sprinkling system can be used. The addition of soap or other detergent to the water would be an advantage, as it would help to remove contamination attached to greasy or oily surfaces. Precautions for the disposal of contaminated waste water must, of course, be taken here, as always.

As far as land-based aircraft are concerned, this is probably as much as can be done at a forward base. Consequently, after hosing down, the aircraft should be monitored to determine the extent of decontamination. If this is not sufficient to permit operation without undue hazard to the crew, the decontamination process should be repeated, and time allowed for natural decay to reduce the radiation hazard to an operationally acceptable level.

Where the degree of external contamination is beyond the capacity of the immediately available facilities, or where there is internal contamination of the plane and engine, time will have to be allowed for the radiation intensity to decay to an operationally acceptable level. The engines should present no hazard except to maintenance personnel. However, it is believed that by taking suitable precautions, work could be safely performed on the engines after a few days.

If a plane has flown through the atomic cloud, or if the engine has been running during the transit of the base surge, decontamination will be very difficult. The exterior of the airframe

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and engines should be washed thoroughly with water and detergent. While the aircraft may then have been decontaminated to an acceptable operational level, the engine may still constitute a hazard to maintenance crews. In this event, the engine should be appropriately tagged, so that the proper precautions are taken when maintenance is required. Certain parts, such as supercharger compressor sections, carburetor, and exhaust stacks may be found to be too radioactive to work on. If so, they should be removed as rapidly as possible and replacements used.

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RADIOLOGICAL DEFENSE COURSE

LESSON V (60 minutes)

DEMONSTRATIONS

I OBJECTIVES

This hour is to serve as a practical application of the radiological training received. At the discretion of the instructor, as to actual accomplishment of the aims of this lesson, he will set up the following:

1 Instrument Operation
2 Aircraft Monitoring
3 Area Monitoring
4 Personnel Monitoring

II REFERENCE AIDS

1 "Radiological Defense Vol. II" AGSB
2 TM 11-5514 Dept of the Army
3 NAVSHIPS 91444 Dept of the Navy
4 SAC Atomic SOP 55-20
5 Radiac Instruments
6 Maps and Charts of the installation

III SUBJECT MATERIAL

The proper procedure for putting the AN/PPN-1ID, into operation is as follows:

1 Turn the selector switch to the BAT position. The meter should fall within the white line marked BATT. This is to allow the set to warm up and provide a check on the instrument battery.

a If the pointer falls below the BATT line, replace the instrument battery.

2 Turn the selector switch to SET, allow two minutes for the set to warm up. Rotate the ZERO control until the meter pointer indicates zero on the scale. Zeroing in on the SET position is recommended since the ionization chamber is disconnected in that position. Simulated contamination would affect proper zeroing in of the instrument.

a If the unit doesn't zero in properly, reset the COURSE ZERO control, as shown in TM 11-5514.

3 Make sure that the area is free of radioactive materials by turning the selector switch to each of the first four operating positions in succession (50K, 5K, 500 and 50). The color of the meter scale will change for each position. If the meter does not indicate any reading on the first four operating scales, turn the selector switch to the 5 position. The meter pointer should show

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random jumps of approximately one small division. These jumps are caused by a small amount of inherent radioactivity in the metal parts of the ionization chamber. The random motion of the pointer will not occur unless the equipment is in proper operating condition.

4 If the preceding steps indicate that the area is free of radioactive materials, make the following check to be sure the equipment is in proper operating condition. Turn the CHECK control clockwise as far as it will go and hold it in that position. Wait at least 20 seconds for the pointer to come to equilibrium. With the selector switch at the 5 position, the pointer should now read between 2 and 5 mr/hr. Releasing the CHECK control will allow it to return to the off position.

5 A push button switch located on top of the carrying handle is provided for illumination at night. The battery for this light is of short life duration and should not be used unnecessarily.

Testing the AN/PDR-27C is done as follows:

1 Turn the range switch to BATT CHK. The indicating meter pointer should now rest to the right of the red line marked BATT.

2 Turn the range switch to 500, the meter should read zero.

3 Place the radioactive test sample, found in the carrying case, in the sample at the bottom of the set. The meter reading should be 10-30 mr/hr.

4 Turn the range switch to 50, test in the same manner as above. The reading should be 5-15 mr/hr.

5 Turn the range switch to 5. Hold the test sample near the G-M probe. The reading should be 1-3 mr/hr.

6. Turn to the .5 scale. Hold the test sample near the probe, the reading should be .10 - .30 mr/hr.

Actual use of the G-M counter will follow these steps:

1 Listen for clicks in the headset or observe the meter reading while approaching the radioactive area or object.

2 Turn the range switch to a lower (more sensitive) range whenever the meter reading is less than 5 divisions; turn to a higher (less sensitive) range if the meter pointer approaches the high end of the scale.

3 When using only the headset for detection, keep the range switch set to 500, when the radiation intensity is relatively weak. Turn the switch to 5.

4 When it is desired to locate a radioactive object or the center of a radioactive area, move the radiameter in the direction that produces an increase in the meter reading or in the frequency of the clicks in the headset. Continue moving in this direction until the point of maximum radiation intensity is found.

5 To facilitate detection and measurement when the object or area to be investigated is relatively inaccessible, lift the radiac detector (probe) out of the well on the radiacmeter. Set the range switch at .5 or 5 when used in this way.

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6 When the radiation from an object or area is extremely weak, bring the radiation detector within a few inches of the object in order to obtain an indication on the radiometer, because the radiation intensity decreases rapidly with distance.

7 To check the combined gamma and beta radiation of an object, turn the range switch to .5 or 5, take out the radiac detector probe and move aside the beta shield. Point the exposed end of the probe at the object to be investigated and move it, slowly, until a readable meter indication is obtained.

8 If the equipment has been used continuously for more than 20 hours, check the condition of the batteries by turning the range switch to BATT COND. When the meter pointer rests to the left of the red line, marked BATT, on the meter face, replace all batteries as instructed in T.O. No. 91-3-3.

PERSONNEL MONITORING

Personnel can practice procedures for decontaminated aircraft as outlined in S.O. Atomic SOP 55-22. After personnel have been checked, the aircraft should be monitored, and hazards estimated by using charts found in "Radiological Defense Vol II". Decontamination procedures can then be simulated.

AREA MONITORING

Two methods of accomplishing this mission are as follows.

1 a Plot on a map where a radiological attack has occurred.

b Detail procedures for proper monitoring of area.

c Indicate the reports from monitors on the maps, and draw isointensity lines.

d Estimate dosage to personnel and length of stay allowable, by use of charts found in "Radiological Defense Vol II".

2 a Place a radioactive source in a large open area.

b Have teams monitor the area and report back to a central control point. Consider dose intensities, i.e., 5 r/hr, 10 r/hr.

c Indicate readings on maps, and draw isointensity lines.

d Plan decontamination procedures in the event of such an emergency.

PERSONNEL MONITORING

The class should pick a building that would lend itself to becoming a personnel decontamination center. Plans for turning it into a center should be formulated. This should include necessary items of equipment, flow process diagram for efficiency and the duties of assigned personnel detailed by squadron SOP's.

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GLOSSARY

TERMS COMMONLY USED IN RADIOLOGICAL COUNTERMEASURES

ACUTE DOSE. Receiving in a short time a large amount of nuclear radiation over a large area of the body.

ALPHA PARTICLE. Short range radiation, with weak penetrating power.

ATOM. Smallest particle of matter with chemical properties, consisting of a nucleus, containing protons and neutrons and electrons.

ATOMIC ENERGY. Energy released upon the disruption of the nucleus.

ATOMIC WEIGHT. Relative weight of an atom of an element compared to oxygen.

BACKGROUND. Radiation picked up by detection counter from sources other than the radioactive matter being counted.

BETA PARTICLES. Short range (12 feet) negative by charge radioactive particles with small penetrating power.

CHAIN REACTION. The products of a nuclear fission cause a fission of other atoms.

CHRONIC DOSE. Receiving a dose of radiation over a long period of time.

CRITICAL MASS. The smallest mass of fissionable material which can sustain a chain reaction.

CURIE. The standard measure of the rate of radioactive decay.

DECAY (radioactive). The process by which an atom of one element is converted into an atom of another element by emission of an alpha or beta particle.

DOSIMETER. Instrument used to detect and measure an accumulated dosage of radiation.

ELECTRON. Negatively charged particles revolving around an atom's nucleus.

ELEMENT. A substance consisting of atoms all of which have the same chemical properties.

FILM BADGE. Photographic film carried by individuals to determine the amount of radiation exposure.

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FISSION. A nuclear reaction, where the nucleus splits into two or more fragments when bombarded by neutrons.

FUSION. Nuclei of light elements combine due to temperature to form a new nucleus.

GAMMA RAY. High frequency electromagnetic radiation emitted from the nucleus. They travel at the speed of light, and have no electric charge. Their penetrating power is much greater than alpha or beta particles.

GEIGER - MUELLER (G-M) Counter- An apparatus for detecting and counting ionizing particles used to measure low intensity radiations.

HALF-LIFE. Time required for a radioactive substance to lose fifty percent of its activity by decay.

HALF-THICKNESS. Thickness of absorbing material necessary to reduce the intensity of radiation by one-half.

INDUCED RADIOACTIVITY. Artificial radioactivity which may be produced in certain elements as the result of the capture of neutrons by these elements.

ION. Atomic particle or atom bearing an electrical charge, caused by an excess or deficiency of electrons.

IONIZATION. Act of a neutral atom or molecule getting an electrical charge by loss or gain of an electron.

IONIZATION CHAMBER. An apparatus used to measure high intensity radiation.

ISOTOPES. Forms of an element which differ in weight, the nucleus having the same number of protons but not the same number of neutrons.

MILLIROENTGEN. 1/1000 of a roentgen.

MOLLECULE. Smallest quantity of a substance that can exist by itself and have all the properties of the substance.

MONITORING. Determination of the existence and intensity of radiation present in a given area or object.

NEUTRON. Part of an atom's nucleus with no electrical charge.

NUCLEUS. Central core of an atom composed of neutrons and protons.

PROTON. A particle of an atom's neucleus having a positive charge.

RADIAC. Used to describe instruments that detect and measure radiation. Meaning: Radiation, Detection, Indication and Computation.

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RADIOACTIVITY. The process whereby the nucleus of certain atoms undergo spontaneous disintegration releasing radioactive particles (alpha and beta) and rays (gamma).

RADIOLOGICAL WARFARE. The offensive and defensive use of radioactivity in warfare. The offensive phase is use of radioactive material, or weapons producing radioactivity. The defensive phase is radiological defense.

ROENTGEN. Term used in the measurement of nuclear radiation. Roentgens per hour for dose rate and roentgen for accumalative dosage.

SURGE, BASE. A doughnut shaped cloud formed by an underwater burst, moving with the wind and dropping radioactive rain.

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RADIOLOGICAL TRAINING COURSE

QUIZ

1. Deaths due to radioactivity are approximately,

   a. 65%
   b. 15%
   c. 25%

2. Radiological discipline procedures are outlined for crews and ground crews in,

   a. SAC Reg. 50-1.
   b. TAF Reg. 50-8.
   c. SAC Atomic SOP 55-22.

3. Ground crews will be responsible for,

   a. monitoring crews.
   b. decontamination of aircraft.
   c. both a. and b.

4. Salt is considered an,

   a. element.
   b. compound.
   c. atom.

5. Atoms are composed of,

   a. photons, gamma radiations, and beta particles.
   b. nucleus, nuclei, and nucleons.
   c. protons, neutrons and electrons

6. Ionization of atoms are helpful in,

   a. measuring radiation.
   b. understanding isotopes.
   c. keeping atoms electrically neutral.

7. The fission reaction of uranium is started by,

   a. a photon.
   b. an electron.
   c. a neutron.

8. Our main need of protection from radiation is due to the emission of.

   a. Gamma rays.
   b. Beta particles.
   c. Alpha particles.

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9. Radiation is especially dangerous in an underwater burst due to the formation of,

a. the typical atomic cloud.
b. a base surge.
c. long life beta emitters.

10. After an air burst the radiation hazard will be,

a. very dangerous.
b. a residual hazard.
c. negligible.

11. In all injuries the primary first aid is to treat for,

a. radiation sickness.
b. hemorrhage.
c. shock.

12. The amount of permanent injuries to eyes at Hiroshima was,

a. 20%.
b. none.
c. 65,000

13. The best prevention provided by clothing against radiation is,

a. loose dark clothing.
b. loose light clothing.
c. tight light clothing.

14. The first symptom of radiation sickness is,

a. diarrhea.
b. loss of hair.
c. nausea.

15. The maximum peace time dossage allowable for personnel is,

a. 3r/week.
b. .1r/week.
c. .3r/week.

16. The best type of shelter for use in an atomic attack is,

a. special shelters.
b. cut-and-cover shelter.
c. a foxhole.

17. Your first indication of an atomic air burst will be,

a. an earthquake like concussion of the ground.
b. a brillant flash of light.
c. radioactive base surge.

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18. The best radiac instrument for personnel monitoring is,

a. the ionization chamber.
b. phosphor-glass dosimeter.
c. Geiger-Mueller Counter.

19. Instruments which measure the total radiation are known as,

a. G-M Instruments.
b. Dosimeters.
c. Ionization - Chamber Instruments.

20. In flying through an atomic cloud aircraft will be especially contaminated,

a. on the exterior surfaces.
b. on the inside.
c. on oily surfaces.

21. Personnel decontamination stations should have the following,

a. radiological monitors, and first aid men.
b. showers, soap, bushes, towels, and clean clothing.
c. Both a and b.

22. In washing down contaminated aircraft care must be taken to,

a. keep the plane dry.
b. use non corrosive cleanser.
c. provide for disposal of the contaminated waste.

23. Zeroing in of the TIB, is done in the,

a. SET position.
b. SETT position.
c. COURSE ZERO control.

24. In testing the 50 and 500 scales of the 27c, the test sample is,

a. placed near the probe.
b. placed in the carrying case.
c. placed in the dimple at the bottom of the instrument.

25. Monitors reports will be plotted on charts and connected by,

a. the military grid system.
b. isointensity lines.
c. a meteorlogical officer.

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DISPOSITION FORM

E NO.	SUBJECT Discrepancies During Off-Loading	
11 Concerned	FROM 3DML DATE 15 Dec 54	COMMENT NO. 1

The following discrepancies were noted during the return of the 308th Bombing from North Africa.

1. Markings: a. Code markings on some boxes did not have assigned organization markings, as required in SOP #5.

   b. Some containers had no markings, or 104C's attached to them as required in SOP #5.

2. Manifests: MATS cargo manifests did not coincide with actual cargo loadings. Four (4) Tactical aircraft had manifests, three (3) Gs and one (1) E. SOP #6.

3. Lights: Approximately 70% of the night off-loading had no generators in commission, or personnel available to operate them. Ref. SOP #9.

4. B-2 Stands: Unserviceable B-2 stands had to be used to off-load the C-74 aircraft. MATS Conf. 31 Aug 54. This created a ground safety hazzard.

5. B-1 Stand: The B-1 stand set aside for off-loading passengers of a C-54 was always being taken away from the loading zone to the flight line.

6. Generators: The generators used to furnish power to off-load cargo were being taken away from the loading zone and out to the flight line.

7. Delivery Trucks: One truck for cargo delivery to units turned proved to be insufficient.

8. Flat Beds: Cargo delivery Flat Bed had no side boards available for protection against cargo shiftage upon delivery. The 3/8" rope was too weak.

9. Details: Organizations having property delivered to them had no off-loading details to receive property upon delivery.

10. FAK: Many items of FAK had no markings nor weights for identification. Some had two (2) boxes marked alike. SOP #5.

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DISPOSITION FORM

E NO.	SUBJECT Discrepancies During Off-Loading Cont'd

FROM DATE COMMENT NO. 1

11. Weights: Some containers still had erroneous weights stencilled upon them. SOP #5.

12. 104C's: Very few containers had 104C's attached to sides or in envelopes as required in SOP #6.

13. Fort Lift Oprs.: Fork lift operators not available for 24 hour duty. Especially at night. Only 1 operator from 0001 to 0800.

14. SPR HOSE on Refuel Truck: SPR Hose dropped off C-124, 21005 during S.P.R.. Recommend SPR attachments be inspected more thoroughly prior to use. About 25 to 30 gallons of fuel was sprayed under aircraft before hose was shut off 9 Nov 54. Fire trucks had to be called.

15. Rollers: No rollers available to off-load the KC-97G's. No hoist operators available.

16. Utilization of Bomb Bays: SAC Reg. 400-5 not complied with in some squadrons.

17. Fire Guards: No fire guard at ground power equipment during off-loading of cargo aircraft. See 308th Maintenance Policy 66-44, Par. 6a1.

18. Communications: Communications on incoming aircraft were very poor. ETA's were not received until a few hours prior to the aircraft arrival and in some cases the aircraft were overhead when word was received.

John F. Dorondo
JOHN F. DORONDO
Major, USAF
Staff Logistics Officer

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HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

3DML

24 November 1954

SUBJECT: Final Service Test Guide of Case, Modular, Types A & B, Stock No. 6750-150902 and 6750-150903

TO: Commander
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska
ATTN: DM2

1. In compliance with Confidential Message, Headquarters, Strategic Air Command, DM2 6289, dated 22 June 1954, and 1st Indorsement to Report dated 2 August 1954, same subject, the information as submitted below constitutes the Final Service Test Guide report as required by the above cited communication.

2. The time period covered by this report is 13 July 1954 through 19 November 1954. Latter date indicates termination of a peace-time normal Rotational TDY by the 308th Bombardment Wing Medium to North Africa in which the modular cases were service tested.

3. Of the 35 modular cases received by the Wing, the following distribution was made to organizations of the Wing for purpose of accomplishing the service test.

a. The Flyaway Kit Section, Supply Squadron, 804th Air Base Group service tested six of the B units.

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b. The 308th Bomb Wing Headquarters Squadron received our of the A units.

c. The 308th Periodic Maintenance Squadron was in receipt of two A units.

d. The 308th Field Maintenance Squadron received seven of the A units.

e. The 308th Armament & Electronics Maintenance Squadron received eight of the A units.

f. The 373rd Bomb Squadron received 3 of the A units.

g. The 374th Bomb Squadron received 3 of the A units.

h. The 375th Bomb Squadron received 3 of the A units.

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4. On or about 20 September 1954, the 308th Bombardment Wing proceeded to North Africa with necessary UPRMAL and other organizational type equipment. The modular cases were loaded out to capacity with equipment and outloaded on either C-124, C-54 or B-47 Bomber type aircraft. Considerable difficulty was experienced from the very beginning due to the fragile construction and weakness of the cases. In addition to this one apparent weakness, the lack of mobility of the assembled modular cases necessitated a constant requirement for materials handling equipment. Another immediate difficulty experienced was when C-54 type aircraft, configured as cargo carriers, were loaded. It became extremely difficult to load modular cases into such aircraft. The aircraft were nevertheless loaded, but only after modular cases were tipped on their sides. This resulted in excessive skin damage and a breakage of one set of runners to one modular case. In another instance when one of the cases was being laid on its side, it "spilled" as the banding straps gave way, resulting in numerous manhours lost to loading crews in gathering, sorting, identifying and re-boxing the spilled contents.

5. Herewith follows a general breakdown of information as related to both A and B units during the service test period.

a. General Hauling Characteristics: In general, C-124 and other larger or heavy type transport aircraft would encounter no difficulty in transporting modular cases. On the other hand, if an attempt was made to haul these cases in B-47 bombers or C-54 type cargo transports, it is imperative that cases be broken up to allow for expeditious handling, loading and subsequent transport.

(1) Durability: This subject is apparently one of the primary weaknesses of the modular case based on general consensus and observation by those principals concerned with the service test. All unit project officers agreed that both A and B type cases are very weak in their construction if they are to be used for mobility purposes. In general, it is felt that the individual containers and thereby the modular case in its assembled form lacks necessary reinforcements to permit rough handling as is inevitably experienced during deployment or re-deployment exercises. Specifically, the cast aluminum runners dent, split or become broken with the slightest amount of abuse. These runners cannot stand a lateral movement whatsoever and any angular droppage to the absolute vertical results in likely breakage. The locking clasps and latches are totally deficient. The extrusions on each container which permit interlocking become easily dented thereby precluding unit assembly without considerable rework by personnel concerned. Though it is conceded that the "key" sized containers have some merit, these containers nevertheless are not and were not able to be configured or tailored to the organizational UPRMAL requirements. On those containers equipped with carrying handles, when loaded, resulted in a pull out of some of the handles, indicating a weakness built into these particular boxes. Furthermore, when some of the larger individual containers were loaded these had a tendency to

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bulge, with a resultant splitting or parting at the seams. Containers designed as filing cabinets proved inadequate in several instances due to the fact that the folders had a tendency to bind, with resultant failure to close or pull out completely.

(2) Life Expectancy: It is believed that the life expectancy of these cases would not exceed three round-trip movements by a using wing.

(3) Unit Repair Capability: The capability of individual units to repair such modular cases is practically non-existent, if they become an item of UPRAL.

b. Effects on Current UPRAL: The quantities as shown in preceding paragraphs suffice the needs of a bomber wing. This statement is made only where capacity as related to cubage is of concern.

c. Time Studies:

(1) Loading: It has been indicated from those organizations as shown above that the actual loading of modular cases does in fact result in a saving of time during the "pack up" period if the following were true in a mobility deployment of a Wing:

a. Operational requirements and/or commitments allowed an outloading of UPRAL and other equipment as established in a peace-time mobility plan.

b. Sub-sections within an activity had similar or identical type UPRAL items which would allow interchangeability by the using specialists concerned thereby allowing for flexibility and distribution of tools and equipment.

(2) Since it is obviously impossible to realize such a situation, considerable time is lost in last minute segregation of UPRAL items peculiar to the needs of individual specialists or sub-section needs when operational changes or commitments depart from those established for a routine type deployment.

(3) Unloading: The reverse is true for purposes of unloading, coupled with the fact that normally and upon arrival at an overseas station time is generally of the essence. It has been the experience of this Wing in several overseas maneuvers that material handling equipment is invariably at a premium. It follows then that unless sufficient forklift trucks were made available at all times in moving the modular cases these cases would of necessity remain either on or adjacent to the aircraft resulting in lost time.

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d. Manhour Studies: Operating schedules within the 308th Bombardment Wing would not permit an accurate time study from a man/hour expenditure standpoint. It is believed that hundreds of manhours would be saved by having a prefabricated manufactured modular container available to the organization. Heretofore, all organizations were required to prefabricate their own type and essentially wooden mobility containers. The one great advantage to constructing a durable and smaller container for organizational use is in the fact that these containers are generally custom tailored to specific UPREAL requirements. Furthermore, such containers are easily man-handled by either one, and generally not more than two personnel. This further allows a greater flexibility of distribution as requirements dictate to shipments as and when required to fulfill the operational needs.

e. Utilization: This subject has many pros and cons. Unit supply officers welcomed the modular cases for use as a container for transferring of supplies and/or equipment. Once loaded the modular cases when stacked in more than one row vertically, became very unwieldy and unstable. The 14" depth configuation obviously permits excessive "teetering" of a build-up more than 42" High. Additional complaints were received with regard to the opening and closing of assembled units. It was the general concensus of the unit project officers that considerable time was lost in opening and closing of not only the assembled case but the individual containers comprising the unit. Another bad feature, as expressed by several of the project officers, was that the unit and/or individual cases were not weather-proofed, i.e., when exposed to even light rain, much of the paper work and/or printed matter became water logged and consequently destroyed due to water seepage. On the question of unit and net content weight ratio, the average net content per modular case reveals that a no greater cargo weight ratio was to be achieved than 2 to 1. As an example, where the modular case weighs 630 lbs. for the two containers, the average net cargo weight did not exceed 1200 pounds. In view of this fact, it is believed that this particular type of container is uneconomical. The extremes in this instance being the weight and production cost vs. the usefulness gained through adoption. Another undesirable feature is the fact that no security provisions are built into the individual containers or assembled case except when the total unit is banded with metal strapping. It was found that in these cases where the strapping was ruptured, spillage not only occurred, but any items attractive toward pilferage were readily accessible to all personnel in the immediate area. With regard to the compartmentation or internal configuration, it was felt that present prefabricated collapsible compartments were unsuitable in the majority of cases to organizations service testing the cases. In practically every instance, the question was raised by mobility project officers to this officer as to whether or not internal configuration and compartmentation could be left for development to the organizations required to service test the units. The reason for the question was that organizational UPREALS and equipment or pieces thereof did not lend themselves to the predesigned collapsible compartments shipped with the units.

5. Conclusions:

Although the modular cases of both the A and B types have some merit

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and the basic idea toward solving mobility modular containers is sound, it is nevertheless felt as based on both observation and discussion with all unit mobility project officers concerned, that the modular case in question is not the answer to organizational and Wing mobility requirements.

6. Recommendations:

It is recommended that the modular cases as service tested by the 308th Bombardment Wing Medium at Hunter Air Force Base, Georgia, be not accepted for adoption in the Strategic Air Command. This recommendation is based on the following notations as given in the brief summary form below:

a. Size limitation for equipment - inadequate.
b. Floor space requirements - excessive.
c. When stacked more than one high - unstable.
d. Time losses in opening and closing the assembled case - excessive.
e. Mobility when assembled - unacceptable.
f. Bonding when assembled - excessive breakages.
g. Durability of total unit - unacceptable.
h. Durability of containers - unacceptable.
i. Runner construction and durability - too fragile.
j. Configuration, general - excessive warpage and bulging.
k. Fastening devices - very poor and unacceptable.
l. Weather-proofing - excessive water seepage.
m. General construction - very poor.
n. Filing cabinets - poor and excessive to needs.
o. Interlocking extrusions - fair but not useable after rectangular features of containers lost.
p. Carrying handles - (Where incorporated) - fair.
q. Life expectancy - unacceptable.
r. Configuration, interior and exterior - fair.
s. Construction cost - prohibitive.
t. Unit capability for repair - non-existent.

It is the opinion of this officer that a container similar to, if not identical to, the FAKB in Split Type, MAC DRWG NO BRE-PM 163 would most nearly solve an organizational need for an adequate and mobile type container provided compartmental and internal configuration could be reserved for development by each organization concerned. Obviously, such containers when developed in tactical squadrons would be identical. It must be observed that UPREALs within each of the three maintenance organizations in a medium bombardment wing have little or no similarity to each other. Likewise, the using sub-sections of the Wing Headquarters Squadron have peculiar and special requirements for developing their own internal configurations. Furthermore, through the use of the FAK Type Split Bin internally configured to accommodate tools, equipment and/or paper work as may be common to any or all of the above listed organization, a day to day storage and issue could be achieved. Such bins would serve as adequately and be superior to the modular cases, this from

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a warehousing and shelving standpoint. Short-time notice outloading could be readily achieved through utilization and availability of such split type bins. A greater security is further realized from a PAK Bin. An added feature is the extreme durability and the mobile features of a PAK bin over the modular case. Last but not least, the most striking and desirable feature of the split type bin over the modular case (is such bins were made available to using organizations for their own development) is in the fact that the Flyaway Kit bin weighs 550 odd pounds, developing 121 cubic feet, vs. the Modular Case which weighs approximately 550 pounds and developing 77 cubic feet. It is further recommended that a study be made to determine production cost of a split Flyaway Kit Bin vs. a Modular Case and to carefully weigh the values gained from each.

JOHN F. DORONDO
MAJOA, USAF
Staff Logistics Officer

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DAILY REPORT OF AIRCRAF. STATUS AND SELECTED FLIGHT OPERAT. .S

REPORTS CONT SYMBOL: 1-AF-A1(SAC-1)(PART-1)

MAJOR AIR COMMAND	SUBCOMMAND	WING	GROUP
SAC	2AF	308th Bomb Wing	
SQUADRON	DETACHMENT	INSTALLATION	DATE OF REPORT
		Hunter Air Force Base	30 Nov 1954

LINE NUMBER	TYPE, MODEL, AND SERIES (A)	ASSIGNMENT (B)	TOTAL NUMBER OF AIRCRAFT ON HAND (C)	DURING PAST 24 HOURS: TOTAL NUMBER OF HOURS AIRCRAFT WERE ON HAND (D)	DURING PAST 24 HOURS: NUMBER OF HOURS IN COMMISSION (E)	HOURS OUT OF COMMISSION: AWAITING PARTS (F)	HOURS OUT OF COMMISSION: T.O. COMPLIANCE (G)	HOURS OUT OF COMMISSION: PERIODIC MAINTENANCE AND INSPECTION (H)	HOURS OUT OF COMMISSION: MALFUNCTION, MECHANICAL DEFECTS, OPERATIONAL DAMAGE (I)	HOURS OUT OF COMMISSION: OTHER REASONS (J)	NUMBER OF LANDINGS (K)	FUEL ISSUED (L)	HOURS FLOWN: TOTAL (M)	HOURS FLOWN: NIGHT (N)	HQ USAF/CMD HQ USE (O)	HQ USAF/CMD HQ USE (P)
1	B-47B	CC	1	1292	620	0	0	0	672	0	19	37832	20	0		
2																
3	B-47E	CC	41	21693	9905	1512	0	1176	9100	0	389	1319497	740	104		
4																
5	KC-97L	CC	16	4968	2448	696	0	96	1728	0	48	38025	82	26		
6																
7	KC-97F	CC	2	600	168	0	0	0	432	0	0	0	0	0		
8																
9	KC-97G	CC	3	864	408	120	0	192	144	0	17	9601	21	4		
10																
11	C-47D	CP	1	492	411	0	0	81	0	0	38	8166	84	31		
12																
13	TOTAL		64	29909	13960	2328	0	1545	12076	0	511	1413121	947	165		
14																
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NAME, GRADE AND TITLE OF COMMANDING OFFICER

SIGNATURE OF COMMANDING OFFICER

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DAILY REPORT OF AIRCRAF. STATUS AND SELECTED FLIGHT OPERAT. S

REPORTS CONT: SYMBOL: 1-AF-A1(SAC-1)(PART-1)

MAJOR AIR COMMAND	SUBCOMMAND	WING	GROUP
SAC	2AF	308th Bomb Wing	
SQUADRON	**DETACHMENT**	**INSTALLATION**	**DATE OF REPORT**
		Sidi Slimane Air Base, N A	30 Nov 1954

LINE NUMBER	TYPE, MODEL, AND SERIES	ASSIGNMENT	TOTAL NUMBER OF AIRCRAFT ON HAND	DURING PAST 24 HOURS: TOTAL NUMBER OF HOURS AIRCRAFT WERE ON HAND	DURING PAST 24 HOURS: NUMBER OF HOURS IN COMMISSION	HOURS OUT OF COMMISSION: AWAITING PARTS	HOURS OUT OF COMMISSION: T.O. COMPLIANCE	HOURS OUT OF COMMISSION: PERIODIC MAINTENANCE AND INSPECTION	HOURS OUT OF COMMISSION: MALFUNCTION, MECHANICAL DEFECTS, OPERATIONAL DAMAGE	HOURS OUT OF COMMISSION: OTHER REASONS	DURING PAST 24 HOURS: NUMBER OF LANDINGS	DURING PAST 24 HOURS: FUEL ISSUED	HOURS FLOWN: TOTAL	HOURS FLOWN: NIGHT	HQ USAF/CMD HQ USE	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	B-47B	CC	0	240	240	0	0	0	0	0	18	27483	15	0		
2																
3	B-47E	CC	0	9528	6624	0	0	144	2760	0	177	1387432	859	39		
4																
5	TOTAL		0	9768	6864	0	0	144	2760	0	195	1414915	874	39		
6																
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NAME, GRADE AND TITLE OF COMMANDING OFFICER

SIGNATURE OF COMMANDING OFFICER

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INCL #7

WING MAINT MNL CD)

POLICY NO. 65-7)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
1 December 1954

SUPPLY AND MAINTENANCE

Management of Vehicles Assigned to 308th BW Sub-Motor Pool

1. PURPOSE: To establish procedures and fix responsibility for operating the 308th Bombardment Wing Sub-Motor Pool.

2. RESPONSIBILITY:

a. The OIC Job Control is responsibile for the operation of the Sub-Motor Pool.

b. The officer to whom the vehicle is dispatched is responsible for his drivers' compliance with applicable directives.

3. PROCEDURES:

a. Vehicles will be automatically dispatched in accordance with Incl. # 1.

b. Radio Pick-up Trucks will not be used if the radio is not serviceable. The user will deliver the vehicle to the Base Transmitter Site (M/Sgt Kramer or Mr. Fallen - Phone 2-3561) for radio repair. The extra FMS radio vehicle will be dispatched to the user while his vehicle is being repaired.

c. If less that 18 Pick-up Trucks are serviceable, trucks will be recalled from users in the following order: FMS Dispatch - one non-radio; A&E Sq - one: Bomb Sq Maintenance - non-radio trucks; Bomb Sq Operations.

d. If less than 5 1½ Ton Trucks are serviceable, trucks will be recalled from users in the following order: FMS, 373BS Operations, Line Shuttle.

e. If less than 9 tugs are serviceable, tugs will be recalled from users in the following order: Bomb Sq Maintenance; AREFS Maintenance.

f. 804th ABG drivers assigned to the Sub-Motor Pool will be employed in accordance with the following priority:

(1) Moving vehicles to and from the Base Pool as required for maintenance other than Weekly Inspections.

(2) Picking up serviceable radio vehicles at the Base Transmitter Site

(3) Driving the Line Shuttle, FMS and A&E trucks.

g. The Sub-Motor Pool NCOIC (Phone 2-8571) will operate the Pool IAW current Base Motor Pool directives, and:

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EXHIBIT "A"

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(1) Refer assignment decisions and driver violations to the OIC, Job Control.

(2) Supervise driver daily preventative maintenance inspections.

(3) Maintain instructions for drivers on a bulletin board.

(4) Schedule vehicles requiring maintenance into Base Pool Shops.

h. At 0815, and again at 1315, the two (2) Line Shuttles will be used to pick up FMS specialists at the new hangar and A&E specialists and drop them where they are to work.

BY ORDER OF THE COMMANDER:

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

2 Incls
1. Vehicle Asgnmt
2. Flt Line Shuttle Route

DISTRIBUTION:
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308TH BOMBARDMENT WING

SUB-MOTOR POOL VEHICLE ASSIGNMENTS

	P/U	1½ TON	TUG	CONT	F L	CR JNS	FORK	REMARKS
373 Maint	2		1	2				1 Radio
373 Ops		1						
374 Maint	2		1	2				1 Radio
374 Ops	1							
375 Maint	2		1	2				1 Radio
375 Ops	1							
AREFS Maint	1		1	2				Also 1 Radio Expor. carry-all
AREFS Ops		1						
A & E Sq	3							
PMS	1		1	1				Tug is Hvy Dy dual wheel
F&S Disp	4	1						2 Radios
AFC Shop	1		1					
MBT Shop			1		1		1	
FLB Shop			1					
Prop Shop						1		
TIRE Shop			1					
Line Shuttle		2						
Spare				1				
TOTAL	18	5	9	10	1	1	1	1 experimental carry-all

INCL # 1

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MAINTENANCE TECHNICAL INFORMATION) HEADQUARTERS 308TH BOMBARDMENT WING M
APO 117, New York, New York
LETTER NUMBER 19) 11 October 1954

INSPECTION AND MAINTENANCE OF AIRCRAFT EQUIPMENT CONTAINING EXPLOSIVE DEVICES

1. Pending accomplishment of a complete review and determination of responsibility areas for all of the various Class 39B "safety-in-flight" and "aircraft equipment" items containing explosives, the following will prevail for catapults, initiators, and canopy removers in F-84, T-33 and B-47 type aircraft:

a. Installation and removal of serviceable items mentioned above and prescribed maintenance inspections of the entire seat or other assembly containing such items will normally be performed by qualified aircraft engineering personnel, such as the 43151J and others that have been trained on the maintenance of the entire seat or escape system in formal course, or have received equivalent base training under competent supervision.

b. In addition to personnel in paragraph a above, installation and removal of serviceable items mentioned above, and any prescribed inspection of those items may be accomplished by adequately trained armament personnel of weapons repairman skill, 46270-50 when considered necessary.

c. Confirmation of suspected unserviceable or unsafe installed items mentioned above found in scheduled or unscheduled inspections and removal of same will be accomplished by an armament individual who has been adequately trained on the internal workings of the item involved, unless he adjudges the item in question to be in a condition sufficiently dangerous to empty the services of trained munitions personnel (46170 46171) in the removal.

d. Repair, modification, testing, etc of the mechanical elements of the components mentioned above (after removal from the aircraft) that may be authorized or specifically directed in the future will be accomplished by Armament personnel (46270-50) that have been adequately trained on the item involved by formal training or by base training under competent supervision.

e. Ammunition personnel (46170-71-50) will accomplish all repair, renovation, modification, or testing of the above mentioned items or their components (after removal from the aircraft) where explosive elements thereof are involved or where the explosive elements may be initiated in the process of such testing, renovation, etc.

f. Ammunition personnel will accept all unserviceable or suspected items turned in from any source and will arrange for final disposal in accordance with existing instructions. Further, when called upon, qualified ammunition personnel will be responsible for accomplishment of any operation necessary in connection with the situation contemplated in paragraph 1c above.

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2. The foregoing is considered an interim solution to questions raised concerning B-47 maintenance and technical training of individuals and is in consonance with past actions of the Training Command in the establishment of training courses, with the maintenance concept within the Air Materiel Command, with the trend evidenced in existing Technical Orders, and falls within the scope of the "job description" of personnel concerned.

3. This letter will be filed in the MTF until rescinded or superseded.

BY ORDER OF THE COMMANDER:

GILES C. AVRIETT
Lt Colonel, USAF
Chief of Maintenance

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FILE NUMBER 28

HEADQUARTERS 306TH BOMBARDMENT WING H
APO 117, NEW YORK, NEW YORK
21 October 1954

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SAC MESSAGE D4CM TM7-2 24401

The following SAC Message D4CMTM7-2 24401, dated 1 October 1954 is quoted for your information and necessary action:

D4CMTM7-2 24401. ATTN: D/MAT, FLYING SFTY. THIS MSG IN TWO PARTS. PART I. A MAJ B-47 GND ACCT OCCURRED DURING GND RUN-UP CHECK AFTER ALTERNATOR INSTL. INVESTIGATION REVEALED MAINT PERS HAD LEFT 1 PAIR DIAGONALS, 1 200 AMP FUSE, ONE 5 INCH SPARE PARTS CAN AND ONE 3/8 INCH EXTENSION BAR OF UNDETERMINED LENGTH IN THE ENG INLET. THE EXTENSION BAR WAS FOUND LODGED 3RD ROW ROTOR BLADES. ESTD DAMAGE $20,000, CAUSE: NON-COMPLIANCE WITH TO 2J-J1-14 DTD 7 OCT 53, AND/OR PAR 3-21, SEC III, TO 1B-47B-2. TO PRECLUDE FURTHER ACCTS OF THIS TYPE THE FOLG INSP W/B PERFORMED ON ALL J ENG POWERED ACFT: AT THE COMPLETION WORK ON OR AROUND J ENGS, THE ENG INLET SEC W/B INSPD FOR LOOSE BOLTS, NUTS, TOOLS, ETC. PRIOR TO ANY STARTING ATTEMPT IS MADE. PRIOR TO STARTING OF ANY J ENG AN INSP W/B MADE TO DETERMINE THAT NO LOOSE OBJECTS HAVE BEEN LEFT IN THE INLET. THIS MSG WILL BECOME A PART OF THE MIF AND REMAIN IN EFFECT UNTIL APPL-6 HAVE BEEN REVISED. PART II. WE HAVE TAKEN ACT WITH APPL AND TO REVISE INSP HANDBOOKS.

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Chief of Maintenance

EXHIBIT "C"

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FILE NUMBER 27

HEADQUARTERS 308TH BOMBARDMENT WING
APO 117, NEW YORK, NEW YORK
21 OCTOBER 1954

SAC MESSAGE DW4EMGTG1-1 28009

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The following SAC message DW4EMGTG1-1 28009, dated 15 October 1954, is quoted for your information and necessary action:

DW4EMGTG1-1 28009. THIS MSG SUPS SAC MSG DW4EG5 27265 14 SEP 53 SUBJ: "EXCEPTIONAL RELEASE" REF PARA 12 SEC V TO 00-20A-1, 25 JUN 54 TO PLACE ADD EMPHASIS ON FLT SAFETY AND TOC, VOL FOR IS EFF: (1) APPL MAINT OFF WILL NORMALLY SIGN ALL EXCEPTIONAL RELEASES FOR ACFT UNDER HIS MAINT JURISDICTION. (2) ACFT COMDR WILL INDIC THAT HE UNDERSTANDS DISCREPANCIES EXISTING AGAINST ACFT BY PLACING HIS INITIALS IN APPROP EXCEPTIONAL RELEASE SGNR BLK FOL MAINT OFFS SIGN. THIS FOR W/D REFLECTED IN A REVISION TO SAC MANUAL 66-12. THIS MSG W/B PART OF T.O. AND REMAIN IN EFFECT UNTIL REC OF REVISED SAC MANUAL 66-12."

BY ORDER OF THE COMMANDER:

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GILES C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

EXHIBIT "D"

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FILE NUMBER 31

HEADQUARTERS 308TH BOMBARDMENT WING M
APO 117, NEW YORK, NEW YORK
3 November 1954

SAC MESSAGE DM4CNTN11-12 30293

Following SAC Message, dated 25 Oct 54, is quoted for your information and necessary action:

/UNCLASSIFIED/DM4CNTN11-12 30293, 25 OCT 54, QTD FYI: "THIS IS MAINT TIMELY SUBJ NR 13, SUBJ: CORROSION CONTROL OF POWER PACKS, RECIP AND J ENGS, DISSEM AND ACT ON THIS MSG TO BE LAW SAC REG 66-9. THIS MSG IS FOUR PARTS. PART I. RECIP ENGINES. REPTS RECD BY THIS HQS INDICATE MALPRACTICES EXIST IN SHPMT OF POWER PACKS AND/OR ENGS TO DEPOT FOR OVHL. DURING THE PAST MO, 50 DISCREPANCY WORK SHEETS WERE RECD FR ONE DEPOT ALONE. RECURRING DISCREPANCIES ARE AS FOLS: SVC PLUGS INSTLD IN ENGS, TURBOS OPEN, CANNON PLUGS NOT SEALED, NO ENTRIES ON FORM 60B OR 60B/276, MAIN OIL LINE OPEN, DEHYDRATOR PLUGS NOT INSTLD, FUEL LINES OPEN, AND FUEL STRAINERS OPEN. IT IS EVIDENT THESE CITED DISCREPANCIES WERE DUE TO NON-COMPLIANCE WITH SEC VI T.O. 2R-1-11 AND LAXITY OF SUPVY PERS IN REQUIRING QUALITY WORKMANSHIP. SEVERAL UNITS INDICATE PARTS REQUIRED (SUCH AS TAPE, PROTEK PLUGS, EXHAUST PORT PLUGS, ETC.) ARE NOT OBTAINABLE. ESBLMT OF ADEQUATE STOCK LEVELS WILL AVERT ANY SHORTAGES OF ITEMS AND MATERIALS LISTED IN SEC IX OF TO 2R-1-11 FOR PROPER SHPMT OF J ENGS J. PART II. J. ENGS. INFO RECD FR OVHL ACTYS INDICATES PROVS OF T.O. 2J-1-18 ARE NOT BEING COMPLIED WITH PERTAINING TO THE PRESERVATION OF J ENGS RECD FOR OVHL. FAILURE TO COMPLY WITH PRESERVATION RQMTS HAS RESULTED IN NECESSITY FOR IMMED RE-PRESERVATION OF ABOUT 50 PERCENT OF THESE ENGS RECENTLY RECD BY DEPOT FR FLD. PART III. UNITS PREPARING ENGS (RECIP AND/OR J) AND POWER PACKS FOR SHPMT TO DEPOT FOR OVHL OR REWORK WILL INITIATE A PROBLEM TO INSURE THAT PROPER CORROSION CONTROL PROCS ARE IMPLEMENTED. ADDNL EMPHASIS ON QUALITY OF WORKMANSHIP IN PREPARING ENG OR POWER PACK FOR SHPMT TO DEPOT W/B STRESSED BY SUPVY PERS. A REVIEW OF OVERALL PROGRAM IN REGARD TO THIS SUBJ W/B INITIATED BY SUPVY PERS. A REVIEW OF OVERALL PROGRAM IN REGARD TO THIS SUBJ W/B INITIATED BY SUPVY PERS AND NOTED DEFICIENCIES CORRECTED. A REVIEW OF EXISTING DIRECTIVES AND TO. 2R-1-11 W/B INITIATED AND ANY NOTED DEFICIENCIES W/B BRO'T TO ATTN OF DEPOT CONCERNED BY INITIATING U.R.S. APPROP ACT W/B TAKEN WHEREIN THIS REVIEW BY SUPVY PERS INDICATES ASSISTANCE AND ACT BY A HIGHER CORD LEVEL. RESP SUPVY PERS WILL ALSO INSURE C/N TO. 2J-1-18 AND 2R-1-11 ON APPL ENGS PROCESSED TO THE DEPOT FR MIT, ADMIN, AND TRANSIENT ACFT. PART IV. UNIT MAINT STAND-ARDIZATION TEAMS WILL INVES THIS AREA OF DEFICIENCY IN IMPROPER SHIPMT OF ENGS AND POWER PACKS. THEY WILL INSURE SUPVY PERS ARE THRLY BRIEFED ON THIS SUBJ. THIS MSG W/B PLACED IN THE MIF AND REMAIN IN EFFECT FOR A PD OF 90 DAYS."

BY ORDER OF THE COMMANDER:

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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FILE NUMBER 32

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
17 November 1954

SAC MESSAGE DM4AMTN1-12-3 233993

The following SAC Message, dated 6 November 1954, is quoted for your information and necessary action.

DM4AMTN1-12-3 233993. FOR D/MAT AND FLYING SAFETY OFCRS. THE FOLG CCAMA MSG IS QUOTED FOR YOUR INFO AND ACTION: 'FOM OCMTI-10-15-E FOR DM4AMTN UR MSG DM4AMTN1-12-3 29578 DTD 21 OCT 54 AUTH TO CALDR KC-97 FUEL QTY INDC SYS EL PERIODIC INSP USING FTBL TESTER WITH TANKS EMPTY IS GRANTED. ACT IS BEING TAKEN TO INCORPORATE THE RQR IN THE -6 T.O.' THE ABOVE REQUIREMENT ESTABLISHED AS RESULT OF ACCIDENTS DUE TO FUEL STARVATION AND REPORTED INACCURATE GAGE READINGS. ACTION WILL BE TAKEN TO INSURE COMPLIANCE AND MEC FORM ENTRY. THIS WILL BECOME PART OF MIF AND REMAIN IN EFFECT UNTIL RECEIPT OF NEW -6 T.O AND REVISION.

BY ORDER OF THE COMMANDER:

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G. C. AVRILTT, Lt Colonel, USAF
Chief of Maintenance

Exhibit "F"

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308TH TACTICAL HOSPITAL
Hunter Air Force Base
Savannah, Georgia

ABH 6 Dec 1954

SUBJECT: 308th Tactical Hospital Deployment

TO: Surgeon
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. The 308th Tactical Hospital supported and deployed with 308th Bomb Wing to French Morocco. Personnel and equipment utilized were modified in accordance with pertinent medical directives for this forty-five day deployment. Final modification was effected on the basis of the experiences of Second Bomb Wing through personal communication with Second Bomb Wing Surgeon (Division Surgeon). Second Bomb Wing was deployed at the same bases in French Morocco and the 308th replaced them. Verbal approval of Second Air Force Surgeon and written approval by 308th Bomb Wing Commanding Officer was obtained for the modifications before deployment. A total of fourteen officers and airmen and three airborn dispensaries constituted all personnel and material to be deployed. A move such as this ordinarily without modifications would be manned by twenty officers and airmen and five airborn dispensaries. No difficulties were encountered due to personnel limitations and material. Number of people and number of airborn dispensaries were entirely adequate for this TDY.

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2. Medical personnel and material were transported by MATS, KC-97 Tankers of 308th ARS and Wing Surgeon traveled by Bomber. Personnel and equipment arrived at the proper time and no difficulties were encountered.

3. The medical facilities at Sidi Slimane and Ben Guerir afforded the utmost cooperation with the people of 308th TAC Hospital. The professional staff at Sidi Slimane was excellent, cooperating completely with the Tactical Hospital even though limited severely in number. At the time of this deployment there was a total of four doctors at the base hospital in Sidi Slimane. The Wing Surgeon had deployed approximately eighteen months ago with the 308th Bomb Wing at Sidi Slimane and at that time there were eight to nine doctors at the same hospital. The Wing at that time carried a total of four doctors who remained at Sidi Slimane, while on this past deployment only three physicians were taken, two of whom remained at Sidi Slimane and one being assigned to Ben Guerir. At that time of deployment,

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February, March and April 1953, there was a Division Surgeon at 5th Air Division and Deputy Surgeon. At the time of this deployment the Base Surgeon at Sidi Slimane held the position of 5th Air Division Surgeon, there was no Deputy Surgeon, and in addition he was Base Surgeon at Sidi Slimane and was the Officer in Charge of Surgery. In comparison of the two deployments an over all picture shows some fourteen professional people present at the deployment of 1953 at Sidi Slimane. In addition two doctors were present in Rabat, at which place 5th Air Division Headquarters was located at that time. There were only six doctors present on the base at Sidi Slimane at this time, which was less than fifty percent of the strength present in 1953.

4. In addition to the greatly reduced number of doctors additional workloads were thrown upon the hospital at Sidi Slimane such as the Fighter Unit that was present at this time and which did not have medical support of its own and utilized the hospital at Sidi Slimane. The hospital census ran between 45 to 50 patients during the period that 308th was deployed at this base during September, October and November. At the time of the deployment in 1953 there was never more than a hand full of patients in the hospital at Sidi Slimane.

5. The 308th TAC Hospital operated a dispensary on a twenty-four hour basis at both Ben Guerir and Sidi Slimane. The doctors intergraded many of their activities with the base hospital at Sidi by performing such duties as MOD, assisting on the wards, helping perform surgical procedures, and also doing surgical procedures on patients whether or not they were members of the 308th Wing, Sidi Slimane base complement or Fighter Unit. This intergraded program with the base hospital was a benefit not only to 308th TAC Hospital, but to the hospital at Sidi Slimane. The Wing people realized some of the additional duties that their professional people had assumed to help in the problem, and did not feel that their own requirements were not cared for adequately.

6. Sanitation conditions at Sidi Slimane were in general good. The deficiencies and problems that existed were recognized by the preventive medicine section and efforts were actively directed toward their correction. Enumeration of many of the difficulties that the base encountered have been reported by the base and reiteration of these problems will not be discussed in this report.

7. A problem of mess sanitation was encountered at Ben Guerir. When appraised with the problem the Wing Commanding Officer and the Commanding General of 5th Air Division, together with other members in the theater, attempted to rectify the situation. It was believed that an outbreak of amoebiasis occurred at Ben Guerir. The laboratory

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reported some ten positive stools. Following this there was an intensive investigation. The Surgeon of 5th Air Division sent a team of two laboratory technicians for a period of approximately two weeks to Ben Guerir. More stool examinations were performed, but this team failed to substantiate the findings of the local indigenous pathologist who was employed at Ben Guerir. Nausseur sent a team of epidimologists to check the problem. In addition the veterinarian at Sidi Slimane made weekly trips to Ben Guerir to check the sanitation of the mess and the food service officer from Sidi Slimane was placed on 45 days TDY to Ben Guerir. The efforts of these measures immediately improved the messes and the last time it was checked by the 308th Wing Commander he remarked that it was one of the cleanest that he had seen. These improvements could only have resulted from complete cooperation with base personnel at Ben Guerir, Base Commander at Ben Guerir, Commanding General of 5th Air Division, and 5th Air Division Surgeon.

8. One medical administrative officer went TDY with 308th TAC Hospital. This officer in the past had assisted both wings in the preparation of mobility plans. In the operation of a multi-wing base hospital it is found that regardless of the unit to which the administrative officer may be assigned there is an intergredation of his duties to the hospital as a whole. This officer had never been on a TDY, but had been intimately associated with the personnel planning required for TDY in the past with both the 2d and 308th Bomb Wings. His activities at Sidi Slimane were a great help and benefit particularly since professional people were not only engaged in the active care of the wing medical requirements, but also were intergraded in the activities of the hospital. His presence on the TDY made it possible for the doctor to give his time completely to the professional duties and eliminated and administrative requirements that norminally would be encountered. It is definitely believed that the use of this officer not only proved a great benefit to him in view of the experiences he gained, but was also a definite asset in the operation of the medical service of the 308th TAC Hospital while TDY. It is not a conclusion that an administrative officer is required, but in selected cases he can be of great asset to the wing medical section.

9. No dental officer accompanied the move and the experiences at Sidi Slimane was that a dental officer was not required at the present time. No difficulties were encountered because a dental officer was not brought along. The dental section at Sidi Slimane is amply staffed and at the present time adequately meets all dental requirements for a Tactical Wing that might be deployed at that base.

10. Two of the three medical officers were on flying status. The third physician only recently came into the service and had not been to the Aviation Medical Examiner School at Randolph. Considerable responsibility was placed on him and he accomplished his part of the mission in a very superior manner. Both doctors that were on flying

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status flew with various combat crews on diverse types of missions. These particular times when there was special missions, these missions were covered by medical personnel at the flight line and post flight interrogation. Flying with crews and flight line activities established good professional rapport between the doctors and crew members.

11. A mobile sick call was initiated soon after the wing had completed its deployment. After personnel working and living in the housing area were seen an ambulance with a doctor proceeded to the site of work of the airmen and officers. For example the ambulance each morning would proceed along the flight line past the rows of parked aircraft. By this means mechanics and crew members were able to discuss a medical problem or receive minor care while at work at the aircraft or just prior to flight. Other places visited were A & E, Field Maintenance Shops and A & E Periodic Maintenance. This type of mobile medical service proved very popular and was well patronized and saved many hours lost in duty time on the flight line and in the maintenance shops. It proved to be a good preventive medicine measure at a widely dispersed TDY base. It was the opinion of the Wing Surgeon and the various Commanding Officers that this proved quite suitable at Sidi Slimane, but would not be of any value at Hunter AFB where shops and other places of activity are centrally located near the flight line dispensary, where sick call is held every morning. Approximately one-half the people seen on sick call in the morning were seen by the roving ambulance. Medication such as nose drops, vitamins and APC's that proved to be needed were carried and it is felt that every person seen at his place of work saved at least two hours that would be required to go to the dispensary from his place of work and return to the shop from the dispensary. It had also a high psychological morale factor and the airmen and officers felt closer to their medical unit.

12. Prior to departure on TDY the Wing Commanding Officer held a meeting for all members of the wing, at which time he offered a program that he was interested primarily in quality of flying and explained the program of recreation that would be available to all members of the wing. During the TDY these concepts were adhered to and it is felt that they added a very definite effect on the morale of the flying personnel. The morale of the crew members at Sidi Slimane and airmen was good.

13. The 308th ARS tested the facilities at Ben Guerir. This Squadron had been TDY several times just prior to the present wing deployment. The recreational facilities at Ben Guerir were primitive. Transportation to and from Marrakech was very poor and the base is isolated. The ARS had their period of TDY extended two additional weeks and the combination of incipient facilities, isolation, repeated TDY and extention of TDY made it difficult for the Squadron Commanding Officer to maintain a good morale level. The Squadron Commanding Officer was a competent, alert individual, employing many measures to improve the morale of his personnel.

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14. Redeployment to Hunter proceeded uneventfully and was effected by MATS airlift and KC-97's for the personnel assigned to AMS. The shortage of professional personnel at the hospital at Sidi Slimane makes it desirable that any Wing Surgeon who will deploy at this base in the near future be appraised of the current local situation so that he may design his mobility plan to fully supplement the requirements at Sidi Slimane. If current information is available through the Surgeon Second Air Force for Second Air Force Units then in conjunction with Wing Commanding Officer and Second Air Force Surgeon requirements for personnel can be completely worked out prior to the deployment without the Wing Surgeon proceeding on a survey party. It is believed that the shortage of personnel at Sidi Slimane necessitates the 5th Air Division Surgeon to concentrate all his time in the operation of the hospital and care of patients has not permitted him to fully benefit from the exercise of his facility by a TDY unit. With adequate number of personnel he would be able to more fully discharge his supervisory capacity as 5th Air Division Surgeon and may desire to exercise the tactical aspects of the medical section of the deployed unit. As the Wings have the various requirements given to them by the Air Division to exercise the potential of the Air Division, so also if there were available time the Air Division Surgeon could set up criteria to exercise the medical potential of the wing as well as to exercise his own tactical support resources.

/s/ Donald M Kennett
/t/ DONALD M KENNETT
Major, USAF (MC)
Commander

cc: 2AF Surgeon
5th AD Surgeon
Base Surgeon, Sidi Slimane
Base Surgeon, Ben Guerir
CO, 308th BW

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Wing Commander's Remarks
Section K of
Air Training Report for Month of November 1954
RCS: 6-SAC-T12

1. 471:38 hours were flown in accomplishing Operations Order 38-54 from 8 November through 13 November 1954.

2. Local conditions affecting training. 23 sorties for 120 hours were cancelled due to AOC, AOCM and weather.

3. AMC Restrictions: 2AF Message DM4D 2332 dated 15 November 1954 suspended operations for a total of 10 sorties (70 hours) due to Wing Drag Angle Modification.

4. Combat crew gains or losses: None

5. Crew Changes:
   2 A/C Changes
   7 Co-pilot Changes
   2 Observer Changes

6. New crews formed:

   N23A0 30 November 1954
   N24A0 30 November 1954

7. Crew Status Change:

   N21A0 to N23A0 30 November 1954 Crew Member Changes
   N22A0 to N24A0 30 November 1954 Crew Member Changes
   R01A0 to L01A0 30 November 1954 Upgraded
   R04A0 to L04A0 30 November 1954 Upgraded
   R11B0 to L11B0 30 November 1954 Upgraded
   R12B0 to L12B0 30 November 1954 Upgraded
   R16A0 to L16B0 30 November 1954 Upgraded
   R38C0 to L38C0 30 November 1954 Upgraded
   R43C0 to L43D0 30 November 1954 Upgraded
   R48A0 to L48A0 30 November 1954 Upgraded
   R67B0 to L67B0 30 November 1954 Upgraded
   R80A0 to L80A0 30 November 1954 Upgraded
   RS2B0 to L82C0 30 November 1954 Upgraded

8. Standardization Crews:

   L01A0 373rd Bombardment Squadron Standboard Crew
   R37A0 374th Bombardment Squadron Standboard Crew
   R71A0 375th Bombardment Squadron Standboard Crew
   L67B0 Wing Standboard Crew

9. Remarks on material problems: The inherent K-System Maintenance problem and the shortage of K-System Maintenance Technicians remains

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critical. They continue to be the limiting factor in the rate of development of the potential of this Wing. Continued AOCP has been overcome only on the basis of a very considerable degree of cannibalization.

10. This Wing is under SAC Regulation 50-8.

11. N/A (Special Training Month Only).

12. N/A

13. Six non combat ready crews could be used in case of an emergency.

14. 46 crews participated in training with each crew averaging 35.6 hours

15. COMMENTS OR RECOMMENDATIONS OF THE WING COMMANDER:

During November, this Wing flew 1634 hours for an average of 34.2 hours per possessed aircraft. This included an overseas re-deployment manouver.

Higher Headquarters directed Maintenance Modifications have held precedence over 50-8 accomplishments. During the month of November, 10 sorties were lost due to wing drag angle modification, 5 sorties were lost due to the installation of HF radio equipment, 2 B-47B aircraft were transferred to Pinecastle AFB on short notice causing a loss of 6 projected sorties.

Attention was called in the previous report to the situation that has existed during the current 50-8 quarter. A total of 1549 hours (193 sorties) was spent during this period in accomplishing a TDY deployment, Evaluation Mission, USCM, Retardation Mission, and a re-deployment. This is equivalent to the loss of one-third of the time available to the tactical crews as very little, 50-8 wise, could be accomplished during these missions. In addition 18 full flying days were lost due to necessary stand-downs.

Second Air Force Operations Order 34-54, dated 1 September 1954, prohibited this organization from taking wing tanks on the TDY deployment. A check overseas disclosed that although a few tanks were available, the TOC's and other work necessary to ready them for utilization could not be completed in time to be of benifit. Thus, the last 10 days of this quarter were spent in accomplishing 36 heavyweight air refuelings (190,000 required by SAC Regulation 50-8.

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Wg Comdr's Remarks, Section K, Air Training Report, Nov 54, RCS: 6-SAC-T12

Reference Second Air Force message 2AFOTA 3534, dated 21 October 1954. The number of fighter attacks accomplished in November are as follows:

R38 - 2 attacks
R41 - 3 attacks
R47 - 1 attacks
R70 - 4 attacks
R76 - 7 attacks
R79 - 5 attacks
R81 - 12 attacks
R82 - 4 attacks
R84 - 13 attacks

2 Attachments
1. Bomb - Nav Supol
2. Material Supol

JOHN F. BATJER
Colonel, USAF
Commander

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[illegible]

[illegible] HEADQUARTERS [illegible] WING COMMUNICATIONS [illegible]

[illegible] 12 REPORT - NOVEMBER [illegible]

In compliance with SAC message OT- 3560, the following information is reported,

R01A0	NEGATIVE 2/5/22	R37A0	NEGATIVE 1/11
R03D0	NEGATIVE 1/15	R3300	NEGATIVE 2/13/24
R04A0	NEGATIVE 2/17/34	R3900	4/220/430/500/1200 1/20
R05A0	NEGATIVE 3/5/6/10	R40A0	NEGATIVE 2/12/20
R06A0	2/410/925 3/2/9/13	R41A0	2/560/590 NEGATIVE
R07B0	NEGATIVE 3/0/13/18	R4300	1/730 2/7/30
R09B0	NEGATIVE 1/15	R46A0	NEGATIVE 3/5/12/15
R0[illegible]A0	NEGATIVE 3/15/19/23	R47B0	1/600 2/10/12
R12B0	2/880/980 1/2	R48A0	NEGATIVE 1/4
R13B0	NEGATIVE 2/12/14	R50A0	NEGATIVE 2/8/8
R14B0	NEGATIVE 2/3/21	R6800	1/6800 NEGATIVE
R15A0	NEGATIVE 1/4	R69B0	NEGATIVE 1/13
R16A0	2/530/630 3/5/15/25	R70A0	1/1000 NEGATIVE
R17A0	NEGATIVE 1/20	R71A0	NEGATIVE 1/4
R34A0	NEGATIVE 3/2/14/22	R7200	NEGATIVE 2/6/8/35

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Sug ground Reports for We Comdrs Rmks - 6-SAC-IG Reps - Dec 54

R75D0	NAC-75IV1 1/4
R76C0	NAC-76IV2 1/2
R79A0	NAC-79IV2 2/6/16
R80A0	NAC-80IV2 5/15/15/15/22/25
I80A0	NAC-80IV2 1/11
R81B0	NAC-81IV2 3/5/24/45
R82B0	1/0 2/2/5
R84A0	NAC-84IV2 2/9/10
N85A0	NAC-85IV2 1/20

CONFIDENTIAL

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MATERIAL SUPPLEMENT
TO
WING COMMANDER'S PERIODIC
FOR
CONFIDENTIAL Report for Month of November 1954

A negative report is submitted concerning material problems.

Commanding

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SECRET BY AUTH OF:
5th ADiv Comdr
2/12/54 WCO

5th Air Division
APO 117, USAF

IG

SUBJECT: Preliminary TDY Report

TO: Commander
308th Bombardment Wing (M)
Hunter Air Force Base
Savannah, Georgia

1. The following comments are made with respect to the preliminary TDY report of the 308th Bombardment Wing (M) Jet:

a. Personnel and Administration

(1) Noted.

b. Operations and Training

(2) 5th Air Division is planning to inform future TDY units, 60 days prior to departure from ZI, of the missions that will be directed during the TDY period. This information will include requirements for a USCM, Evaluation, and Retardation Missions.

(3) The 5th Air Division does not distribute the 40-54 series plan to individual units since this plan supports 2nd Air Force Operations Plan 40-54. Wings assigned to this theater for EWP are on distribution for the 40-54 series of the base to which assigned. There is no requirement for rotational wings to be on distribution for 41-54 and 46-54 series plans. The 5th Air Division 48-54 plan (orbit and withdrawal) is distributed to the Task Force Commander as outlined in the EWP, with instructions to prepare a supporting plan for units under this command. Therefore all units assigned to this area under Operations Plan 40-54 should have a current 48 series plan in their possession upon arrival in French Morocco. This headquarters does not prepare a 50 series plan. In accordance with SAC Operations Plan 50-54 only the rotational wing in French Morocco will assume responsibility for operating under SAC YOKE Operations Plan 65-54. Therefore, distribution of this plan should be limited. Copies of the plan will be sent to the rotational wing 45 days prior to rotating to French Morocco.

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Subject: Preliminary TDY Report

(4) Synthetic Trainers or facilities are programmed as follows:

(a) B-47 Base.

1. 1 ea C-11 Link Trainer will arrive in Sidi Slimane within 60 days.

2. 1 ea T-3 Ultrasonic Trainer is programmed to arrive Sidi Slimane in 3rd quarter FY 55.

3. Building facilities for a T1A Gunnery Trainer will not be available at Sidi Slimane until February 1955. Action will be taken to provide a T1A Gunnery Trainer at that time.

(b) KC-97 Base.

1. 2 each C-8 Link Trainers have been programmed and are waiting air transportation to this command.

2. Code training equipment is available to train one person per hour at Sidi Slimane. Action will be taken to obtain a Code Trainer for Ben Guerir.

3. 1 each P3A Instrument trainer is pgogrammed to arrive this command on or about 30 March 1955.

(c) Facilities will be available for Judo training when the training building at Sidi Slimane is completed on or about 1 February 1955. One Judo instructor is presently assigned at Sidi Slimane. It is suggested that the TDY units bring one Judo instructor when rotating to this theater. No scan rooms are programmed for any of the bases in this theater, however a gymnasium for Ben Guerir and Sidi Slimane is provided for in FY 55 programs.

(5) Block altitudes in the Casablanca FIR can usually be obtained upon 48 hours notice, however difficulty has been experienced in obtaining block altitudes outside this area, since Paris ATC requires 21 days notification. A study of air Traffic Control problems in French Morocco was accomplished by AACS in June 1954. The study, with recommendations, has been forwarded to Headquarters SAC for assistance through ICAO.

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Subject: Preliminary TDY Report

(6) This headquarters concurs with the recommendation for a SAC SOP for use in event of bomber UHF receiver failure. Recommend the bomber make initial broadcast on bomber-tanker frequency assigned, advising of difficulty and requesting UHF/VHF cross band operation on a frequency designated in the SOP. If contact was not quickly established, emergency frequency 121.5 could then be resorted to for the cross-band operation.

(7) The communications folder requested would constitute a duplication of information contained in European Radio Facility Charts, and current ICAO documents. This headquarters does not believe that a communications folder would increase timeliness or accuracy of information already available in established publications. Action will be taken by this headquarters to insure timely submission of any radio facility changes in this area to the Aeronautical Chart and Information Office at Wiesbaden. Information from the French concerning controlled areas and reporting procedures in French Morocco were received on 4 November via Seventeenth Air Force and this information is being disseminated to SAC and numbered Air Force headquarters.

(8) This headquarters concurs with the recommendation that a ~~VDT~~ UDT trainer with associated test equipment accompany the TDY unit. One UDT trainer is available at each AFDS; however, this equipment is part of a mockup used in AFDS training and more effective training could be accomplished if the TDY units bring their own UDT trainer.

(9) Action will be taken to include TDY wings in the Base Passive Defense Plan training upon request to the 3906th Air Base Group Provost Marshal.

(10) Two Geiger counters and seven Ionization chambers are available at Sidi Slimane. This equipment will be made available to the TDY wings on request for training purposes.

(11) It is recommended that the TDY wings bring their own personnel dosimeters to this theater. 675 dosimeters have been requisitioned for permanent party personnel, however none have been received. There is no provision or authority to stock dosimeters for TDY personnel.

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Subject: Preliminary TDY Report

c. Materiel

(12) A 220-volt 50KW diesel is in position to supply auxiliary power to machine tools. At the present time one medium lathe has been put into operation; otherunits will be tied in as soon as additional clamps and BX connectors become available. Priority of shop equipment will be followed as closely as practical as recommended by 308th DM in a letter to the 3926 th Commander, dated 6 October 1954.

(13) There are six horizontal engine stands on hand. The base is authorized forty-two stands. A shortage list of this item was submitted from Seaweed to SAMA on 7 October 1954.

(14) At Sidi Slimane, Nose Docks are programmed and are being built by AFIRO. Plans include a central air compressor system with line to each dock, latrine facilities and adequate power. Programmed wash rack will include suitable pressure equipment and tanks. The wash rack facility will be completed in the early part of 1955. At Ben Guerir present facilities being used for docks and wash racks are only temporary. When permanent facilities are turned over to the Air Force, proper facilities to accomplish required work will be installed.

(15) Present dock locations are not permanent. At such time as dock revetments become available, adequate buildings for bench stock-tool storage, etc., will be provided. Present plans are being made to provide locker arrangements in the present dock stands for accommodating tool boxes and limited bench stocks.

(16) A new A & E Building is nearing completion and will be ready for occupancy about 1 March 1955. This building will incorporate features such as dust and humidity control, controlled power voltage, camera storage and dark room facilities.

(17) At Sidi Slimane Base Supply inspectors are processing reparables to Field Maintenance Shops for repair by either TDY Wing or Base Maintenance Facilities. The Base Maintenance Officer is reviewing stock levels of bench stock and increasing levels where necessary. However, at Ben Guerir the lack of power and test equipment precluded the 308th accomplishing anything

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Subject: Preliminary TDY Report

but visual checks. When the field maintenance facilities become available reparables will be processed as recommended. Stock levels of expendables have been set and are on requisition.

(18) Misidentification of items is brought to the attention of the applicable depot by submission of discrepancy reports.

(19) Base Armament and Electronics is consolidating requirements for mockups and test equipment for support of Base Flight, Fighter and Rescue aircraft prior to sub-mission of requisitions. All BSE type equipment will be included on the new UAL presently being prepared for submission.

(20) At Sidi Slimane requests for additional authorization of fire extinguishers are presently being submitted on new UAL. Fire extinguishers available were positioned as a result of authorizations for a one-wing operation. At Ben Guerir 50 each wheel type extinguishers are on requisition. 90 each, S/N 8200-2450022, are on requisition (No. 54-9, dated 5 May 1954) and 35 each, S/N 8200-245022, are on requisition (No. 55-7, dated 20 July 1954). A supply difficulty letter is being initiated.

(21) Additional "Squawk boxes" have been requisitioned and back-ordered from Depot. Follow-up action has been accomplished. On receipt of this equipment a supply intercom network will be completed.

(22) This recommendation is concurred in. USAF Regulation 67-97 does not contain authorization for B-4 stands. However, 6 B-4 stands are on hand at Sidi Slimane as base equipment and 47 B-1 stands are authorized and on hand in Seaweed.

(23) Authorization has been increased to twelve Marathon Units and requisitions have been submitted. Authorization has been increased from ~~###~~ nine C-26 units to 22, and requisitions have been submitted. Vigorous follow-up action is being taken with SAMA to expedite receipt of these units. Delivery date indefinite.

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(24) (a) The Base Shops Officer has formally requested services of a Diesel Technical Representative. As an interim measure a representative of the Caterpillar Company will visit this station once each week for inspection purposes and be on call for emergency repairs.

(b) Parts manuals and instruction handbooks have been requested through normal Air Force channels. In addition, Mr. Buss, Technical Representative, has written direct to the company manufacturing these units, requesting advance copies of parts manuals and instruction handbooks.

(c) Aggressive follow-up action has been and will continue to be taken in accordance with AFM 67-1, to obtain necessary spare parts for Marathon Units assigned this station.

(25) Concur in this recommendation. Normally, the turnover of vehicles is accomplished through liaison between the Advance Party of the incoming wing and representatives of the outgoing wing. In this case, the outgoing Second Bomb Wing felt that it could not turn over its vehicles until the last moment.

(26) ARS Task Force was furnished every vehicle listed as authorized in Annex D to Section IV; in addition, one carryall was assigned the ARS Commander. No word was received prior to this report that additional transportation was required.

(27) Concur. Each outgoing wing will be requested to consolidate their personnel in as small an area as possible. This will leave completely vacant huts to be assigned to the incoming wing.

c. Security

(29) This headquarters concurs in the need for floodlighting of the parking area. However, USAF Headquarters does not feel that this requirement is as critical as other public works requirements for the French Moroccan area. This project will be submitted at a later more appropriate date.

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Subject: Preliminary TDY Report

(30) A request for flight line fencing has been submitted for Public Works program '57.

(31) Concur. This headquarters feels that the number of guards was sufficient but that the guards furnished by the 308th Bomb Wing were inadequately trained.

/s/t/CHARLES B DOUGHER
Brigadier General, USAF
Commander

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308TH
BOMBARDMENT WING
(M) JET

NON SIBI SED ALLIS

HUNTER A.F.B.
SAVANNAH, GEORGIA

HISTORY

December 1954

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Auth: CO 308th Bomb Wg.
28 Jan 55 McAdams
Date Init.

HISTORY

OF

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

FOR

December 1954

JOHN F BAUER
Colonel, USAF
COMMANDER

Organizations Assigned:
308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Rflg Sq
308th Per Maint Sq
308th Fld Maint Sq
308th Armt & Elect Maint Sq
308th Tactical Hosp

Leon S. McAdams Jr. 1/Lt
For HENRY E JOHNS
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY T/Sgt Carl R Atkinson

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

6 Dec - X-day for Operation Silver Cup, refueling maneuver in support of the 321st Wing deploying to the United Kingdom.

7 Dec - End of the United Community Appeal Drive; the wing collected $9,174.39 for its contribution.

17 Dec - Test Alert was held at Hunter.

Dec - New Second Air Force Emblem was received by the wing.

Dec - Headquarters building was renovated and offices re-arranged.

Dec - Official off-days were 24, 25, and 26 December and 31 December (half day), 1 and 2 January 1955.

Dec - 1201:30 hours were flown by the wing this month, approximately half that flown in November 1954, which raised the year's total to 21,416 flying hours - all accident free.

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CHAPTER
I
ORGANIZATION
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ORGANIZATION AND ADMINISTRATION.

Traffic Accidents over the Holidays. As the year 1954 drew to a close, the ever-present issue of accident prevention loomed broad and dangerous over the horizon. For the Christmas holidays, off-days included 24, 25, and 26 December; for the New Years holidays, 31 December 1954 (half day), 1 January, and 2 January 1955 were off-days.[1] These days, coupled with long awaited leaves saved over the year, gave vent to many hours of dangerous time personnel of the wing would be subject to.

In wishing personnel of the wing a Merry Christmas and a Happy New Year, Colonel John F Batjer, 1328A, Wing Commander, stressed in the same letter, precaution to be taken while driving. All squadron commanders were urged to emphasize to personnel going on leave the hazards of driving during the holidays.[2]

As a result of the President's vehicle driving safety program, which ended 15 December, new emphasis was handed down through channels by the Commander, Strategic Air Command. The letter forwarded by Strategic Air Command through Second Air Force and through 38th Air Division was indorsed by Colonel Batjer to all units of the wing.[3] General Nazzaro, 38th Air Division Commander, passed on to the units at Hunter a memorandum which brought out the fact that speeding, driving under the influence of alcohol, and driver-fatigue were the primary causes of traffic accidents.[4]

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1 D/F, 3WADJ to All Dir & Sq 308BW, "Christmas & New Year Holiday Schedule," 20 Dec 1954, filed 3WADJ.
2 Ltr, Hq 308BW to All Pers 308BW, "Season Greetings," 13 Dec 1954, Exhibit 1.
3 2d Ind, Hq 308BW to Comdrs All Sqs, 308BW, Nov 1954, to Ltr, Hq SAC to Comdr 2AF, "Vehicle Accident Prevention," 12 Nov 1954, filed 308A.
4 Ltr, Hq 38ADiv to Units Hunter AF Base, Ga, "Safe Driving During the Holiday Season", 14 Dec 1954, filed ADCMDR.

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Since only one traffic accident occurred over the Christmas holidays - this one being minor and causing no injuries from the accident itself - it could be assumed that all the safety talk was not in vain. The injury incurred, resulting from the accident indirectly, was inflicted by the driver of the opposing vehicle. This injury cost the government $60.00.[5]

United Community Appeal Drive. As one of the participants of the three major base units in the Chatham County United Community Appeal, the 308th Wing ecked out a second place position behind the 804th Air Base Group. A collection of $9,174.39 was attained by the 308th Wing compared to $9,165.30 accumulated by the Second Bombardment Wing. In collecting this amount, the 308th Wing came within 25 percent of meeting its required goal while the 2d Wing were within 30 percent of theirs.[6]

Started in September 1954, a few weeks before the 308th was scheduled to depart on its TDY tour to North Africa, a film was shown to all personnel of the wing throughout the month as an added interest and to inform personnel exactly what was behind this program. Since this campaign covered a period of three months, September, October, and November, pledges were accepted in September and collections were arranged to be taken either at the three pay calls or in one lump sum. As the weeks rolled by, the bills mounted up until by 15 November,

5 Report, "HCS: 1-AF-XII," prep by ABGS, 26 Dec 1954, filed ABGS Office.
6 Hunter Herald, Hunter AFB, Ga, 15 Dec 1954, pg 1.

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when a tabulation was made, the 804th Air Base Group stood as the leader with $8700, the Second Bombardment Wing as second with $8500, and the 308th Bombardment Wing as last with $7300, over $2000 behind the second place unit.[7]

Still lagging behind as the campaign drew to a close, a last minute effort was initiated which enabled the 308th to ease by the 2d Wing and into second place by a small margin.[8] With an extension until 8 December (the campaign officially ending 7 December) the 308th made it one more first over the Second Wing, our competitors across the base.

The 308th Project Officer, Captain Henry E Johns, Adjutant, reported as the campaign ended that the high contributor for the 308th was the Air Refueling Squadron with $1,526.85. Percentage-wise, Headquarters Squadron led the wing with the three bombardment squadrons following close behind.[9]

Colonel Batjer expressed his personal thanks in a letter to all units of the wing on the 13th of December. Particularly noted by the commander was the enthusiasm displayed by personnel of the wing and that the drive was accomplished without the aid of raffles, lotteries, etc.[10]

Classified Documents Handling in 1954. Handling classified documents in the 308th Wing has become one of the biggest jobs in

7 Ltr, Hq 308BW to All Units 308BW, "United Community Appeal Drive," 15 Nov 1954, filed 3WADJ.
8 Report, "Wing Staff Conference," Hq 308BW, 7 Dec 1954, Exhibit 2.
9 Hunter Herald, Hunter AFB, Ga, 15 Dec 1954, pg 1.
10 Ltr, Hq 308BW to Comdrs All Units, "United Community Appeal Drive," 13 Dec 1954, filed 3WADJ.

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the administrative field. During the year 1954, logs in Wing Classified Section revealed 5,561 entries. Broken down by days, this amounted to 15 entries each day (counting week-ends) or 106 entries each week. Probably the number of entires alone seemed insignificant but with the added sidelines of inventory, destruction, and transfers, this job became quite intricate.[11]

Only one major change in policy occurred within the Classified Section during the year. This change took place during the Air Force wide cancellation of the Restricted category. Many hundreds of these Restricted documents were upgraded to Confidential while others were downgraded to Unclassified. When it was found that an impossible amount of Confidential material would be picked up on the wing logs and that a lot of new material arriving in the wing would be Confidential rather than Restricted, a new procedure utilizing a permanent type receipt was initiated. All receipts covering Confidential material at that time were declared as permanent type receipts. This change in policy, in short, meant that the wing units would pick up on their individual logs all newly upgraded Confidential material, sign for new Confidential material (same as before) on the new type receipt, enter it in their logs (same as before), and destroy and account for Confidential material themselves (This was the big change.). In clearing the wing, it

11 Logs, "308th Classified Section," Dec 1954.

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was not necessary for recipients to clear their Confidential accounts. The new recipient simply moved in and accepted the account. Many manhours, normally utilized by Wing Classified Documents personnel in clearing recipients and destroying documents, were saved by this timely change.[12]

Other document handling procedures remained the same throughout the year with the exception of the introduction of a certificate of entry and destruction. This certificate was patterned after the one used by the Communications Electronics Instructions (CEI) people. Introduction of this form enabled a recipient to be charged for only one basic document instead of the basic documents plus all its individual changes. After a trial period by the 308th Wing, the form was finally approved by the base and came out later as an official base form.[13]

Throughout the entire year, only one known security violation occurred in document handling procedures. This violation occurred when a Confidential package was inadvertently mailed via unclassified channels. An investigation took place and as the year ended, results were still pending.[14]

Recommended changes to T/O 1-1047P. In answer to a Second Air Force message requesting suggestions or recommendations for changes[15]

12 Interview by C Atkinson, Historian, with S/Sgt J L Tondalo, 308A, 20 Dec 1954.
13 Ibid.
14 Ibid.
15 Twx, Hq 2AF to Comdr 38ADiv, "DPLM 1378," 8 Dec 1954, filed 3DP, 308BW.

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to SAC Table of Organization (T/O) 1-1047P, dated 1 March 1953, a letter was submitted on 28 December to Commander, 38th Air Division.[16] Recommended suggestions to this T/O included a change in C-1635, line 5, for one 70250, A/1C, to read: one 73250 Classification Specialist, S/Sgt. An additional slot for a Deputy Director of Materiel in the grade of Lieutenant Colonel, AFSC 0046C, was recommended. And other recommendations, all for the Materiel Directorate, included such changes as additional personnel for the Maintenance Control Supply Unit, for an enlisted man to be utilized in liaison position at the base supply controller activity, and for another to be utilized in a liaison position with the Flyaway Kit Section.

A new table of organization was received in the wing this month which would reorganize the Armament and Electronics Squadron in January 1955.

New Second Air Force Emblem. A new emblem for Second Air Force was recently approved by Headquarters USAF.[17] The numeral "2" and the wings are yellow, with an orange border. They are on a blue shield which is bordered with white. "Second to None," the motto of Second Air Force, is outlined in yellow on a white scroll at the bottom of the shield.

16 Ltr, Hq 308BW to Comdr 38ADiv, "Review and Revision of T/O 1-1047P," 28 Dec 1954, Exhibit 3.
17 Emblem, "Second Air Force Emblem," Dec 1954, Exhibit 4.

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CHAPTER

II

PERSONNEL

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PERSONNEL.

The Personnel Section, as well as the Adjutant Section, Comptroller Section, and Plans Section, was undergoing a face lifting throughout the month, with final touches to be completed in early January 1955. A wall and door-way was added on the north side of the main office for the purpose of providing a hall-way to eliminate the through traffic passing within the office. Separate offices were constructed on the west side of the main office for the Director of Personnel and his secretary.

Promotions. The 38th Air Division allotted this wing promotion quotas for December per letter from their headquarters, subject, Allocation of December 1954 Airmen Promotion Quotas, dated 2 December 1954. The following quotas were received and utilized to grades indicated: 4 - M/Sgt, 6 - T/Sgt, 27 - S/Sgt, 59 - A/1C, and 57 - A/2C. Additional quotas were received which were utilized to grades indicated: 4 - T/Sgt and 27 - A/2C. Authority for the above promotions was Air Force Regulation 39-29 and Second Air Force message PRA 4900, dated 30 November 1954. Numerous career fields remained in frozen status for promotion to M/Sgt, T/Sgt, and S/Sgt.

Manhour Savings. A new form card was initiated by T/Sgt Harold F Gibson, AF 12174365, Personnel Sergeant Major, and T/Sgt Lester C Layman, AF 21001571, NCOIC of Airman Classification and Assignment Section.[1] This form was forwarded to higher headquarters and was

1 Form, "804ABG Form 528," 16 Dec 1954, Exhibit 5.

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approved and made an official form, ABG Form 528. Utilizing this form would eliminate four card files and rosters. It would also eliminate several reports formally required of the squadrons. It was estimated that the utilization of this form would save 200 man-hours per month within this wing. Two other forms were submitted for approval which should eliminate administrative workload from the squadrons.

Airmen Classification and Assignment. This month was a busy one for the Classification and Assignment Section. A total of 1220 personnel were affected by the career field revision, and all action was completed. Fifty-seven personnel were upgraded in their respective career fields.[2] This kept pace with Headquarters USAF's desires to train personnel for the "5" and "7" level by the end of fiscal year 1955 in order to supplement heavy losses expected Air Force wide.

The B-47 Cadre was rounding into shape with 82 out of 134 slots filled. We hope to fill the cadre vacancies to within 90 percent by the 31st of January 1955.

A total of 437 airmen were on the job training (OJT) by the end of this month. It was anticipated that 35 percent of the 437 would be upgraded during January 1955 as proficiency test results (test taken in October 1954) were due in January.

2 Files, "Classification & Assignment Section," Dec 1954, 308DP.

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Manning. Airmen. Body manning for December 1954 decreased three percent to 109 percent, compared to 112 percent for November 1954. Effective manning decreased four percent to 71 percent, compared to 75 percent for November.[3]

Listed below were some of the critical career fields within the wing in December 1954:[4]

Career Field	Body Manning Nov	Body Manning Dec	Effective Manning Nov	Effective Manning Dec
321 (Bomb Nav Sys)	103%	107%	65%	64%
323 (Gun Laying Sys)	214%	214%	75%	75%
40 (Intr Instr Rep)	94%	123%	49%	57%
42 & 43 (All Acft Maint)	121%	107%	77%	77%
70 (Admin)	77%	79%	72%	68%

An overall decrease was caused due to early separation during the Christmas Holidays and numerous overseas quotas.

Officers. Body manning for officers during December was 94.86 percent. The effective manning for officers during December was 77.85 percent.[5]

Shortage of Administrative Personnel. The shortage of administrative type personnel adversely affected the efficient administration of this wing. This was caused by an input of inexperienced type personnel, heavy losses of experienced personnel through overseas

3 Report, Hq 308BW to Comdr 38ADiv, "RCS: P-6 Report," 31 Dec 1954, filed 308DP.
4 Report, "Officers and Airmen Personnel Status Report," 31 Dec 1954, filed 308DP.
5 Report, Hq 308BW to Comdr 38ADiv, "RCS: P-6 Report," 31 Dec 1954, filed 308DP.

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rotation, and separation of airmen. In many cases, officers were required to do menial type work, such as: type correspondence, file, and maintain records. This situation had not improved by the assignment of clerk helper (AFSC 70010) type personnel who were not trained in the administrative field due to their direct reassignment from basic training stations. This type of personnel had to be given extensive training of which a relatively small percentage has proved receptive. In addition, these personnel were constantly being nominated for overseas assignments. For example, at the present time 13 of the 18 assigned helper level clerks have been nominated for overseas projects. After approximately three months assignment of this type personnel (of which most of this time was spent training), we were apt to lose them to overseas assignment. Due to heavy losses in the personnel field, the administrative personnel assigned have been utilized in the personnel field, maintaining records, morning reports, etc, which could not be put aside.

The following was the status of this wing in the 70 career field:[6]

AFSC	AUTH	ASGD BY PAFSC	ASGD BY DUTY	UTILIZATION
70010	0	18	0	0
70230	24	12	25	33
70250	51	31	39	31
70251	1	0	0	0
70270	5	4	4	4

6 File, "AFSC Card File," Dec 1954, 308DP.

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The following was the status in the 73 career field:[7]

AFSC	AUTH	ASGD BY PAFSC	ASGD BY DUTY	UTILIZATION
73010	0	3	0	0
73170	8	9	8	9
73230	4	1	3	4
73231	2	3	0	3
73250	8	4	4	4
73251	14	5	10	5
73270	3	4	4	4

Many squadrons and staff agencies were required to work at least two nights a week in order to accomplish the essential workload.

The following reflected the poor manning situation existing in the Operations Specialist Field.[8] Again these shortages required officers to perform menial tasks.

AFSC	AUTH	ASGD BY PAFSC	ASGD BY DUTY	UTILIZATION
60110	0	1	0	0
60130	0	4	10	10
60170	9	3	3	3

Schools. Quotas for schools increased over and above the usual monthly quotas, the emphasis being placed on special training and advance training. Most of the training received was in the maintenance field.[9]

7 File, "AFSC Card File," Dec 1954, 308DP.
8 Ibid.
9 Files, "Airmen School Section," Dec 1954, 308DP.

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Numerous projects were received throughout the month from 38th Air Division. Because of various reasons, personnel nominated to fill these projects were subsequently released. Those who were not released are indicated below:

2AF Project 791A - Lieutenant Colonel John O Vick was nominated to SAC for assignment as Deputy of Field Service, Director of Maintenance, Hq SAAMA, Kelly Air Force Base, Texas.

2AF Project 750A - Captain Kenneth F Clark, Captain Clair H Oberdier and Captain Raymond H Wagenseller were nominated to Second Air Force for possible reassignment to the 19th Bombardment Wing, Pinecastle Air Force Base, Florida.

2AF Project 748A - Lieutenant Colonel John W Gordon was nominated to Second Air Force for possible assignment with Air National Guard activities.

2AF Project 738A - Captain Fournie was nominated to Second Air Force for assignment to Air Reserve Program.

First Lieutenant Henry C Noyes, Jr., AO 2252982, was nominated to 38th Air Division for attendance at Management Analysis Course #6741.

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Strength. Total strength for the wing as of 31 December 1954 was:[10]

Organization	Officers Auth	Officers Asgd	Airmen Auth	Airmen Asgd
308th Headquarters Squadron	45	51	107	114
373d Bombardment Squadron	77	65	100	106
374th Bombardment Squadron	77	61	100	113
375th Bombardment Squadron	77	56	100	109
308th Air Refueling Squadron	100	113	250	270
308th Periodic Maint Sq	5	4	158	152
308th Field Maint Sq	7	7	357	463
308th Armt & Elect Sq	14	10	350	346
308th Tactical Hosp	27	21	95	95
Total:	429	388	1617	1768

10 Morning Reports, prep by wing units, Dec 1954, 308DP.

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING.

SAC Rating System and Flying Hours. Under the SAC Rating System, December 1954 was a non-scoring month. Because of this and too since the wing overflew its allocation of flying hours in November, accomplishments in ground training and flying hours were low for December. In November, the wing overflew its flying hour allocation by 155 hours, leaving only 834 hours to be flown in December. As originally programmed for December, the wing would have had 1056 hours to fly. However, because of the cut, only 836 training hours were flown.[1]

Total flying time for the wing in December, including test hops and ferry time, was 1201:30 hours - less than half that flown in November.[2] Broken down by squadrons, the flying time for December was as follows:

373d Bomb Sq

Operational	257:20
Test Hops	6:25
Ferry	000:00
Total:	263:45

374th Bomb Sq

Operational	259:55
Ferry	4:45
Total	264:00

1 Report, "Section 'E' of Air Training Report, RCS: 3-SAC-T12," Dec 1954, filed 308DOA.
2 Report, "RCS: SAC-U22 Report," 5 Jan 1954, Prep by 3DMMC, Exhibit 6.

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375th Bomb Sq

Operational	297:30
Test Hops	11:50
Ferry	16:40
Total:	325:20

308th Air Refueling Sq

Operational	336:55
Test Hops	10:10
Total:	346:65

Operation Silver Cup. The only operation of major proportion performed this month was Operation Silver Cup.[3] This operation was a refueling mission (6 through 11 December) and was participated in by the Air Refueling Squadron. From Pinecastle Air Force Base, Florida, the 321st Bombardment Wing deployed to the United Kingdom. Both the 308th and the 2d Air Refueling Squadrons were given responsibility for refueling this wing. The 308th was required to support 15 bombers, five on each of the three days of deployment; while the 2d Air Refueling Squadron was required to refuel 30 bombers, ten on each day of the operation.

December 6 was designated X-day; the 7th, X plus 1; the 8th, X plus 2 and so forth. On each day of the maneuver, the 308th was to supply six tankers, five primary aircraft and one air spare, as well as one ground spare with crew. The 308th flight was designated

3 Ops Ord 39-54, Hq 2AF, 16 Nov 1954, filed 38ADDO.

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Coca Flight. The refueling was to be done in the Charleston area.

Weather delayed the execution of the operation until X plus one. On that day, four 308th tankers completed the mission. Two aircraft aborted after take-off, and the ground spare aborted. The 2d Air Refueling Squadron supplied the fifth aircraft in the flight. On X plus two, six tankers got off the ground, and while one aborted in the air, only four B-47's arrived at the rendezvous point. All four were refueled. On X plus three, bad weather precluded the completion of the operation, which was postponed 24 hours. On 10 December, X plus four, five tankers were at the orbit point,[4] and only three bombers showed up.

On 11 December, two B-47's, previous aborts, departed for their deployment and had to be refueled. The 308th sent up three tankers, one as weather scout and air spare, and two as primary refueling aircraft.[5] The mission was completed successfully.

Navigation Requirements (308th Air Refueling Squadron). Since December was a non-scoring month, navigation requirements completed did not compare quantitatively with previous months. These are noted as follows:

Night Celestial Legs	0
Day Celestial Legs	2
Radar Legs	4
Grid Legs	0
APN-12 Rendezvous	8

4 Reports, "Inflight Intelligence Reports," Dec 1954, filed 308ARS.
5 Ibid.

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A good deal of the flying that was accomplished during the month of December was in the nature of navigation training flights for the purpose of checking out the new observer personnel assigned to the squadron during the past three months.

Air Refueling and Hook-ups. The Boom Section requirements during the month of December were as follows:

Total Hook-ups 350

Total Wet Hook-ups 88

Total Dry Hook-ups 262

Total Night Hook-ups 8

Total Radio Silence Hook-ups 57

Total Heavy Gross Weight Hook-ups ... 24

Total Pounds of fuel transferred 493,900

Flying Training Accomplishments. Overall picture of the wing's flying training accomplishments for December follows:[6]

Training Item	Programmed	Total Training Accomplished		
		Units of Tng	Crews Involved	Percent Accomd
FLYING HOURS	1056	836	44	82
NUMBER OF SORTIES	192	175	44	91
PILOT PROFICIENCY HOURS	168	154	14	84
RADAR RBS RUNS	225	266	35	118
RADAR CAMERA ATTACKS	150	31	16	21
VISUAL RBS RUNS	120	8	5	7

6 Ltr, Hq 38ADiv to Comdr 2AF, "Transmittal of Programmed Training Accomplished," 11 Jan 1955, Exhibit 7.

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Training Item	Programmed	Total Training Accomplished		
		Units of Tng	Crews Involved	Percent Accomp'd
VISUAL RELEASES	90	4	3	5
DAY CELESTIAL LEGS	45	22	17	49
NITE CELESTIAL LEGS	80	15	12	19
REFUELING HOOKUPS	188	209	17	111
GUNNERY ROUNDS	12600	5220	11	42
CRUISE CONTROL MISSIONS	15	10	8	67

Flying Safety. The outstanding flying safety record of the 308th was maintained during the month of December. Twenty-one months has elapsed since the last accident in the wing, and 25,000 flying hours were logged in this accident free period. Three flying safety meetings were held during the month with an attendance of flying and maintenance personnel at more than 90 percent. A wing flying safety committee was in the process of organization to implement and monitor the flying safety program during 1955. Included as committee members were the Wing Commander, Director of Operations, Wing Flying Safety Officer, and all Squadron Flying Safety Officers.[7]

Standardization Crews. The B-47 Standardization Crew gave proficiency examinations to 19 pilots and eight observers. Emergency procedure examinations were given to 21 pilots and eight observers, and flight checks were given to 12 pilots and three observers. The Standardization Crew flew two proficiency missions

7 Ltr, Hq 308BW to Comdr 38ADiv, "December 1954 Flying Safety Activities Report," 6 Jan 1955, Exhibit 8; Ltr, "Flying Safety Monthly News Letter," 3 Jan 1955, prep by 308FS Office, Exhibit 9.

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and attended a two-day Bomber Commander (BC) refresher course twice during the month.[8]

The KC-97 Standardization Crew prepared new proficiency and emergency examinations for pilots, co-pilots, flight engineers, radio operators, boom operators, and scanners; as a check-out for newly assigned navigators, a series of lectures covering all phases of training involved in SAC Regulation 51-19 was arranged (A total of 19 hours of lectures were given); prepared and gave lectures to navigators covering emergency procedures and standardization requirements; and arranged for five separate, two-hour lectures to pilots and flight engineers covering aircraft systems.[9]

The Standardization Crew also flew a total of nine sorties, including three crew proficiency missions and one instructional flight. The assistant standardization crew flew a total of six sorties, including three crew training missions and one instructional flight.[10]

Ground Training. The 308th Wing Ground Training Section was engaged in several projects during December, in addition to the myriad of routine projects that filled each day.[11] A proposed new block system of ground training was under study by higher headquarters but until such time as a decision was made as to its use,

8 Report, "Standardization Crew Activities Report, HCS: 2AF-TJ," 31 Dec 1954, Hq 38ADiv to Comdr 2AF, filed 308DOS.
9 Ibid.
10 Ibid.
11 Ltr, Hq 308BW to Units of Wing & Base, "December Master Training Schedule," 26 Nov 1954, Exhibit 10.

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the Ground Training Section went ahead during the regular January schedule.

As of 31 December 1954, the overall percentage of ground training accomplished was 76.2. This showed a 1.9 percent decrease compared to the figure for 30 September 1954, which could be accounted for in part by the influx of new personnel undergone by the wing during the last three months of the year.[12]

Intelligence. The month of December witnessed several changes in the personnel picture of the Intelligence Section. Two Officers, one 2016 and one 2054, were transferred PCS this month. As of 31 December 1954, the personnel strength total stood at seven officers and eight airmen. Of this number, two officers were currently on TDY, one 2051 to the Air Intelligence School and one 2051 to the Squadron Officers Course.

Much of the section's major activity centered around preparations for the Intelligence Section's part in connection with Second Air Force Operations Plan 50-55. To this end, a situation map was prepared and properly posted. The necessary briefings were prepared and some of the combat crews were briefed. These and additional briefings would continue to be given for EWP study. In conjunction with Operations Plan 50-55, Fighter Reaction Analysis was begun on all assigned targets.

12 Report, "2AF Form 91, RCS: 2AF-OT-T-4," 31 Dec 1954, prep by 308DOTG, filed 308DOTG.

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During this reporting period, a representative officer attended the Wing Intelligence Officer's conference at Headquarters, Second Air Force, Barksdale Air Force Base, Louisiana. While at Second Air Force, this officer received pertinent instructions pertaining to Operations Plan 50-55.

Each squadron assumed the responsibility for meeting the training requirement of the one unfulfilled portion of Second Air Force Regulation 50-31. As of 31 December 1954, the total Intelligence Training for combat crew members completed was 86 percent. This section was notified by Second Air Force that the training report for the remainder of the year 1954 was suspended.[13] Intelligence Personnel Training for the month of December was on an On the Job Training (OJT) basis with 92 percent of such training being complete.[14]

Nine hours of Basic Survival Intelligence were presented to crew members at the Base Survival School. In addition, two hours of refresher training were presented at the same school.

A great deal of time was spent on the preparation of target folders in connection with the domestic target program. Also, the domestic bulk material has been checked and a new plan initiated to insure the availability of the latest editions of current material. Thus, established stock levels would be maintained.

13 Report, "Intelligence Training Report, RCS: 2AF-T7," Dec 1954, Prep by 308DOI, filed 308DOI.
14 Ibid.

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Chemical, Biological, and Radiological (CBR) training was curtailed because of the holiday season, except for refresher courses conducted by squadron CBR officers and aided by the Wing Passive Defense Officer.

Work was completed on a 10-hour syllabus, "Radiological Training Course, Monitor," to be used in training combat co-pilot, crew chiefs, and assistant crew chiefs.[15]

Communications. The Communications Office co-ordinated with Wing Intelligence and prepared communications annex "D" to Operations Plan number 50-55. Also, the COMRAD plan for the wing was drawn up and delivered to the various sections responsible for transmission of electromagnetic waves.

Plans. December started out as a normal month for the Plans Section with activities being directed to cleaning up odds and ends which had accumulated during the recent period of temporary duty in French Morocco. Current emergency plans were being revised and amended as required with particular attention being paid to the Emergency Deployment Plan which had numerous changes.

During the early part of December, representatives of the Plans Section attended a command briefing at Second Air Force. The purpose of this briefing was to present the new Emergency War Plan scheduled to become effective 1 January 1955.

15 Pamphlet, "Instructors Syllabus, Radiological Training Course, Monitors," Dec 1954, Exhibit 11.

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All details were explained and the affected wings were notified that the new Emergency War Plan (EWP) would arrive about 10 December 1954. The requirement was laid on for having a completed plan in Second Air Force plus all crews briefed prior to 1 January 1955. This requirement caused a tremendous work-load with the average work-day being 12 to 15 hours for the entire section. The crews were briefed and the completed plan forwarded on 28 December 1954. One item that made crew briefing particularly difficult was the receipt of this plan at the start of the Christmas holiday season.

As the EWP was changed, it was also necessary to change the Emergency Deployment Plan since it was the plan for primary support of the EWP. The suspense date of January 1955 was also set for the plan; however, due to the many items that had to be coordinated, this suspense was extended to 15 January 1955. A great deal of work would be involved in publishing this plan; yet, there should not be any reason for not meeting the suspense date.

Test Alert. The only item scheduled for the wing by higher headquarters was a ground test exercise of the Emergency Evacuation Plan. The results of the test indicated that our present alert system was adequate; however, it did prove that several major deficiencies existed in both the concept and method of emergency evacuation. A critique was held and necessary steps started to correct the deficiencies. This was never completed as information was received that Second Air Force would issue a new plan effective 1 January 1 January 1955.

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Personnel Shortage. The total number of personnel assigned this section continued to decrease with the transfer of the Plans Observer to Observer Upgrade Training. At present, 31 December 1954, the Plans Section was short one administrative supervisor, one draftsman, and one aircraft performance engineer. It appeared that this situation would be corrected shortly after 1 January 1955. Continued shortage of administrative and clerical personnel not only created additional work for all concerned but in turn created somewhat of a security problem. The work-load remained constant yet with the shortage of clerks existing, it was necessary to resort to other sections for help thereby creating undue exposure to sensitive information. If for no other reason, this section should have the greatest degree of stability possible to prevent the situation of over-exposure from occurring.

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CHAPTER IV

MATERIEL

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MATERIEL.

Maintenance.

The month of December, being a free training month, enabled the Materiel Directorate to complete all the end of the year reports, review the year's activities, and get ready for the start of the New Year. Conferences were held with the various staff sections both in the wing and in the Air Division to plan flying requirements for the next quarter, lay the ground rules for maintenance, and to iron out all difficulties that were experienced this year or which were anticipated for next year.

Combatting K-Systems Malfunctions. A recent survey of K-Systems malfunctions, Second Air Force wide, covering the period 21 October 1954 through 20 November 1954, placed the 308th Wing in sixth place out of the ten wings rated.[1] Too, in reviewing the records over a period of the past five months, Second Air Force Headquarters concluded that the 308th's K-system major malfunctions and maintenance error had been consistently below command average.[2] Since introduction in this wing of the first aircraft installed with the "K" System, a continuous effort has been made to combat the seemingly never ending malfunctions. Some aircraft were continually worse off than others. Those which have had a continuous history of these difficulties, however, and have difficulties which cannot be corrected here

1 Ltr, Hq 2AF to Comdr 38ADiv, "Monthly Aircraft K-System and APQ-24 Radar Malfunction Report," 11 Jan 1955, filed 308DM.
2 Ltr, Hq 2AF to Comdr 38ADiv, "Air Training Report, RCS: SAC-T12," 30 Dec 1954, Exhibit 12.

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at Hunter Air Force Base will be sent to Warner Robins Air Materiel Area (WRAMA) for repair.

Dock facilities, belonging to the 373d and 374th Squadrons of the wing, were turned over to the Armament and Electronics Squadron (AEMS) with the idea of having them used for electronics work on bad "K" Systems Sets. These facilities were equipped with F-2 generators, assuring continuous and reliable power. In charge of this unit, under the flight line section of AEMS, was Captain David H Blakely, AO 354877, an officer who has shown unusual ingenuity in solving difficult problems.[3]

As an aircraft requires "K" Systems maintenance, it will be picked up and towed to positions in the dock area immediately adjacent to the A&E building. After being run through this maintenance on the "K" System, the aircraft will be flown on a K-mission. Any major malfunction which develops during this test flight will cause the aircraft to be shipped to WRAMA for depot repair.[4]

Maintenance Support at other bases. Sometimes one of the wing's aircraft must land at another base because of maintenance difficulties or because of inclement weather. When this happens, particularly when involving maintenance, if one or two aircraft should be diverted to a single Second Air Force station, no action

3 D/F, 308DM to 308DO, "Depot Repair of K-Bombing Systems," 6 Dec 1954, Exhibit 13.
4 Ibid.

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would be taken unless the aircraft commander or chief of maintenance of the station concerned indicated a need for it. If three or more aircraft were diverted, however, the chief of maintenance of the wing concerned would contact the chief of maintenance at the base to which the aircraft were diverted and ask him if special assistance was required to launch the aircraft. It was believed that by establishing contact with the host base, less imposition would be caused, since in most cases furnishing housing, messing, and transportation to our special maintenance package would be a bigger problem.[5]

Materiel Problems Affecting the Maintenance Organization. In a letter to all squadrons this month it was pointed out that problems which adversely affect the maintenance organization could be alleviated somewhat if everyone brought out specific instances of these problems and forwarded them to the Director of Materiel. All instances brought out would be consolidated and given to the wing commander with recommendation that they be made a matter of command interest at all echelons on Hunter Air Force Base. Pointed out in this letter were specific examples of deficiencies which covered supply, transportation, ground power, and communications. As a result of this interest shown in correcting deficiencies, a system has been initiated whereby each crew chief or specialist fills out a questionnaire whenever he has any difficulties.[6]

5 D/F, 308DM to 38ADDM, "Maintenance Support of Aircraft Diverted to Other Second Air Force Bases," 9 Dec 1954, Exhibit 14.
6 D/F, 308DM to All Squadrons 308BW, "Materiel Problems that Adversely Affect the Efficiency of the Maintenance Organization," 9 Dec 1954, Exhibit 15.

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Two examples of action taken to preclude maintenance difficulties in the wing were consolidated and forwarded to units of the wing and certain interested Air Base Group agencies. Discrepancies were listed, in this correspondence, in the language of the man on the job.[7]

Status of Vehicles and Equipment in the Ancillary Equipment Shop. Two special forms were published this month. One was to provide the daily status on all vehicles in the sub-pool for the information of Maintenance Control, Director of Materiel, Motor Pool, and the Air Base Director of Materiel. The purpose of this form was to enable all personnel concerned to know the out-of-commission status of all vehicles and to enable them to take steps to keep the out-of-commission rate as low as possible.[8] The other form would do the same things for all equipment in the ancillary equipment shop.[9]

Flying Hour Evaluation. In order to meet the required number of flying hours in December, the schedule requiring the wing to fly 605 hours in the B-47E, 161 hours in the KC-97L, and 83 hours in the KC-97G had to be revised. Authorization was given to underfly, providing they did not exceed one percent of the quarterly flying hour allocation.[10]

7 D/F, 308DM to Units of the Wing & Base, "Maintenance Difficulties Experienced by the 308th Field Maintenance Squadron," 6 Jan 1955, Exhibit 16; D/F, 308DM to Units of the Wing & Base, "Maintenance Difficulties, 375th Bomb Sq, 308th Bomb Wing," 23 Dec 1954, Exhibit 17.
8 Form, "Daily Vehicle Status," Dec 1954, Exhibit 18.
9 Form, "Ancillary Equipment Report," Dec 1954, Exhibit 19.
10 D/F, 308DM to Comdr 308BW, "2AF Message CDC 1946, 10 Dec 1954, Flying Hour Evaluation," 14 Dec 1954, Exhibit 20.

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At a meeting held on 14 December 1954, attended by key maintenance and operations personnel, conclusions were reached which enabled the schedule to be revised and the hours to be accomplished as planned. Some of the corrective measures taken included increasing sortie duration, re-scheduling to the next day aircraft which were were canceled due to inclement weather, scheduling aircraft twice in the same day for pilot proficiency, adding to daily and weekly schedules aircraft which returned to an in-commission status earlier than anticipated, re-scheduling aircraft which had been flown the previous day providing that in so doing, a post flight was not required and providing it did not affect the next scheduled flying period, and if it had been necessary, flying could have been scheduled for 24 and 31 December. This was a tentative measure and was only utilized until the required number of hours were flown.[11]

Recommended Change in B-47 QEC Kits. An important change regarding B-47 quick engine change (QEC) kits was recommended to Second Air Force this month. The change was in the form of a reduction in the present authorization of B-47 QEC kits by six inboard and five outboard kits.[12]

It was further recommended that a reduction be made in the requirement on Flyaway Kits (FAK) as concerns built-up engines. Since

11 D/F, 308DM to Comir 308BW, "2AF Message CDC 1946, 10 Dec 1954, Flying Hour Evaluation," 14 Dec 1954, Exhibit 20.
12 D/F, 308DM to 38ALDM, "B-47 QEC Kits," 17 Dec 1954, Exhibit 21.

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only 16 J-47-25 engine removals were required on the wing's latest TDY movement (45 days, 2800 hours flying time), it appeared that 27 built-up engines were excessive. It was also noted that a total of 18 built-up engines would be ample for the first 15 days.[13]

Letter of Appreciation from the 43d Bombardment Wing. While on tour in North Africa in September, October, and November of 1954, the 308th had occasion to pick up a new friend, the 43d Bombardment Wing permanently stationed at Davis-Monthan Air Force Base, Arizona. A letter from Colonel David A Burchinal, Commander, 43d Bombardment Wing, which conveyed his personal appreciation for the treatment, cooperation, and assistance, from personnel of the 308th, was received by Colonel Batjer in November 1954.[14]

Colonel Batjer in turn passed the letter on to all units of the wing stating further that we should never be so intent in our day to day problems that we cannot pause to help people who are transient on our station.[15]

Mobility Plan for EWP. The last two weeks of this month found the Director of Materiel's entire staff working on the Mobility Plan for the new Emergency War Plan (EWP) which was just received. Many new concepts have been established and as a result, a complete change to our present Mobility Plan has been necessary.

13 D/F, 308DM to 38ADDM, "B-47 QEC Kits," 17 Dec 1954, Exhibit 21.
14 Ltr, Hq 43rd Bomb Wing to Comdr 308BW, "Letter of Appreciation," 3 Nov 1954, Exhibit 22.
15 Ltr, Hq 308BW to Units 308BW, "Letter of Appreciation from Commander, 43rd Bomb Wing," 2 Dec 1954, Exhibit 23.

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New Parking Plan for all Aircraft. An important change took place this month with the awarding of the contract to re-surface the Second Bombardment Wing ramp area and to surface the grass triangle located in the 308th area. This has resulted in a new parking plan for all aircraft. The parking spaces are closer than normal, the taxi-ways are narrower than before, and many hardships will accrue to our maintenance sections due to the constant shifting of aircraft; but this will have to be the rule for the next 18 months.

Flying Time and Mission Hours Flown. With an assignment of 46 B-47's (45 possessed) a total of 854:25 hours were flown during the month for a ratio of 19 hours flying time to each B-47 possessed. Of this total, 814:45 hours were mission hours; the remainder being flown on test hops and ferry missions.[16] In support of this flying time, an average of 45.5 maintenance manhours were required.[17]

Twenty-one KC-97's (assigned and possessed) were flown an average of 16.5 hours per aircraft for a total of 347:05 hours for the month.[18] Mission time flown by the Air Refueling Squadron totaled 336:55 hours. As a maintenance aid to this flying time, 40.8 man-hours were expended for each KC-97.[19]

Assignment and Reassignment of Aircraft. During the month two B-47B's, aircraft numbers 51-2135 and 52-2143, were transferred to Pinecastle Air Force Base, Florida, and two KC-97F models, aircraft

16 Report, "HQS: 1-AF-A1(SAC-1)(PART-1) Report," 31 Dec 1954, Exhibit 24.
17 Report, "HQS: SAC-U22 Report," 5 Jan 1954, Exhibit 6.
18 Report, "HQS: 1-AF-A1(SAC-1)(PART-1) Report," 31 Dec 1954, Exhibit 24.
19 Report, "HQS: SAC-U22 Report," 5 Jan 1954, Exhibit 6.

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numbers 51-245 and 51-247, were traded with the Second Bombardment Wing for two KC-97G models, aircraft numbers 52-915 and 52-917.[20] With this trade, no "F" models remained in the wing as the month ended. Sometime in January 1955, it was planned that the only remaining B-47B would be reassigned.

Technical Order Compliance (TOC). Remaining nearly constant throughout December 1954, the TOC rate for B-47's was 1.0 while the rate for KC-97's was 7.7. For the month of December 1449 hours were expended by the wing on TOC's. The Field Maintenance Squadron expended 95 hours on TOC's for B-47's, while the Armament and Electronics Squadron expended 41:30 hours. For the KC-97's, the Field Maintenance Squadron expended 727 hours on TOC's; the Armament and Electronics Squadron expended 217:45 hours.[21]

Unsatisfactory Reports. During December, 136 routine action unsatisfactory reports (UR's) were submitted, two more than the monthly average of 134 for the year 1954. In October, while the wing was on TDY to North Africa, 354 UR's were submitted for the most in one month during 1954. Total UR's for the year was 1617.[22]

Inspections - 25 Percent and Periodic. Fifty-three 25 percent inspections were conducted in December, four more than the monthly average of 49 in 1954. Forty-six were performed by the 373d Squadron, 48 by the 374th, 70 by the 375th, and 47 by the Air Refueling Squadron.[23]

20 Reports, "RCS: SAC-V1 Reports," Dec 1954, prep by 308CM, filed 308CM.
21 Report, "RCS: SAC-U22 Report," 5 Jan 1954, Exhibit 6.
22 Report, "Total UR's Submitted Per Squadron for 1954 and Average Discrepancies per Aircraft per Month for 1954," Dec 1954, filed Quality Control, 308DM.
23 Ibid.

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A monthly average of 59 periodic maintenance inspections were conducted in 1954, 56 by the 373d Squadron, 46 by the 374th Squadron, 58 by the 375th Squadron, and 76 by the Air Refueling Squadron.[24]

In order to establish duties and responsibilities of the crew chief and assistant crew chief prior to and during periodic maintenance of their aircraft, and prior to test flight, a wing maintenance policy was published. This policy superceded a similar policy published in May 1954.[25]

Weighing Aircraft. Started in November, aircraft were being weighed here at Hunter. While 19 aircraft were scheduled for weighing, only two B-47's and one KC-97 were weighed in December. More progress should be made on this in January 1955. In order to facilitate weighing aircraft, a wing maintenance policy was published which laid out detailed procedures necessary to prepare an aircraft for weighing. It also stated who would maintain the program and how.[26]

WAMP Testing Program. As a test of mechanics' proficiency on SAC Manual 66-12, "Specialized Aircraft Maintenance," a testing program was initiated in December. This program had been in the making since early November 1954 and was designed to bring out maintenance weaknesses by testing specialized maintenance personnel. The results of these tests would enable personnel who were weak in certain phases of maintenance work to improve their capabilities

24 Report, "Total UM's Submitted Per Squadron for 1954 and Average Discrepancies per Aircraft per Month for 1954," Dec 1954, filed Quality Control, 308DM.
25 Wing Maint Pol 66-64, 6 Dec 1954, Hq 308BW, Exhibit 25.
26 Wing Maint Pol 66-21, 30 Nov 1954, Hq 308BW, Exhibit 26.

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by on the job training. In charge of this program, designated as "WEMP" (written Evaluation of Mechanics' Proficiency) was Captain Harry Foglietta, AO 2095832, Wing Quality Control Officer.

Logistics.

Revision of Wing Mobility Plan. The Logistics Section spent the first half of the month revising the 308th Wing Mobility Plan. Included in this activity was a compilation of all discrepancies evidenced on the TDY to North Africa. These were published for the benefit of all squadrons, and conferences were being planned for discussion of points that caused trouble.[27]

Flyaway Kit Board. On 1 December, a Flyaway Kit Review Board meeting was held. All the latest revisions to the Flyaway Kit (FAK) procedures were brought to the attention of everyone concerned. FAK problems on the TDY were discussed and FAK personnel discrepancies were brought to the attention of the board for further action.[28] A roster of personnel having access to the FAK Section was published this month.[29]

Test Alert. On 17 December 1954, a test alert was held and all aircraft were loaded in accordance with published mobility SOP's. As a result of the test, a list of discrepancies was written up for

27 D/F, 3DML to All Concerned, "Discrepancies During Out-Loading," 15 Dec 1954, Exhibit 27; D/F, 3DML to All Concerned, "Discrepancies During Off-Loading," 15 Dec 1954, Exhibit 28.
28 Minutes, "Minutes of the 308th Flyaway Kit Review Board," 1 Dec 1954, 308DM, Exhibit 29.
29 D/F, 3DM to 804th ABGp, "Roster of Personnel having Access to 308BW Flyaway Kit," 1 Dec 1954, Exhibit 30.

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the Plans Section. A Conference was scheduled to be held in January 1955 to correct these discrepancies.[30]

New EWP Plan. The last half of the month was spent preparing the new EWP, which was received on 20 December 1954. The new Task Force concept was given to the 38th Air Division, and the Director of Materiel of the 308th Wing was made the Director of Materiel for the 38th Air Division Task Force. The 308th Logistics Officer, Major Dorondo, was given the responsibility of writing the division plan. As a result of this tremendous work-load and the shortage of time, Lieutenant Kamens in Wing Supply was assigned to work with Major Dorondo and help get the new plan written and published. As the month ended, the plan was about 75 percent complete.

Supply.

Inspection by SAC-SIP Team. The Second Air Force SAC-SIP Team began their routine inspection of organizational supplies on 9 December and concluded inspection on 14 December. Informal report was made citing considerable improvement over the preceding inspection.

New ECL's and T/O's Given Units. The wing's unit supplies were given a complete and up-to-date file of T/O's and Equipment Component Lists. Much work was accomplished in subsequently reviewing and correcting property authorizations.

In connection with this, all back-orders from base supply were canceled, and the organizations were in the process of re-submitting all valid requirements.

30 D/F, 3DML to 3DM, "Test Exercise 10A-53 Plan," 21 Dec 1954, Exhibit 31.

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CHAPTER

V

MISCELLANEOUS

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MISCELLANEOUS.

Tactical Hospital Operations. Since returning with the wing from North Africa on 10 November 1954, medical support personnel have carried out operations at the fixed medical facility at Hunter Air Force Base. By the end of December 1954, 52 hospital beds were occupied, 27 military patients and 25 dependent patients.[1] During the month, the obstetrical service performed 72 deliveries. The out-patient service completed 568 physical examinations, 6042 immunizations of different types, and rendered 5917 treatments of the dispensary and clinical service to military personnel and their dependents.[2]

Morale. Morale in the wing during December continued at an average pace. What with more promotions in the month and with the Christmas and New Years Holidays as a booster, most everyone in the wing finished out the year with a smile.

1 Report, "Beds and Patients Report, RCS: AF-M2," USAF Hospital, Hunter Air Force Base, Georgia, Dec 1954.
2 Report, "Out-Patient Report, RCS: AF-M3," USAF Hospital, Hunter Air Force Base, Georgia, Dec 1954.

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 31 December 1954:

Colonel John F Batjer	Wing Commander
Colonel James H Thompson	Deputy Wing Commander
Captain Henry M Johns	Wing Adjutant
Major Robert L Francis	Director of Personnel
Colonel Jimmie W Britt	Director of Operations
Colonel Ralph C Jenkins	Director of Materiel
Lt Colonel John W Gordon	Wing Comptroller
Major Guy A Reem, Jr.	Wing Intelligence Officer
Major Haywood C Vaughan	Commander, Headquarters Squadron
Lt Colonel Vernon K Cammack	Commander, 373d Bombardment Squadron
Lt Colonel John F Harvey	Commander, 374th Bombardment Squadron
Major Coyd V Wakeman	Commander, 375th Bombardment Squadron
Lt Colonel Perry P Menzies	Commander, 308th Air Refueling Squadron
Major Leslie R McKee	Commander, 308th Periodic Maintenance Squadron
Lt Colonel Ralph C Schneck	Commander, 308th Field Maintenance Squadron
Major Edgar H Main	Commander, 308th Armt and Elect Maint Squadron
Major Donald M Kennett	Commander, 308th Tactical Hospital

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2. Wing Unclassified Files.
3. Files and History of Directorate of Personnel.
4. Files and History of Directorate of Operations.
5. Files and History of Directorate of Materiel.
6. History of 373d Bombardment Squadron.
7. History of 374th Bombardment Squadron.
8. History of 375th Bombardment Squadron.
9. History of 308th Air Refueling Squadron.
10. History of 308th Periodic Maintenance Squadron.
11. History of 308th Field Maintenance Squadron.
12. History of 308th Armt & Elect Maintenance Squadron.
13. History of 308th Tactical Hospital.
14. Files 804th ABGp Stat Services.
15. Files 804th ABGp Ground Safety Office.

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LIST OF EXHIBITS

1 Ltr, Hq 308BW to All Pers 308BW, "Season Greetings," 13 Dec 1954.

2 Report, "Wing Staff Conference," Hq 308BW, 7 Dec 1954.

3 Ltr, Hq 308BW to Comdr 38ADiv, "Review and Revision of T/O 1-1047P," 28 Dec 1954.

4 Emblem, "Second Air Force Emblem," Dec 1954.

5 Form, "804AEG Form 528," 16 Dec 1954.

6 Report, "RCS: SAC-U22 Report," 5 Jan 1954, Prep by 3DMMC.

7 Ltr, Hq 38ADiv to Comdr 2AF, "Transmittal of Programmed Training Accomplished," 11 Jan 1955.

8 Ltr, Hq 308BW to Comdr 38ADiv, "December 1954 Flying Safety Activities Report," 6 Jan 1955.

9 Ltr, "Flying Safety Monthly News Letter," 3 Jan 1955, Prep by 308FS Office.

10 Ltr, Hq 308BW to Units of Wing & Base, "December Master Training Schedule," 26 Nov 1954.

11 Pamphlet, "Instructors Syllabus, Radiological Training Course, Monitors," Dec 1954.

12 Ltr, Hq 2AF to Comdr 38ADiv, "Air Training Report, RCS: SAC-T12," 30 Dec 1954.

13 D/F, 308DM to 308DO, "Depot Repair of K-Bombing Systems," 6 Dec 1954.

14 D/F, 308DM to 38ADDM, "Maintenance Support of Aircraft Diverted to other Second Air Force Bases," 9 Dec 1954.

15 D/F, 308DM to All Squadrons 308BW, " Materiel Problems that Adversely Affect the Efficiency of the Maintenance Organization," 9 Dec 1954.

16 D/F, 308DM to Units of the Wing & Base, "Maintenance Difficulties Experienced by the 308th Field Maintenance Squadron," 6 Jan 1955.

17 D/F, 308DM to Units of the Wing & Base, "Maintenance Difficulties, 375th Bomb Sq, 308th Bomb Wing," 23 Dec 1954.

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List of Exhibits (Cont'd)

18 Form, "Daily Vehicle Status," Dec 1954.

19 Form, "Ancillary Equipment Report," Dec 1954.

20 D/F, 308DM to Comdr 308BW, "2AF Message QDC 1946, 10 Dec 1954, Flying Hour Evaluation," 14 Dec 1954.

21 D/F, 308DM to 38ADDM, "B-47 QDC Kits," 17 Dec 1954.

22 Ltr, Hq 43rd Bomb Wing to Comdr 308BW, "Letter of Appreciation," 3 Nov 1954.

23 Ltr, Hq 308BW to Units 308BW, "Letter of Appreciation from Commander, 43rd Bomb Wing," 2 Dec 1954.

24 Report, "RCS: 1-AF-A1(SAC-1)(PART-1) Report," 31 Dec 1954.

25 Wing Maint Pol 66-64, 6 Dec 1954, Hq 308BW.

26 Wing Maint Pol 66-21, 30 Nov 1954, Hq 308BW.

27 D/F, 3DWL to All Concerned, "Discrepancies During Out-Loading," 15 Dec 1954.

28 D/F, 3DWL to All Concerned, "Discrepancies During Off-Loading," 15 Dec 1954.

29 Minutes, "Minutes of the 308th Flyaway Kit Review Board," 1 Dec 1954, 308DM.

30 D/F, 3DM to 804th ABGp, "Roster of Personnel having Access to 308BW Flyaway Kit," 1 Dec 1954.

31 D/F, 3DWL to 3DM, "Test Exercise 104-53 Plan," 21 Dec 1954.

32 Wg Pol 13, Hq 308BW, 28 Dec 1954.

33 Minutes, "Wing Staff Conference," 21 Dec 1954, Hq 308BW.

34 Minutes, "Wing Staff Conference," 14 Dec 1954, Hq 308Bw.

35 Wg Maint Pol 66-47, Hq 308BW, 15 Dec 1954.

36 Report, "SAC Management Control System Statement for the Month ending December 1954," Prep by 308CR, Dec 1954.

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List of Exhibits (Cont'd)

37 Report, "Tactical Squadron Mating," 308SR, Nov 1954.

38 Report, "Final Mission Report, M-47," 20 Dec 1954, Hq 308BW.

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APPENDIX

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

13 December 1954

MEMORANDUM FOR: All Personnel
308th Bombardment Wing M

SUBJECT: Season Greetings

1. The joyous season of Christmas will soon be at hand. May I take this opportunity to wish you all a Merry Christmas and a Happy New Year.

2. I hope as many of you as possible will be able to enjoy the holidays with your families and loved ones. Please do everything you can to insure that you arrive home safely and that you return safely.

3. This subject needs a little special attention. Driving conditions during the holidays are at their worst. In addition to bad visibility, bad roads, etc, you will be competing with many other people all anxious to get to their homes and back. To further compound the hazzards, we of the military are notorious for trying to crowd a two weeks vacation at home into a five or six day period including driving time. The roads will also be full of other people who have had too much of the Christmas spirit.

4. I believe I have correctly described the Christmas Season as one requiring extreme care. If you are hurt or seriously injured in an automobile accident, it will be small compensation to me and to your families that the accident was not your fault. Please take it easy and get home and back in one piece.

JOHN F. BATJER
Colonel, USAF
Commander

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F Batjer

DATE: 7 December 1954

TIME: 1100 - 1145

2

STAFF PRESENT

Col Batjer, Wing Commander
Col Thompson, Deputy Commander
Col Jenkins, Director of Materiel
Lt Col Cammack, Commander 373rd Bomb Squadron
Lt Col Harvey, Commander 374th Bomb Squadron
Lt Col Schneck, Commander Field Maintenance Squadron
Maj Wakeman, Commander 375th Bomb Squadron
Maj Vaughn, Commander Headquarters Squadron
Maj Kennett, Commander 308th Tactical Hospital
Maj Main, Commander A&E Maintenance Squadron
Maj McKee, Commander Periodic Maintenance Squadron
Maj Francis, Director of Personnel
Maj Lundgren, Wing Intelligence & Security Officer
Maj Clodfelter, Deputy Director of Operations
Maj Cordangton, Chief of Maintenance
Captain Martin, Commander 4th Refueling Squadron
Lt Mathis, Wing Chaplain

STAFF ABSENT

Col Britt, Director of Operations
Lt Col Avriett, Chief of Maintenance
Lt Col Vick, Executive Officer
Capt Johns, Wing Adjutant

1WCO (Col Batjer)

1. The time of the staff meeting will be changed to 10:30 so as to be able to get the business of the afternoon started on time.

3WDC (Col Thompson)

2. Safe Driving Program. This is a drive that the President has put on and it is to wind up on December 15, 1954. Information should be passed to all personnel on this. (Action: All Squadron Commanders)

3WDC (Col Thompson)

3. Blood donations, 8 December 1954, in building 525, 0900 to 1100. The selection of personnel to give blood should be from people who have not been to North Africa or Korea in the past six months.

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3WDC (Col Thompson)

4. Forms were passed out to all Squadron Commanders to secure additional donations for the United Community Appeal. These forms and the money should be handed in to Col. Thompson by 1000, 8 December 1954.

3DM (Col Jenkins)

5. Col Jenkins presented an envelope of miscelleaneous pieces of wire, nuts and like objects that had been picked up from the ramps and runways. The problem of keeping the runways and ramps clean still exist. Col. Batjer requested Major Wakeman and Major Powis to try and find a solution for handling this problem. (Action: Major Wakeman and Major Powis)

3DO (Major Clodfelter)

6. Staff Officers are still delinquent in Emergency Procedures. (Action: All Staff Officers)

374BS (Lt Col Harvey)

7. 2nd Bomb Wing aircraft have been taxying between 308th aircraft. Col. Thompson requested specific cases be brought to his attention in order to have evidence to present to 2nd Bomb Wing when a complain is made. (Action: D/O)

375BS (Major Wakeman)

8. Airmen are complaining about being unable to work on their automobiles in the parking area. Col Batjer requested Major Francis to get a schedule of the hours the Hobby Shop would be open where such work could be accomplished. (Action: Major Francis)

9. No leave policy has been handed down as yet but a decision is expected from the Commanders Meeting which is being held today. Information will be passed to you as soon as it is received.

3PMS (Major McKee)

10. AIO has completed the majority of the work being done in the barracks. New shower curtains have been ordered.

11. Lt. Mathis requested that all officers and airmen attend Character Guidance before 20 December 1954. (Action: All Squadron Commanders)

J. H. THOMPSON
Colonel, USAF
Deputy Commander

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3WADJ 28 Dec 1954

SUBJECT: Review and Revision of T/O 1-1047P

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia

3

1. In compliance with Second Air Force Message DPLM 1378, dated 8 December 1954, the following information is submitted:

a. Request C-1635, Line 5, one each 70250, A/1C, be changed to read "1 - 73250 Classification Specialist, S/Sgt."

Justification: Due to the great amount of airman classification and assignment procedures, the need for a classification specialist is highly recommended. As the Director of Personnel is constantly called upon for Classification and Assignment principles, it is necessary to have specialized personnel for the various functions which are required within the Wing.

b. E0005, be amended to add a Deputy Director of Materiel in the grade of Lt. Colonel, AFSC 0046C.

Justification: USAF and SAC Regulations require the Director of Materiel to act as planner, organizer, director, coordinator, controller and supervisor of all functions of supply, maintenance and logistics within the Wing. In order to insure that expeditious and proper action is taken on all supply, maintenance and logistical matters, someone must be available in the office of the Director of Materiel at all times. This individual must have an intimate knowledge of all three activities. The only alternate D/M currently available is the Wing Chief of Maintenance whose time is already fully committed in administering the specialized maintenance organization. Experience has shown there are numerous materiel matters to be considered by a Wing Director of Materiel that take a significant amount of his time even though the primary action agency is within the Air Base Group. No specialized staff officers are assigned the Wing. The Wing Director of Materiel without an executive or deputy is currently required to spend a considerable amount of his time in routine administration. All reports originating in the directorate should be reviewed by the

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Director of Materiel to insure that the indicated action represents a well coordinated plan and that correct measures are initiated. The Deputy Director of Materiel will function as the administrator, coordinator, special projects officers, and as the officer to whom all staff sections can turn in the absence of the Director of Materiel to insure continuity of materiel functions.

c. Code E0005, Line 4, Clerk 70250, be up-graded to Administrative Supervisor, 70270, T/Sgt.

Justification: Airman is utilized as senior administrator for the Wing Materiel organization which encompasses the logistics, supply and the maintenance control sections. All correspondence and administrative functions are monitored by the Director of Materiel who in turn delegates this to his chief clerk. He must maintain suspense files and insure that answers and all reports are submitted on time in the proper form. He is often called upon to rewrite work. All classified documents for the Materiel Section are controlled by the chief clerk.

d. E1835 be amended to include the following:

AFSC	RANK	QUANTITY
6424	Captain	1 each
64175	M/Sgt	1 each
64175	T/Sgt	1 each
64151	S/Sgt	1 each
64151	A/1C	1 each
43171E	T/Sgt	2 each
43171E	M/Sgt	1 each
30170	T/Sgt	1 each

The AFSC 64175 in the rank of M/Sgt will be designated NCOIC of the Maintenance Control Supply Unit. His duties will include administrative supervision of the office and assigned personnel and their assigned job functions. In addition, he will perform scheduled inspection of pre-issue, dock, shop and flight line stocks to assure that same are maintained in accordance with existing procedures. He will assist the Maintenance Control Supply Officer in the periodic revisions of pre-issue, dock, shop and flight line stocks and participate in the pre-dock inspection meetings to verify the list of outstanding items on SAC Form 230 with the crew chief and the aircraft records unit on each aircraft.

The AFSC 64175 in the rank of T/Sgt is required to receive all information on the not-in-stock items from base supply and

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verify the appropriate supply priority on such items with base supply. Reviews and contacts all sources of the Wing for availability in possible repair of not-in-stock items prior to verifying the property with the base supply controller. Effects continuous follow-up action on all AOCP and ANFE items with the priorities section of base supply. Maintain a record of each assigned aircraft to reflect all items verified as AOCP, ANFE and work stoppage. Monitors anticipated AOCP items and maintains a chart to reflect the status of same. Monitors the need for cannibalization and makes appropriate recommendations to the Maintenance Control Unit. This AFSC is presently authorized and functioning as outlined above.

The AFSC 64151 in the rank of S/Sgt is required to be utilized in liaison position at the base supply controller activity. On daily direction from the Maintenance Control Supply Unit and in coordination with the various base supply activities, he will:

(1) Research, screen and check warehouse locations and check the receiving section for possible availability of back ordered items or suitable substitutes to prevent AOCP, ANFE and work stoppage. Also accomplish the aforementioned on items required for enroute maintenance kits.

(2) Check stock record cards to determine the current status of items which are creating reoccurring AOCP, ANFE and work stoppage and coordinate any necessary corrective action with the base supply activity involved.

(3) Assist in priority verification of not-in-stock items and accomplish the functions outlined in paragraph 2b above when extreme work load periods are experienced or a personnel shortage exists due to leave or sickness.

(4) Check stock cards for consumption data to effect increases or decreases of quantities authorized in pre-issue, dock, shop and flight line stocks.

The AFSC 64151 in the rank of A/1C is presently authorized and performs the following functions which do not over lap on function to be accomplished by the additional personnel required:

(1) Monitor the submission of bench stocks to base supply.

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(2) Maintains a check list to insure prompt daily submissions of parts request registers and consignee copies of back order releases and bench stock issues by the maintenance activities.

(3) Extracts recoverable items from the parts request register and pasts same to SAC Form 229 and pasts receipts reflected on back order releases to SAC Form 230.

(4) Posts and files all stock list changes and maintains a current stock list.

(5) Accomplishes the current research of stock numbers as required by the normal daily work activity of the Maintenance Control Supply Unit and provide research assistance to maintenance activities.

The AFSC 70250 is required to accomplish the typing of correspondence consumption listings, bench stock listings and pre-issue listings; maintain a level of bench stock forms; maintain a file on message and correspondence and maintain a suspense file.

The functions for each position outlined above represents a full time work activity for the normal daily scheduled work day.

The AFSC 43171 is the rank of S/Sgt is required to be utilized in a liaison position with the Fly away kit section to accomplish the following:

(1) Provide technical assistance to secure and research the fly away master spares list to determine appropriate applicability of listed parts to the assigned aircraft.

(2) Will currently compile consumption data on Flyaway kit items for recommended changes to the Flyaway master spares list.

(3) Provide technical assistance to assure compliance with all Technical Order Compliances and necessary bench check of items which require same.

(4) Will deploy with the Flyaway kit section whenever the Flyaway kits are deployed to act in the capacity of a technical inspector for turn-in of reparable items to the flyaway kit section.

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3WADJ, Ltr to: Comdr, 38th AD, HAFB, Ga., Subj: Review and Revision of T/O 1-1047P

The AFSC 43170 in the rank of M/Sgt and the AFSC 30170 in the rank of T/Sgt are required to furnish qualified research personnel to base supply as directed by SAC Manual 65-2, to perform the duties outlined in paragraph 71 of SAC Manual 65-2. At present this requirement is filled from the maintenance squadron within the wing. Inasmuch as this is a continuing requirement, it is requested that the authorization be reflected in the Maintenance Control Supply Unit. To enable the assigned airman to maintain their proficiency in their career field, a periodic exchange of personnel can be effected by the Wing between the Maintenance Squadrons and the Maintenance Control Supply Unit.

FOR THE COMMANDER:

HENRY E JOHNS
Captain, USAF
Adjutant

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GRADE	LAST NAME, FIRST NAME, MI	AFSN	PAFSC	DAFSC	UAFSC	FSSD
DOS	DLPCS	OJT INFORMATION			PROMOTION INFO	
		ANTICIPATED DATE OF COMPLETION	TEST SCORE		DATE OF RANK	

PROJECTS				CLASSIFICATION ACTION		
PROJECT NUMBER	DATE	ACCEPTED YES	ACCEPTED NO	ACTION REQUESTED	DATE FORWARDED	DATE COMPLETED

804ABG FORM 16 DEC 54 528 PERSONNEL CONTROL CARD

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MONTHLY AIRCRAFT MAINTENANCE SUMMARY REPORT

FOR MONTH OF: Dec 1954

DATE PREPARED: 5 Jan 1954

REPORTS CONTROL SYMBOL: SAC-U22

TO: CG, Strategic Air Command
Offutt AFB, Omaha, Nebraska
ATTENTION: DM4E

INFO TO: (As applicable)
NUMBERED AF HQ: 2AF
AIR DIV HQ: 38TH

FROM: (Wing and Location) 308th Bomb Wing, Hunter Air Force Base, Savannah, Georgia

MAINTENANCE MANPOWER DATA

			TACTICAL AND SUPPORT SQUADRONS (Enter appropriate number designation)						PERIODIC MAINT SQ	FIELD MAINT SQ	ARM-ELECT MAINT SQ	TOTALS
			373rd	374th	375th	308ARS	Wg Hq Sq					
MAINT PERS	NUMBER AUTH		1-88-0	1-88-0	1-88-0	1-116-0	8-46-0		2-170-0	5-356-0	9-337-0	28-1289-0
	AV NO. ASGD		1-89-0	1-95-0	1-91-0	1-121-0	8-48-0		1-134-0	4-396-0	7-292-0	24-1266-0
	AV NO. AVAIL		1-59-0	1-67-0	1-55-0	1-79-0	8-42-0		1-122-0	4-283-0	7-141-0	24-848-0
MANHOURS	TOTAL	ASGD	15,072	15,932	15,372	20,464	8,168		22,628	66,602	49,064	213,302
	TOTAL	AVAIL	9,970	11,306	9,305	13,353	7,036		20,471	47,524	33,619	152,584
	EXPENDED	DIRECT	6,165	7,536	5,798	7,673			10,754	22,591	18,941	79,458
	EXPENDED	INDIRECT	3,940	3,786	3,893	5,982	7,118		9,821	25,785	16,135	76,460
	OVERTIME		135	16	386	302	82		104	852	1,457	3,334
	~~Loaned~~		1,124	364	832	932			310	661	1,514	5,737
	Borrowed						264		3,118	375	1,337	5,094
ABSENT MANHOURS BY UN ACCOUNT NO.	10.1		92	412	617	322	50		126	499	531	2,649
	10.2		780	678	1,267	525	92		1,167	2,737	3,324	10,570
	10.3				136	112			8	54	16	326
	10.4		2,532	2,112	2,244	2,476	828		2,516	10,472	8,288	31,468
	10.5		78	376	391	2,284	206		516	2,619	1,477	7,947
	10.6		184	684	440	296	220		320	1,804	1,200	5,148
	10.7		312		140	164			312	607	432	1,967
	TOTAL		3,978	4,262	5,235	6,179	1,396		4,965	18,792	15,268	60,075
TOTAL FLYING HOURS			263:45	264:40	326:00	347:05						1201:30

SAC FORM 1 DEC 52 103 REPLACES SAC FORMS 66-12-PC14, 66-12-PC15, 66-12-PC16, AND 66-12-PC17, ALL DATED 1 JAN 52, WHICH ARE OBSOLETE. Air Force-SAC, Offutt O-1109(53)

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II AVERAGE MAINTENANCE MANHOURS PER FLYING HOUR AND PERIODIC INSPECTION

PRIMARY AIRCRAFT TYPE	SECONDARY AIRCRAFT TYPE
B-47	KC-97

ACTIVITY	AVERAGE MANHOURS PER FLYING HOUR		AVERAGE MANHOURS PER PERIODIC INSPECTION	
	PRIMARY AIRCRAFT	SECONDARY AIRCRAFT	PRIMARY AIRCRAFT	SECONDARY AIRCRAFT
FLIGHT LINE	22.8	22.1		
PERIODIC	9.5	7.4	(4) 1272	(2) 778
FIELD	4.1	8.5	200	218
ARM-ELECT	9.1	2.8	507	72
TOTALS	45.5	40.8	1979	1068

III MONTHLY AIRCRAFT MAINTENANCE AVERAGES

ITEM	AVERAGE MANHOURS	AVERAGE CLOCK HOURS	TOTAL NO. COMPLETED	REMARKS
PREFLIGHT INSPECTION	15.6/16.2		203/50	
POSTFLIGHT INSPECTION	62.1/64.7		59/24	
ENGINE CHANGE (Recip)	56.0		4	
ENGINE CHANGE (Jet)	20.0		4	
PROPELLER CHANGE	22.6		4	
T[illegible] CHANGE	20.0		1	
CYLINDER CHANGE	22.0		9	
MASTER CONTROL CHANGE	N/A			
CARBURETOR CHANGE	23.7		4	
ENGINE BUILDUP (Recip)	269.0		2	
ENGINE BUILDUP (Jet)	137.0		1	
ENGINE TEAR-DOWN (Recip)	115.6		3	
ENGINE TEAR-DOWN (Jet)	30.0		1	
POWER PACKAGE RECONDITION	150.0		1	
Jet Minor Repair	88.8		9	

IV DIRECT SUPPORT MANHOUR BREAKDOWN

ACTIVITY	FLIGHT LINE	PERIODIC	TENANT AIRCRAFT	BASE FLIGHT	TRANSIENT AIRCRAFT	NON-AERONAUTICAL	REPARABLE PROCESS
[illegible]D MAINT	6,489	2,553				6,052	7,497
ARM-ELECT MAINT	8,769	4,281				1,063	4,828

REMARKS

UNIO.7 ABSENT TIME
970H/H Air Police Trng
162H/H Physical Exam
629H/H Compensatory Time Off
20H/H Post Office
74H/H Shots
112H/H Base Exchange
1,967 Total

TOT TIME EXPENDED

	B-47	KC-97
Field Maint	95	727
A&E Maint	41:30	217:45

A TRUE COPY:

HENRY E JOHNS, Adjutant, USAF

AUTHENTICATION BY CHIEF OF MAINTENANCE

TYPED NAME AND GRADE	SIGNATURE
/t/ G. C. AVRIETT, LT COL, USAF	/s/ G. C. AVRIETT

O-1109(53)

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CONFIDENTIAL

HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

308D00 11 January 1955

SUBJECT: (UNCLASSIFIED) Transmittal of Programmed Training Accomplished

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

In compliance with 2AF message OTA 1923, dated 10 December 1954, the attached 2AF Form 73 is submitted for the 308th Bombardment Wing M, for December 1954.

FOR THE COMMANDER:

1 Incl
2AF Form 73 (1 cy)

/s/t/ RALEIGH H MCQUEEN
Major, USAF
Adjutant

A TRUE COPY:

HENRY E JOHNS
Captain, USAF
Adjutant

THIS DOCUMENT CAN BE DOWNGRADED TO
Unclassified WHEN ATTACHED
DOCUMENTS ARE REMOVED.

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PROGRAMMED TRAINING ACCOMPLISHED

ORGANIZATION: 308th Bombardment Wing M

Month: Dec 1954

Training Item	Programmed	Total Training Accomplished		
		Units of Trng	Crews Involved	Percent Accompd
1	2	3	4	5
FLYING HOURS	1056	836	44	82
NUMBER OF SORTIES	192	175	44	91
PILOT PROFICIENCY HOURS	168	154	14	84
RADAR RBS RUNS	225	266	35	118
RADAR CAMERA ATTACKS	150	31	16	21
VISUAL RBS RUNS	120	8	5	7
VISUAL RELEASES	90	4	3	5
DAY CELESTIAL LEGS	45	22	17	49
NITE CELESTIAL LEGS	80	15	12	19
REFUELING HOOKUPS	188	209	17	111
GUNNERY ROUNDS	12600	5220	11	42
CRUISE CONTROL MISSIONS	15	10	8	67

This wing overflew 155 hours in November and turned in 75 hours to 2AF on 8 December which reduced the wing's flying time for December 22 percent to 834 hours. The wing did not reprogram training items to conform with the reduced flying time.

2AF Form 73

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DOF 6 January 1955

SUBJECT: December 1954 Flying Safety Activities Report

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia
Attn: Director of Operations

1. The 308th Bomb Wing flew a total of 1187 hours during this period. The Wing logged more than 21,000 flying hours in 1954 and completed the year with a "zero" accident rate.

2. Flying Safety publications were received in sufficient numbers and distributed. We have not received any Rex Riley Posters for a considerable period.

3. The SAC for '55 Brochures were received and the contents studied carefully. A Wing Flying Safety Committee is being organized to implement and monitor the flying safety program within the Wing during the coming year. The committee members include the Wing Commander, Director of Operations, Wing Flying Safety Officer and all Squadron Flying Safety Officers. This committee will determine the crew and maintenance man of the month and, in general, seek ways to insure an active and aggressive flying safety program.

4. Three Wing Flying Safety meetings were conducted. The attendance of flight and maintenance personnel was more than 90%. The Squadron Flying Safety Officers held many meetings and placed special emphasis on flying regulations and ramp cleanliness. Reproductions were made of the Engine Fire Smoke charts that were printed in the October 52 Combat Crew Magazine and placed in each KC-97 scanner's position.

5. Airfield facilities were inspected. The new control tower is a great improvement over the previous one. Fire access lanes were checked and found to be in good condition. The runway over-runs are also in good condition.

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Hq 308th BW, 3DOF, Subj: December 1954 Flying Safety Activities Report

6. The 38th Air Division Accident Prevention Committee meeting was held on 23 December 1954. This meeting was attended by the Wing Commander, Director of Operations and Flying Safety Officer.

7. Personnel assigned to the 308th Wing Flying Safety Office: Major Cecil H Dawkins, AO-887909.

/s/t/ CECIL H DAWKINS
Major, USAF
Wing Flying Safety Officer

A TRUE COPY:

HENRY E JOHNS
Captain, USAF
Adjutant

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FLYING SAFETY

MONTHLY NEWS LETTER

308th Wing Flying Safety Office

3 January 1955

The 31st of December our Wing completed twenty one (21) months of accident free operation. This accomplishment is indeed an honor for us and is the direct result of everyone's efforts. During this period over 25,000 flying hours have been logged. Since 1 Jan 54 more than 21,500 hours have been flown in the B-47's and KC-97's. While converting our experience level was relatively low and a high accident potential existed, it has been a critical period flying safety wise. Only the combined efforts of every member of the Wing could have established this record under such conditions. You are to be highly complimented for a magnificent job. Let us not tho relax and bask in the glory of a past record. Let's maintain and use our defense potential in such a manner that if it is called to action we will be "Fustest with the Mostest!"

Here are a few things that will help us to maintain that "ZERO" accident rate:

Watch that ground operation!
Put these on tight and right - doors - hatches - fuel and oil caps - canopies and windows - cowling - nose cones - screws and fasteners etc., in other words every thing that could come off in flight.
Follow the T.O.'s and S.O.P.'s - if you don't like them let us know. DON'T GUESS, BE SURE!
Fly safe for a Merry Christmas in '55.

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DIRECTORATE OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

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3DOT

26 November 1954

SUBJECT: December Master Training Schedule

TO: See Distribution

1. Attached is the Master Ground Training Schedule for December 1954. Following is the suggested priority for accomplishment of the ground training items: (1) those items involving safety of flight, (2) Physical Training, (3) Mobile Training Detachment Utilization, (4) Survival Training, (5) In-flight Maintenance of "K" equipment, and (6) all items which are required to be completed by 31 December 1954.

2. All training courses which can be forecast are included in this schedule. Squadron scheduling efforts will include maximum flexibility to allow for unforeseen training items which are ordered by higher headquarters upon short notice.

3. Any cancellations or changes to this schedule will be coordinated through the Wing Ground Training Section. Subjects listed with an asterisk are late report items. Such items will be closely monitored by the Wing Ground Training Section to insure that they arrive on time. Negative reports are required by telephone on these items.

BY ORDER OF THE COMMANDER:

1 Incl
DEC Master TNG Schedule

Jimmie W Britt
JIMMIE W. BRITT
Colonel, USAF
Director of Operations

DISTRIBUTION:

20 cys - 3DO
18 cys - ABTF
1 cy - 3WADJ
2 cys - 3DM
1 cy - 3DP
1 cy to the Base Chaplain
1 cy to the 308th Chaplain
4 cys to the Wing Historian
1 cy to ea SQDN/Engineering Officer
1 cy to B-47 MTD
1 cy to B-47 Flight Simulator
1 cy to A&E Tech Reps (Radar Maint)
1 cy - WG COMDR
1 cy - 3WCCP
1 cy ea SQDN COMDR
1 cy ea SQDN/OPNS Officer
1 cy ea SQDN/TNG Officer

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DECEMBER MASTER GROUND TRAINING SCHEDULE

1. RBC Defense:

a. There will be a meeting of all Squadron RBC Defense Officers to be held in Building 1201, Wing Operations - RBC Office at 1300 hours on 7 December 1954 for the purpose of planning the training prospectus for year 1955.

b. Squadron RBC Officers will continue training of personnel in their squadrons.

2. Basic Weapons: Squadron Training Officers will schedule periods of small arms firing as necessary. The firing range may be scheduled by calling the Range NCOIC at Ext. 24501. The following squadrons have not completed the requirements of Supplement VIII, Second Air Force Regulation 50-6.

373rd Bombardment Squadron - - - - - - - - - - - 15 personnel
374th Bombardment Squadron - - - - - - - - - - - 16 personnel
375th Bombardment Squadron - - - - - - - - - - - 6 personnel
308th Air Refueling Squadron - - - - - - - - -104 personnel
Headquarters Squadron - - - - - - - - - - - - 27 personnel
Armament & Electronics Squadron - - - - - - - - 23 personnel
Periodic Maintenance Squadron - - - - - - - - - 0 personnel
Field Maintenance Squadron - - - - - - - - - -181 personnel
308th Tactical Hospital - - - - - - - - - - - - Not Required

3. Flying Safety: The monthly flying safety meeting will be announced at a later date by the Wing Flying Safety Officer.

*4. Physiological Training at MacDill AFB, Florida: Two quotas for this training are available during December with the following breakdown:

QUOTA FOR 9 DECEMBER 1954 (KC-97 TYPE TRAINING)

308th Air Rflg Sqdn will send 12 personnel
308th Field Maint. Sqdn will send 2 personnel
308th Periodic Maint. Sqdn will send 2 personnel
308th A&E Squadron will send 2 personnel

QUOTA FOR 16 DECEMBER 1954 (B-47 TYPE TRAINING)

There are 8 spaces available to the 308th Bomb Wing on this date. Squadron Training Officers will call 3DOT, Ext. 26601 not later than 8 December 1954 on the number of personnel your squadron that requires this training. Negative reports are required from the Bomb Squadrons.

Name, rank, AFSN, and security clearance of all personnel scheduled to attend this training will be forwarded in 1 copy to 3DOT so as to arrive 5 working days prior to the class starting date. Special orders will be requested by the Wing Training Section. Transportation will also be requested by the Wing Training Section. Physicals will be conducted at 1300 hours on Tuesdays preceding the class starting date at the Flight Surgeons office. Transportation will be by Military aircraft unless otherwise notified by 3DOT.

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5. Physical Conditioning: This schedule for Phases I and II (Exercises and Judo) only. Phase III (Controlled Sports) will be within each squadron under the supervision of the P.T. Officer or NCO. Reference paragraph 9c, SAC Regulation 50-2, a projected schedule of controlled sports available to crew members will be prominently posted in each squadron. This schedule will be made up as of the last day of each month and will be projected for the forthcoming month. Reference supplement VI, Second Air Force Regulation 50-6, the squadron will submit a roster of each individual's name and reflect the number of hours each individual has accomplished in Phase III (Sports and Games) during the reporting period.

PHASE I (CONDITIONING)

TIME	MON	TUES	WED	THURS	FRI
0800-0900	ARS 373	ARS 373	ARS 373	ARS 373	ARS 373
0900-1000	ARS 375	ARS 375	ARS 375	ARS 375	ARS 375
1000-1100	ARS 374	ARS 374	ARS 374	ARS 374	ARS 374

NOTE: Bomb Squadrons will send 2 crews for each of the above periods.
Air Refueling will send 1 crew for each of the above periods.

PHASE II (JUDO)

TIME	MON	TUES	WED	THURS	FRI
0800-0900	ARS 375	ARS 375	ARS 375	ARS 375	ARS 375
0900-1000	ARS 374	ARS 374	ARS 374	ARS 374	ARS 374
1000-1100	ARS 373	ARS 373	ARS 373	ARS 373	ARS 373

NOTE: Bomb Squadrons will send 2 crews for each of the above periods.
Air Refueling will send 1 crew for each of the above periods.

Additional periods may be obtained on request to 3DOT (Ext. 26601). All participants will bring their own towels. For the period ending 31 DEC 54 each crew members is required to have a Cumulative of 55 hours of a combination of all three phases.

6. First Aid: Reference 2AFR 50-6, "When proficiency is established by written examination, hours of training need not be accomplished." First Aid Tests may be obtained from the ABTF (Bldg 1288). If lectures are preferred for crew members in lieu of tests, the 308th Flight Surgeon may be contacted and arrangements made for lectures within the Squadron.

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7. Code Training: The Code School will be open daily between 0800-1200 and 1300-1645 hours daily (excluding Sat & Sun) for use of personnel of this Wing. The Code School can handle a maximum of 30 people at one time. Personnel will be scheduled so as to arrive at the Code Room on the hour since haphazard arrivals at that training facility tend to disrupt other students.

*8. Coleman Operators School: Personnel with no prior experience on the Coleman Tractor desirous of getting checked out must (1) obtain a Hunter AFB GI Drivers License and (2) attend a 40-hour course of instruction starting at 0745 hours each Monday in Bldg 1266. Personnel desiring refresher or renewal of license will attend an 8-hour course starting 0745 hours each Monday at the same Bldg. A roster of personnel selected to attend will be forwarded to 3DOT NLT Wednesday of the week preceding the Monday starting date. Rosters will include name, rank, serial number, and the course personnel are to attend (whether refresher or initial.) This is a semi-annual training requirement.

*9. Refresher Survival: There will be 4 classes of training conducted during December (3 days duration.) The following schedule will be in effect:

	373 BS	374 BS	375 BS	3WRS
1st class starting 1 DEC	3	3	4	0
2nd class starting 8 DEC	7	7	6	0
3rd class starting 15 DEC	7	7	6	0
4th class starting 27 DEC	5	5	0	10

Rosters of attendees will be submitted to 3DOT so as to arrive NLT 2 working days prior to the class starting date and will include name, rank, AFSN, and security clearance. Students will report to Bldg 232 at 0800 hours on the first class day. Survival students are requested to bring the following items of equipment; (1) suitable clothing including high shoes or boots; (2) hunting knife with sheath; (3) flashlight; (4) fish line and hooks; (5) steel wool for cleaning utensils; (6) toilet articles and towels; (7) rations (raw as directed); (8) cooking pans; (9) dog tags; and (10) matches. No firearms, private cars or alcoholic beverages are permitted in the training area. It is planned that, on the first day of each class, students will attend lectures 0800 to 1700 be excused from class 1700 to 2000 hours, and then depart for Camp Stewart Training Area at 2000 hours. This is an annual requirement for all crew personnel who have previously attended the Basic or Advanced Survival course.

10. Advanced Survival: None Scheduled.

*11. Basic Survival: There will be 2 classes of this training during December. Personnel will report to Bldg 232 at 0800 hours on dates as indicated below: Rosters will be submitted to 3DOT 2 working days prior to class starting dates. Rosters will include name, rank, AFSC, and CLNC.

	373	374	375	3WRS
1st class starting 6 DEC	2	1	2	5
2nd class starting 13 DEC	10 SPACES AVAILABLE (Call your requirements in - Negative required)			

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12. Intelligence: This training will be scheduled by Squadron Training Officers in coordination with Squadron Intelligence Officers.

13. Morning Report Clerks School: This course will be conducted every Thursday at 1400 hours in Bldg 916 by the Base Statistical Services Officer. Each squadron will be represented each week by their Morning Report Clerk.

14. Aquatic Survival and Swimming Proficiency: This training will be conducted thru December at any time upon request from 3DOT. Request at least 10 men be scheduled for this training in each class. A total of 38 combat crew members still require this training.

15. Security: Reference supplement XIV, 2AFR 50-6, one hour per month is required for all personnel. Squadron Security Officers may obtain material and films from the Wing Security Officer as needed.

16. Ammo Loading: Reference supplement XVI, 2AFR 50-6, Squadron Training Officers will schedule this training so that 100% of requirements are met prior to 31 DEC 54.

17. ECM Indoctrination: Will be conducted by the Wing ECM Officer at 1300 hours in the Conference Room, Bldg 1201 on the following dates:

Monday, 6 DEC 54 - - - - - 2 crews per squadron
Friday, 10 DEC 54 - - - - 2 crews per squadron
Monday, 13 DEC 54 - - - 2 crews per squadron
Friday, 17 DEC 54 - - - - Crews as Required

There is a total of 64 crew members who still need this training.

18. Handling of Aviation Fuels: Reference supplement XXI, 2AFR 50-6, this training will be conducted by the ABTF. Schedules for this training will be forthcoming at a later date.

*19. Base Instrument School: One instrument school will run during December 1954 on 16 & 17 DEC in Bldg 1288 beginning at 0800 hours. Pilots whose instrument cards expire within the next 60 days will be scheduled for this training. Names of personnel to attend will be forwarded to 3DOT at least 2 working days prior to the class starting date.

20. Special Weapons Training: Following is a breakdown of the Special Weapons Training for the month of December:

a. B.C. Refresher Course: Two courses will be conducted during the month of DEC 54:

1st class - - - - 9 - 10 DEC 54 - - - - 1 crew per Sqdn
2nd class - - - - 13 - 14 DEC 54 - - - 1 crew per Sqdn

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b. Universal Delivery Trainer and IFI & IFE: The hours for this training is as follows:

0800 hours; 1000 hours, 1300 hours; 1500 hours.

Squadrons will have the UDT on the following dates:

373rd BS - - - 1st; 7th; 10th; 15th; 20th; 27th of DEC 54
374th BS - - - 2nd; 8th; 13th; 16th; 21st; 28th of DEC 54
375th BS - - - 6th; 9th; 14th; 17th; 22nd; 29th of DEC 54

c. Special Weapons Briefing: The Wing Special Weapons Officer will conduct a special briefing on Special Weapons in the Squadron Briefing Rooms on the dates and times as indicated below: The Director of Operations requests that all combat crew personnel attend one of these briefings.

6 DEC 54 - - - 0830-1000 hours - - - 373rd Briefing Room
- - - 1000-1130 hours - - - 374th Briefing Room
- - - 1300-1430 hours - - - 375th Briefing Room

13 DEC 54 - - - 0830-1000 hours - - - 374th Briefing Room
- - - 1000-1130 hours - - - 375th Briefing Room
- - - 1300-1430 hours - - - 373rd Briefing Room

21. Air/Ground Communication Lecture: A lecture by a team from USAFSS will be held at the BASE THEATER on 9 DEC at 1000 hours. The Bomb Squadrons and ARS will schedule all combat crew personnel that are not flying during this period.

22. In-flight Radar Maintenance: The In-flight "K" Maintenance will be conducted in the Conference Room, Bldg 1201 (Wing HQ) on Tuesdays, Wednesdays, and Thursdays of each week beginning Wednesday, 1 DEC 54 at 0900-1100 hours for Bomb Squadron Crew Observers. The training will be conducted by "K" system Tech Reps and one subject will be covered each week. Training Officers will schedule personnel so that each Observer obtains the required 8 hours per month.
NOTE: Tech Reps will turn in roster to 3DOT, Bldg 1201, upon completion of class each date.

*23. OG Gunnery School: The following quotas will be filled as per the following schedule:

1 DEC 54 - - - - - - - - 2 co-pilots per squadron
6 DEC 54 - - - - - - - - 2 co-pilots per squadron
8 DEC 54 - - - - - - - - 2 co-pilots per squadron
13 DEC 54 - - - - - - - - 2 co-pilots from 373rd Bomb Sqdn
3 co-pilots from 374th Bomb Sqdn
1 co-pilot from 375th Bomb Sqdn
15 DEC 54 - - - - - - - 1 co-pilot from 373rd Bomb Sqdn
1 co-pilot from 374th Bomb Sqdn

Squadrons will submit roster of personnel to attend including name, rank, AFSN, CLNC, and course desired (2½ or 1 day course) Rosters will be forwarded to 3DOT 3 working days prior to class starting date. Special orders and transportation will be requested by 3DOT. Officers will take fatiques and boots with them.

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24. Standboard Meeting: Meetings for Squadron Standboard Crews (B-47 only) will be conducted in the Office of the Wing Standboard Crew, Bldg 1201, at 0900 hours each Monday effective 6 DEC 54.

25. Brake Chute Repack & Refuel-Recovery: On request to 3DOT, Ext. 26601 with 3 days notice.

26. Synthetic Trainers:

a. Flight Simulator: The 308BW will utilize the trainer from 1300 - 1700 hours as per the following schedule:

373rd BS - - - - - - - 2nd, 7th, 8th, 9th, 10th, and 21st of DEC 54
374th BS - - - - - - - 14th, 15th, 16th, 17th, 20th, and 22nd of DEC 54
375th BS - - - - - - - 1st, 27th, 28th, 29th, 30th, and 31st of DEC 54
WING STANDBOARD - - 6th, and 13th of DEC 54

NOTE: On the dates underlined the squadron will schedule one crew for the 5 consecutive days to accomplish the Emergency Procedures Course. (Reference 2AF Letter 51-1)

b. Link Trainers

C-11 JET LINK

DATE	0800-1000 hrs	1000-1200 hrs	1300-1500 hrs	1500-1645
1 DEC 54	373 BS	374 BS	375 BS	373 BS
2 "	374 BS	375 BS	373 BS	374 BS
6 "	375 BS	373 BS	374 BS	375 BS
7 "	373 BS	374 BS	375 BS	373 BS
8 "	374 BS	375 BS	373 BS	374 BS
9 "	375 BS	373 BS	374 BS	375 BS
10 "	373 BS	374 BS	375 BS	373 BS
13 "	374 BS	375 BS	373 BS	374 BS
14 "	375 BS	373 BS	374 BS	375 BS
15 "	373 BS	374 BS	375 BS	373 BS
16 "	374 BS	375 BS	373 BS	374 BS
17 "	375 BS	373 BS	374 BS	375 BS
20 "	373 BS	374 BS	375 BS	373 BS
21 "	374 BS	375 BS	373 BS	374 BS
22 "	375 BS	373 BS	374 BS	375 BS
23 "	373 BS	374 BS	375 BS	373 BS
24 "	374 BS	375 BS	373 BS	374 BS
27 "	375 BS	373 BS	374 BS	375 BS
28 "	373 BS	374 BS	375 BS	373 BS
29 "	374 BS	375 BS	373 BS	374 BS
30 "	375 BS	373 BS	374 BS	375 BS
31 "	373 BS	374 BS	375 BS	373 BS

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C-8 LINK (ARS ONLY)

ARS Training Officer will schedule pilots to this trainer 1300-1500 hours daily every working day during DEC except on 3DEC 54.

P-3 LINK (ARS ONLY)

ARS Training Officers will schedule pilots to this trainer 1300-1500 hours daily every working day during DEC except on 3 DEC 54.

ULTRASONIC TRAINERS (BOMB SCENS ONLY)

At present this trainer is AOCP. Squadrons will be notified when this trainer is again in operation. This is the T-2 Ultrasonic Trainer.

T-3 ULTRASONIC TRAINER (Co-pilots & Observers)

DATE	1300-1500 hrs	1500-1645 hrs
1 DEC 54	374	375
2 "	375	373
6 "	373	374
7 "	374	375
8 "	375	373
9 "	373	374
10 "	374	375
13 "	375	373
14 "	373	374
15 "	374	375
16 "	375	373
17 "	373	374
20 "	374	375
21 "	375	373
22 "	373	374
23 "	374	375
24 "	375	373
27 "	373	374
28 "	374	375
29 "	375	373
30 "	373	374
31 "	374	375

LORAN TRAINER (ARS ONLY)

The new APN-70 has been installed at the Link Bldg. Request for use of this trainer must come thru 3DOT (Ext. 26601.)

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T-1A GUNNERY TRAINER

DATE	1300-1500	1500-1645
1 DEC 54	375	373
2 "	373	374
6 "	374	375
7 "	375	373
8 "	373	374
9 "	374	375
10 "	375	373
13 "	373	374
14 "	374	375
15 "	375	373
16 "	373	374
17 "	374	375
20 "	375	373
21 "	373	374
22 "	374	375
23 "	375	373
24 "	373	374
27 "	374	375
28 "	375	373
29 "	373	374
30 "	374	375
31 "	375	373

NOTE: Schedule 2 co-pilots to each period. Squadrons will have the same times and dates as above on the T-2A Ultrasonic when it comes back in operation.

*27. M.T.D. Training: All training conducted in Bldg 1288.

a. Maintenance Familiarization (Approx 6½ weeks in duration):

First class starting 1 DEC 1300-1700 hours thereafter 0800-1200 hours. Second class starting 15 DEC 0800 hours. Squadrons will schedule personnel who will be at Hunter AFB during the Christmas Holidays. The following quotas will be filled by squadrons concerned for each class:

1st Class:	373 BS - - - - - 3 men
	374 BS - - - - - 3 men
2nd Class (Same)	375 BS - - - - - 3 men
	3FMS - - - - - - 3 men
	3PMS - - - - - - 3 men

b. Seat Ejection: This course is 4 hours in duration. It will run 1300-1700 hours for aircrew members on the following dates: Schedule A/C and Pilots only. Two crews per Squadron.

1, 2, 6, 13, 21, 22, 27, and 29 DEC 54

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Schedule your Observers for Seat Ejection on the following dates:

7 DEC 54 - - - - Bom Sqdn Trg Officers will schedule 5 Observers on
14 DEC 54 - - - - " " " " " schedule 5 Observers on
28 DEC 54 - - - - " " " " " schedule 5 Observers on

Ejection Seat Training For Maintenance Personnel: This is a 2 day course 0800-1200 hours daily.

	9 to 10 DEC 54	16 to 17 DEC 54
373rd Bomb Sqdn	5 men	5 men
374th Bomb Sqdn	5 men	5 men
375th Bomb Sqdn	5 men	5 men

NOTE: Other MTD Courses will be made available for Maintenance Personnel and schedules published at a later date. MTD Utilization is an item rated under the SAC Management Control System. Rosters for all MTD classes will be submitted by the Squadron Training Officer to 3DOT NLT 2 working days prior to the class starting dates.

28. Character Guidance: The Squadron Training Officer will contact the 308th Bomb Wing Chaplain (Lt Mathis) for these lectures. It is requested that lectures be scheduled immediately after the morning roll call. Whenever any squadron invites the Chaplain to the Squadron area, training officers will insure a large turnout of personnel.

29. Specialized Weather Training: Reference Supplement XXXIV, 2AFR 50-6, Squadrons will contact the 308th Weather Officer at Base Weather Station for this training. Training officers will insure that all required crew members have completed this training prior to 31 December 1954.

THE END

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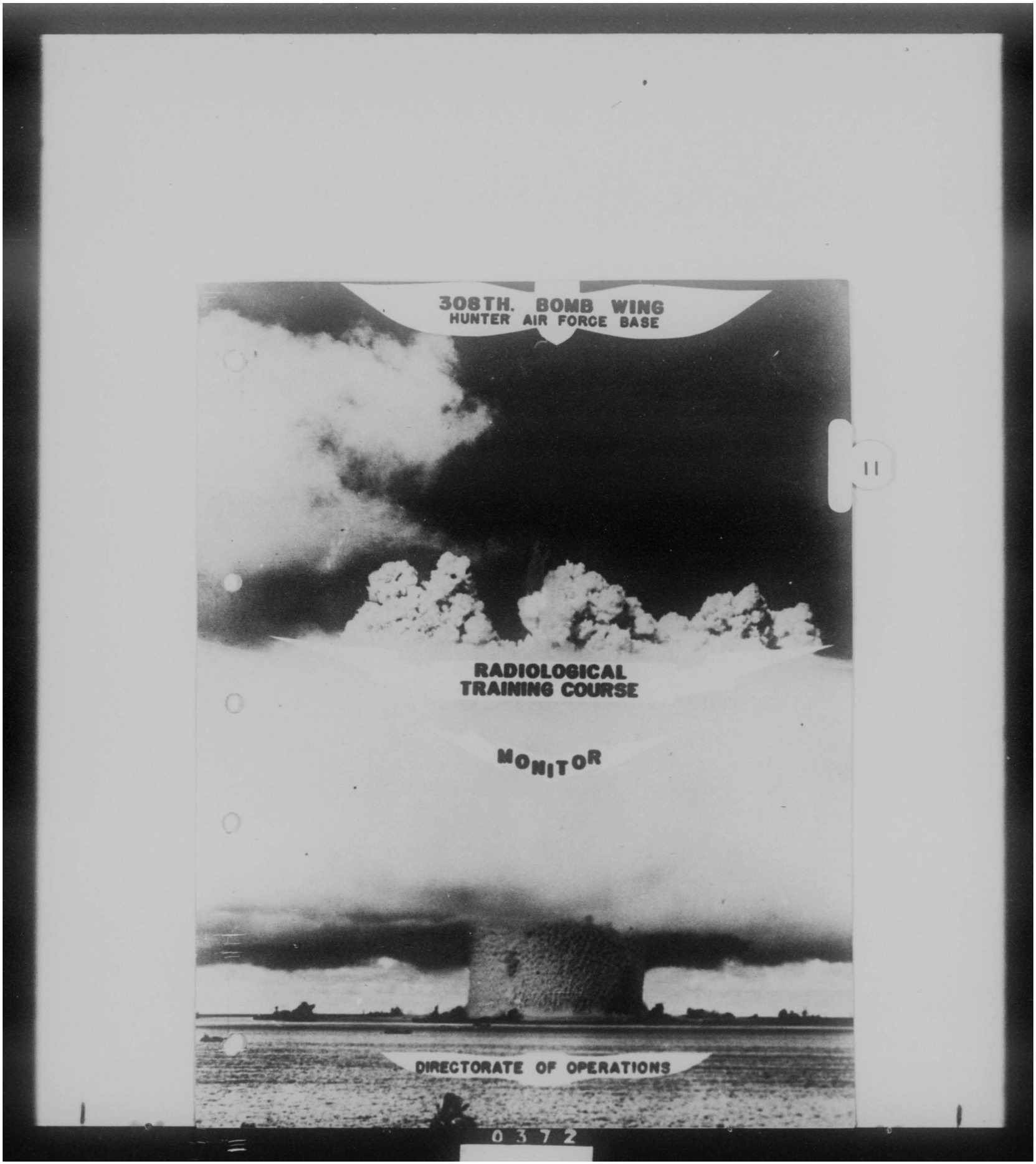

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HEADQUARTERS
308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

INSTRUCTORS SYLLABUS

RADIOLOGICAL TRAINING COURSE,
FOR
MONITORS

DIRECTOR OF OPERATIONS
DECEMBER 1954

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DIRECTOR OF OPERATIONS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

FOREWORD

Using the outline found in S.C Regulation 50-1 the Wing Passive Defense Office has compiled from many reference sources the material for this syllabus.

Combat Squadron RBC Officers will find it an invaluable aid in training combat crews, ground crew chiefs and assistant ground crew chiefs in radiological monitoring. This syllabus and further research by RBC Officers will accomplish the training as provisioned in S.C Regulation 55-43.

Lessons are provided on background information such as physics, explosion phenomenon, and medical aspects. Use of Radiac instruments and three hours of exercises will permit practical application of this training.

RBC Officers of all squadrons may well find the syllabus useful in training their unit's Passive Defense Teams.

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RADIOLOGICAL TRAINING COURSE,
FOR MONITORS

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RADIOLOGICAL TRAINING COURSE

LESSON 1 (30 MINUTES)

INTRODUCTION

I OBJECTIVES

To acquaint flight line maintenance personnel and aircrew members with Tactical Radiological Countermeasures. These measures are defined as the procedures for the protection of combat and maintenance personnel against hazards resulting from radioactive contamination.

II INSTRUCTIONAL AIDS

A. References

1. "Radiological Defense, Vol II", AFSWP
2. "Atomic Energy and Radiological Defense, Dept of AF".
3. SAC ASOP - 55-22
4. SAC Reg. 50-1

III SUBJECT MATERIAL

"PERSONNEL'S ROLE IN RADIOLOGICAL COUNTERMEASURES.

In the Air Force, it is tentatively planned to utilize practically every airman in some type of defense activity if and when the need arises. Thus, aside from radiological, medical, and fire fighting personnel, whose duties in case of atomic catastrophe are quite obvious, airmen will probably receive training in the particular phase of radiological defense for which their regular specialty fits them best. Electronics personnel, for example, will learn how to repair and handle detection instruments; meterological personnel, to plot and predict the course followed by radiological clouds; food service personnel, to protect food supplies from contamination; and air installation specialtists, to recondition buildings and facilities. This will make it possible not only to keep at a minimum the number of personnel specifically assigned to radiological defense jobs, but also to accomplish the tasks in the shortest possible time and with the least possible amount of training. It will result also in a better understanding of atomic dangers and eliminate exaggerated fears due to ignorance.

The job of aircrew and flight line maintenance personnel will be of prime importance, since they must protect our offensive abilities. Through use of effective tactical radiological countermeasures, delays and danger to men and planes will be minimized.

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AIRCRAFT CONTAMINATION

An atomic bomb contaminates buildings, planes and areas either by causing radioactive material to be deposited on them or by inducing radioactivity in the materials of which they are composed. The radioactive materials deposited may consist of bomb material that did not undergo fission, bomb material that did undergo fission but is still radioactive, or material that was made artificially radioactive by the nuclear radiation from the bomb.

When the bomb bursts high in the air, the radioactive materials are generally not deposited near the burst, but are sucked up into the mushroom cloud and carried along with it. When the bomb bursts close to the ground, it can cause the radioactive material to become imbedded in the ground or the buildings close to the point of burst. Furthermore, the radiation from the bomb can induce radioactivity in various materials. In either case, everything in which radioactive materials lodge or in which radioactivity is induced is contaminated and dangerous. If the bomb bursts under water, the radioactive products are spread by the spray and mist from the explosion, which contaminato whatever they hit.

Contaminated areas are dangerous because of the radioactive materials in them. While, in time, these materials decrease in radioactive intensity to the point where their effects are negligible when they are outside the body, their radioactivity never ceases entirely. For years, they remain sufficiently radioactive to cause disease and even death if they are taken into the body through breaks in the skin or by inhaling or swallowing.

One of the main problems will be aircraft contaminated in the air by a bomb's radioactive cloud. As an example, a cloud will [illegible] 100 seconds after the exploaion and have a radius [illegible]. An airplane traveling at 300 miles per hour will [illegible] seconds to travel through the thickest part of the cloud. The aircrew in a pressurized cabin with the incoming air shut off, would receive 71 roentgens, a below lethal dose. As a result there would be contamination on the exterior surfaces of the plane, interior and engines.

[illegible]ION HAZARDS

While radioactive contamination does not cause any material damage, it can render equipment unusable because of the hazard to personnel. An air burst is noncontaminating, and the only important radiological effect would be on planes flying through an atomic cloud. It is well known that approximately 15 percent of the casualties from atomic bombings were considered to be due to radiation. A fact not so well known is that all persons who suffered radiation injury suffered their damaging dose within a few seconds after the explosion. There is no evidence of radiation injury to persons entering the target area shortly after the attack.

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In contrast with the air burst, any surface or subsurface burst may result in lethal contamination over an area ranging from about 500 yards to 2 or 3 miles in radius. The spread of lethal contamination after a subsurface burst will be determined partly by whether or not a "base surge" forms. At the Bikini underwater test, a base surge formed covering an area about 1 mile upwind and over 2 miles downwind with a lethal radioactive spray. For two reasons, no definite time can be prescribed for safe reentry into such an area: First, there would be considerable variety in spread and degree of radiation hazard depending on such variables as depth of water, position of the bomb, and wind conditions; second, the time of reentry would be determined mainly by the degree of risk which the individual is willing or required to take.

IV SUMMARY

The Air Force is preparing itself in the defense against radiological warfare. It will be the job of flight line personnel to forearm themselves with knowledge concerning this danger in order to overcome it.

Aircraft, equipment and personnel, can be contaminated by bomb blasts, radioactive clouds and residual radiation.

The following lessons in this syllabus are expected to give a clearer and fuller idea of the overall radiological defense picture.

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RADIOLOGICAL TRAINING COURSE

LESSON II (60 MINUTES)

THEORY OF NUCLEAR ENERGY

I OBJECTIVES

To give personnel the basic fundamentals concerning nuclear energy. This non technical outline will enable them to better understand the radiation phenomenon and methods of detection, to follow in further lessons.

II INSTRUCTIONAL AIDS

A. References

1. "Radiological Defense, Vol. I
2. "Radiological Defense, Vol, II
3. "Atomic Energy and Radiological Defense" Dept. AF
4. "Effects of Air Weapons" AEC
5. "College Physics Texts"

III SUBJECT MATERIAL

ATOMIC STRUCTURE

Thousands of years of thought and experiment have shown that approximately 98 different kinds of basic substances exist in nature. These substances are called elements and include such familiar materials as iron, copper, carbon, hydrogen, and oxygen, and such unfamiliar materials as xenon, yttrium, and zirconium. All the other millions of substances in the universe are compounds- that is, they are composed of two or more elements. Water is a compound, for it is composed of oxygen and hydrogen. Salt is also a compound because it can be broken down into two elements, sodium and chlorine. Silver, however, cannot be broken down chemically into two different substances; it must be an element.

If you could take a pound of silver and keep on cutting it into smaller pieces until you got the smallest possible particles that still posessed the characteristics of silver, you would have atoms. They would be tiny particles indeed, for a billion billions of them would weigh only about a millionth of an ounce.

If you could take a compound such as salt and cut it similarly into the smallest possible particles that still posessed all the characteristics of salt, you would also have extremely tiny particles, but they would be molecules, not atoms. They would each

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consist of two atoms- one of sodium and one of chlorine- because salt is a compound composed of those two elements. A molecule of water would consist of two atoms of hydrogen and one of oxygen because water is a compound composed of two parts hydrogen and one part oxygen. Similarly, the molecules of all compounds, from the simplest to the most complex, can be broken down into definite numbers of different atoms. In the final analysis, therefore, everything in the universe consists of atoms.

Atoms can be compared to miniature solar systems with a heavy central sun which is called the nucleus. This central nucleus if made up of one or more particles which we call protons and, with the single exception of the common hydrogen atom, one or more particles which we can call neutrons. Around the nucleus revolve very much smaller particles called electrons. These three particles; the electron, the proton and the neutron, are the basic particles of matter from which all atoms are constructed.

The general properties of these particles may be summed up as follows:

The proton is a particle of matter which has a unit positive electrical charge and is so small that 20,000,000,000,000,000,000 of them would weigh only one ounce.

The neutron is a particle of matter which is electrically neutral and very slightly heavier than the proton.

The electron is a particle of matter which has a unit negative electrical charge equal in magnitude to the unit positive electrical charge of the proton but is only 1/1840 as heavy.

The chemical nature of each of the elements is determined by the number of protons in the nucleus of its atom. Thus the hydrogen atom contains one proton in its nucleus, the Helium atom two protons, the Lithium atom three and so on up to the 98th element, Uranium, which has 92 protons in its nucleus. Since each atom as a whole is electrically neutral, the plus one charge of each proton must be balanced by an electron containing a minus one charge, and there is one orbital electron present for each proton in the nucleus. Thus the Hydrogen atom has one orbital electron, the Helium atom has two orbital electrons, the Lithium atom has three orbital electrons and the Uranium atom 92 orbital electrons. Neutrons are present in the nucleus to the extent of slightly more than a 1 to 1 ratio with protons. By this, we mean that while a Helium atom has two protons and two neutrons in its nucleus, the number of neutrons per proton increases in the larger nuclei so that a Uranium atom is found to have 92 protons and 140 neutrons in its nucleus. Over the entire range the ratio is slightly more than one to one.

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Elements are assigned atomic numbers in accordance with the number of protons in their respective nuclei. Thus Hydrogen has an atomic number of one, Helium of two and so on. In addition, each element has an atomic weight number. The difference between this atomic weight number and the atomic number of an element gives the number of neutrons present in the nucleus. An example is Oxygen which has a weight number of 16 and an atomic number of 8. The atomic number of 8 tells us that there are 8 protons in the nucleus. It tells us also that there are 8 orbital electrons. By subtracting the atomic number of 8 from the weight number of 16 we obtain the difference 8, and this tells us that there are 8 protons in the nucleus.

There are atoms of oxygen, however, which are represented as $8O^{16}$, $8O^{17}$, and $8O^{18}$.

Now each of these three types of the oxygen atom are definitely oxygen atoms because each has 8 protons in its nucleus, however, each has a slightly different weight due to the different number of neutrons present. These different types of oxygen atoms are known as isotopes of oxygen. The oxygen present in the atmosphere is a mixture of these isotopes; consisting of 99.76% Oxygen 16, 0.04% Oxygen 17 and 0.20% Oxygen 18. Therefore, in the field of atomic physics we deal not only with elements but with the different isotopes of one element. Some elements have only one isotope while one (tin) has ten isotopes. Each isotope has a definite assigned atomic weight number which is the sum of the total number of particles in its nucleus. It should be emphasized that chemically all the isotopes of one element are identical - the difference is in their weight and therefore their reactions to physical forces.

This helps to explain isotopes, which are definately atoms of the same element, since they have the same amount of protons but different weights. I.E. Uranium 238 9^2 U 146
Uranium 235 9^2 U 143
These isotopes then are chemically similar since their only difference is in weight.

Since we know that atoms are neutral electrically, imagine something knocking out one electron from a helium atom. The remaining "Atom" has 2 protons or plus charges and only 1 electron or negative charge. Therefore the net charge is plus one. This electrically charged atom is called an ion, and is helpful in measuring radioactivity as we'll see later.

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NUCLEAR EMISSIONS

Henri Becquerel, a French physicist, first observed natural radioactivity in 1896 while experimenting with a sample of uranyl sulfate. He noted that a metallic disk placed between a sheet of photographic film and a sample of the uranium salt was, in effect, "photographed" on the film, despite the fact that both the film and the uranium salt were enclosed in heavy black paper. This could be explained only by the existence of some penetrating radiation in the uranyl sulfate, and further experiment soon indicated that the radiation came from the uranium component of the salt.

Further study by Becquerel, Joliot and Curie, and others soon showed that there were three distinctly different types of radiation emanating from naturally radioactive elements such as uranium, radium, and protactinium. When studied in an electric field, one type of radiation was deflected toward the positive pole. This radiation was named beta radiation, or beta particles, and was eventually identified as high-speed electrons. As the strength of the electric field was increased, a lesser deflection of one of the radiations toward the negative pole was noted. This radiation was named alpha radiation, or alpha particles. Inasmuch as the alpha radiation was deflected less than the beta, it was assumed to be a heavier particle than the beta. This was later confirmed when the alpha was identified as the nucleus of the helium atom. The alpha particle is known to be a very compact and stable entity which does not itself disintegrate in transmutation reactions.

The third type of radiation, designated as gamma rays was found to be unaffected by the presence of an electric field, and was observed to be the most penetrating radiation of the three. Further study showed that gamma rays, unlike alpha and beta radiations, were not particles, but were electromagnetic waves of higher frequency than X rays. Gamma radiations are emitted in homogeneous packets of energy known as photons or quanta and are electrically neutral.

Alpha particles are comparatively large, travel at comparatively slow speeds, and can be completely stopped by a few centimeters of air or even by a single sheet of paper. Therefore, they do not constitute a radiation hazard. It might be stated, however, that alpha particles are exceedingly dangerous if they [illegible] the body. Therefore, substances which emit alpha particles by radioactive decay are extremely poisonous. As little as two micrograms, or 0.000,000,07 ounce of radium, can produce permanent injury.

Beta particles are smaller, normally travel faster and therefore protection against them requires more shielding than alpha particles. The penetration of beta particles depends primarily on the velocity with which they travel, hence the minimum amount of shielding cannot be determined unless the energy of the beta radiation is known. From a practical standpoint, beta radiation is rarely present unless gamma radiation is also present. Since the

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amount of shielding required for protection against gamma is much greater than for protection against beta, any gamma ray shield is completely effective against beta. The only real source of danger in practical operations is getting beta-emitting atoms inside the body, or in handling beta-emitting substances, which are likely to produce delayed skin and flesh injuries.

Protection against gamma radiation is the real problem. Since gamma radiation is an electromagnetic wave and not a particle, it does not have a definite maximum penetrating power, but the amount of radiation which penetrates any given material is related to the thickness and density of that material, also the energy of the gamma radiation. Therefore, shielding against gamma employs the idea of half-thickness, or the thickness of material required to reduce the intensity of radiation by one-half. Doubling the thickness reduces the intensity by half the remainder and so on.

In the earlier discussion of uranium, it was shown that neutrons are emitted when an atomic nucleus fissions. We have seen in the preceding paragraphs, that nuclear fission is an entirely different process than radioactive decay, hence neutrons should not be classed as a by-product of radioactivity. Since fission and radioactive decay occur together in an atomic explosion or in an atomic pile, neutrons and radioactive emissions are usually present together in large quantity. Neutrons, like radioactive emission products, are dangerous because they have great penetrating power and can cause destruction of body cells. Dangerous amounts of neutrons may occur as far as 1800 to 3000 feet from the point of burst of an atomic bomb. Unlike radioactive emission products, neutrons disappear within approximately 1 second after an atomic explosion. However, they may cause the formation of radioactive substances. For example, the absorption of neutrons by the salt (sodium chloride) in the sea water at Bikini [illegible] ordinary sodium into radioactive sodium. The synthetic [illegible] radioactive sodium then decays by emission of beta or gamma rays.

The chief materials likely to be used for shielding against nuclear radiations from an atomic bomb are steel, concrete, earth, and water. Approximate half thicknesses of these substances are as follows:

MATERIAL	HALF THICKNESS (Inches)
Steel	$1\frac{1}{2}$
Concrete	$4\frac{3}{4}$
Earth	$7\frac{3}{4}$
Water	$10\frac{1}{2}$

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In general, the more dense the material, the smaller the thickness required to decrease the gamma radiation to a specific factor.

Distance from ground zero (miles)	Material	Thickness in inches necessary to reduce dosage to 400 R	100 R	25 R
½	Steel	3	6	9
	Concrete	9	18	27
	Earth	15	30	45
3/4	Steel	0	3	6
	Concrete	0	9	18
	Earth	0	15	30
1	Steel	0	0	3
	Concrete	0	0	9
	Earth	0	0	15

The above table refers to an explosion of an atomic bomb of [illegible] of TNT energy equivalent. For bombs of higher energy, the corresponding thickness at a given distance would have to be increased by approximately one half-thickness of shielding material for each additional 20 kilotons of energy. It should be noted that this does not ordinarily require doubling the thickness of the shielding for doubling the bombs energy. For example, the above table indicates that at a distance of ½ mile from 20 KT bomb the amount of earth shielding required to reduce the gamma radiation to 100 roentgens is 30 inches; whereas for a 40KT bomb it would require one additional half thickness of 7½ inches or a total of 37½ inches of earth to reduce the gamma radiation to 100 roentgens at a distance of ½ mile.

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HALF LIFE

Radioactivity decreases as radioactive atoms convert themselves into stable atoms. The rate of decrease of radioactive energy is called "half-life". The term half-life is used because the radioactive energy is not released by a radioactive substance all at one time, but over an indefinitely long period of time. Therefore there is no way to measure the "whole-life" of an atom. In a given mass of atoms, some will decay immediately, others after varying intervals of time. It is a statistical process, somewhat like the death rate among people. If we state the average length of life is 57 years, we do not mean that everyone dies at the age of 57. Some infants die at birth, other individuals live to be more than 100 years old. Insurance companies have tables which accurately predict what per cent of the population will live to be 10, 40 or 70 years old. They do not know who will die at any particular age, but they can quite accurately predict what percentage of their policy holders will die at any particular age.

TABLE - Half life of certain radioactive nuclides.

ELEMENT	SYMBOL	HALF-LIFE
Sodium.....	$_{11}Na^{24}$	14.8 hours
Radium.....	$_{88}Ra^{226}$	1622 years
Uranium.....	$_{92}U^{235}$	800,000,000 years
Uranium.....	$_{92}U^{238}$	4,500,000,000 years
Uranium.....	$_{92}U^{239}$	23.5 minutes
Neptunium.....	$_{93}Np^{239}$	2.3 days
Plutonium.....	$_{94}Pu^{239}$	24,110 years

Radioactive substances, like a group of people, have a predictable life-span, and the number of atoms which decay after any particular time can be calculated accurately. If a radioactive nuclide is said to have a half-life of ten days, it means that half of a given amount will decay in ten days; half of what is left, or one fourth of the original amount, will decay in the second ten day period; half of the remainder, or one eighth of the original amount, and so on. Eventually, the quantity remaining may become very small, but theoretically, there will always be half of a remainder of the radioactive atoms which have not yet decayed.

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FISSION

When a uranium nucleus is struck by a neutron moving at the proper rate of speed, it splits in two, releasing a great amount of energy and at the same time ejecting two or three neutrons. If each of the ejected neutrons can, in turn, enter other uranium nuclei, cause fission in them, and produce still more energy and still more neutrons, and if the neutrons thus produced can repeat the process, then a single neutron can cause a chain of reactions in a reasonably large piece of uranium that will create the mightiest explosion ever seen.

In chemical processes, this type of chain reaction occurs every day. When you hold a lighted match to a huge pile of paper, for example, you are applying only enough heat to ignite a very small portion of the paper, but the heat released by the burning paper produces more heat, enough to ignite a larger amount of paper. This, in turn, creates even more heat, ignites still more paper, and so on, until finally the entire pile of paper is burning in a great blaze. Each step of the chain produces more energy than was required to start it, and the energy output multiplies itself over and over again at a rate that depends on the type of material involved, the conditions of the reaction, and the amount of material available.

The explosion of an atomic bomb resembles that of an ordinary HE bomb in the respect that it is due to the rapid release of a large amount of energy in a small space. The energy produced in the HE bomb is due to a chemical reaction, and in the atomic bomb it results from a nuclear process, namely- the fission (splitting) of nuclei of particular forms (isotopes) of the elements uranium or plutonium. However, weight for weight, the energy released in fissions is millions of times greater than that produced by a chemical explosive. It is this great concentration of energy, and its rapid liberation, in about a one-millionth part of a second, that accounts for the tremendous power of the atomic bomb.

At least half of the total energy of the bomb contributes to the blast or shock effect. The atomic bomb is thus essentially a blast weapon, like an HE bomb.

The large energy release in a small space in an atomic bomb results in the attainment of a very high temperature, approaching that in the interior of the sun. Consequently, an intense thermal (heat) radiation, carrying about one-third of the total fission energy, emanates from the bomb. It can produce slight skin burns as far away as 2 miles, on a moderately clear day, and the warmth may be felt many times 10 miles away.

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RADIOLOGICAL TRAINING COURSE

LESSON III (30 MINUTES)

EXPLOSION PHENOMENA

I OBJECTIVES

This lesson will attempt to acquaint personnel with the descriptive elements of an atomic explosion, as well as the hazards to be expected. Learning how to recognize the type of burst aids in combating its individual dangers.

II INSTRUCTIONAL AIDS

1. "Effects of Air Weapons" AFC.
2. Radiological Defense Vol II - AFSWP
3. "Atomic Energy and Radiological Defense" Dept AF
4. "Atomic Energy Indoctrination" Dept Army
5. "Air Weapons" Air University

III SUBJECT MATERIAL

AIR BURST

The blast wave from a T.N.T bomb lasts only a few milliseconds (thousandths of a second). In contrast, the blast of the atomic bomb lasts much longer, almost a second. Compared to the sharp, quick slap effect of the T.N.T blast, this is almost a steady push. This blast from the atomic bomb is actually a strong wind which blows for short periods depending on the distance from the explosion. Close to the point of detonation, the blast of the atomic bomb sets up a wind of approximately 800 miles per hour which lasts for 1/3 of a second. A mile from the detonation point the wind is 200 miles per hour and lasts for a second. At 2 miles the wind is at 65 miles per hour and lasts 1½ seconds. This is the positive phase of the blast wave.

With the TNT explosion, most of the damage is done in the negative or suction phase, because it is much longer than the positive phase. This is why, with a T.N.T explosion in an area where glass windows are broken, the glass is usually found on the outside of the building. The atomic bomb does its damage with the positive phase of the blast wave. The negative phase is much longer, but also much weaker, and by the time the negative phase comes, the damage is already done.

In planning the utilization of an atomic bomb, a much greater area can be damaged if the bomb is detonated high in the air. If the bomb were detonated on the ground or close to the surface, the

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damage area would be much smaller because of the shielding effect offered by buildings and earth contours. If the atomic bomb were allowed to detonate on impact with the ground, the greater part of the energy would be expended in digging a hole. There are places where detonation on impact or after penetration is desirable, but not when a maximum area of destruction is desirable.

An interesting fact about blast effect is that the radius of destruction increases as the cube root of the increase in explosive force. If the force of the 20 kiloton bomb were increased to 160 kilotons, the increase would be by a factor of 8. The cube root of 8 is 2. So the radius of destruction would be doubled. Working it the other way, if a 20-kiloton bomb would just barely knock over a building at one mile, it would take a bomb 8 times as powerful, or a 160-kiloton bomb, to knock over the same building at 2 miles. If the yield of a bomb were increased 1000 times, the radius of destruction would be increased by the cube root of 1000 or by 10 times.

Because of this cube root rule, the 20-kiloton bomb, when detonated at an altitude of 2000 feet, does not have the peak pressure that a 100-pound bomb does on a surface 18 feet away. Much of the damage by atomic blast is due to the amount of time it pushes against a structure, not from the high peak pressures.

Considering the effect of the atomic bomb blast on personnel, it was found that few injuries were caused by straight compression. Because of the longer period of lower pressure instead of a sharp high pressure, there were very few Japanese in Hiroshima and Nagasaki whose eardrums were broken by the blast. Many who survived the A bomb attack stated that the blast did not feel like a sharp explosion, but rather felt like a strong wind.

It takes a peak pressure of 150 pounds per square inch to cause death by straight compression and 2 to 15 pounds per square inch (PSI) to damage man-made structures. This pressure of 150 pounds per square inch occurred only within 1000 feet or less of ground zero at Hiroshima. From the blast pressure alone, the Japanese were either killed immediately or recovered in a few minutes with no appreciable residual effects. The boundary zone between living and dead in the case of primary shock was very small.

Considering the deaths from blast only, the people that died from mechanical injuries were in the great majority. Mechanical injuries means falling buildings, flying debris, and especially flying glass, which caused a particularly large numberof casualties.

Because of the area of 100 per cent destruction of structures was very small, the area of 75 per cent destruction will be discussed here and the influence of types of construction on the radius of damage will be shown. Air shelters were 75 per cent damaged out to

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only 1000 feet, which is not very far. The bridges in Hiroshima and Nagasaki were of very sturdy construction and none of them were 75 per cent damaged regardless of their location. One bridge directly under point zero was only slightly damaged. Reinforced buildings were 75 per cent damaged out to 6000 feet, and average buildings out to 8,000 feet. These distances may not seem very great, but consider that these structures were 75 per cent damaged. To show the maximum radius of destruction of the blast of the bomb, it has only to be pointed out that some buildings were slightly damaged beyond eight miles from point zero. This would give an area of 200 square miles of light damage.

Heavy steel frame buildings were severely damaged over an area of 1.8 square miles. Light steel frame buildings were severely damaged over an area of 3.4 square miles; multistory brick buildings for 3.6 square miles; domestic wooden buildings over 7.5 square miles and one story brick buildings with load-bearing walls over an area of 8.1 square miles. It is interesting to note that brick buildings with load-bearing walls suffer greater damage than do wooden frame buildings. Wood has a greater ability to absorb shock than brick has.

Even though many structures within the 1.8 mile radius were not greatly damaged, many casualties resulted. For example, in Hiroshima a hospital 7000 feet from point zero was still standing, but was badly damaged and had many casualties from falling debris and flying galss. Another hospital only 4900 feet from detonation remained standing, but the interior was severely damaged and there were 90 per cent casualties within the building.

As an example of how some structures escaped damage, an earth covered water reservoir of reinforced concrete was completely undamaged. Water pipes below the surface were unbroken, although there were 70,000 breaks in water pipes in buildings. It appears from this, that by putting installations underground, damage from the atomic bomb could be minimized.

The temperature of an atomic bomb explosion at the instant of detonation is over 20 million degrees centigrade, hotter than the interior of the sun. (A TNT explosion generates a heat of only 3000 to 4000 degrees centigrade). The heat is rapidly dissipated, and the temperature of the exploded material drops to about 2000 degrees within 1/100th of a second after the burst. This is know as the initial heat flash, and caused the bubbling of roof tiles and flash burns on the exposed skin of persons who were in the open when the explosion occurred. Since the instantaneous flash lasts such a brief time, even the flimsiest protection, such as leaves, light cloth, or even a sheet of newspaper could provide complete protection.

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The initial flash is followed by development of the fire ball, which is the white-hot glowing mass of gas formed when the vaporized components of the bomb exert pressure against the atmosphere. The pressure heats both the atmosphere and the vaporized components of the bomb to about 7500 degrees centigrade (iron melts at 1500 degrees). This heat is radiated for a period of about three seconds following the explosion. The heat from the fireball was sufficient to produce burns on exposed people at considerable distance from ground zero, and may have been an important cause of primary fires.

It should be noted, however, that the heat travelled with the speed of light (186,000 miles/second) causing primary fires almost instantly after the explosion occurred. The blast wave, which moved outward at about the speed of sound (1100 feet/second), arrived after the fires were started. Since the blast was in the form of a violent gust of wind, it blew out many of the primary fires, leaving a charred surface on combustible material as far as 12,000 feet from the point of the explosion. The light of the ball of fire, as observed from 10,000 feet, is ten times brighter than the sun as seen from the earth's surface.

Third-degree burns were suffered by exposed Japanese within a distance of 7200 feet. Severe burns were received at distances greater than two miles from detonation; unprotected skin was burned up to about three miles; and heat could be felt from the bomb up to five miles.

The casualties from both the blast and the heat were caused mainly by the secondary effects. More people were killed by the fires started than were killed directly from the heat of the bomb's detonation.

The extreme temperatures caused primary fires out as far as 12,000 feet, leading to secondary fires which spread to 17,000 feet from detonation point. In Hiroshima a total of 4.4 square miles were completely burned out. In some instances, structures which withstood the blast were destroyed by fire. For example, in Nagasaki, reinforced concrete buildings within 3000 feet of zero point were left standing but were gutted by fire.

In Hiroshima a phenomenon occurred called a fire storm. Fires sprang up simultaneously over a large area as the result of the atomic bomb's heat. The air above this area of fires began to rise causing an in-rush of air at 30-40 miles per hour which lasted for three hours after the explosion. This helped limit the fires to the area which was originally ignited.

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An atomic explosion causes radiation in four forms, in alpha rays, beta rays, gamma rays, and neutrons. Alpha and beta particles are quickly absorbed in the air and are carried up with the hot gases of the bomb, so they cause little damage to personnel. Neutrons cause some casualties out to 2400 feet. Gamma rays are the most dangerous and cause casualties out to a mile. Radiation damages human tissues but does no damage to structures. An atomic bomb explosion carries most of the fission fragments into the upper air where they are dissipated. This is why there is little or no induced radioactivity in the ground and objects on the ground after an explosion. The area may be entered immediately with no fear of the hazards of radiation.

In Nagasaki, of those survivors within 3000 feet of point zero, 95 per cent suffered from radiation sickness. Two to three days after the explosion they began to get sick, and began to die a few days later. Autopsies showed a lack of white cells in the blood and deterioration of the bone marrow. Mucous membranes of throat, lungs, and stomach were inflamed. It has been estimated that up to 20 per cent of the deaths were caused by radiation.

Male survivors within 5000 feet of point zero were sterile from three to five months.

The normal rate of spontaneous abortions among pregnant women in Hiroshima and Nagasaki was five per cent. After the bombings it was 27 per cent. All pregant women within 3000 feet of point zero who survived, aborted.

Deaths from radiation reached their peak about four weeks after the bombings and stopped eight weeks after.

Persons within the close proximity of an atomic explosion could be killed by any one of the effects of blast, heat or radioactivity. It has been estimated that, if the atomic bombs over Hiroshima and Nagasaki had had no blast or heat, death up to ½ miles from point zero would have been the same. Up to a mile from point zero, deaths would have been only slightly less.

The United States Strategic Bombing Survey found that at Hiroshima 70 to 80 thousand Japanese were killed and as many more injured. In addition to the casualties, 4.4 square miles were burned out and varying degrees of damage were done to a much larger portion of the city.

In Nagasaki 34 to 40 thousand people were killed and as many more injured. 1.8 square miles were completely destroyed and a larger area suffered varying degrees of destruction.

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Many of Japan's losses in personnel and equipment were due to the totality of the destruction. Simultaneously, fire departments were immobilized, doctors and nurses killed, hospitals wrecked, and transportation made inoperative. In Hiroshima, 95 per cent of the doctors were casualties. After the explosion, only 16 pieces of fire fighting equipment remained operative. In Nagasaki, 80 per cent of the hospitals were completely destroyed.

The Strategic Bombing Survey found that 20 to 30 per cent of the deaths were due to flash burns, 15 to 20 per cent from radiation, and 50 to 60 per cent from injuries caused by secondary effects (fires, falling buildings, and flying debris).

By comparing and examining the results of the atomic blast on Japanese cities, we can draw some conslusions as to the damage New York would suffer from a similar bombing. Hiroshima had a population density of 35,000 people per square mile. Manhattan has a population density of 145,000 people per square mile during the daylight working hours, approximately four times that of Hiroshima. We cannot, however, conclude that our casualty rate would be four times as great for the following reasons:

1. Because of the steel frame buildings, New Yorkers would would have much more protection from blast.

2. Following the explosion, New York would still have most of its doctors, hospitals and fire-fighting equipment available.

3. The heat would be much less dangerous, since most of the buildings are fire-proofed.

4. The effects of radiation would be considerably reduced by the mass of materials from which American buildings are constructed.

We might conclude, then, that the number of deaths in New York following a surprise atomic attack would probably be somewhat less than 300,000. Moreover, if precautions were taken prior to attack, such as the installation of air raid warnings, construction of blast-proof shelters and the organization of an evacuation system, these losses would be drastically reduced.

We can also compare, to a certain extent, the construction of our buildings to those of Japan and estimate their ability to withstand destruction. In Japan the reinforced concrete buildings constructed to withstand earthquake vibrations held up well under the blast. These buildings were designed to with-

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stand a lateral force equal to ten per cent of their vertical load. Our buildings are meant to withstand a lateral load of only two per cent of the vertical load. On this basis, our reinforced concrete buildings would collapse easier than did the Japanese buildings.

However, the bulk of Japanese buildings were of wood construction, while those of New York are brick. It is not known what percentage of these brick buildings are steel reinforced and what percentage have load bearing walls. This is a pertinent factor, because buildings with load bearing walls will suffer greater damage than wooden frame buildings.

While our buildings may not be constructed to withstand great shocks, as were the Japanese, it can be argued that the type structures we have in New York, the skyscrapers, will offer much protection to one another in the way of shielding. Taking [illegible] into consideration, we can estimate that an area of approximately four square miles would be severely damaged, eight square miles moderately damaged, and 200 square miles lightly damaged.

So far, we have been discussing only the 20-kiloton bomb as the basis for our comparisions and estimates. Actually our present atom bombs are much more powerful, and we should assume that this is true also of the enemy's bombs. Assuming this, the losses we may expect from a surprise atomic raid will be much greater than we have estimated above.

UNDERWATER BURST

In 1946, the armed services held a joint atomic bomb test at Bikini, a little Pacific island atoll. This test was known as Operations Crossroads. Two atomic bombs were fired, one in the air and one underwater. While the purpose of the test was to determine the effects of the two types of explosions on the 87 ships gathered there, we are here primarily concerned with the underwater burst.

The Bikini atomic bomb, detonated well under the surface of a lagoon 200 feet deep, threw up a gigantic column of water. This column, a hollow cylinder with walls 300 feet thick, was 2200 feet in diameter, 6000 feet high, and contained ten million tons of water. A spray, with a five mile diameter, rose approximately two miles. The force released by this explosion was capable of picking up the entire wartime fleet of 11 milion tons and raising it mile in the air. This water column and spray became immediately radioactive. Although the water fell back in a rather small area, the spray covered quite some distance.

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The base surge, a doughnut shaped cloud forming around the water column as it begins to fall, was a new and unexpected phenomenon. It first appeared as a cloudy mist 1000 feet high. Five minutes later, resembling a strato-cumulus cloud several thousand feet thick, it gave off a moderate to heavy rain. This rain, at first highly radioactive but gradually losing intensity, lasted for about an hour as the cloud moved with the wind.

As a result of both the aerial and the underwater burst, all but nine of the original 87 ships were either sunk, damaged or contaminated. This in spite of the fact that the aerial burst missed the aiming point and the fact that many ships were deliberately placed to avoid damage in order that something would remain for scientific study. The carrier Independence was made radioactive, and in 1949 was still too contaminated for indefinite occupation. It was located at Hunter Point, California, for use in radioactive studies.

In an underwater burst, most of the damage to surrounding objects is caused by the shock waves passing through the water, although the huge surface waves set up by the explosion are capable of damaging light ships and docking facilities. Up to 1800 feet from surface zero, the sinking range of an underwater burst seems to be about the same for all types of surface vessels. As far away as 2700 feet, some ships would be sunk, while those out to 3600 feet would suffer serious damage. At this distance, the underwater shock wave has pressures equal to 500 pounds per square inch. If an underwater burst were used against a city, the damage from air blast only would be limited to approximately one square mile.

As the result of the fall-out of radioactive water and the contamination spread by the base surge cloud, the mortality rate within a seven square mile area of an underwater burst would be 50 per cent. The radiation would be very dangerous within a 12.5 square mile area. One half of all persons exposed to 450 roentgens (A roentgen is the amount of radiation which, when passed through one cubic centimeter of air, will produce one electrostatic unit of ions) would die, while those exposed to 100 roentgens would suffer some degree of radiation sickness.

Should an atomic bomb be exploded in the Hudson River off New York City, with only a five mile per hour wind from the west, approximately a half-million people would be killed and a million more would become ill.

It can be seen by comparing the underwater burst to the aerial burst over New York City that the underwater burst would cause many more casualties, though it would do very little damage

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to structures except in the immediate area of the detonation. Certain areas and buildings would undoubtedly be quite radioactive, and unless contamination were removed, the effects might last for weeks, months or longer. However, this radioactivity would eventually wear off and the area would once more be inhabitable.

It might be concluded then that to cause a maximum number of casualties and underwater burst should be used, provided there is a suitable body of water nearby. This might be done if for some reason it were desirable to leave structures intact. On the other hand, if the primary objective were to demolish structures in the target area, the aerial burst detonation might be a better method of using the atomic bomb.

It is interesting to note that the effects of an underwater burst on Chicago might not be the same as on New York. The depth of water at the proposed point of detonation most of the time is salty. Lake Michigan has fresh water. Fresh water will spread less contamination than salt water. Salt water contains sodium and potassium which gives the water additional radioactive absorbing qualities.

SURFACE BURST

An atomic bomb exploding on or near enough to the surface so that the fireball touches the earth is known as surface burst, and the general effects are different from that of the high air burst. The blast effect of a surface burst is much more intense in the immediate vicinity of the bomb but the effective area of damage is considerably less. This is caused by the shock wave being projected outward and upward rather than downward, and the fact that the burst is so close to the ground the Mach effect does not take place. Thus, we see as far as blast damage is concerned, the bomb is more efficient when exploded high in the air than when exploded very close to the surface. The result desired from any bomb usually is widespread damage rather than complete annihilation of a small area. With respect to thermal radiation effects, the tremendous heat of the fireball would melt or vaporize most objects in the immediate vicinity but the shielding effect of buildings might reduce the effective area. The effect of the immediate gamma radiation of the surface burst would be quite similar to the air burst, but some shielding would provided by structures. The residual radiation produced by a surface burst will be quite appreciable. As the bomb is much closer to the ground, the neutron flux is much more intense and will cause considerable induced radioactivity. In addition, many fission products will be fused into the ground by the heat of the explosion or be deposited by condensation. The fallout

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may be a cause of residual radiation, as there will be considerable dust and small fragments of matter drawn up into the cloud by the explosion. These particles, with fission products adhered to them, and being of larger size than most of the fission fragments will fall to earth while the activity is still intense. Shortly after the Alamogordo test, some cows about 15 to 20 miles from the explosion were subjected to the fallout of dust containing radioactive particles. However, other than loss of hair, which later grew back a different color, the cattle showed no permanent ill effects.

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RADIOLOGICAL TRAINING COURSE

LESSON III (90 MINUTES)

MEDICAL EFFECTS

I OBJECTIVES

Through data obtained by the bombings of Hiroshima and Nagasaki and recent tests, we can construct the dangers involved in Atomic Warfare. With this knowledge we can envolve our preventative measures.

This outline lists the hazards that come from Atomic bombings, medical symptoms and treatments and an overall picture of self preservation methods.

II INSTRUCTIONAL AIDS

A. References

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III. SUBJECT MATERIAL

CLASSES OF INJURIES

The injuries to personnel resulting from an atomic explosion may be divided into three broad classes, as follows:

(1) Blast and shock injuries.
(2) Burns.
(3) Nuclear radiation effects.

While nuclear radiation has attracted considerable interest, because it represents a new feature of warfare, it should be clearly understood that casualties due to this radiation are likely to represent a fairly small proportion of the total. In the atomic explosions over Japan, for example, not more than 15 percent of the fatal casualties were caused primarily by nuclear radiation. The remainder were due to various blast effects and to burns. For personnel shielded against blast and thermal radiation, the percentage of radiation casualties might be higher, although the total number of injuries of all kinds would be decreased.

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An important aspect of the injuries in atomic explosions is the occurrence of what may be called "combined effects." Thus, a person not too far from ground zero may suffer from blast injury, from burns, and also from the effects of nuclear radiation. In this respect, radiation injury may be a complicating factor, since it is combined with injuries due to other sources. Apart from the nuclear radiation effects, most of the casualties suffered in an atomic explosion will not differ greatly in character from those accompanying ordinary HE and incendiary bombs.

AIR BLAST EFFECTS

Air blast effects on people fall into two categories: (a) those caused directly by the pressure wave of the blast, and (b) those caused indirectly by collapse of buildings, flying wreckage, and by people being thrown against solid objects.

Direct blast injury may occur wherever the air comes into contact with body surfaces, particularly, the intestinal tract, the stomach, the lungs, the ears, and the sinuses above the nose. Greatly increased pressure, especially if the increase is sudden, can tear these tissues. Practically no injuries of this sort were reported in Japan among survivors.

In the water, the dangerous level for pressure is about 500 pounds per square inch. In an underwater atomic explosion, any person immersed in the water probably would be killed or seriously injured up to 2,000 yards from the zero point.

Secondary blast injuries are an important cause of death in an atomic bomb explosion. Since practically all brick and light masonry buildings with weight-bearing walls in the blast area will be wrecked, wooden buildings flattened, and the doors and other partitions of blast-resistant steel-reinforced concrete buildings blown out, people in or near these buildings will be killed or injured by collapse of structures, and by missile effects of debris. Among such injuries will be crushing, fracturing of bones, and lacerations and lacerations and bruises ofvarious types. Mechanical injuries resulting from atomic bomb damage vary in no way from those that would be produced by other explosives or missiles except in the number of casualties.

Flying glass contributed a large share of superficial injuries, to be expected in any powerful explosion. In Japan, for example, cases were reported of glass fragments having penetrated over an inch beneath the skin. However, the clinical course of Japanese patients with mechanical injury showed that these injuries were not unique and such impairment as occurred was clearly attributable to the usual causes such as infection, lossof blood, and starvation.

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As with mechanical injuries due to other causes, hemorrhage and shock are frequently serious complications. The importance of shock cannot be overemphasized, since it is often the main factor in determining the fate of the patient suffering mechanical injury. Consequently, the earliest possible attention should be given to treatment for shock. In this connection, simple first aid measures are of great value.

It should be noted that both primary and secondary blast injuries have been encountered after attacks with HE weapons. In other words, the atomic bomb does not present anything especially new in respect to the types of blast injury. The significant fact is the enormous number of injuries occurring in a limited area in a very short time due to the tremendous power and saturation effect of the atomic bomb. This emphasizes the need for widespread first aid training.

INJURIES DUE TO HEAT AND LIGHT

Severe burns were caused both by the radiant heat from the explosion of the atomic bomb (flash burns) and from the fires that broke out in the wreckage (flame burns). Those who looked directly at the burst suffered only temporary dazzling and loss of vision. Temporary blindness resulted when the intense light bleached out the substance within the eyeball called "visual purple," and persisted from seconds to several hours until the body could manufacture a new supply.

Where hemorrhages of the eye occurred, it was probably from the general systemic effects of nuclear radiation. Conjunctivitis was common, but this infection of the outer eye was caused by smoke and dust.

The flash burns caused by an atomic explosion may be first degree, merely reddening the skin; second degree, causing blisters; or third degree, damaging all layers of the skin. The severity of an individual's injury, as with other types of burns, depends upon the degree of the burns, as well as upon the proportion of the body's total skin area that is affected.

Atomic bomb flash burns differ from those caused by other types of explosion, since they are due to radiant heat rather than to hot gases, as in the case of shell burst or gasoline explosions. They are readily distinguished because atomic flash burns are sharp in outline and are oriented to the point of the explosion. Shadow effects are prominent. An ear, for example, might be badly burned yet the skin behind the ear be unharmed.

Loose clothing afforded some protection against atomic flash burns, and color also had a protective effect. White clothing tended to reflect the radiant heat, while darker clothing absorbed it.

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Cases were found where the dark colored patterns on light colored clothing were burned in the skin of the patient. Tight clothing affords less protection than loose fitting clothing. Skin burns were more severe at places where the clothing was tight. For example, on the shoulders where the shoulder straps were tightest burns were more severe.

The flame burns in Japan mostly occurred when people were trapped in the wreckage of buildings which afterward caught fire. A conflagration may be expected to follow any atomic bomb blast. Not only is the radiant heat sufficient to ignite wood and lighter materials close in, but the collapse of structures overturns stoves and furnaces, breaks electric wires, and ruptures gas lines above ground. About 70 percent of Hiroshima's fire-fighting equipment was destroyed, firemen were killed, the water supply was disrupted, and streets were clogged with debris.

The uprush of the atomic cloud after the explosion causes an uprush of wind, and heat from fires augments this effect. At Hiroshima a "fire storm" resulted, with gale-winds sucked inward to the center by the continued uprush of hot air. This did not occur at Nagasaki, but must be assumed as a danger in an atomic blast. At the very least, fires about the perimeter will tend to consolidate and cut off help from people trapped within the blast area.

Burns suffered from flames, in such cases, differ in no way from those encountered in any ordinary intense fires. If the case is not complicated by injury from nuclear radiation, the determining factors in survival and rate of recovery will not vary from those of a comparable ordinary burn. Where radiation injury has been suffered, infection will be a grave danger.

Had proper medical care been available, it is also probable that many of the Japanese who died from burns, as from other causes, might have been saved. The death totals must be weighed in relation to the fact that all medical care was totally disorganized for days after the atomic blast.

Adequate care to injuries and burns suffered in an atomic explosion present a problem of great magnitude. While the types of injuries, aside from the radiation hazard, are similar to those encountered in ordinary bombing, or other catastrophe, the large numbers of individuals involved in an atomic blast, and the general chaos that results, present a problem whose solution requires a great deal of careful planning and preparation.

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It has been roughly estimated that about 15 percent of the total deaths at Hiroshima and Nagasaki were due to the ionizing radiations produced by the bomb at the moment of the explosion or a few milliseconds after. It is important here to reemphasize the point that the danger of residual radiation from the air burst at both Hiroshima and Nagasaki was of no consequence. In contrast, the underwater burst at Bikini resulted in both a drenching mist and rain of radioactive materials over the target ships, subjecting them to the effects of residual radiation which persisted for a long time. Some of these radiations are still present in these ships and their equipment. Consequently, it is problematical what the results would be to a port city which might be drenched with mist and rain following an underwater burst. It seems that this effect, commonly referred to as "fall-out" and/or "base-surge" effects, would produce more casualties, due to prolonged exposure to radiation, than the instantaneous radiation of an air burst.

This outline will cover the effects of these radiations upon personnel. The damaging effect of radiation on tissue depends upon the absorption of energy of the radiations by biological material. The mechanism of this absorption results in "ionization," hence, "ionizing radiation." This mechanism consists of radiation direcly or indirectly striking an atom and dislodging an electron with the production of a positively charged ion and an electron, which are called "an ion pair." The ion so produced is capable of entering into abnormal chemical combinations or of breaking down or synthesizing complex molecules. Consequently, all radiation absorbed is damaging to the cell or tissue.

At present, it is impossible to measure the exact amount of energy absorbed by tissue, but it is assumed to be proportional to the amount an individual is exposed to within reasonable limits. Note that much of the radiation may pass completely through the body like X rays do and only that portion which does not pass through or, in other words, that portion which is absorbed, produces the primary ionization. Qualitatively, the ionization produced by any radiation is the same but quantitatively it varies considerably with the type of radiation.

The quantitative measurement of radiation is based upon the amount of ionization which is produced. The fundamental unit is the roentgen (abbreviated r). The definition of this unit is quite arbitrary but it can be simply summed up by stating that it is a measure of the amount of radiation which will produce a definite amount of ionization. As shown above, the damaging effects of radiation are due to ionization; hence, the number of roentgens is at least proportional to the amount of tissue damage resulting from exposure to radiation. Since this ionization may easily be measured with an instrument, it provides the basis for measuring the amount of radiation. Notice that no time unit is involved

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in this definition. However, the intensity of the radiation is measured in roentgens per second or per hour or per day. It may be understood, then, that the intensity of the radiation multiplied by the length of time of exposure in the appropriate unit, gives the amount of radiation in roentgens.

There are two sources of exposure to radiation which must be differentiated: external and internal.

1. External radiation. Here the source of radiation is located outside the body and the radiation must pass into the skin and into the deep tissue. With an external source, the radiation effect may be stopped by removing the source, moving away from the source, or by interposing adequate shielding between the body and the source. The effects of exposure to external radiation are considered according to type of radiation.

a. Visible light. The ball of fire developed at the time of the explosion is intensely bright because its temperature is extremely high. This brightness produces temporary flash blindness such as that produced by looking directly at the bright sun. No cases of permanent eye injury have been reported.

b. Ultraviolet radiation. It has been mentioned that the bomb produces ultraviolet light just as is found in sunlight. In general, the shorter the wave length of the ultraviolet light, the more harmful it is to the human body. This type of radiation will produce burns much like those produced by too long exposure of the skin to strong sunlight. Any light material will give adequate protection against the ultraviolet light. Even the protection afforded by a suit of light-colored clothing saved many of the Hiroshima citizens, and the ordinary homes were ample protection against the ultraviolet radiation.

c. Infrared radiation. Infrared radiation carries off by radiation a great deal of the heat developed by the bomb. It has been estimated that 20 to 30 percent of the Hiroshima casualties were responsible in producing these burns. It has been estimated that the skin of many of the casualties was heated to a temperature as high as 2,000° C, even though the individual may have been as far as 2,000 feet from the blast. Clothing was ignited even though the wearer was as far as 4,000 feet from the point of detonation of the bomb. Telegraph poles were scorched within a radius of 20,000 feet. The infrared, like the ultraviolet, has little penetrating power, however, and lightweight shielding gives adequate protection. The shielding should be of some light color, since a light color reflects most of the heat energy. Many individuals who were dressed in light-colored clothing escaped flash burns, while other close by who were dressed in dark clothing received severe burns. The greatest protection was afforded by light-colored, loosely fitted clothing consisting of several layers.

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d. Gamma radiation. The gamma radiation released at the instant of the explosion and during the next two minutes from the from the ascending cloud is very penetrating and difficult to shield against. It is estimated that, for the Hiroshima explosion, 10 to 15 percent of the total deaths were due to this type of radiation. It has been mentioned that it requires considerable thickness of material to protect an individual against the gamma radiation effectively. The walls of the average building afford almost no protection. The clinical effects of exposure to either X rays or gamma radiation are described by the general term "radiation sickness." The median sickness dose is a whole body exposure to approximately 200 r. Some of the manifestations of radiation sickness are:

(1) Nausea and vomiting. These effects result within an hour or two for those who are very close to the atom bomb explosion. As a general rule the sooner these effects are produced the greater the exposure of the individual or the closer his position to the bomb detonation. Consequently, the sooner this happens the more likely it is that the exposure will be fatal. A bloody diarrhea appears within a few days accompanied by a step-wise increase in the temperature. The early appearance of this fever is also an indication of exposure to excessive radiation and increases the probability of fatal consequences.

(2) Loss of hair. Incidence of this type of injury was 75 percent at 500 yards from the explosion. The loss of hair, in most instances not permanent, occurred about two weeks after the explosion.

(3) Effects upon the blood-forming system. Gamma radiation can easily penetrate the body and reach the bone marrow. The blood-forming tissues are very susceptible and may be injured. This leads to leucopenia, or white blood cell deficiency, which makes the individual more susceptible to infection and decreases the body's defense mechanism. Injury to the blood-forming tissues also leads to anemia, or deficiency of red blood cells, which produces general body weakness. Gamma radiation also produces a tendency toward bleeding because of a deficiency of platelets in the blood stream. Thus severe hemorrhages occur even though the injury may be minor. Ulcers of the mucous membranes of the nose, mouth (particularly the gums), and intestines result. The effects upon the blood-forming system may cause serious secondary effects. Individuals injured by secondary blast effects such as flying debris, may later die from secondary infection because the resistance offered by the white blood cells is extremely low. In addition, the coagulation time of the blood is extended to three or four times the normal value.

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(4) Reproductive organs. The elements of the reproductive organs which are injured by radiation are the progenitors of the adult germ cell. High intensities of radiation or prolonged radiation will completely destroy the germ tissue. Permanent sterility can be produced with dosages of about 800 r for males and about 600 r for females. Temporary sterility is produced at lower doses and the majority of the Japanese casualties who survived large doses of whole body radiation and were sterile have recovered. It is somewhat of a paradox that a higher percentage of female casualties has recovered and at a faster rate than the male. Sterility must be distinguished from potency or libido, which are relatively unaffected by radiation.

(5) Genetic Injury. Little is known of the actual effects to be expected in man because of his long life span, small number of offspring, and the difficulty of controlling long-term experiments. The information most quoted is taken from experiments with the fruit fly and various species of fish. A dosage of 30 or 40 r is sufficient in the fruit fly to produce demonstrable increases in mutation rates. Approximately 500 r are required to produce similar changes in mice and it is estimated that 600 r would be required to produce significant changes in the mutation rate in man. A factor which probably causes the most concern is that accumulative dosage without regard to rate or energy produces the effects. Further, it is thought that only one ionizing event is sufficient to cause a change in the gene, whereas multiple hits or several ionizations are considered necessary to produce the majority of the biological effects.

The general treatment for radiation sickness includes scrupulously sterile techniques, transfusions, use of penicillin and other antibiotics, and adequate nursing care. The victims of the Hiroshima bombing did not receive proper treatment, which might have materially reduced the number of deaths due to exposure to gamma radiation.

The lethal dose of external radiation is fairly well established and current thinking places the median lethal dose, the dose at which 50 percent of deaths would be expected, at 400 to 450 r and the 100 percent lethal dose at 700 to 800 r. It must be remembered that when we speak of doses of hundreds of roentgens being lethal or causing serious physical damage, we are speaking of irradiation of the entire body or whole body radiation. Doses up to thousands of roentgens may be given to a small confined area of the body without causing serious injury to other areas.

2. Internal radiation. In this case the source of radiation is taken into the body by ingestion, inhalation, or through a break in the skin. The fission products or other radioactive elements are then deposited in the various organs of the body, the most important being a deposition in the bones close to the bone marrow.

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When radioactive material is fixed in to tissue, it is often excreted very slowly and so remains a long-term source of radiation bombardment within the individual. There is no known process to destroy or neutralize the radiation source, and methods to speed the excretion or cover the fixed material are unsatisfactory. The only limiting factor, other than excretion, is the normal decay rate of the radioactive element.

a. Alpha particles. The alpha particles which arise in the explosion have fairly high energies, but have a short range (a few centimeters in air and 0.5 millimeter in skin) and do not constitute an external hazard. They do constitute a very real internal hazard. If an alpha particle emitter (like plutonium) enters the body, it will concentrate in the bones. Thus, the emitted alpha particles, even though their range is short, can injure the blood-forming tissue in the bones. The substances which emit alpha particles therefore behave much like radium. The unfissioned material (all the material of the bomb does not undergo fission) pulverized by the blast and scattered over a large area, is an alpha emitter. After a surface or subsurface explosion, extreme care must be taken to prevent radioactive mists or dusts from entering the body through the mouth or through cuts or lesions in the skin. Standard Army gas masks offer adequate protection against breathing the radioactive dusts, and work is underway to further improve their filtering qualities. Individuals must not smoke, eat, or drink while working in an area contaminated with these materials. Every precaution against stirring up clouds of dust must be observed.

b. Beta particles. The range of the energetic beta particle is a few meters in air and 5 to 10 millimeters in tissue; therefore, the beta particles which arise in the explosion do not constitute much of a hazard. However, some fission products are beta emitters and, like the unfissioned material, they are widely scattered by a surface or subsurface explosion and constitute a real internal hazard. The means of protecting the individual against the internal hazards of beta emitters are the same as those for protection against the internal alpha emitters.

c. Neutrons. Unlike alpha and beta particles, neutrons have a range in air of several hundred meters and can penetrate considerable thicknesses of relatively dense materials. It has been mentioned that the neutrons generated in the air explosion at Bikini penetrated the hulls of ships in the lagoon. The effects of the neutrons upon the human system are not too well known. It appears, however, that neutrons have an ionization potential on tissue some 10 times greater than that of gamma radiation.

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MILITARY EXPOSURE ALLOWANCE

The following simple rules have been established as safety precautions for personnel engaged in handling radioactive materials.

--Whole body exposure shall not exceed 0.3 r per week.

-- No radioactive material shall come in contact with the skin.

--When in an area known to be contaminated with alpha- and beta-emitting particles, gas masks shall be worn as protection against the inhalation of dust contaminated with radioactive materials.

--Eating, drinking, and smoking shall not be permitted in areas where active materials are used.

The exposure tolerance is an industrial and peacetime value. We of the Armed Forces, however, must keep in mind that in the event of war, most values change and specifically we must expect that military and civil defense personnel will be called upon by necessity to exceed the peacetime tolerance value. Individuals are injured in war by conventional weapons while doing the job that is required, and it must be expected that in regard to radiation a military tolerance will be set and accepted as one of the risks of warfare. This value must be set at a level short of acute radiation illness so that the majority of individuals will be able to complete their missions and have a risk comparable to that commonly accepted by field commanders working under the hazards of conventional weapons.

PHYSIOLOGICAL EFFECTS OF NUCLEAR RADIATION

Dosage	Symptoms	Remarks, including prognosis
50r	Least exposure detectable by medical examination	No permanent effect.
100r	Probably none (provided individuals are not aware of the presence of radioactivity)	Psychological effect only may exist.
150r	Approximately 25% sickness, probably no deaths.	All affected individuals will recover.
200r	Approximately 50% of exposed individuals will experience symptoms of radiation sickness	Affected individuals should be ready for full duty within 6 weeks

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300r	Radiation sickness in all exposed individuals	Probably 20% deaths. Survivors will be unfit for duty for about 3 to 6 months
450r	Nausea and vomiting within 24 hours, bloody diarrhea, loss of hair within 14 days, gastro-intestinal ulcerations and generalized petchiae.	Median lethal dose. Probably 50% deaths, 50% hospitalized for 6 to 12 months.
600-800r	Rapid development of extreme radiation sickness	All exposed personnel will die within a short time.

PROTECTION AGAINST ATOMIC WARFARE

The principles of defense against convertional bombs - preventing delivery, dispersing and evacuating personnel and strategic materials, and securing adequate shelter for those that cannot be dispersed - apply also against atomic bombs. Neutrally, for atomic warfare, defense measures have to be broadened in scope and intensified, for a single atomic bomb can do as much damage as hundreds of block busters. This means that though warning and interception systems against convertional bombs will work against atomic bombs, they must be made more nearly perfect because each atomic bomb that gets through produces a tremendous amount of destruction. Similarly, dispersion must be over a much greater area because the effects of an atomic bomb are much more widespread. Shelters, too, must be stronger because of the tremendous force of the bomb blast.

The radioactive effects of the atomic bomb introduce new problems, but these, too, can be solved by more or less convertional methods. Thus, for example, good concrete shelters provide adequate shielding against nuclear radiation from the bomb except at points very close to the point of detonation. And, in these places, the force of the blast is probably so great that such shelters would be inadequate anyway. When the bomb bursts close to the ground or under water, contamination offers a problem long after the explosion, but here, too, it is possible to deal with the situation. Contaminated areas that are not essential can be completely evacuated. In those that must be entered, the danger can often be reduced to insignificant proportions by carefully limiting the length of time personnel are permitted to stay there and by supplying such personnel with the proper type of protective clothing and masks.

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In short, though the specific requirements for atomic defense are tremendous in number and scope, the basic principles are few. Applying these principles in a perfect manner so that the use of atomic bombs by an enemy would result in no destruction or injury at all is, of course, impossible. An atomic bomb dropped over a city would certainly cause considerable death, injury, and destruction. However, it would by no means destroy everything in the city. With proper knowledge and preparation, a large proportion of the city's population and facilities could be saved.

PROTECTION FROM BLAST AND FIRE

The injuries caused by an atomic explosion are due to the effects of blast or shock, thermal (heat) radiation, and nuclear radiation. In devising methods for the protection of personnel, all three effects must consequently be taken into consideration. While thermal radiation has the greatest casualty-producing range, actually protection against blast and nuclear radiation is in some ways the most difficult to achieve. Only massive buildings of reinforced concrete or steel-frame construction will stand up against blast and shock. But even then the roofs and interiors are liable to be damaged, and broken glass, loose objects, and debris generally will be thrown about and act as missiles.

Reinforced concrete and steel-frame structures are fire resistant, but no ordinary building is completely free from fire hazard. It is almost impossible to avoid the presence of some combustible material, and fires can start as a result of indirect effects of blast and shock. Electrical short circuits, for example, could cause a great deal of damage in the interior of a building, even though the walls remained virtually intact. Broken windows, too, may permit the entry of firebrands from adjacent, more combustible buildings.

The best protection for personnel from the blast effects accompanying an air burst would seem to be obtainable in an underground shelter of some kind. But this might not be too good if the atomic bomb were exploded beneath the earth's surface. Probably a massive concrete, underground structure would provide protection against any type of atomic explosion, with the exception of a burst in its immediate vicinity.

PROTECTION FROM THERMAL RADIATION

Although thermal radiation can travel a considerable distance through air, it does not penetrate opaque materials. Thus, the interior of a wooden structure could provide complete shelter, as far as thermal radiation from an atomic bomb is concerned. Such a building would, of course, be extremely vulnerable to both blast and fire. In general, any structure which offers reasonable pro-

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tection to individuals against blast damage would also serve as protection from the direct effects of thermal radiation. Consequently, this hazard does not need special consideration. The only requirement is that persons keep away from windows or openings through which the thermal radiations might enter.

PROTECTION FROM NUCLEAR RADIATION

Nuclear radiation differs from thermal radiation in being highly penetrating. Its intensity can, however, be diminished by passage through appreciable thicknesses of dense materials, such as steel, concrete, or soil. Of these three substances, steel, the most dense, is the most effective, for a given thickness, and soil the least effective in decreasing the the radiation intensity. Wood provides even less protection than soil.

In considering protection from nuclear radiations, it is necessary to recall that the hazard may be external or internal. External alpha and beta particles are not ordinarily a hazard, and protection from external gamma radiation is possible. But, once a source of radioactivity has entered the body, it may remain for a considerable time and the consequences might prove serious. In a contaminated area, utmost precautions should therefore be taken to prevent entry of the radioactive bomb residues into the body, e.g., by inhalation.

Control of radiation dosage is an important aspect of personnel protection. If an individual has received a moderate or high dosage, he should be evacuated as soon as possible. On the other hand, if the radiation dosage is small, he can be subjected to further exposure, if necessary, without harmful consequences.

The effect on a human being of a given amount of radiation will depend on whether the dose was received in a short time, i.e., an acute exposure, or over an extended period, i.e., a chronic exposure. A certain quantity of radiation received in an acute exposure would cause more harm than the same quantity spread out in time due to chronic exposure. The longer the time over which the exposure occurs, the less the risk involved for a given total dose of radiation.

Although continued exposure to radiation of small intensity may not cause any obvious harmful effects within a period of weeks, months or, possibly, years, there are nevertheless undesirable changes going on in the body. Every effort should thus be made to keep both acute and chronic exposures so low that the body is capable of repairing the radiation damage as fast as it occurs. There is no doubt that the human system can do this. Every person is exposed to a certain amount of nuclear radiation, both internal and external, continually throughout life. And this is not something new; it has been going on for all time.

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The human body contains appreciable amounts of radioactive carbon and potassium which emit beta particles and gamma rays. These represent a source of internal radiation. In addition, there are nuclear radiations, called cosmic rays, coming from outer space. The body is exposed to this external radiation at all times, day and night. At high altitudes, the cosmic radiation is more intense than at sea level. It is seen, therefore, that exposure to certain amount of radiation is a normal experience to which the human body has become adapted.

In addition to this natural exposure, the peacetime occupation of certain persons, such as radiologists, X-ray technicians, and individuals who work in various atomic energy installations, subjects them to further exposure to nuclear radiations. As a result of many years of experience, it appeared that no person suffered any ill effects from exposure to radiation for long periods, provided the dosage over the whole body was kept down to 0.1 roentgen per day or less. Consequently, the peacetime permissible exposure or "tolerance[1] dose" of nuclear radiation was for many years accepted as 0.1 roentgen per day for persons who were subject to frequent exposure.

As an extreme measure of safety, the recommended permissible exposure for persons whose work brings them into daily contact with external radiation has now been reduced to 0.3 roentgen per week. Assuming 50 working weeks, this would mean a maximum of 15 roentgens per year, although every effort is made to keep the total dosage as small as possible.

These figures refer to chronic, almost daily, exposures. If circumstances make it necessary for an individual to accept a large single (acute) dose in peacetime, it is considered that this should be not more than 25 roentgens, over the whole body. If this amount is received, then the person concerned should avoid further exposure.

In the event of a contaminating atomic explosion or an RW attack, the situation will be complicated by the residual radioactivity. Any person who stays in a contaminated area will be continuously exposed to radiation. From the dosage received at the time of the attack, and the intensity of the residual radiation, as determined by a survey meter, a commander can make decisions concerning the evacuation of personnel. During the first day

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[1] Although the term "tolerance" has frequently been used in reference to dosage of radiation, there is no proof that living tissues are actually tolerant to ionizing radiation. For this reason, the term "permissible exposure" is considered to be more accurate from a medical standpoint, and is the one which will be used in this outline.

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or so after the explosion, when the radioactivity is still decaying rapidly, a chart of allowable stay time may be found useful for the purpose of controlling the movements of personnel. If it is necessary to occupy a contaminated area for an extended period, the exposure will be of the chronic type, and due allowance must be made for this.

Another type of situation will arise when men who have not been previously exposed to radiation are required to enter a contaminated area to occupy a position, to carry out an emergency operation, or to perform some other vital mission. In these circumstances it will be difficult or impossible to keep the radiation exposure below the peacetime permissible levels. Military necessity may require individuals to accept 50, 100, or even more roentgens in one day. In every case, the amount of radiation an individual is allowed to receive before being evacuated must be a command decision. As in all military operations, the commander must take a calculated risk. He must weigh the importance of the mission or operation against the expected casualties and decide accordingly.

SHELTERS

For personnel and services of essential importance to the functioning of a military establishment or installation, it may be considered desirable to construct special shelters. These should be built underground of reinforced concrete, perhaps 2 feet thick, and with a considerable earth cover. A structure of kind would provide satisfactory protection, even at ground zero, from an air burst of a nominal atomic bomb at 2,000 feet. If sufficiently massive and built to withstand lateral shock, the structure could also provide protection from the effects of a nearby underground explosion.

Two aspects of specially constructed shelters require attention - these are access and air supply. Each shelter should have at least two exits, in case one caves in or is blocked by debris. The entrance passages (or ramps) should be at right angles to the shelter proper, so as to avoid direct exposure to blast, and thermal and nuclear radiations. To prevent the entry of contamination, the shelter should be airtight, except for provision made for supplying air by fans or blowers. An efficient filter should be placed in the inlet duct to remove contaminated dust particles. The Army Chemical Corps No. 6 Filter is suitable for this purpose. Because there may be a power failure in the event of an atomic attack, an emergency supply of electricity should be available to provide lighting and to operate the ventilation system.

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Where shelters are required mainly for protective purposes and not to house vital operational or control activities, much simpler methods can be used. Tunnels cut in a hillside, with entries at right angles to the main tunnel, form very effective shelters. In Nagasaki, such shelters protected persons from blast and from thermal and nuclear radiations very close to ground zero.

If the terrain is flat, several other cheap forms of shelter, which use earth as a protective medium, are possible. In the "cut-and-cover" type, a deep pit or trench is dug, and the sides are shored up with planks and wooden columns. Stout beams are placed across the excavation and upon them are laid sheets of corrugated iron. These are finally covered with a layer of earth at least 3 feet thick. The approach to the shelter is by a right-angled ramp entrance, there being two such entrances to each shelter. Digging tools should be available as a further precaution against entrapment by cave-in. A shelter of this kind will provide good protection against all the effects of an air-burst nominal atomic bomb beyond one-half mile or so from ground zero.

A half-buried shelter, which is partly above and partly under ground, is similar to, but not quite so good as, the type just described. These are very simple to construct. Wood may be used for roofing in place of the corrugated sheets, but is is, of course, less permanent. A baffle of earth and boards at the entrance is desirable, to prevent direct access of blast and radiation. In Japan, half-buried shelters were made of a frame-work of poles, over which was placed tarpaulins; the whole was then covered with a thick layer of soil.

In a more elaborate, and more expensive, form of the cut-and-cover shelter, a quonset hut can be placed in an excavated area and covered with earth. Two ramp entrances, dug at right angles, would lead to the doors. A somewhat similar shelter could be made from steel culvert sections of large diameter, which are obtainable commercially. Several sections could be joined together, placed in an excavation, and an appropriate earth cover added.

For men at regular sentry duty in guard posts, small shelters can be provided at little cost. These may consist of a steel culvert section of about 3 feet diameter, or even of two open-ended oil drums joined together. The cylinders are then buried, or semiburied, with an earth cover of at least 3 feet. A ramp entrance must be provided for the completely buried shelter. One or two men lying down inside will be well protected beyond about one-half mile from ground zero in the event of an air burst.

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Slit trenches and foxholes provide the simplest of all shelters which can be made available at military installations. Where the number of personnel is large, then more elaborate shelters are not practicable. The chief drawback to trenches and foxholes is, of course, their lack of protection from above. A high air burst at not too great a distance would send blast, heat, and nuclear radiations directly into the trench or foxhole. The deeper the trench is dug, the greater the protection it offers. A soldier lying, sitting, or crouching at the bottom of a deep trench can escape most of the air burst bomb's effects, even quite close to ground zero. Trenches and foxholes would, however, be damaged by shock from nearby surface and subsurface bursts.

A warning should be given in connection with the use of sandbags in the construction of earth shelters. If sufficiently close to the explosion, the burlap or other materials are likely to be scorched by the thermal radiation. The bag may then collapse and its contents will be spilled.

All the simple types of earth shelter suffer from the fact that they cannot be made airtight. It would thus be impossible to keep out radioactive contamination due to a subsurface burst. The only satisfactory way to overcome the immediate effect of this hazard would be to supply each individual with a filter mask or respirator. If this is not possible, then dust may be largely kept out by breathing through a handkerchief or a piece of cloth.

It may be possible in the field to take advantage of the terrain. A hill between an individual and the exploding bomb will almost completely cut off the thermal radiation. Although it may not entirely eliminate the effects of blast and the immediate nuclear radiation, it may well reduce them to such an extent that they are harmless.

INDIVIDUAL PROTECTION

If there is a sufficient warning in advance of an atomic attack, the obvious step is to make for the best shelter that is available, as quickly as possible. In the case of members of the armed forces on duty, their behavior must be determined by the circumstances existing at the time. In general, this will be the same as those prescribed for an attack by ordinary HE bombs.

In the event of a surprise atomic explosion, certain actions can be taken by individuals which might mean escape from death or serious injury. The same applies to men on duty who cannot leave their posts. In an air burst the actions are determined by the following facts mentioned earlier in this outline. First, the

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thermal radiation may continue to be emitted for a second or so after the burst; second, about 50 percent of the immediate nuclear radiation is given off in the first second, and about 80 percent within 10 seconds; and third, the blast wave takes about 8 seconds to reach a distance of 2 miles, which is the approximate rage of serious to moderate mechanical injury.

The first indication of an unexpected atomic air burst may be a brilliant flash of light. No matter whether in the open or inside a building, the immediate reaction should be for the person to drop to the ground, face down, at the same time trying to cover exposed portions of the skin, such as the face, neck, and hands. If this can be done within a second of seeing the bright light, some of the heat radiation may be avoided. Ducking under a table, if indoors, or into a trench or ditch, if possible, outdoors, with the face away from the light, will provide added protection.

If shelter of some kind can be reached within a second, it might be possible to miss about half of the immediate nuclear radiation. But, as stated earlier, shielding from nuclear radiation requires a considerable thickness of material, and this may not be available in the open. By dropping to the ground, some advantage may be secured from the shielding provided by terrain and surrounding structures. However, since the radiations continue to reach the earth from the atomic cloud as it rises, the protection will be only partial.

The prone position taken immediately upon seeing the light from the bomb should be held for at least 10 seconds, or longer if heavy objects are still falling. This will allow time for the blast wave to pass and thus decrease the danger from flying missiles. At a distance of 2 miles from the point of burst, 8 seconds will elapse before the sound of the explosion is heard. By this time the immediate effects will be over.

The light from a subsurface atomic explosion will not be visible for any appreciable distance, especially in the daytime. The first indication of such a burst will probably be the sensation of an earthquake-like concussion of the ground, together with the appearance of the column of water or earth. Fortunately, the thermal and nuclear radiations emitted at the time of the explosion will be absorbed by the water or the earth, respectively. However, there may still be the radiation hazard from the base surge and the fall-out.

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Although the effects of blast and shock may be felt before it is fully realized that a subsurface explosion has occurred, there may still be time to obtain some shelter from the base surge and fall-out. It should be remembered that the base surge is like a fog and envelopes everything over which it passes. Adequate shelter can thus be obtained only in a closed space with the radioactive fog cannot penetrate. The fall-out, on the other hand, descends vertically (or almost so) and protection is much easier to obtain. If it is impossible to find shelter from both base surge and fall-out in a short time, then protection from the fall-out, at least, should be sought. If a filter mask is not available, a handkerchief should be held over the mouth and nose while the base surge is passing.

After a contaminating burst or an RW attack every action should be taken with the thought of minimizing the spread of the contamination. Within the contaminated area, eating, drinking, smoking, chewing gum, or any action which requires putting the hand to the mouth, must be strictly forbidden. This will help prevent entry of radioactive particles into the body. Personnel should be warned against stirring up dust and stepping into puddles. Brushing against shrubbery and trees or touching buildings and objects in the contaminated area must be avoided. These instructions should be stressed to counteract the temptation to pick up souvenirs.

The internal radiation hazard due to inhalation of radioactive particles is even greater than that due to ingestion. Realistic evaluation of the dust hazard by laboratory analyses should be made as soon as possible. If found serious, shelter from dust clouds raised by the wind, by aircraft propellers, by moving vehicles, etc., should be taken, if possible. Otherwise a gas mask, or handkerchief, should be used, as described above, for protection. In the case of aircraft in flight, if there is reason to believe that the plane may be in the vicinity of an atomic cloud, protection for the crew can be obtained by shutting off the ventilation or pressurization system. Further individual protection can be obtained by the use of the oxygen masks.

As soon as the initial effects of the explosion are over, every survivor should look around to see if he can render first aid or bear any help of any kind to individuals nearby. It is important to emphasize that after an air burst the administration of such help involves no special problems. The situation from this standpoint will be no different from that following an HE or incendiary attack. There is no danger involved in approaching or touching a person who may have received a dose of immediate nuclear radiation from an air burst.

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Persons with wounds, which might permit radioactive material to enter the body, should be taken to the nearest medical station for treatment. Regardless of the indicated extent of the contamination, amputation is entirely unnecessary, in spite of statements which occasionally have been made to the contrary.

Military uniforms and civilian clothing provide good protection against thermal radiation emitted at the time of an air burst. The protection is, however, supplementary rather than primary, in nature. If a person is beyond the zone of serious damage from blast and nuclear radiation, he may still be vulnerable to thermal radiation, since this has the greatest damage range. In these circumstances parts of the body that are covered by clothing will be fairly well protected from flash burns. As far as radiological effects are concerned, the chief protective value of clothing is that it keeps radioactive contamination from actual contact with the skin.

Personnel whose duties, as members of emergency and damage control teams, as decontamination crews, or as monitors, require them to enter contaminated areas or to come into contact with contaminated objects, should wear special clothing when available. Such clothing normally would be issued from a central point or change station. It should be washable or expendable, and should be tightly woven or nonporous. It should cover the body completely, and should have tight connections with gloves at the wrists, and with shoes at the ankles. An overlapping connection should also exist between the clothing at the neck and a respirator or filter mask. Equipment of this kind will prevent contamination of the skin.

After each use, the clothing should be monitored. Most contaminated clothing can be laundered and used again. An alternative to laundering or disposal is to store the clothing to permit the radioactivity to decay. The soiled clothing is set apart in special containers and allowed to stand until its contamination has decayed sufficiently for it to be worn again.

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RADIOLOGICAL TRAINING COURSE

LESSON V (60 MINUTES)

CONTAMINATION

I OBJECTIVES

From information gained at Hiroshima, Nagasaki and test explosions, this lesson will aquaint personnel with the contamination to be found after an atomic explosion. From knowledge of the hazards to be expected through experience, it will make the task of decontamination more understandable.

II INSTRUCTIONAL AIDS

1. "Radiological Defense, Vol II" AFSWP
2. "Atomic Energy Indoctrination" Dept of the Army
3. "Lecture Notes on Explosion Phenomena", Dept of the Army
4. "Air Weapons" Air University

CONTAMINATION OF LAND

When a quantity of U-235 or Pu-239 exceeds the critical size, it constitutes a bomb. The efficiency of past bombs was low, since at the time the mass exploded only a small fraction of the uranium or plutonium had a chance to fission. It is at the instant of explosion that the entire spectrum of electromagnetic radiation is radiated; a flux of free neutrons also appears. The fission products and unfissioned materials are blown about as microscopic particles. The neutrons are emitted with high velocities in all directions, with maximum ranges of the order of several hundred yards in air. These neutrons are slowed down by collisions with other atoms or until they collide with a nucleus of large capture cross section and are captured, resulting in the formation of a new isotope. The number of these neutron induced isotopes depends on the type of material within the range of the neutrons. If there are considerable amounts of materials which have large cross sections for neutron capture in the vicinity, a great many radioactive nuclei will be formed and these constitute a radiological hazard.

If can now be seen that the amount of induced radioactivity remaining after an atomic explosion necessary to hamper the recovery work in any area depends to a great extent on the chemical elements which are near the point of detonation of the bomb. The eight dominant elements of the earth's crust are: oxygen, 46.71%; silicon, 27.69%; aluminum, 8.07%; iron, 5.05%; calcium, 3.65%; sodium, 2.75%; potassium, 2.58%; and magnesium, 2.08%. Analysis

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of samples taken from many parts of the world have shown that these eight elements total 98.58% of all the materials found in the soil composing the earth's crust. Each one of these elements has a radioactive isotope which can be produced by neutron bombardment.

By reviewing each of the atomic explosions produced up to this date, one can gain some idea of the contamination that may be expected from any one type of explosion.

On 16 July 1945, at 0530, the first atomic bomb was exploded. Of all the bombs released this one gave the first data on land contamination. Here a definite program was set up, to monitor the cloud, define hazardous areas, and collect all possible data. This was impossible at Japan, and land contamination at Bikmin was almost negligible.

HIROSHIMA AND NAGASAKI

It was six weeks before a survey of the damage at Nagasaki and Hiroshima could be made. Nagasaki was much more closely examined than Hiroshima. These bombs differed from the Alamogordo test primarily due to the high altitude at which they were detonated. This caused most of the fission products and unfissioned material to be carried upwards by the violent updraft, caused by the heat of the bomb of radiation which could be considered physiologically dangerous to survivors or those going into the immediate target areas. It is believed that most of the bomb products were carried very high by the updraft and were carried on out to sea. Due to the distance from the ground, there was very little induced radiation.

A wide range of radiations were released by the chain reaction which produced the release of energy in the explosion. The light and heat are familiar elements of explosions, but the free neutrons and high-frequency radiations such as gamma rays are a new phenomenon. These radiations are highly penetrating and lethal.

The medical hazards, due to radiation, arise from four sources:

a. From energetic radiation, whether neutrons, gamma rays, or other unspecified rays, released in the chain reaction of the bomb.

b. From lingering radioactivity from deposits of primary fission products scattered in the explosion

c. From induced radioactivity in the bombed areas, caused by interaction of neutrons with matter penetrated.

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d. From unfissioned, radioactive bomb material.

Only the first cause seems to have had important effects at Hiroshima and Nagasaki though there are detectable pockets of radioactivity in both cities. At Takasu, 10,000 feet from ground zero at Hiroshima, and at Nishiyama, 6,500 feet from ground zero in Nagasaki, scientific measurements weeks after the explosion showed radioactivity. In tests of the ground and the bones of victims of radiation disease, certain substances such as phosphous, barium, strontium, and the rare earths showed radioactivity. Though evidence of lingering radioactivity is slight, it is strong enough to leave open the ominous possibility of a different situation had the bomb exploded at ground level.

The radiation apparently has no lasting effects on the soil or vegetation. Seeds later planted within a few hundred feet of ground zero grew normally. Examination of subsurface soil in the immediate area showed presence of earthworms and other life only a few inches below the surface. The effect on human procreation is as yet undetermined but pregnant women within a mile of ground zero showed an increased number of miscarriages, and there was, in most cases, a low sperm count among men in the area. Stories of harmful effects on people who came into the area after the explosion have been disproved by investigation.

The rays proved lethal for an average radius of 3,000 feet from ground zero. They caused loss of hair up to 7,500 feet and occasionally beyond, and other mild effects up to almost 2 miles.

CONTAMINATION OF WATER

There are several ways in which the fission products and unfissioned bomb material resulting from an atomic bomb explosion may be deposited in the water. Primarily, they may be deposited in the water by force of the explosion, if the explosion occurs either above the water or in it. In the former case, contamination will be slight due to the terrific amount of heat generated by the explosion. This heat will rise immediately and carry with it most of the fission products and unfissioned bomb material.

A second way in which products from the explosion could reach the water would be from radioactive rain. In case of an air burst this is of rather slight importance. The products will have been carried up so high by the heat that by the time they rain down they will have been so diluted that contamination of any particular body of water would be slight. On the other hand, in the case of an underwater blast, the contamination due to radioactive rain is of great importance. In the second test at Bikini, it

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is felt that a large portion of the contamination on the target ships was due to the radioactive rain.

A third way in which water may become contaminated is through neutron bombardment. The number of neutrons emitted by a single atomic explosion is enormous, and all become excellent bullets for the production of artificially radioactive materials. Of the materials found in 1000 gm of ordinary sea water, salt (NaCl) comprises 23.5 gm; magnesium chloride ($MgCl_2$), 5 gm; sodium sulfate (Na_2SO_4), 4 gm; calcium chloride ($CaCl_2$), 1 gm; and 1 gm of other salts. A glance at the Seaborg table of isotopes will show you that of all the materials present in sea water, only Na shows a radioactive isotope produced by neutron bombardment which has a half-life long enough to cause much concern.

BIKINI

There were two extremes in the Bikini test. The Able bomb was of the variety used on Japan and was exploded high in the air, although this time it was over water. The Baker bomb was more of the Alamogordo type and was exploded very close to large quantities of material (water, in this case) causing heavy contamination by fission particles and by neutron induced radiation.

The water contamination observed to result from the air burst of an atomic bomb at Bikini was almost entirely due to the neutron induced radioactivity of the sodium in the salt water. The degree of radiological hazard was fairly small as early as one or two hours after the detonation. The volume of contaminated water was rather small and confined originally to the top 15 or 20 feet of water. The rate of mixing and dilution was fairly rapid in the lagoon. As the water originally contaminated was diffused vertically and horizontally, the volume of water containing radioactive material increased and the intensity of the radioactivity decreased. Within a little more than one day there was no area in the lagoon which was found to have an intensity of greater than 0.1 r/day. This rapid decline in the radioactivity in the water was due both to the water mixing and the short half-life of the radioactive isotope, Na^{24} (half-life; 14.8 hrs).

The most startling difference between an air burst and an underwater burst is the radioactive contamination produced, and it is clear that this presents an entirely new danger of atomic warfare. In an air burst the radioactive materials formed in the explosion will rise in the cloud and in a short time be spread over so large an area that they will not present any great hazard. In an underwater explosion, however, the products of fission and the unfissioned material cannot escape into the air; instead they are intimately mixed with the sea water, and poisonous radio-

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active spray will fall out in high concentration within a short distance from the explosion. In addition to the fission products, the neutrons produced in the explosion create vast amounts of induced radioactivity in the salts in the water and in the target vessels themselves. The result of this factors, as the President's Evaluation Commission reported at Bikini, is that the equivalent of hundreds of tons of radium was generated in the waters of the lagoon. This deadly material descended on the target ships when the 10,000,000 ton column of water fell back into the lagoon. At least half the ships were covered with radioactive spray and we are sure that, had those ships been manned, all personnel would have been casualties.

The Bikini monitors attempted to penetrate into the lagoon within a few hours after the underwater explosion, only to discover intense radiation due to contamination. A rather elaborate procedure had been established for the lagoon patrol. The only trouble with it was that they had not foreseen the intensity of radiation due to contamination nor the length of time it would persist. At first the best they could do was to send radio-controlled drone boats in to pick up water samples. After two days brief trips into the target area could be made. After a week most of the ships could be boarded but only for a few minutes at a time. It was a month before some of the ships could be boarded for as long as an hour. Recent information indicates that the most seriously contaminated vessels are still radioactive and will remain so for years.

At the end of the second week an even more insidious hazard was discovered. It was found that the area of contamination was spreading outside the original target area and that the observer ships were in many cases becoming seriously contaminated with radioactive materials. This was caused by diffusion in the water and by contamination of marine life. The algae in the water absorbed the radioactive particles and passed them on to small fish which were eaten by larger fish. These died and in decomposing passed the contamination back to fresh algae. The radioactive algae and other marine forms collected on the bottoms of the observer ships and emitted sufficient activity to be hazardous to personnel inside the vessel. In many cases it was necessary to move bunks back from the hulls to protect the men who slept in them. When the salt water lines in the ships became contaminated, it became necessary to cut down working time in engine rooms so that the men would not receive more than the daily tolerance exposure, which was set at 0.1 roentgen. As the days passed examination with Geiger counters of personnel, clothing, equipment and the ships themselves indicated that contamination was spread all over the task force to a serious extent. While it was made certain that no one was being injured, control of 42,000 persons was becoming more and more difficult, particularly since the hazard [illegible] could neither be seen nor felt. The collection

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of souvenirs by the sailors was a special problem and occasionally, under a man's pillow or mattress, material was found which had been filched from one of the target vessels and which was radioactive enough to give many time the tolerance dose. Needless to say, the RadSafe Section was relieved when the task force departed from Bikini some three weeks after Baker Day.

In summary it may be said that the major radiation hazard in the air atomic explosion is the instantaneous electromagnetic radiation and the neutron flux produced at the time of explosion. The residual radioactivity from an air burst results almost entirely from the neutron induced unstable isotopes, except perhaps for extremely low altitude bursts. The underwater atomic explosion presents much less danger from initial radiation, air blast injury and neutron flux because water shielding. However, the extremely high level radioactive contamination remaining in the vicinity after the blast creates a basing problem in radiological safety which dwarfs the problems arising from an air detonation.

HAZARDS ASSOCIATED WITH RADIOACTIVE CONTAMINATION

The chief external radiation hazard in a contaminated area will come from gamma rays thrown off by fission products or by materials made radioactive by neutrons or gamma rays during the explosion. Alpha and beta radiations will be dangerous, chiefly if they come into actual contact with the skin, but it will be necessary to guard against contaminated dust. Filter masks, clothing tight at the wrists, ankles, and neck, and tight-wristed gloves will afford protection against alpha and beta particle contamination. However, material heavily contaminated with beta-emitting material should not be handled, even with gloved hands, since it can cause severe burns. Tongs or equivalent instruments should be used. Clothing should be discarded at the edge of the contaminated area to avoid spreading radioactive contamination. Thorough soap and water bathing would be a valuable precaution. Bodies that have been exposed to radiation can be safely handled.

Gamma radiation cannot be turned aside by such simple measures as protective clothing, but dense material, such as concrete, can reduce its ionizing effect. Three inches of concrete will cut the amounts of gamma radiation by half, and the customary 9-inch concrete wall used in construction would reduce gamma rays to one-eighth their original potency. However, the gamma radiation from a bomb is measured in thousands of roentgens and, even at distances of 700 yards from ground zero, 20 inches of concrete would be necessary to cut down gamma rays enough to prevent serious radiation injury. Gamma radiation from contamination will not approach the power of direct bomb radiation. The best protection against contamination that gives off gamma radiation is to use instruments to detect its presence and to avoid any dangerous concentration.

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In the atomic energy program, a standard has been set, called the maximum permissible dose, which stipulates an exposure which experts believe a man could experience every day in his life without danger of injury. This has been fixed at a maximum of one-tenth of a roentgen a day, with a weekly maximum of three-tenths of a roentgen. But his standard applies to daily exposures, a very different matter from a one-time exposure in emergency. Thus, in the course of a medical study of a disease of the stomach or intestines, a patient may be exposed to some 40 roentgens in undergoing a series of X-ray examinations. X-rays of the teeth may subject the patient to about 2 roentgens. It is clear that a person may be subjected to a one-time exposure of many times the daily "maximum permissible dose" without suffering injury.

Radioactive materials can enter the body through the mouth, through breathing, or through a wound. They are particularly destructive when retained in the body for some time. Alpha and beta particles, which can be stopped by the skin, meet no such barrier inside the body. If lodged thar, materials that emit these particles can cause serious damage. In evaluating the radiation hazard from these sources, three main factors must be considered:

1. The chemical characteristics of a radioactive element are important, because they determine in what organ the material is likely to be deposited. Materials that behave chemically like calcium will be deposited in bone. Plutonium and strontium are two such elements.

2. If a material is taken in through the mouth, its solubility in body fluids is important. What chemical forms are we dealing with? How much is absorbed from the gastric intestinal tract? Fortunately, most of the fission products are quite insoluble and will not be absorbed in significant amounts. Compounds of strontium, barium, and iodine are the most soluble. Plutonium exists usually in the form of an oxide and only about five-hundredths of 1 percent of the amount ingested is fixed in the body. Swallowed materials must gain access to the circulating blood before they can be deposited in an organ. Thus, even in the stomach and intestines, they are, for all practical purposes, still outside the body as far as radioactive poisoning is concerned.

Once plutonium enters the blood stream, it may be carried to all parts of the body, and much of it is deposited in the liver, spleen, and bone. The most significant points of deposit, as far as serious injury is concerned, are close to the blood-forming tissue in the bone marrow. Here, because of the tremendous ionizing power of its alpha particles it is a constant source of injury to the adjacent issues. If it remains in the

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body long enough, the injury will result in the formation of malignant tumors and severe anemia.

3. The length of time materials remain in the body depends upon their "biological half-life" - the time required by the body to lose one-half the radioactivity by decay and the body's regular processes of elimination. This varies from hours to years with the different elements. In the case of plutonium, the biological half-life is 50 years.

The amount of plutonium scattered, after a high air burst of an atomic bomb on a clear day, may be considered inconsequential. Even after a much lower burst, contamination is negligible - one would have to swallow the surface contamination contained in an area of several square yards to get a dangerous amount. The situation probably is not greatly different when atomic bombs are exploded in other ways.

Much concern has been expressed regarding the contamination of drinking water. In a high air burst on a clear day, the fallout of radioactive materials is so small that dilution by the water insures safety. The efficiency of the filtration plants, and the distance of sources of supply from cities are further safety factors. Fission products and fissionable material have a tendency to adhere to any organic material with which they come in contact. They will cling to the banks and the bottom of lakes, to the pipes, and other material to such a degree that it is probable that very little would ever reach the populace. Water containing one-millionth of a curie of fission products per liter is considered safe for drinking. (This means that about one atom in 250,000 billion billion is disintegrating every second.) Many popular mineral waters contain more than this. Hazards in the case of a storm or base surge remain to be established. Testing for radioactivity is advisable. At Bikini, sea water from a heavily contaminated source was distilled (this is, turned into steam and condensed, not merely boiled) and found safe for drinking purposes.

As to the hazard of inhaling particles of matter, the size of the particle is important. The nose filters out almost all particles larger than 10 microns in size (one inch equals 25,000 microns). It will filter out 95 percent of all particles over 5 microns in size. The size at which particles most readily pass from the small air pockets of the lung into the blood stream is about one-half micron. Particles 1 to 5 microns in size may, however, reach the lymphatic system.

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At a bomb burst, contaminated particles of this size - the largest only one five-hundred-thousandths of an inch in diameter- ascend rapidly into the atmosphere. If they settle, as on a rainy day, they usually attach themselves immediately to larger particles. The chances of inhaling a dangerous amount of these small particles is small. A combat-type gas mask will filter out almost 100 percent of all such particles.

If one is wounded while in a contaminated area, the hazards of the situation will depend almost entirely upon the amount and kind of contamination present, and the extent to which the contamination material is soluble in body fluids. It is difficult to conceive of a situation in which a sufficient amount of contamination would be present to endanger life by this means of exposure, although material introduced into the blood is fixed in the body in a very short time.

Such a wound should be cared for in the same manner as any similar injury in an uncontaminated area. Cleansing with soap and water is particularly important, and possibly excising damaged tissue. The would then should be closed. Amputation is not indicated.

While there is little or no risk of contamination at the ground level after an air burst, an aircraft flying through the atomic cloud will pick up a certain amount of radioactive residue. The degree of contamination will be greater if the passage through the cloud occurs soon after the explosion. In these circumstances, too, the crew could receive a considerable dose of radiation while traversing the cloud, apart from that which they might subsequently acquire from the contaminated aircraft. It should be emphasized that radioactive contamination in no way affects the mechanical performance of a plane, its engine, or any of its equipment. It is objectionable only as a potential health hazard to operating and maintenance crews.

As a result of flying through a radioactive cloud, an aircraft may be contaminated to some extent on its exterior surfaces, in the interior, and especially within the engine. Contamination of the surface will be greatest where there are abrupt changes of contour. The leading edge of the airfoils, turrets, or recess which are usually dirt collectors, and oily surfaces, are most likely to be heavily contaminated.

Engines will become contaminated by the stream of air that passes through them while they are operating. Air intakes, oil cooler, carburetor air ducts and throat, and superchargers, are thus regions where considerable contamination may be expected. If carburetor air filters are in operation, they also will be subject

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to heavy contamination. However, it is preferable to have the filters contaminated, rather than the engines, since it is difficult to decontaminate the latter. Carburetor air filters might thus be turned in for the purpose of acting as collectors, and so reducing the contamination within the engine.

Jet engines present a special problem. The air intake of such an engine is roughly 100 times that of the ordinary reciprocating engine, and consequently the possibility of contamination is greatly increased. Although this contamination probably would not represent a hazard to air crews, due to the relatively short exposure time involved, precautions would have to be taken to avoid subsequent excessive exposure on the part of ground maintence crews.

In the event that an airplane were to fly through the atomic cloud, the crew of the aircraft would receive an acute dose of radiation. The severity of the dose, of course, would depend upon the speed of the plane and the time after detonation. In general, even with high speed planes, the crews might receive lethal doses if the passage through the cloud is made during the first 10 minutes.

In addition to the acute dosage of radiation received directly from the cloud, the dosage that might be received from radioactive contamination deposited on the exterior of the aircraft, within the engine, or in the interior of the plane, should be considered. This will probably not contribute significantly to the total radiation received by the crew but may be both an external and internal hazard to maintenance crews involved in major repair work.

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RADIOLOGICAL TRAINING COURSE

LESSON VI (60 MINUTES)

DECONTAMINATION

I OBJECTIVES

Use of effective decontamination procedures will render some efficiency to an exhausting task. This lesson will cover some of the basic fundamentals of surveying contaminated areas and equipment and decontamination of such and personnel. Pertinent information will also be obtained in SAC Atomic SOP 55-22, which everyone connected with the wings combat mission should be familiar with.

II INSTRUCTIONAL AIDS

1. "Radiological Defense Vol II", AFSWP
2. "Radiological Defense Indoctrination", Dept of Army
3. "Atomic Energy and Radiological Defense, Dept of AF

SURVEY AND DECONTAMINATION PROCEDURES

The purpose of this lesson is to consider two of the major problems which confront those charged with maintaining our defenses against radiological attack, whether by atomic bomb or by other means. The first problem is to determine if radiological contamination of an installation, ship, or area has occurred and the type and extent of any contamination. This is necessary so that the commanding officer may be appropriately advised concerning the employment of personnel and material and the extent to which rescue, evacuation, decontamination, and salvage are necessary and possible. The second problem is to provide for the decontamination of personnel and material subjected to radiological attack.

Survey. In attempting to obtain and evaluate information regarding the degree of radiological hazard existing after an atomic explosion or other radiological attack, it is necessary to conduct a systematic survey of the area involved. A few haphazard instrument readings will not suffice to give a clear picture of the degree and probable types of contamination present, nor to indicate the measures necessary to protect personnel remaining in or likely to enter the area. In general, there are three types of surveys which should be included in any plan for obtaining the information desired.

1. The first survey should be of meteorological and terrain

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factors and of initial reports on the location and nature of the primary source of the hazard (atomic explosion, radiological dust, and so forth). This survey can be partly accomplished in advance of actual attack and should lead to a quick prediction of the location of the fall-out area.

Fall-out is the downwind precipitation over an area of a vast number of radioactive particles from the radioactive cloud created by an atomic explosion. Fall-out is not considered so great a hazard as formerly but it can be a source of hazardous contamination, decreasing to a negligible hazard as the height of an atomic detonation increases and depending on whether the detonation was over land or water or under water. The calculation of the fall-out area is beyond the scope of this discussion, but it can be roughly estimated by trained personnel at the command post or damage control center (depending upon the type of unit involved), and should be estimated under the direction of a meteorological officer. The predicted fall-out can be the basis for evacuating personnel from the estimated fall-out area prior to its occurrence, thus avoiding personnel contamination, or for warning ships or aircraft to remain clear of or to evacuate the estimated fall-out area.

2. The second survey should be of gross contamination in the [illegible] to determine the immediate safety precautions and necessary [illegible]. The second survey applies to either land or [illegible] and would follow or possibly proceed simultaneously with the first (the fall-out) survey. At sea, it will be necessary to survey the water around the ship, possibly in small boats, in addition to making a quick survey of the ship itself. Radiological defence officers must be capable of planning and carrying out such surveys. It is apparent, however, that in order to obtain a significant amount of data in a short length of time, it will be necessary to have a number of trained monitors to take measurements of radioactivity throughout the area suspected of contamination. These monitors will usually be enlisted men who must be well trained in the use of instruments and in making accurate reports of the observed data. A monitor should also know how to interpret the results of his findings to a degree sufficient to be responsible for his own immediate safety and that of others near him in case he should find himself in a region of great radiological hazard. The instruments to be used by such monitors have been previously discussed.

Monitors should be assigned to each unit area on the basis of a previously designated grid system. Following radiological attack, each monitor should proceed to his assigned area and conduct his survey with a high-intensity survey meter, taking frequent readings, until he reaches an area above military tolerance level of radio-

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activity. He should report his findings to the command post promptly and frequently by whatever means of communication available. It is imperative that he report the line of demarcation of military tolerance level if it lies within his area. If the monitor finds that he is already in an area above military tolerance, he should evacuate to an area of lesser tolerance, warning others to do likewise. If he finds that his entire area is below military tolerance, he must stand by within his area and continue monitoring and reporting, unless otherwise ordered.

3. The third survey should be a detailed and accurate survey over a considerable period of time to obtain information on the exact nature and rate of decay of the radioactivity present. This survey may include laboratory analyses of contaminated samples and should lead to a prediction of the probable degree of hazard remaining in the area at any specified future time. Such information is vital in determining the extent to which evacuation, decontamination, and reentry into the area should be effected.

Assuming that the second (rapid) survey within any given unit area has been completed and that the monitor is still within his area or that he has reentered an area where the intensity has decayed (fallen off) sufficiently to permit at least short-duration operations, the monitor will proceed with the third type of survey. This time he may use a more sensitive or lower intensity survey meter, such as a G-M type, taking readings at more locations and with greater regularity. It is important that he continue to report his results to the command post or damage control center. If there should be no radiation evidenced except normal background count within the area under survey, monitors must nevertheless make continued surveys of their entire areas if these lie within the region of possible fall-out. This is necessary to detect any later increase of intensity and thereby warn of approaching fall-out and possible hazard. Both positive and negative indications of radioactive contamination are important to the radiological defense officer who is plotting the overall situation.

During this detailed survey, the monitor should select samples of earth, water, or small exposed objects and transmit them through his command post or damage control center to a radiological laboratory where they may be checked for type of radioactivity. In this way, the presence of alpha emitters, especially harmful to the body when absorbed internally, may be discovered. Alpha radiation cannot be accurately detected and measured by present-day instruments which meet the requirements of field usage. Laboratory analysis may also lead to certain conclusions as to the types of materials constituting the contamination. This information would prove useful in selecting suitable decontamination procedures to be employed and, together with carefully recorded intensity readings taken at regular intervals at a few points specified by the

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radiological defense officer, will form the basis for calculating the time which must elapse before a radiologically hazardous area becomes safe for occupancy.

In summarizing survey operations, it cannot be too strongly emphasized that the rapid yet accurate reporting, recording, and charting of data obtained are vital necessities if correct conclusions are to be drawn by the radiological defense officer. Upon these conclusions, the commanding officer must base his decisions for such subsequent actions as rescue, evacuation, decontamination, and rehabilitation. It should also be remembered that monitors and other personnel required to work in possibly hazardous areas should be provided with suitable protective clothing and equipment and with film badges or pocket dosimeters to provide a record of the cumulative dosage received by any one individual. This record should be used as a basis for shifting personnel to duties in less hazardous areas when they have been overexposed or appear to be in immediate danger of accumulating too great a total exposure to radiation.

Based on experience, it should be possible to send in medical, rescue, and survey teams immediately after an air burst without danger from radiation. After a surface or subsurface burst, the preliminary survey would probably be made from planes or helicopters flying at a safe altitude over the contaminated area.

In estimating the probable decrease of the radiation hazard with time, the decay rate of a fission product mixture can be approximated by a 1/t law (inverse time relationship). Thus the intensity of radiation at the expiration of 1 day would be roughly 1/24 of the value at the end of the first hour after the burst. Similarly, the radiation from the contamination a month after the burst would be about 1/30 that after 1 day. However, if weathering and natural dilution could be neglected, another 30 months would be required to reduce the radiation by another factor of 30. This means that any area which is still dangerous 1 month after the detonation will remain so for long periods of time. At Bikini half the target ships still had average topside intensities greater than 1 roentgen per 24 hours two months after the underwater test. Unlike the air burst, the underwater burst presents a hazard to all persons entering the area some time after the explosion. The extent of the hazard will depend on the time elapsed before such reentry. For example, if reentry into an area with an intensity of 3,600 roentgens per 24 hours were made 1 hour after detonation, then a lethal exposure of 400 r would be obtained in 6 hours and the dangerous exposure of 100 r in 20 minutes. The radiological defense officer must solve this problem, either through the use of a plot or by the multiple-decay equation.

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Some kind of radiological survey is desirable regardless of the type of burst. Even though fall-out of radioactive dust and spray downwind will most probably have little medical significance, a natural rainfall within a hour after the burst could change the picture for almost any type of explosion; raindrops passing through the contaminated air might carry down a significant amount of contamination. Lung protection must also be considered if it is intended to operate in a contaminated area while radioactive dust might still be suspended in the air which the monitors breathe.

The Armed Forces have had few opportunities to gain practical experience in survey and monitoring work. Although survey teams were sent to Nagasaki and Hiroshima, they worked in an area of very slight contamination and at a considerable time after the explosions. Very little information has been released on the first atomic explosion in New Mexico, but here again there was no high-intensity contamination of any large area, even though some of the fission products were detected in minor quantities over much of the United States.

Radiological decontamination is still a very flexible subject, and only slow progress has been made regarding it. It actually constitutes such a problem that the wisest counsel is to avoid contamination if possible. There is no practical way to destroy radioactivity. Since radioactive decay is a nuclear process and is entirely unaffected by chemical reactions, decontaminating solutions such as are used in neutralizing mustard gas contamination are of little value in this new situation. The objective of radiological decontamination is to free an area from persistent radioactive agents. This involves the actual removal of induced radioactive isotopes, fission products, and/or unfissioned parts of the fissionable material of the bomb itself.

DECONTAMINATION OF PERSONNEL

Decontamination is the removal of radioactive contamination from personnel, materiel and areas.

Inasmuch as there is not a practical way to destroy radioactivity, decontamination must be accomplished by physical removal of the radioactive material. This material is in the form of sub-microscopic particles scattered over large areas some of which is firmly imbedded in surface areas. For that reason, and because by decontamination we merely transfer the radioactivity to another place, it is normal procedure to let radioactive decay take care of decontamination. With one exception, therfore, decontamination is normally limited to a few critical areas and/or items of materiel. That one exception is personnel decontamination.

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While it is not the scope of this course to teach tactical doctrines on decontamination, a few general principles should be outlined. This is felt to be of particular importance since commanders, staff officers and operating agencies, almost without exception, often misunderstand points which should be understood are:

a. Decontamination, except for personnel decontamination should never be attempted except for critical items of equipment and very small areas. This is because decontamination is a process which consumes large amounts of supplies and man-hours of work. In almost every case dangerously contaminated equipment should be allowed to age and contaminated areas abandoned.

b. Decontamination is a slow process which in many cases, depending on the type of material and conditions of contamination, is only partially successful.

c. It is very difficult to evaluate the success of decontamination measures since such factors as natural decay and weathering often are actually responsible for supposed decontamination.

d. Personnel decontamination, by contrast, is simple and a relatively minor but important problem.

Personnel working in a contaminated area or persons who may be in an area over which contamination is spread will require decontamination because both their clothing and parts of their bodies may pick up radioactive particles, it is necessary to monitor these personnel and establish decontamination centers.

All clothing is subject to the hazards of contamination but gloves and shoes are usually the more heavily contaminated. Canvas booties, if available and worn, will protect shoes completely, and can be discarded after use. When shoes are not protected, however, they will pick up dangerous amounts of contamination on the top, edge and bottom of the soles. Cord-rubber and rubber soles are much worse in this respect than leather soles. Canvas gloves are highly desirable to protect the hands against contamination but are very clumsy if precise work must be done. In spite some opinions to the contrary, it has been proven that monitors can operate instruments quite satisfactorily while wearing gloves.

The fact that work clothing has been used once in a radioactive area does not mean that it should be promptly discarded even if slightly contaminated. On the contrary, as long as clothing reads below 3 mr/hr, beta plus gamma, it may be worn for work periods of 4 to 6 hours quite safely

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On the body, special attention should be given to the hair, face and hands as probable locations of contamination. If gloves are not worn, it will be found that grime beneath the fingernails is always contaminated. The entire body must be checked, however, after all clothing is removed.

For efficient personnel decontamination, decontamination centers should be set up. Emphasis must be placed on the fact that almost any type of facility which has a source of running water can be used for decontamination. The cardinal rule is to keep contaminated personnel and equipment out of "clean" areas. Procedure is as follows:

a. Personnel assemble in an area and turn in equipment. Gloves and booties are then discarded.

b. One man at a time, each individual is monitored with his clothing on. Remainder of personnel should remain 30-40 feet away to keep a low background count.

c. Readings should be taken as close to the clothing as possible, and should be beta plus gamma readings.

d. Any clothing reading higher than 3.0 mr/hr, beta plus gamma, should be discarded. Only those articles of clothing so reading should be discarded. Replacement items should be issued at time of discard.

e. Clothing reading 3.0 mr/hr, beta plus gamma, or less should be stowed away for future use.

f. One man at a time, each individual should then be monitored without any clothing on. Any appreciable increase in background count shows some degree of contamination and, unless shortage of water is a factor, the man should be decontaminated. If water shortage is a factor, only men reading over 0.2 mr/hr, beta plus gamma, need be decontaminated.

G. Decontamination is accomplished by scrubbing down with soap, water and a GI brush. Several applications may be necessary.

h. Men are then checked by a monitor and, if clean, are given a towel. If necessary, men are sent back to the showers until free of radioactivity.

i. Men are then cleared to dress and are released.

Certain modifications may be necessary in this procedure with respect to issuing clean or replacement clothing. There is little objection to how this is done as long as contaminated personnel

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do not handle dress clothing. By dress clothing is meant clothes which will be worn after release from a monitor's supervision. It should not be confused with clean or slightly contaminated work clothing which will be worn under a monitor's supervision only - there is little objection to contaminated personnel handling this work clothing.

The major requirements for operating personnel decontamination centers are running water, soap, brushes, towels, a supply of clothing and a place for work parties to store or hang two sets of clothes. These two sets of clothing as pointed out above, are dress clothing and work clothing. In connection with work clothing, it is well to point out that personnel working in radioactive areas should be furnished a minimum of clothing. A cap, a shirt, a pair of trousers, a piece of heavy twine for a belt and a pair of shoes is all that is needed. To this should be added a pair of canvas gloves and a pair of canvas leggins as expendable items for each mission. Underwear and socks are not normally necessary and complicate supply problems. In winter weather, however, they might be required. Towels are not a problem if care is used to insure that they do not become contaminated. Clothing which has become contaminated should not be arbitrarily destroyed but stored so that radioactive decay may render it usable again.

Personnel requirements for operation of a decontamination center will range from 4 to 6 persons, if men are to be processed rapidly. At least three monitors are necessary to handle a continuous flow of personnel.

Finally, it is necessary to exercise strict supervision over all personnel entering radioactive areas to insure that they are properly decontaminated before release. It is a proven fact that personnel get careless after working on a dangerous job for some time. One of the biggest jobs will be to combat such carelessness.

DECONTAMINATION OF AIRCRAFT

The area damaged or destroyed by blast and fire, following attack with an atomic bomb, can readily be determined by inspection. Areas which become hazardous as a result of radiation, however, can only be determined through examination by specially trained personnel equipped with survey meters. Such personnel should be prepared to start operations immediately after an atomic explosion. The personnel who actually perform the work are called monitors. Their activities are controlled by officers or senior non-commissioned officers, called Survey Officers.

Radiological surveys may be required after an atom bomb attack. The extent and location of contaminated areas must be determined as promptly as possible, and the intensity of radi-

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ation in such areas investigated. This is accomplished by the radiological Survey Officers and monitors. Ground surveys may be conducted by any suitable means of transport, including jeeps, liaison aircraft or helicopters. Surveys in harbors or other water areas may be conducted by boat or ship. Situations may arise where the radioactive cloud must be located by monitors in aircraft. Regardless of the means used, the monitor's observations, which include exact time, location and radiation intensity at selected points, are transmitted to a central control point where a map is prepared to indicate contaminated areas. This map, or isodosic chart, is used to formulate plans for evacuation and decontamination.

All aircraft and crews will be monitored by teams and SAC Atomic SOP 55-22 will be detail the procedures involved.

Material decontamination should be carried out in an area which is uninhabited and where contamination of the ground by run-off of decontaminating solutions is not objectionable. Care must be taken that:

a. Men work upwind of the object being decontaminated.

b. Washing down must begin at the highest levels and work down.

c. All portions of the object being decontaminated are equally washed down.

Specific procedures for decontamination are as follows:

a. Aircraft: Aircraft may be decontaminated by spraying with a mixture of kerosene and "gunk" (Compound, cleaning, aircraft, Specification No. 20015). This mixture can be sprayed on by use of a 500 gallon power driven decontaminating apparatus (M342 or M4) which delivers a working pressure of about 400 lbs., per sq., in. An additional decontamination apparatus, utilizing water, or a steam cleaner should be used to wash down the gunk mixture. Suitable fire precautions will be taken.

b. Metal Surfaces (Corrosion not [illegible]): Use the gunk solution outlined above.

c. Metal Surfaces (Corrosion permissible):

(1) Swab surface with a weak acid solution and follow by washing down with a stream of high pressure water.

(2) On painted surfaces, it is very effective to remove the paint. This may be done by use of a solution consisting of:

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5 lbs lye (Na OH)
5 lbs boiler compound
1 lb cornstarch
10 gallons water

which is allowed to remain on the paint for two hours before removal with a high pressure water stream.

d. Wood Surfaces: Decontamination of wooden surfaces is impractical beyond a hosing down with water.

e. Canvas and Fabrics: Washing with soap and water is the most that can be done. Except for clothing, this type of material should be destroyed.

Other means of rough decontamination of aircraft are as follows:

After as much delay as the circumstances permit, to take advantage of natural decay of the radioactivity, the contaminated aircraft should be washed down thoroughly with water. Regular fire hose, equipped with fog or spray nozzles, will be satisfactory. If these special nozzles are not available the water pressure must be reduced so that the planes are not damaged. In some instances a sprinkling system can be used. The addition of soap or other detergent to the water would be an advantage, as it would help to remove contamination attached to greasy or oily surfaces. Precautions for the disposal of contaminated waste water must, of course, be taken here, as always.

As far as land-based aircraft are concerned, this is probably as much as can be done at a forward base. Consequently, after hosing down, the aircraft should be monitored to determine the extent of decontamination. If this is not sufficient to permit operation without undue hazard to the crew, the decontamination process should be repeated, and time allowed for natural decay to reduce the radiation hazard to an operationally acceptable level.

Where the degree of external contamination is beyond the capacity of the immediately available facilities, or where there is internal contamination of the plane and engines, time will have to be allowed for the radiation intensity to decay to an operationally acceptable level. The engines should present no hazard except to maintenance personnel. However, it is believed that by taking suitable precautions, work could be safely performed on the engines after a few days.

If a plane has flown through the atomic cloud, or if the engine has been running during the transit of the base surge, decontamination will be very difficult. The exterior of the airframe

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and engines should be washed thoroughly with water and detergent. While the aircraft may then have been decontaminated to an acceptable operational level, the engine may still constitute a hazard to maintenance crews. In this event, the engine should be appropriately tagged, so that the proper precautions are taken when maintenance is required. Certain parts, such as supercharger compressor sections, carburetor, and exhaust stacks may be found to be too radioactive to work on. If so, they should be removed as rapidly as possible and replacements used.

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RADIOLOGICAL TRAINING COURSE

LESSON VII (60 MINUTES)

INSTRUMENTS

I OBJECTIVES

To describe the operation, use and calibration of Radiac Instruments. Proper use of instruments will give both personnel and equipment longer life.

II INSTRUCTIONAL AIDS

A. References

1. Radiological Defense Vol II" AFSWP
2. "Atomic Energy & Radiological Defense", Dept of AF
3. TM 11-5514, Dept of Army
4. NavShips 91444, Dept of Navy

B. Equipment

1. Geiger-Mueller Counter
2. Ionization Chamber
3. Dosimeters
4. Radioactive Source

III SUBJECT MATERIAL

Specific information of two kinds is required in order to deal with the problems resulting from nuclear radiation. First, it is necessary to determine whether a particular area, region, or piece of equipment is contaminated or not. If it is contaminated, then it is necessary to know the intensity, or dosage rate, of the radiation at various points. The dosage rate is usually expressed in roentgens per hour. For this purpose survey or dose-rate meters are used. From a knowledge of the dose rate of the radiation, it is possible to determine the hazard in occupying a particular area or piece of equipment. If the area is not safe for permanent occupation, the readings of the survey meter can be used to calculate how long personnel can remain with reasonable safety.

The second type of information required is the total radiation dosage received by each individual exposed to nuclear radiation. It will be recalled that the nature and severity of radiation sickness depends on the total dose, and the amount of time in which it was aquired. Personal devices which measure the total dose of nuclear radiation in roentgens received over a period of time are called dosimeters.

A dose-rate meter and a dosimeter may be compared to the two functions of an automobile speedometer. The dose-rate meter, indicating the dose-rate in roentgens per hour, is similar to

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the needle which registers the speed of the automobile in miles per hour. The dosimeter, on the other hand, gives the total exposure in roentgens over aperiod of time, and is equivelent to the mileage indicator.

At present there is no single instrument that will conveniently serve both as a dose-rate meter for surveying purposes and as a dosimeter for determining the exposure of personnel. Consequently, devices of different kinds are used for these two purposes. It is a fortunate circumstance that while surveying instruments, which are not required in large numbers, are moderately complicated, dosimeters, to be worn by all personnel liable to radiation exposure are reletively simple. Because of the differences in character, dose-rate meters and personnel dosimeters will be considered separately.

SURVEY METERS

In the ion-chamber type survey meter, the chamber is usually an air fille, plastic container, treated so that the inner walls are electrically conducting. A wire or network of wires, insulated from the container, is sealed inside. A voltage is applied between the container and the wires by means of a battery of about 100 volts. When nuclear radiation enters the chamber, it produces ions in the gas; the positive ions are then attracted to the negatively charged part (cathode), while the negative ions are attracted to the anode.

As a result, there is a flow of electric current, its strength being determined by the rate at which ions are being produced in the chamber. In other words, for a particular type nuclear radiation, the current strength is a direct measure of the radiation dose-rate. This current is too small to be observed directly on instruments, but it can very easily be amplified by means of an electronic circuit. A meter attached to the circuit can then be calibrated so as to read the dose rate directly in roentgens per hour.

Ionization chamber instruments have been made in a great variety of forms for different purposes. The portable types have been particularly useful for measuring the dose-rates of gamma radiation of moderate or high intensities. More recently, instruments of high ranges have been developed; they can be used to indicate dose-rates from .5 milliroentgens per hour to 500 roentgens per hour.

The ion-chamber, which is the actual radiation- detection unit, is usually built into the body of the instrument, but if necessary it could be made in the form of a probe with a cable connection to the box containing the amplifying circuit, batteries and meter. The latter arraingement would be useful for detecting the presence of contamination in recesses. Alternatively, the ion-chamber unit could be mounted on the exterior of a vehicle or tank,

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with the remainder of the instrument in the interior. Since the crew would be partially protected from gamma radiation by the material of the vehicle or tank, it would be possible to approach and monitor a contaminated area with less exposure to personnel.

The other type survey meter is the Geiger counter. The detecting part of this instrument is the Geiger tube having a conducting cathode coating on the interior of the tube wall and a fine metal anode wire, insulated from the cathode, running down the center of the tube. The conducting cylinder is attached to the negative pole, and the insulated central wire to the positive pole of a high-voltage source. Geiger counters require 700 - 1000 volts instead of the 100 volts required for ion-chamber type instruments. When nuclear radiation enters the tube, ions are produced in the gas. The negative ions are actually very small particles, called electrons, and because of the high voltage applied between the cylinder and the central wire, the electrons move rapidly towardsthe wire. If the voltage is sufficiently high, the fast moving electrons act like nuclear radiations and are able to produce more ions in the gas. The negative ions (electrons) so formed are, in turn, accelerated by the high voltage and produce more ions.

Under the proper conditions, therefore, a single pair of ions formed in the Geiger tube by nuclear radiation will result in what is called an ionization "avalanche." Such an event is equivalent to a large pulse of current through the tube and this with a little amplification, can be used to actuate a meter or other device. Instruments operating in the high voltage region actually count these current pulses as they occur, and for this reason are called Geiger "counters." The rate at which the pulses form is a measure of the intensities of the nuclear radiations. The pulse rate can be read on a meter and when of very low intensity can be determined by the clicks in an earphone.

The Geiger detector, like the ion-chamber instrument, can be used for gamma radiation, and also for counting beta particles if the tube has a suitable window. Frequently, the tube is enclosed in a probe connected to the counter itself by a cable, and has a sliding beta shield. When the shield is in position, the thin window is covered, and only gamma radiation can enter the counter. With the shield retracted, however, beta particles, in addition to the gamma radiation can be detected and measured.

The chief advantage of the Geiger counter is that there is such a considerable degree of amplification within the tube itself, in the formation of the avalanche, that very simple electronic systems are sufficient to detect quite low intensities. Since many counters overload when the pulse rate is very high, this type of Geiger instrument cannot be

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used for high intensity radiation. However, very small, and consequently less sensitive Geiger tubes are available for this purpose and have made possible developements of wide range instruments up to dose rates of 500 roentgens per hour.

A survey meter for field monitoring should be essentially a detector of gamma radiation. Either an ion-chamber instrument or a wide range Geiger counter will serve this purpose. When the gamma radiation intensity is low, there may still be a beta hazard, and a sensitive Geiger counter can be used to detect beta particles as well as gamma radiation. This is particularly valuable for the detection of small sources of radioactive contamination on clothing and equipment, and the decontamination of personnel and equipment.

The type survey meters presently on hand in this Wing, are, AN/PDR 27C, Geiger counters, and AN/PDR T1B, Ionization-chambers.

PERSONNEL DOSIMETERS

Personnel dosimeters, used for indicating total radiation dosage received by an individual, are of three main types. (1) the pocket dosimeter (or pocket chamber), (2) the film badge, and (3) the phosphor-glass dosage indicator. Pocket dosimeters and film badges are available in either self-reading or non-self-reading forms. The pocket dosimeter is actually a very simple form of ion chamber, for its action depends on the formation of ions by the nuclear radiations. However it has no batteries and associated equipment, and there is no flow of current. The nonself-reading form of pocket ion-chamber is often referred to as a "pocket chamber", while the term "pocket dosimeter" is used for the self reading type.

The simplest form of pocket ion-chamber is similar to a fountain pen in size and shape. It consists of an outer cylinder made of plastic material, the interior being coated with graphite to make it an electrical conductor. A stout wire, or inner cylinder supported at its ends by insulators, runs through the outer cylinder. To use the pocket chamber, it must first be given an electrical charge. This is done by connecting a charger between the shell (positive) and the central wire (negative) of the chamber. The chamber is then removed from the charger, and if the insulation is satisfactory, there will be no leakage and the charge will remain unchanged.

When nuclear radiation enters the chamber, it produces positive and negative ions in the gas. These are attracted to the charged wire and shell, respectively. However since the battery has been disconnected, there is no flow of current. Instead the magnitude of the charge is reduced. The decrease in

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charge is proportional to the total amount (or dosage) of radiation that has entered the chamber. Consequently, if the remaining charge is measured at the end of the exposure, the radiation dosage can be determined.

The pocket chamber described above requires associated equipment, called a "charger-reader," for charging purposes and for reading the charge before and after exposure. It contains a voltage source and a suitable meter. The scale of the instrument is calibrated so that upon insertion of the pocket chamber, after exposure to radiation, the dosage is indicated directly in roentgens. One charger-reader can, of course, be used to charge and read many pocket chambers.

Because of the shell thickness, most pocket chambers are sensitive to gamma radiation only. They are available for various ranges of radiation dosage, from a few milliroentgens to one or two hundred roentgens.

When operating in a contaminated area, it may be necessary to know the radiation dosage immediately, and for this purpose, the self-reading pocket dosimeter is used. Like the nonself-reading pocket chamber it consists of an ion chamber, similar to to a fountain pen in appearance. To a short, central wire is attached a thin, flexible quartz fiber, the position of which on an interior scale can be read by means of a lens fitted into the end of the cylinder

To prepare the self-reading dosimeter for operation it is placed in a charger; this provides an adjustable voltage source which is applied between the central wire and the shell. When the instrument is charged in this way, the movable fiber is repelled from the fixed central wire. By proper adjustment of the voltage, the fiber can be set exactly on the zero line of the scale. When nuclear radiation enters the chamber, ions are produced and attracted to the wire and the shell. The charge is thus diminished, and the repulsion of the fiber is decreased. The latter, consequently, moves across the scale, which is calibrated directly in roentgens. By holding the dosimeter up to the light, and looking through the lens, the radiation dosage received at any time can be read off from this scale.

While the dosimeter does not need any associated equipment for reading the exposure, it still requires a charging and adjusting device to set the fiber on the zero of the scale prior to its use. One such charger can serve many dosimeters. Like the picket chamber, the self-reading pocket dosimeter can be made to cover various ranges of gamma radiation dosages. Instruments with full-scale readings of 0.2 roentgen (200 mr) to 50 roentgens (50 r) are available.

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The film badge, consists of a piece of photographic film wrapped in light-resistant material. One side is partially covered with a thin strip of lead foil in the form of a cross, on the other side, the lead strips form rounded tips. It is small, rugged and easily carried in a pocket or attached to an identification "dog-tag". Since radiation affects a film in the same manner as ordinary light, exposure of the film badge to radiation darkens the film in proportion to the amount of radiation to which it has been exposed. Beta radiation is shielded by the lead foil, but can penetrate the paper wrapping of the film. Gamma radiation can penetrate both. Hence, after exposure, the film will show a dark area in each corner where it has been subjected to both types of radiation. There is a light colored area in the center where gamma radiation penetrated the single thickness of lead, and four intermediately darkened areas under the tips where the gamma rays, which penetrated one thickness of the lead sheet, caused a scattering of electrons in the atomic shells of the lead in the second sheet, thus intensifying the exposure in these areas. Comparison of the density, or darkness, of the corners and the tip-covered areas in exposed film in an apparatus called a densitometer, provides a means of measuring the amount of the beta and the gamma radiation to which the wearer has been exposed.

While the film badge has the disadvantage that determination of radiation exposure must be delayed until the film has been developed and compared, the film forms a permanent record of exposure which can be filed with other personnel records of an individual. Another advantage is low cost. Film badges can be supplied to an entire military force or the inhabitants of a city likely to be attacked with atomic weapons.

The glass dosimeter is a small pocket, slightly larger than an identification tag, containing a specially prepared phosphor glass. Exposure of this glass to gamma radiation produces changes in its internal structure so that when the glass is subsequently examined by certain special wave lengths of light, it is seen to glow, i. e., phosphorescence is observed. The phosphorescence can be picked up with a photocell and through an amplifier be made to indicate the radiation exposure of the glass on a meter, calibrated in roentgens. The special light source, photocell, meter, etc., required for reading the glass are contained in an auxiliary device called a "computer indicator."

As in the case of the ion-chamber instrument, the glass dosimeter gives a continuing indication of the radiation exposure which is not affected by reading. This type of dosimeter might well be used as a "life time" or over-all operation dosage recorder, in connection with some perhaps more accurate device for day-by-day readings.

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Procedures in Operating and Calibrating the Ionization Chamber
AN/PDR - T1B

1. This part of the experiment will be a simple check as to the proper operation of the equipment.

   a. Make battery check. (Satisfactory or Unsatisfactory)

   b. Turn selector switch to "Set" position. Can meter be zeroed?
   _____

   c. Turn selector switch to 5 scale. Turn check switch fully clockwise. What does needle read?_____mr/hr. (Needle should read between 2 and 5 mr/hr)

   d. Do your readings appear satisfactory?_____.

2. Operating Procedures.

   a. With selector switch on "Batt", check battery.

   b. With selector switch on "Set", zero instrument in by using zeroing switch.

   c. Using the 5, 50, and 500 scales, place instrument at various distances from the source until readings indicated on work-sheet are received.

   d. Measure distances from source to instrument and record in proper spaces.

   e. Using distances found by actual measurement and the strength of the sourceused in the exercise, find the calculated mr/hr. Use one of the following formulas to find calculated mr/hr.

   D equals 36.1 times $\sqrt{S/H}$ or R equals $\frac{C \text{ times } T}{D^2}$

   f Record calculated mr/hr in proper spaces.

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Radiological Defense Laboratory Data

Date_____Source Strength_____(mc) Name_____

Instrument Number_____ Partners Name_____

Distance to Source (inches)			Meter Readings			Calculated mr/hr		
Scale 5	Scale 50	Scale 500	Scale 5	Scale 50	Scale 500	Scale 5	Scale 50	Scale 500
			1.0	10.	100			
			2.0	20	200			
			3.0	30	300			
			4.0	40	400			
			5.0	50	500			

g. By comparing your calculated mr/hr with your actual meter readings, would you consider your instrument properly calibrated and satisfactory for use in case of an atomic disaster?

W.B. While taking meter readings, students are cautioned not to stand near the cobalt source for extended periods of time.

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To familiarize the student with the operation and use of the AN/PDR-27C geiger mueller survey instrument, the following should be done.

1. Background count.

   a. The background count is that which is caused by any agency whatever other than the radiation which it is desired to detect. This includes the radiation produced by naturally occuring radioactivity and cosmic rays.
   While the background count is being taken there must be no radioactive source in the vicinity.

   b. With the beta shield closed, obtain a two (2) minute background count by means of the headphones. This will be done with the meter set on the 0.5 mr/hr scale. Record the background count.

   Count_____2 minutes
   Average Count_____1 minute

   With the beta shield open, take a two (2) minute count.

   Count_____2 minutes

   Average Count_____1 minute

2. Beta-Gamma radiation measurement

   a. On the geiger counter probe a metal shield covers the mica window of the G M tube. When the shield is over the window, beta radiations are prevented from entering the tube; the shield can be moved aside and then beta and gamma radiations are detected. By subtracting the reading obtained with the shield closed from that obtained with the shield open it is possible to determine the amount of beta present and amount of gamma.

   b. The student will determine this by means of a radium dialed watch. The watch crystal will be held against the probe end with the shield open and a reading taken on the appropriate scale. The watch crystal will be held against the probe end with the shield closed and a reading taken on the appropriate scale.

   Shield open_____mr/hr

   Shield closed_____mr/hr

   Beta reading_____mr/hr

   Gamma Reading_____mr/hr

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3. Radiation detection and computation.

a. This portion of the experiment will be performed to familiarize the student with the methods of using the 270 for detection and computation of radioactivity.

b. Table 1 lists various distances from a source of radiation. Student will place the AN/PDR-27C at these distances and record the meter readings.

TABLE I

Distance feet	in.	270 Scale	270 Reading (mr/hr)

The student will take any two of the above distances and their meter readings and by using the following formula calculate the millicurie strength of the source.

D equals 36.1 times $\sqrt{\frac{S}{M}}$

D--Distance in inches
S--Source strength in millicuries
M--Meter reading in milliroentgens per hour

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#1 Distance_____ #2 Distance_____

Meter Read_____ Meter Read_____

Source_____ Source_____

An average of the two millicurie strengths can be found by adding the two together and dividing by two.

_____ average millicurie strength

c. Using the distances listed in Table II in conjunction with your computed average source strength find and record the calculated mr/hr. Use same formula as in IV, 3b.

TABLE II

Distance feet	inches	Calculated mr/hr	27C mr/hr

Place the 27C at each distance listed in Table II and record the meter readings.

d. Do your calculated readings and actual meter readings correspond?

ans._____

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RADIOLOGICAL TRAINING COURSE

LESSON VIII (3 HOURS)

PRACTICAL EXERCISES

I OBJECTIVES

By use of these recommended exercises which are taken from SAC Regulation 50-1, monitors can put into use practice and principles that have been taught during this course. Modifications, because of a lack of space or equipment may have to be made but the prime purpose of these hours can still be accomplished.

II INSTRUCTIONAL AIDS

1. Blackboard
2. Radiac Instruments and Source
3. Calibration Area

III SUBJECT MATERIAL

HOUR ONE. Instrument Familiarization. The following are examples of practical laboratory exercises that can be utilized for current or similar instruments to insure familiarization with the operation of the instruments and testing of the student's capability:

(1) DT-60 Dosimeter and CP-95 Computer Indicator.

(a) Issue each student one DT-60 dosimeter.

(b) Student opens the DT-60 case for testing and reading by means of the special key. The glass element must be accorded maximum care in handling.

(c) Turn the Computer-Indicator on and allow to warm up for five minutes before adjusting or using. Adjustment is accomplished with the aid of two glass standards, one simulating a very low dose, and one simulating a moderately high dose.

(d) Select the CP-95's low range by means of the range switch.

(e) By means of the Reader's sector control arm, slide the sector out. Insert the opened standards, glass side down, in the following stations:

1. Low dosage standard - innermost station.

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2. Moderately high dosage standard - middle station.

3. Unknown exposed DT-60 - outermost station.

(f) Place the sector control arm in the "A" position. Make necessary adjustments to obtain the value supplied for the low dosage standard.

(g) Place the sector control arm in the "B" position. Make necessary adjustment to obtain the value supplied for the moderately high dosage standard.

(h) Place the sector control arm in the "READ" position. The meter reading obtained is the dosage of the unknown exposed DT-60.

(i) Student records reading of DT-60:_____R. Close DT-60 case using key, and return to instructor.

(2) AN/PDR-T1B Gamma survey meter.

(a) Turn range switch to "BATT" position. Are batteries satisfactory?_____.

(b) Turn range switch to "SET" position. Utilizing "ZERO" switch, can meter be zeroed?_____.

(c) Turn range switch to "5" scale. Turn check switch fully clockwise. What does the meter read?_____mr/hr.

(d) Does your instrument appear to be operating satisfactorily?

(e) Using five given distances from the source of radioactivity, indicate scale used and readings obtained. (WARNING: While taking meter readings, students are cautioned not to stand near the source for extended periods of time.)

(3) AN/PDR-27C Beta-Gamma survey meter.

(a) On the Geiger counter probe, a metal shield covers the mica window of the GM tube. When the shield is over the window, Beta radiations are prevented from entering the tube and Gamma radiations alone can be detected; when the shield is moved aside, both Beta and Gamma radiations enter the tube. By subtracting the reading obtained with the shield closed from that obtained with the shield open, both the amount of Beta and the amount of Gamma present can be determined.

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(b) The student will determine the amount of radiation being emitted from a radium dialed watch. Hold the watch crystal against the end of the probe with the shield open, and take a reading on the appropriate scale. Repeat the above procedure with the shield closed.

Shield open....._____mr/hr.

Shield closed....._____mr/hr.

Beta reading....._____mr/hr.

Gamma reading....._____mr/hr.

(c) Using five given distances from the source of radioactivity, indicate scale used and readings obtained. (WARNING: While taking meter readings, students are cautioned not to stand near the source for extended periods of time.)

HOUR 2. Simulated aircraft monitoring. This exercise provides practical experience in the use of Beta and Gamma survey meters for monitoring an aircraft suspected of contamination.

(1) Equipment required.

(a) One IT-60 dosimeter per student.

(b) Beta and Gamma survey meters as authorized by EOL 20-99-4 (AN/PDR-27A, AN/PDR-T1 or -T13, AN/PDR-39, etc.).

(c) One log per team for recording readings (Locally produced).

(d) Cobalt 60 source(s), if available.

(e) Chalk diagram of an aircraft (Scale 1:10) drawn on the floor.

(2) Procedures.

(a) Utilizing the chalk diagram, the instructor will demonstrate procedures for monitoring an aircraft, emphasizing those points where contamination is apt to be greatest.

(b) Students will be grouped in teams of two, one to act

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as moniter and the other as recorder. Survey instruments will be distributed, to the extent available, one to a team.

(c) At an airplane with available radioactive sources located at appropriate points in or on the aircraft, the student teams will survey the aircraft, following the procedures outlined in technical orders of the 00-110A-series and S.C Atomic 30P 55-22. Observed or simulated readings will be recorded on the log provided each team.

(d) Upon completion of the exercise, teams should exchange survey meters and again survey the aircraft so that each team gains experience in the use of each of the two major types of instruments.

(3) If an aircraft is not available or it is impractical to use an aircraft, a similar problem to that shown above can be prepared using the aircraft diagram on the floor with available sources and various shielding materials to conceal them.

HOUR 3. Personnel surveys.

(1) Purpose. To give monitors training in surveying personnel for radioactive contamination.

(2) This exercise should be given as a demonstration lecture by the instructor.

(3) Emphasis should be placed on locating contamination at such places as under the fingernails, soles of shoes, hair, etc.

(4) Proper techniques for locating both Gamma and Beta contamination with appropriate meters should be demonstrated.

(5) An alternate suggestion that can be utilized in this hour is:

1. Plan and draw a typical personnel decontamination center, for your squadron, using an available building.

2. Draw up the personnel and equipment requirements for your squadron decontamination center.

3. Plan the procedures to be followed by personnel to be decontaminated.

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4. Plan the duties of all personnel, working in the decontamination station.

5. Formulate these into Squadron SOP's.

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GLOSSARY

TERMS COMMONLY USED IN RADIOLOGICAL COUNTERMEASURES

ACUTE DOSE. Receiving in a short time a large amount of nuclear radiation over a large area of the body.

ALPHA PARTICLE. Short range radiation, with weak penetrating power.

ATOM. Smallest particle of matter with chemical properties, consisting of a nucleus, containing protons and neutrons and electrons.

ATOMIC ENERGY. Energy released upon the [illegible] of the nucleus.

ATOMIC WEIGHT. Relative weight of an atom of an element compared to oxygen.

BACKGROUND. Radiation picked up by detection counter from sources other than the radioactive matter being counted.

BETA PARTICLES. Short range (12 feet) negative by charged radioactive particles with small penetrating power.

CHAIN REACTION. The products of a nuclear fission cause a fission of other atoms.

CHRONIC DOSE. Receiving a dose of radiation over a long period of time.

CRITICAL MASS. The smallest mass of fissionable material which can sustain a chain reaction.

CURIE. The standard measure of the rate of radioactive decay.

DECAY (radioactive). The process by which an atom of one element is converted into an atom of another element by emission of an alpha or beta particle.

DOSIMETER. Instrument used to detect and measure an accumulated dosage of radiation.

ELECTRON. Negatively charged particles revolving around an atom's nucleus.

ELEMENT. A substance consisting of atoms all of which have the same chemical properties.

FILM BADGE. Photographic film carried by individuals to determine the amount of radiation exposure.

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FISSION. A nuclear reaction, where the nucleus splits into two or more fragments when bombarded by neutrons.

FUSION. Nuclei of light elements combine due to temperature to form a new nucleus.

GAMMA RAY. High frequency electromagnetic radiation emitted from the nucleus. They travel at the speed of light, and have no electric charge. Their penetrating power is much greater than alpha or beta particles.

GEIGER - MUELLER (G-M) Counter- An apparatus for detecting and counting ionizing particles used to measure low intensity radiations.

HALF-LIFE. Time required for a radioactive substance to lose fifty percent of its activity by decay.

HALF-THICKNESS. Thickness of absorbing material necessary to reduce the intensity of radiation by one-half.

INDUCED RADIOACTIVITY. Artificial radioactivity which may be produced in certain elements as the result of the capture of neutrons by these elements.

ION. Atomic particle or atom bearing an electrical charge, caused by an excess or deficiency of electrons.

IONIZATION. Act of a neutral atom or molecule getting an electrical charge by loss or gain of an electron.

IONIZATION CHAMBER. An apparatus used to measure high intensity radiation.

ISOTOPES. Forms of an element which differ in weight, the nucleus having the same number of protons but not the same number of neutrons.

MILLIROENTGEN. 1/1000 of a roentgen.

MOLLECULE. Smallest quantity of a substance that can exist by itself and have all the properties of the substance.

MONITORING. Determination of the existence and intensity of radiation present in a given area or object.

NEUTRON. Part of an atom's nucleus with no electrical charge.

NUCLEUS. Central core of an atom composed of neutrons and protons.

PROTON. A particle of an atom's nucleus having a positive charge.

RADIAC. Used to describe instruments that detect and measure radiation. Meaning: Radiation, Detection, Indication and Computation.

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RADIOACTIVITY. The process whereby the nucleus of certain atoms undergo spontaneous disintegration releasing radioactive particles (alpha and beta) and rays (gamma).

RADIOLOGICAL WARFARE. The offensive and defensive use of radioactivity in warfare. The offensive phase is use of radioactive material, or weapons producing radioactivity. The defensive phase is radiological defense.

ROENTGEN. Term used in the measurement of nuclear radiation. Roentgens per hour for dose rate and roentgen for accumulative dosage.

SURGE, BASE. A doughnut shaped cloud formed by an underwater burst, moving with the wind and dropping radioactive rain.

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RADIOLOGICAL TRAINING COURSE
MONITOR
QUIZ

Fill in the blank with the letter representing the best answer chosen from the list at the left.

a. Ion-chamber
b. Self reading dosimeter
c. G.M. counter
d. Film badge
e. DT-60
f. Charge box

1. A (n)_____is an accumulative device which contains a specially prepared phosphor glass. A computer indicator is required for reading.

2. A (n)_____is best suited for detecting quite low radiation intensities. The detector assembly is enclosed in a probe connected to the instrument by means of a cable.

3. A (n)_____requires a charging and adjusting device, but does not need any associated equipment for reading the exposure. Its self-contained meter can be read, to determine an individuals total dosage, at any time and as often as desired, until its limit of measurement has been reached.

4. A (n)_____indicates the dose rate in millirontgens per hour or roentgens per hour, and is particularly useful for the measurement of moderate and high intensities of gamma radiation.

a. Ion-chamber
b. Film badge
c. G.M. Counter
d. Self-reading dosimeter

5. Which of the above named instruments provides a permanent record of the amount of nuclear radiation to which the individual user has been exposed? _____.

Circle the correct term to complete the following statements.

6. A(n) (G. M. Counter, Ion-chamber, Self-reading dosimeter) would be most appropriate for monitoring clothing and bodies of contaminated personnel.

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7. A(n) (DT-60, 50R self-reading dosimeter, Ion-chamber) might well be used as a "lifetime" or overall operation dosage recorder.

8. A(n) (Film badge, DT-60, Ion-chamber) is a rate instrument, containing batteries, an amplifying circuit, and a meter for use in field survey work.

9. A (Radial, Radiac, Radius) instrument is used for the measurement and detection of nuclear radiation.

Underline the correct answer.

10. Iso-intensity lines are:

a. lines connecting points of equal overpressure.
b. lines connecting points of equal destruction by fires.
c. lines connecting points of equal amounts of radiation.
d. lines connecting points of equal temperatures during the time the fire ball is visible.

11. The most rapid means of estimating the extent of a radiological hazard soon after an atomic disaster would be by:

a. Monitors on foot.
b. Aerial survey.
c. Monitors in surface vehicles.
d. Runners.

12. One of the jobs of the CBR staff located at the control post would be to:

a. Decontaminate personnel.
b. Rescue the injured.
c. Convert nuclear radiation intensity readings to a standard time.
d. Survey or monitor the area for radioactivity.

13. Which of the below will area monitors be issued to report and record?
(More than one answer)

a. Amount of immediate nuclear radiation present.
b. Intensity of residual nuclear radiation.
c. Location of the nuclear radiation hazard.
d. Overpressures at the time of entry.
e. Time that the meter reading was taken.

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14. What types of radiation are considered external hazards to the body, that is, what types of radiation can cause harm to the body if their source is located outside the body.

a. Alpha and beta.
b. Beta and gamma.
c. Gamma and neutron.
d. Alpha and gamma.

15. What types of radiation are considered internal hazards to the body, that is, what types of radiation can cause harm to the body if their source is located inside the body.

a. Alpha and beta.
b. Beta and gamma.
c. Gamma and neutron.
d. Alpha and gamma.

16. Half life is:

a. Expressed in terms of roentgens per hour.
b. Half the time for a person to die after he has been exposed to 650 roentgens.
c. The time required for the radioactivity of an element or isotope to be reduced by 25%.
d. The time required for the radioactivity of an element or isotope to be reduced by 50%.

17. The converting of harmless substances on the ground into radioactive materials, capable of emitting gamma rays and beta particles for a considerable period of time is known as:

a. Fall-out
b. Induced radioactivity
c. Thermal radiation
d. Fission fragments.

18. In the decontamination process an attempt is being made to:

a. Neutralize the radioactivity.
b. Destroy the radioactivity.
c. Transfer it elsewhere where it will do less harm.
d. Loosen it up so the wind can blow it away.

19. For health protection a decontamination operator should:

a. Wear protective clothing.
b. Carry an instrument to record his total radiation exposure.
c. Be rotated among jobs of various degrees of radiation hazard.
d. All of the above.

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20. If food and water supplies became contaminated as a result of an atomic explosion:

a. They should be discarded immediately.
b. They may be used if they are in cans or sealed containers after the outside of the container has been thoroughly cleaned and monitored.
c. They can be used regardless of container or degree of contamination.
d. They cannot be used because the radiation will cause them to sour.

21. For decontaminating an oily surface, which of the following substances could be used: (More than one answer)

a. Soap or detergent and warm water.
b. Steam.
c. Vacuum cleaner.
d. Solvents (Gasoline, Kerosene, etc)

22. All personnel decontamination stations should have the following basic features: (More than one answer)

a. Be divided into two parts, a contaminated section and a clean section.
b. A shower with warm water, soap and brushes for individual decontamination.
c. An incinerator for burning contaminated clothing.
d. A radiation detection instrument capable of detecting both particles and gamma rays.

23. There is little danger from nuclear radiation 90 seconds after:

a. An air burst.
b. A surface burst.
c. A subsurface burst.
d. All of the above.

24. At three (3) hours after an atomic explosion the dose rate at a certain point is thirty (30) roentgens per hour. Using the decay graph determine the dose rate at one (1) hour after the explosion.____ans.

25. If a man enters an area two (2) hours after an atomic explosion and the intensity in the area is fifty (50) roentgens per hour how long may he remain before receiving a dosage of twenty five (25) roentgens? (Use stay time chart) _____ans.

26. Nuclear radiation can be detected by the human senses. T F

27. The gamma ray is the most penetrating of all the nuclear T F

28. The roentgen is the unit used in the measurement of radiation dosage. T F

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29. Two types of nuclear radiation detection instruments are rate instruments and dosage instruments. T F

30. Twenty five (25) roentgens of nuclear radiation will cause nausea and vomiting for about one day to all exposed personnel. T F

31. A good shower with soap and water will remove radioactive matter from the body. T F

32. A millirontgen is 1/100 th of a roentgen. T F

33. Half life ranges from a fraction of a second to billions of years. T F

34. Three effects of an atomic burst are blast, heat and nuclear radiation. T F

35. Smoking is not allowed in a contaminated area because of the dangers of fires and explosions. T F

36. The amount of radiation a person has been exposed to is expressed in roentgens or millirontgens. T F

37. There are likely to be more casualties from lingering radiation in a surface or subsurface burst than from an air burst. T F

38. If a person has died from radiation sickness, his body will automatically be radioactive. T F

39. Residual radioactivity is that which remains after the immediate effects of the explosion are over, and remains according to the half life of the radioactive material. T F

40. Alpha particles will not penetrate the clothing or the skin. T F

41. The base surge rolling outward from the underwater or underground burst is highly radioactive and represents an immediate hazard to personnel in the area, as well as, being capable of spreading lingering radioactive contamination over a distance of several miles, especially in the downwind direction. T F

42. A high air burst is a negligible hazard, as far as, the residual radioactivity goes, because the radioactive materials become widely dispersed and the quantity falling in any moderate sized area will be very small. T F

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43. Protective clothing worn by the decontamination teams should cover as much of the body as possible and have a minimum number of openings through which radioactive contamination can pass. T F

44. The dust respirator or gas mask are effective for preventing airborne radioactive contamination from entering the body through the mouth or nose. T F

45. All open cuts and wounds should be bandaged before entering a contaminated area. T F

46. Decontamination teams will not carry instruments into the contaminated area because the instrument will probably become contaminated and reflect false readings. T F

47. If the situation prevents a highly contaminated area or object from being decontaminated within the first three hours after an atomic explosion, there would be little to gain by trying to decontaminate later. T F

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HEADQUARTERS
SECOND AIR FORCE
Barksdale Air Force Base, La.

KBS 30 Dec 1954

SUBJECT: Air Training Report, RCS: SAC-T12

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia
ATTN: 308th Bombardment Wing

12

The attached Report of Staff Action, Headquarters Second Air Force Forms 226, indicates the action this headquarters has taken, or will take, to alleviate reported deficiencies affecting the air training of your organization.

BY ORDER OF THE COMMANDER:

1 Incl

s/t/ D. W. HULIEN
Lt Colonel, USAF
Acting Deputy Director of
Comptroller

A TRUE COPY:

HENRY E JOHNS
Captain, USAF
Adjutant

THIS DOCUMENT CAN BE DOWNGRADED TO
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REPORT OF STAFF ACTION
ON WING COMMANDER'S REMARKS OF SAC-T12

Wing: 308th Bomb Wing SAC-T12 dated: November 1954

The following indicates action taken by this Staff Agency on deficiencies reported in Wing Commander's Remarks of the Air Training Report (SAC-T12).

ITEM FROM SAC-T12, AND STAFF ACTION:
(Give SAC-T12 paragraph number and quote remark verbatim. Show staff action in detail.)

Para 9: A review of records, resulting from an extensive monthly analysis by this headquarters, indicates that K-system major malfunctions experienced by this unit and attributable maintenance error have consistently been below the command average during the past five months. An aggressive and continuing K-system mechanics up-grade training program will be reflected in an ever increasing maintenance capability.

The AOCP rate for 308th BW during month of November 1954 was 6.4 for B-47's and 4.0 for KC-97's. This is well below command rate for same period.

Para 15: The wing drag angle modification was an AMC directed project and its completion possibly prevented serious accidents. The majority of our units input aircraft to this project, consequently the training program disruption was experienced throughout the command. The transfer of aircraft to the 19th BW was effected by direction of Hq SAC and the loss of projected sorties is unavoidable in instances of this nature.

Directorate Staff Agency	Signed (Chief or acting chief of staff agency)	
D/Materiel	s/t/ ROBERT R MCCREERY Colonel, USAF Director of Materiel	23 Dec 1954

HQ 2AF Form 226

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D I S P O S I T I O N F O R M

Depot Repair of K-Bombing Systems

3DO 3DM 6 Dec 54
Col Jenkins/23271/dws

1. We are taking the following specific steps to repair these B-47 aircraft which have historically had bad K-systems as reported by observers:

a. Captain Blakely has been assigned to the flight line section of A & E for the purpose of supervising K-system maintenance. This is a fine officer who has shown unusual ingenuity in solving difficult problems. He is establishing tow positions in the dock area immediately adjacent to the A & E building to which the airc aft with difficlt K-sets will be towed. This area will be equipped with F-2 generators which give continuous and reliable power.

b. Aircraft that go through this facility will be flown on a K-mission. If a major malfunction develops after it has been "fixed" we will report the aircraft to Warner Robins Air Materiel Area requesting depot repair.

2. It is anticipated that we will physically transfer two or three airc aft to Warner-Robins during the current month for this purpose.

/s/t/ RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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Exhibit A

0465

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D I S P O S I T I O N F O R M

Maintenance Support of Aircraft Diverted to Other Second Air Force Bases

ADDM 3D M 9 Dec 1954
Del Jenkins/23271/mw

1. At the recent division staff meeting the question was brought up concerning the maintenance of aircraft from the 38th Air Division that are diverted to other 2d Air Force stations because of inclement weather here or maintenance difficulties forcing them to land as soon as practicable. It is recommended that:

a. When one or two aircraft are diverted to a single Second Air Force station, no action will be taken unless the aircraft commander or the chief of maintenance of the station affected indicates the need for special assistance from Hunter.

b. When three or more aircraft are diverted, the chief of maintenance of the wing concerned should contact the chief of maintenance of the parent wing at the base to which the aircraft were diverted asking him if special assistance is required to launch the aircraft on the return flight.

2. In most cases, I believe, the furnishing of housing, messing and transportation to our special maintenance package which we would dispatch would be more of an imposition on the host base than the problem of refueling and repairing our transient B-47's. However, I do think it important that as a matter of courtesy we establish liaison with the host base as described in paragraph 1-b above.

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/s/t/ RALPH C. JENKINS, Colonel, USAF
Director of Materiel

Exhibit B

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D I S P O S I T I O N F O R M

SUBJECT Materiel Problems that Adversely Affect the Efficiency of the Maintenance Organization

TO	FROM		DATE	COMMENT NO. 1
Comdr, 373BS	Comdr, 3PMS	3DM	9 Dec 54	
" 374BS	" 3AMEPS		Col Jenkins/23271/ms	
" 375BS	" 3AEMS			
" 3PMS	3DHMC			

1. I have enumerated below some of the materiel deficiencies that are adversely affecting this wing. Most of them are of long duration. However, we must relentlessly attack them and make every effort to find reasonable solutions.

2. I would like to have each addressee document and furnish to my office specific instances where these deficiencies are hurting your operation. Your reports will be brought to the attention of the wing commander with the recommendation that they be made a matter of command interest at all echelons on Hunter Air Force Base.

a. Supply.

(1) Approximately 40% of all supply requests for aircraft spare parts are back-ordered.

(2) It requires two hours and seven minutes to effect delivery by the expediter system from base supply versus a 30-minute standard established in SAC Manual 65-2 and compared to an average of 22 minutes attained by Sidi Slimane during our recent TDY.

(3) Bench stock replenishment requires five to 10 days versus three days, which is considered acceptable.

(4) AOCP parts once delivered to the base often require 24 hours for further delivery to the maintenance section.

(5) Items are frequently back-ordered by base supply only to be delivered the next day. These items are often found by the Bomb Wing in warehouses.

b. Transportation. The number of general-purpose vehicles made available to a maintenance organization is unsatisfactory when 20 - 25% are out of commission for parts and maintenance. More than twice as much ground transportation was available at the forward operating base. For example, at present, a bomb squadron with 100 maintenance personnel has one ½ ton pickup truck.

Exhibit C

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c. Ground Power. An insufficient amount of ground power is authorized and on hand. Either Gremco or C-26 power must be available at each aircraft at all times during the duty day. With 9 Gremcos and 14 C-26's on hand and experiencing an out-of-commission rate of 25% for maintenance and parts, we frequently cannot provide power for K-system maintenance. Supply of spare parts for ground power continues to be unsatisfactory.

d. Communications. This wing has never had a satisfactory radio communications net for the maintenance organization. The ARC-3 is now being replaced by a VRC-2 and FRC-6 net which was received from the Air Police Squadron in July 1954. This equipment was unserviceable and was in WRAMA for four months undergoing overhaul. Effective 1 December 1954, this new net became operative and should suffice until the VRC-19 program is implemented in 1955.

Ralph C. Jenkins

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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D I S P O S I T I O N F O R M

SUBJECT: Maintenance Difficulties Experienced by the 308th Field Maintenance Squadron

TO:	FROM:	DATE:	COMMENT NO. 1
See Distribution	308DM	6 Jan 55 Col Jenkins/23271/mw	

1. The Commander of the 308th Field Maintenance Squadron has documented difficulties that have been experienced by his unit during the period 13 December thru 30 December 1954. It is clear that they have also seriously affected the efficiency of the 308th Bomb Wing as a whole. I am particularly concerned with coordination difficulties that exist between the field maintenance squadron and the flight lines with respect to having the aircraft prepared and parts available for the specialist at the time that he is available. Cases cited most certainly point to aborts, late take-offs, ineffective utilization of personnel and unnecessary work during non-duty hours.

2. It is requested that each addressee take whatever action is within his purview to eliminate those deficiencies which are corrective at wing or base level. On items on which we need assistance of higher headquarters or Air Materiel Area, it is desired that appropriate wing staff officers document the problem and prepare necessary TWX's or letters citing the problem and recommending corrective action.

3. Action agency is annotated at the left margin of each deficiency item.

Ralph C. Jenkins

1 Incl.
List of Maint.
Difficulties

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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308PHSC	(2)		
308ARSC	(2)		

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13 December 1954

Action: [illegible]MS

There was no electric power on the 308th side and in the Electric and Instrument Shops of the new hangar. This was due to a burned out transformer. This rendered inoperative all of the test equipment of the electric and instrument shops that required electricity.

14 December 1954

Action: 604IS 604 IMS

Since the power failure in the new hangar and the estimated delay of 3 - 6 weeks to complete repairs it was decided to move the electric and instrument test equipment back to the old electric shop location. No transport available until 16:00.

Transportation

Action: 604MMS

PMS has an authorization or daily allocation of 5 pick-up trucks, 1 ton and a half and four tugs. Listed below is the total received each day.

DATE	PICK UP	1 1/2 Ton	Tugs	Remarks
13 Dec	4	0	3	Pick up 1 1/2 ton dispatched to other Squadrons. Tug in shop.
14 Dec	4	0	2	Pick up & 1 1/2 ton to other Sq. 1 tug to special loading & 1 tug to shop.
15 Dec	4	1	2	Pick up to other Sqs. 2 tugs in shop.
16 Dec	4	1	2	Pick up to other Sqs. 2 tugs in shop.
17 Dec	3	1	2	2 pick ups to shop. 2 tugs in shop.
20 Dec	3	1	1	2 pick ups in shop. 2 tugs in shop. 1 tug special loading.
21 Dec	3	1	2	1 pick up to shop. 1 pick up to Sq. 1 tug to shop. 1 tug to special loading.
22 Dec	4	1	1	1 pick up shop all day. 1 pick up shop 1/2 day. 2 tugs special loading. 1 tug shop.

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Date	Pick Up	1 1/2 Ton	Tugs	Remarks
23 Dec	3	1	1	1 pick up in shop. 1 pick up to ARS. 1 pick up to 374th. 1 tug in shop. 2 tugs special loading. Borrowed pick up from A&E.
27 Dec	3	0	1	ARS was issued our 1 1/2 ton truck 2 tugs in shop. 2 tugs special project. 1 pick up in shop.
28 Dec	3	0	1	1 pick up in shop. 1 pick up in ARS. 1 1/2 ton in shop. 2 tugs in shop. 2 tugs special project.
29 Dec	2	0	1	2 pick ups in shop. 1 pick up ARS. 1 pick up received from shop at 10:45. 1 1/2 ton 373rd Ops. 2 tugs shop. 2 tugs special project.
31 Dec	3	1	1	1 pick up shop. 1 pick up ARS. 1 pick up rec 10:30 from ARS. 1 pick up rec from shop 0900. 1 tug shop. 2 tugs special project.

17 December 1954

ction:
ORRECTA

Supply Liaison called at 14:20 checking on inverters. They informed us that Base Supply had issued 15 ea on 16 Dec 54. To date these inverters have not been delivered to Materiel Control Section. There was a request made for 1 ea inverter for 219 on 17-1077 it was called in at 1300 and was not delivered until 15:00.

Jet Tent Stand Operation

A shortage of power units has absolutely prevented jet test stand operation during normal work day. FMS has been forced out of necessity to set up a night crew for test stand operation, which is undesirable. This is an unsatisfactory condition.

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Bench Stocks (as of 23 Dec 54)

Action: 308FMS 304ABDMA

Lack of bench stock (79 line items) for the build up of the next four R-4360 engines has caused FMS to order these items from Base Supply as anticipated AOCP. In the event any of these engines are committed to aircraft, the aircraft will have to go AOCP.

Status as of 31 Dec

Action: 304ABDMA

Under a new system set up in Materiel Control by Base Supply, the FMS is not required to make out a Form 446. All parts are to be ordered over the expediter system. Getting tied up with work he requested us to make out 446's on items ordered against W/O's and engine numbers and he would put a control number on them. This was done, then we were requested to help them log in the 446's and to help fill out the 308FMS parts request register. This was done too.

The 446's found their way to the routine editor and he sent them all back to Materiel Control because they had no price and no authorization. When a call is made on the phone the price or authority is never given. This was the understanding at the time that the 446 would be made out as if called in over telephone. Now whenever a 446 is called in a man must stay at Base Supply to receive the control number.

Base Supply has never settled down on the proper procedure for handling local purchase items called in. In some cases the items are issued. In others the consignee copy of the 446 is returned with indorsement action to procure from local purchase store. In other cases a call is made back in 15 to 30 minutes with a cancellation. Reason given is item is local purchase.

General

Action: 308FMS 304ABDMA

Each day a FMS Branch Chief makes numerous status check runs out on the flight line for coordination purposes since the 13th of December a total of 37 aircraft have been found to be closed with open or outstanding work orders charged against them. Specialists have been dispatched to these aircraft and the aircraft were scheduled to fly the following day. On numerous occasions specialists have been dispatched to aircraft only to find aircraft on refueling pits. Lack of communications has contributed to the delays and expenditure of non-productive man-hours described above.

Aircraft 075

At 10:45, 17 Dec, W/O 17-82 was called in. "Replace right aileron P.C.U. part of A/C."

Action: 308FMS

Hyd specialist was dispatched. The C/C was not at the aircraft but ship was open. The C/C was in the engineering office playing cards. The specialist had to go to engineering office to make a check for equipment. New P.C.U. had not been adjusted by C/C and old P.C.U. was installed on A/C 099 which took off at 11:30. Asst. C/C had metering pin linkage in his pocket and had gone to dinner.

Work order was finally completed at 14:30 on 17 Dec.

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17 Dec 54

Action: 373BS — W/O 17-68 on A/C 099 called in at 23:56. Specialist was dispatched and #2 write up was completed on the 18 Dec. On the 21 Dec C/C was told to order a lower float switch. At 09:15 a W/S check was accomplished at 09:00 on 23 Dec and we were told the part had not been received. At 02:00 on 27 Dec. a check was accomplished again and we were informed C/C had never ordered the switch.

The work order was finally cancelled by M.C at 10:00, 28 Dec.

20 Dec 54

W/O 20-5 on A/C 219 called in at 09:14. B.B. tank indicates 400 lb. when empty.

Action: — Specialist was dispatched at 10:15. There was no power on A/C and A/C had not been defueled. C/C said he would call when ready. Specialist returned at 11:30. Still not ready.

M.C. called at 09:50 on 22 Dec and C/C was ready for specialist. He arrived at 09:55 and A/C was being moved.

W/O was finally completed at 15:40 on 23 Dec, in 4 manhours.

A/C 076 21-1 P-1

Action: W/Sgt — M/Sgt Walker notified 308th Dispatch office at 15:30, 22 Dec 54, to have A/C 076 open at 18:30 to complete S.J.R.'s at 16:00 S/Sgt O'Neal notified electric shop that the A/C would be open.

Electricians arrived at A/C 076 at 18:30, 22 Dec 54, waited until 1900. Night man brought the electricians back to 375 Eng. Office. The electricians were told that the A/C would not be open, and the C/C had not been notified.

A/C 217 21-16 P-1

Action: 373BS — M/Sgt Walker notified 308th Dispatch Office at 15:30, 22 Dec 54, to have A/C 217 open at 17:30 for the electricians to complete SJR 21-16. At 16:00 S/Sgt. O'Neal notified the Elect. Shop that the A/C would be open at 17:30.

The electricians arrived at A/C 217 at 17:30. The A/C was closed. The electricians went by 373rd Eng. Office; got no satisfaction.

Back on A/C at 19:00 man on A/C didn't know what was wrong with the A/C. Nothing was in the forms about the Auto-brake valve being inoperative. At 19:25 work order was cancelled by M/Sgt Vriezilar, line chief.

22 Dec 54

Action: 373BS — W/O 22-51 on A/C 099 was called in at 07:17. Specialist was dispatched at 08:30 on the 23 Dec. C/C was told to order an "automatic change over relay," at 13:30, 23 Dec 54.

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24 Dec 54

A W/S check was made at 09:00 on 27 Dec, and C/C had just ordered the switch as the Control No. was 27-1013.

A/C 220 SJR 22-6 Friction A

The electric shop received SJR 22-6 on A/C 220, at 08:30. The work on this SJR was solder lead on Auto Pilot disconnect switch. An electrician was dispatched at 08:35. He arrived at the aircraft at 09:00 and was told by the C/C (S/Sgt Gray) to wait until after flight. One manhour was lost going and coming from A/C. Work order was cancelled by N.C. at 11:30, 22 Dec 54.

A/C 222 SJR 22-42

The Electric Shop received SJR 22-42 on A/C 222, to hook up generator leads #1 engine. The electricians was dispatched from the Elect. Shop at 16:00, 22 Dec, and arrived at A/C at 16:30. This work order was placed on work stoppage at that time due to the fact that the PTO case was not ready for hook up. The crew chief told the electricians to wait until 08:00, 23 Dec. Work order was re-dispatched at 09:30, 23 Dec, and when the electricians arrived they found that the PTO case was still not on. Approximately 2 manhours have been expended on this SJR to date and no work has been accomplished toward hooking up #1 generator.

W/O 22-43 was received at 15:21. Arrangements were made to have A/C open after duty hours. A specialist was dispatched at 17:30 and the A/C was not open.

At 19:30 the specialist went back to the A/C to install the Volt Meter. He was unable to obtain the Volt Meter because the C/C had it locked up in his tool box and had left his keys at home or in the barracks.

A specialist was dispatched to the A/C at 08:20, 23 Dec. The specialist returned at 08:45 and he said the C/C had ordered the wrong type voltmeter. An A/C voltmeter was needed and C/C had ordered and received a D/C voltmeter. The C/C must reorder the proper type voltmeter. A W/S check was made on 27 Dec at 09:00 and we found the crew chief had just ordered the new voltmeter. The control # was 27-1015. The part was received at 13:00 and the W/C was completed at 13:30, 27 Dec.

23 Dec 54

W/O 23-8 on A/C 048 was called in at 08:50 "Jack A/C for weight and balance check." The priority was 1-A.

Airframe men were removed from A/C 095 to accomplish work. The aircraft arrived at the hangar without jack pads installed. This caused a delay in the W/O completion.

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29 Dec 54

Aircraft #254 W/O 29-55 was received at 16:30. "Assist "K" men to install pressure switch." M/C was notified that this had nothing to do with the hyd system but we were told not to argue but to send a hyd man to the aircraft.

On arriving at the aircraft it was found that the "K" system needed a "nipple", Part No. 6500-450500. The specialist went back to the shop for the nipple and took it back to the A/C. This required 1 manhour.

Recommend in the future the A&E squadron add this part to their bench stock and keep a record of the part number for future requisition.

30 Dec 54

A/C 919 was scheduled for weight test for 08:00, 30 Dec.

Airframe section of Aero Repair was prepared to receive the aircraft at the proper time. The A/C did not arrive and dispatch section was called to find out the reason for the delay. M.C. informed us the A/C was on the defueling pit and would be ready at 13:00. At 13:30 the A/C was still not ready.

At 15:00 A/C 919 was parked outside of hangar and a check made of the A/C. The chart "A" was not inventoried. T/Sgt Picott and M/Sgt Oviatt went to see Major Powis and informed him of this. A phone call was made and Maj Powis told them to weigh the A/C anyway.

The A/C was towed into the hangar at 16:00 and then Lt. Graham called Maj Powis and then M/Sgt Oviatt was informed the A/C would not be weighed until 08:00, 31 Dec. The A/C was towed out of the hangar at approximately 16:45.

Results: 1 day labor lost.

30 Dec 54

A/C 095 was cannibalized on 17 Dec. The spoiler door actuator arm was removed by A/1C Fincher and installed on A/C 272.

The A/C was pulled into the hangar at 13:30 for retraction. The ground crew then left. A crew member showed up at 14:00. Airframe personnel then were allowed on the A/C.

The crew chief had the actuator but not the attaching parts. It was learned that the man who had the parts was at the barracks. At 15:00 the crew chief informed M/Sgt Oviatt that the man who had the parts was on night duty and couldn't be located. The A/C was finally towed out of the hangar after a 45 minute delay. The crew chief then ordered the attaching parts. Finally the crew chief had the machine shop thread bolts properly to match the missing ones.

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30 Dec 1954

At 16:30 the Sqdn was notified to pull A/C into the hangar. The A/C arrived at 17:30. The retraction was performed after all necessary work was done and the A/C was cleared and ready.

Eight man hours were expended on the work order. 24 man hours were lost as lag time.

2. The 308FMS has recently started sending a Sheet Metal Inspector to the flight line to inspect aircraft for needed sheet metal work. It is our intent to inspect each aircraft in the Wing once each week. The following is a list of items found. In some cases serious damage to the aircraft could have occurred, had the work not been accomplished.

28 Dec 1954

a. 253 repair crack on left aft wheel well door, no SJR, as of vet.

b. A/C 076 crack in fwd bulkhead in bomb bay, SJR 23-48,

c. A/C 266 skin torn on fuselage above upper radar door. SJR 29-21.

d. A/C 092 crack in bottom of fuselage aft of bomb bay. SJR 23-33.

(1) Replace camera door seal.
(2) Crack in bulkhead fwd of bomb bay.
(3) Trailing edge of right wing needs unit on bent skin.

e. A/C 090 cracks in right and left aft wheel well doors. SJR 20-35.

f. A/C 048 crack in right and left aft wheel well doors. File off rough skin on bottom of fuselage aft of bomb bay. SJR 29-8.

g. A/C 089 crack in fwd bulkhead in bomb bay, skin torn on drag chute door. SJR 29-25.

h. A/C 046 crack in right aft wheel well door, skin torn on trailing edge of right wing, skin bent down on trailing edge of left wing. SJR 29-26.

i. A/C 268 skin torn on bottom of fuselage aft of bomb bay, crack in left aft wheel well door. SJR 29-27.

j. A/C 077 skin torn on bottom of fuselage aft of bomb bay, crack in left aft wheel well door. SJR 29-31.

k. A/C 222 angle cracked on panel in fwd wheel well, SJR 29-40.

l. A/C 265 replace rivet on top of left wing leading edge. SJR 29-37.

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(3) Replace air lock in left ATO panel.
(4) Replace air lock receptical on ATO panel right side.

m. A/C 291 crack in right wheel well door. SJR 29-51.

30 Nov 54

n. A/C 083 crack in left and right wheel well doors, skin torn on trailing edge of left wing. SJR 30-6.

o. A/C 075 crack in fwd bulkhead in bomb bay. SJR 30-7.

p. A/C 100 cracks in left and right aft wheel well door. SJR 30-9.

q. A/C 249 cracks in right aft wheel well door. SJR 30-14.

r. A/C 042 cracks in left aft wheel well door. SJR 30-20.

12 Dec 54

s. A/C 236 repair damaged place on intake scoop, repair cracks on bottom side of right flap. No SJR, as of yet.

t. A/C 206 cracks on top left wing above outbrd hinge. No SJR as of yet.

u. A/C 215 fairing cracked on fuselage next to right wing flap.

v. A/C 223 patch cracks on nose well doors, crack in left strut fairing, crack on top left wing between 3 & 4 eng. No SJR as of yet.

A/C 6 SR

The forward landing gear doors were found to be out of adjustment 4 complete turns. It was found that the crew chief had made an adjustment on the doors after a brake line had been broken and repaired. This disconnect of door linkage affects retraction of gears and should have a retraction performed after such maintenance has been completed. All adjustments both mechanical and electrical will be followed by a retraction test.

/s/t/ RALPH H. SCHNECK, Lt Col, USAF
Commander

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D I S P O S I T I O N F O R M

SUBJECT: Maintenance Difficulties, 375th Bomb Sq, 308th Bomb Wing - 20 December 1954

TO: See Distribution

FROM: 3DM

DATE: 23 Dec 54

COMMENT NO. 1

Col Jenkins/25271/mw

1. The line chief and crew chiefs of the 375th Bomb Squadron on 20 December individually submitted a summary of difficulties that adversely affected their operation for that day. I have extracted the items which I consider to be most significant.

2. It is requested that each addressee take whatever action is within his purview to eliminate those deficiencies which are correctable at Wing - Base level. On items on which we need assistance of higher headquarters and/or Air Materiel Command, it is desired that Wing staff officers document the problem and prepare necessary TWX's or letters citing the problem and recommending corrective action.

3. Please note that these non-edited comments are written in the language of the man on the job and represent an honest and sincere effort to bring to light those matters that continuously reduce the overall production of the specialized maintenance organization. I appreciate that in many cases there is a very satisfactory answer to the problem; for example, specialists may not be dispatched to a flight line job for the reason that all specialists have already been dispatched or that the transportation does not exist to carry the specialists to the job. However, as soon as the specialized maintenance communications net is improved we should make every effort to keep the flight line informed on the expected time of arrival of specialists and/or spare parts so that they will not be left waiting on the line with no idea as to when the job will be accomplished.

Ralph C. Jenkins

1 Incl.
List of Maint. Difficulties

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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3DMMC	(5)	Comdr, 804MVS	(2)
Comdr, 373BS	(2)	Comdr, 804SS	(2)
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Acft No. 049 Crew Chief - Sorrell 20 December 1954

Starter SW not spring loaded to off position.

On 16 Dec 54 at 0800, Work Order 16-12 was called in to Elect. Shop. Work Order was checked on at 0800 on the 17th and the 20th. But electricians still haven't shown up. Elect. have to inspect SW to see if new part is needed. If so part will have to be ordered.

"K" discrepancy is: No cross hairs on P.P.I. scope in nav. pos. W/O 16-8. 16th and 17th "K" men came out and located trouble which was A/C inverters. Around 11:00 the 17th Dec. "K" systems called in work order to Elect. Shop to check A/C inverters with assistance of "K" man to see if they could clear trouble. "K" men came back to A/C around 13:30 the 17th Dec. and at 0830 and 13:30 the 20th Dec. to assist electrician, but electrician has never shown up.

Acft No. 097 Crew Chief - F. M. Zitterkop 20 December 1954

AOCP - seal in SPR nozzle needs replacing. C.N. 17-1065.

No. 3 manifold shutoff valve leaking. Must be replaced due to stripped bolt. Valve was installed at the dock's backline. C. N. 20-1095.

Acft No. 092 Crew Chief - Harris 20 December 1954

No power for preflight till 2 hours before take-off time.

Acft No. 095 Crew Chief - S/SC Sulgrun, R. I. 20 December 1954

Elec cable needs connecting on fwd main gear.

Air Frame Shop notified at 0845, 20 Dec 54, W/O 20-3. Reported to A/C at about 10:00 - left to go back to shop and did not report any more, 20 Dec 54. (Still standing by)

Acft No. 272A Crew Chief - J. Malone 20 December 1954

Fuel leak and retraction test. No power for A/C since 0900, 17 Dec 54. One battery missing from aircraft.

Closed A/C at 1605 to make meeting at Base Theater. Same conditions as above.

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Acft No. 219 Crew Chief - A/1C Kyzer, E. C 20 December 1954

Unable to get power.

Radio -- No power.

K-System -- No power.

Specialist did not come out on W.O. #20-7, 20-8.

Acft No. 080 Crew Chief - Roper, T. G. 20 December 1954

Radio - In but has no back ground tone at altitude, W. O. 17-18.

W.O. 17-17 - K system maint. people came to work at 0900 and no power was available until 10:00. Radio people came out at 1400 and fixed radio. K system people quit work at 1500.

Acft No. 090 Crew Chief - Ghatt, E. B. 20 December 1954

Radio - Too much noise on inph / UHF (W/O 20-3). W/O 20-3 to radio at 0900. No spec. at 1630.

W/O to Elec. Shop called 0900. No spec. at 1630.

Acft No. 225 Crew Chief - Layman 20 December 1954

Had to move out on taxi lane so men could work on power plugs and wiring. Pilots clock inop. On order.

Acft No. 047 Crew Chief - Lucey 20 December 1954

AOCP for indicator that was cannibalized for A/C 219 - Control No. 10-1108.

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308TH BOMB WING

DAILY VEHICLE STATUS

DATE_____

	PICKUP	COLEMAN	TUGS	1½ TON	FORK	CRANE	K-CAR
AUTHORIZED	18	10	11	5	1	1	2
SERVICEABLE TODAY	____	____	____	____	____	____	____

VRC-2 RADIOS AUTH: 6 ON HAND: UNSERVICEABLE TODAY: (By Number)

UNSERVICEABLE DATA

	TYPE	VEHICLE NO.	REASON	TOTAL DAYS OUT
1.	____	_____	_____	_____
2.	____	_____	_____	_____
3.	____	_____	_____	_____
4.	____	_____	_____	_____
5.	____	_____	_____	_____
6.	____	_____	_____	_____
7.	____	_____	_____	_____
8.	____	_____	_____	_____
9.	____	_____	_____	_____
10.	____	_____	_____	_____
11.	____	_____	_____	_____
12.	____	_____	_____	_____

DISTRIBUTION

	373		374		375		FMS		A&E		PMS		ARS	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
Pickup														
Coleman														
Tug														
1½ Ton														

GD

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308TH FIELD MAINTENANCE SQUADRON
Ancillary Equipment Report

DATE _____ 19

	Authorized	Assigned	In Commission	Inspection	Minor Repair	Major Repair	TDY or Loaned	Awaiting Parts	REMARKS
Deisel - (Cummins)									
emco (Rectifiers)									
C-21									
C-22									
C-26									
B-11									
K-Carts									
Air Compressor									
High									
Low									
ck 20 Ton									
Jack 30 Ton									
Jack 50 Ton									
Distribution Cabinets									
Motor Generator									
A-1 Generator									

_____
(Signature)

E4E

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D I S P O S I T I O N F O R M

2AF Message ODC 1946, 10 Dec 54, Flying Hour Evaluation

Comdr 308BW
Deputy Comdr, 308BW
Director of Operations

3DM

14 Dec 54
Col Jenkins/23271/dws

COMMENT NO 1

1. PROBLEM: As of 2400 hours, 13 December 1954, in order to make the flyin hour allocation for December, this wing is required to fly 605 hours in the B-47E aircraft, 161 hours in the KC-97E and 83 hours in the KC-97G. Underfly in Decemb is allowable provided it does not exceed 1% of the quarterly flying hour allocati The irreducible remaining requirement for December is 563 hours in the B-47E, 146 hours in the KC-97E and 80 hours in the KC-97G.

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2. DISCUSSION: A meeting was held in the office of the Wing Director of Materiel at 1500 hours, 14 December 1954, including Col Avriett, the Chief of Maintenance, and Maj Weller and Capt Blackmon from the Directorate of Operations. The Following conclusions were made:

a. Projecting the abort rate that has been developed since 1 December due to all causes, for the remainder of the month is is clear that the flying time objectives will not be met unless some specific corrective action is taken.

b. The effect of the December Monthly Flying and Training Schedule on the overall abort rate is inconclusive. However, there are certain features of it that have quantitatively reduced the number of hours flown.

c. The flying time requirement for this month can be met provided the steps set forth in paragraph 3 below are followed:

3. There are several steps that can be taken to solve the problem. They are listed in the order in which we believe they should be taken.

a. Duration of sorties can be increased. Thus far this month, each B-47 sortie flown has been approximately one hour shorter than scheduled. Provided that weather is not a factor at destination, it is believed a considerable number of hours can be gained by aircraft commanders performing pilot proficiency both at altitude and in the landing pattern accomplishing such things as range orientation, ILS and GCA low approach. Provided that the aircraft has been experiencing no difficulty, landing time should be influenced by minimum fuel reserve requirements.

b. Sortie duration of KC-97's can be increased.

c. Aircraft that are cancelled due to weather should fly the next day unless doing so will adversely affect the schedule for the remainder of the week.

Exhibit F

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DISPOSITION FORM

d. Aircraft can be scheduled for pilot proficiency twice in the same day provided that sufficient IP crews are available.

e. Aircraft can be added to the daily and weekly schedule that are returned to an in-commission status or returned from a depot earlier that anticipated.

f. In order to meet the sortie commitment for any one day, aircraft that flew the previous day can be flown provided that it is in commission, a post flight inspection is not required and doing so does not affect its flying the next scheduled period.

g. The flying schedule for the week of 20 thru 23 December can be increased.

h. Aircraft that are scheduled for K-missions but are prevented from doing so by ANFS may be scheduled for pilot proficiency.

i. Flying can be scheduled for 24 December.

j. Flying can be scheduled for 31 December.

4. It should be noted from the above that all of these steps can be taken without jepardizing the probability of an aircraft flying in its assigned position in the weekly and monthly schedule.

5. It is recommended that as soon as the desired number of hours are flown, flying for the month be stopped.

Info: 3DMMC

/s/t/ RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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D I S P O S I T I O N F O R M

B-47 QEC Kits

ADDM 3DM 17 Dec 54
Major Powis/29361/dws

1. Reference is made to 2AF message DM3A 0374, dated 2 December 1954.

2. Recommend that present authorization of B-47 QEC kits be immediately reduced by six (6) inboard and five (5) outboard QEC kits. This reduction would allow for the present requirement of nine (9) inboard and nine (9) outboard kits for FAK and ten (10) inboard and ten (10) outboard kits for the second 15 days EWP.

3. In addition, it would allow authorization for two (2) inboard and three (3) outboard kits to be retained over and above the thirty-eight (38) kits required for FAK and second 15 day EQP requirement. These additional kits would allow immediate engine build up capability in the event the FAK and second 15 day EQP engines were shipped prior to aircraft deployment.

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4. Further recommend that a reduction to FAK requirement be given consideration as the present requirement of twenty-seven (27) built up engines for FAK for the first 15 days appears to be in excess. Recent deployment of this wing for a 45 day period resulted in a total of 16 J-47-25 engine removals for approximately 2800 hours flying time. It appears that a total of 18 built up J-47 engines would be ample for the first 15 days.

/s/t/ RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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HEADQUARTERS
43RD BOMBARDMENT WING (MEDIUM)
OFFICE OF THE COMMANDING OFFICER
DAVIS-MONTHAN AIR FORCE BASE
TUCSON, ARIZONA

3 November 1954

Dear John:

I know that you are busy planning for the trip home, and I envy you your departure date.

My officers and airmen returning from North Africa are loud in their praise of the treatment, cooperation and assistance which your people have so unselfishly provided. The 308th has set an extremely high example of hospitality and has earned the greatest admiration and respect of all 43rd Wing personnel who have visited Sidi.

Will you convey my personal appreciation, as well as that of the 43rd, to all members of your Wing who have helped us so much in getting our job done? I'm afraid it is too rare when one finds a Wing and its people willing to go out of their way to help another Wing. I hope our sincere thanks - and the knowledge that you have done so much to make our TDY a success - will be some slight compensation for the effort.

Best wishes to you and the 308th for a happy trip home and I hope that at some future date I may be in a position to reciprocate. Again - Our depest thanks.

Very sincerly,

/s/ David A. Burchinal
/t/ DAVID A. BURCHINAL
Colonel, USAF
Commander

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HEADQUARTERS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DM

2 December 1954

SUBJECT: Letter of Appreciation from Commander, 43rd Bomb Wing

TO: Chief of Maintenance
Commander, 308th Field Maintenance Squadron
Commander, 308th Armament & Electronics Squadron
Commander, 308th Periodic Maintenance Squadron
Commander, 373d Bombardment Squadron
Commander, 374th Bombardment Squadron
Commander, 375th Bombardment Squadron

1. I am pleased to pass on to you a copy of the letter from Colonel David A. Burchinal, Commander, 43rd Bomb Wing, concerning the assistance we gave his detachment at Sidi Slimane. Actually we were helped by them in about the same amount, for they furnished us a substantial number of B-47 items from their UK base and even removed a wave guide from one of their aircraft to permit us to have a radar set for our re-deployment.

2. It seems to me that the important thing is that we have made a friend in another Air Force. We should never be so intent on our day to day problems that we cannot pause to help people who are transient on our station. Being held in high esteem as a Wing, I feel, is perhaps more influenced by these rare opportunities to help others than by the relative month by month position in a rating system.

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3. While transient assistance on Hunter is normally provided by the 2nd Bomb Wing, at anytime, the task falls upon us, I would like to apply the same hospitality. Certainly any courtesy we extend here will be returned in kind at some other time.

1 Incl
Ltr dtd 3 Nov 54

/s/ John F. Batjer
/t/ JOHN F. BATJER
Colonel, USAF
Commander

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DAILY REPORT OF AIRCRAFT STATUS AND SELECTED FLIGHT OPERATIONS

REPORTS CONTROL SYMBOL: 1-AF-A1(SAC-1,)PART-1

MAJOR AIR COMMAND	SUBCOMMAND	WING	GROUP
SAC	2AF	308th Bomb Wing	
SQUADRON	**DETACHMENT**	**INSTALLATION**	**DATE OF REPORT**
		Hunter Air Force Base	31 Dec 1954

LINE NUMBER	TYPE, MODEL, AND SERIES	ASSIGNMENT	TOTAL NUMBER OF AIRCRAFT ON HAND	DURING PAST 24 HOURS: TOTAL NUMBER OF HOURS AIRCRAFT WERE ON HAND	DURING PAST 24 HOURS: NUMBER OF HOURS IN COMMISSION	HOURS OUT OF COMMISSION: AWAITING PARTS	HOURS OUT OF COMMISSION: T.O. COMPLIANCE	HOURS OUT OF COMMISSION: PERIODIC MAINTENANCE AND INSPECTION	HOURS OUT OF COMMISSION: MALFUNCTION, MECHANICAL DEFECTS, OPERATIONAL DAMAGE	HOURS OUT OF COMMISSION: OTHER REASONS	DURING PAST 24 HOURS: NUMBER OF LANDINGS	DURING PAST 24 HOURS: FUEL ISSUED	HOURS FLOWN: TOTAL	HOURS FLOWN: NIGHT	HQ USAF/CMD HQ USE	HQ USAF/CMD HQ USE
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	B-47B	CC	1	1038	534	120			384		5	18,700	10:55			
2																
3	B-47E	CC	44	32289	17505	3456		2424	8904		361	1445751	843:30	65:25		
4																
5	KC-97E	CC	16	11904	6000	2712		600	2592		59	85279	244:45	51:20		
6																
7	KC-97F	CC		480	72	120			288							
8																
9	KC-97G	CC	5	3240	2640	144		168	288		21	37990	102:20	25:15		
10																
11																
12																
13																
14											A TRUE COPY:					
15																
16																
17											HENRY E JOHNS					
18											Captain, USAF					
19											Adjutant					
20																
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25																

NAME, GRADE AND TITLE OF COMMANDING OFFICER

SIGNATURE OF COMMANDING OFFICER

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WING MAINTENANCE)

POLICY NO. 66-64)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
6 December 1954

MAINTENANCE

Duties of Crew Chief and Assistant Crew Chief

(This Policy supersedes Wing Maintenance Policy 66-64, 12 May 54, and 66-64A, 11 Jun 54)

1. PURPOSE: To establish the duties and responsibilities of the Crew Chief and Assistant Crew Chief prior to and during periodic maintenance of their aircraft, and prior to flight test.

2. SCOPE: This policy applies to all maintenance officers and crew chiefs of the 308th Bombardment Wing M.

3. PROCEDURE:

a. Control Unit:

(1) Notify all sections concerned the time of the pre-dock meeting at least eight working hours prior to the meeting.

b. Crew Chief duties prior to H-hour:

(1) Bring the current AF Form 1 and Jacket File to Quality Control five working hours prior to the pre-dock meeting and have them inspected for accuracy and completeness.

(2) Secure a Last Flight Check List from Quality Control prior to last scheduled flight of aircraft before entering periodic inspection. (SEE WMP 66-48).

(3) Attend the pre-dock meeting with the current Parts II, III, and IV of the AF Form 1.

(4) Transcribe all delayed discrepancies from the AF Form 1 to the Unscheduled Maintenance Form (Yellow) coding PDM-1, 2, etc. (Pre-dock Meeting # 1, 2, etc) in numerical sequence.

(5) Fully charge aircraft oxygen system (T.O. 03-50-1) and record the pressure reading of a tape and place on the face of each gage.

(6) Fill or defuel the aircraft to the following capacities:

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(a) KC-97 Aircraft:

1. For Test Hop: Wing Tanks - 4000 gals.

IFR System - 500 gals (3200 lbs) minimum

2. For Periodic Inspection: Wing Tanks - 150 ± 10 gals.

IFR System - 500 gals (3200) minimum

(b) B-47 Aircraft: (Test Hop and Periodic Inspections)

TANKS	WT. IN LBS.
*Fwd Aux	6413 (Full)
Fwd Main	**9250
Cent Main	9250
Aft Main	***14750
Bomb Bay	5000
A.T.O.	3309 (Full)
Total	47,972

*Aux tanks filled in order to test fuel transfer

**Fwd Main Tank and Cent. Main Tank fuel capacities will

***Aft Main Tank fuel load will not be more than 6000 lbs greater than Fwd Main Tank

NOTE: Density of 6.4 will be used in converting gallons to pounds.

(7) On KC-97's, service propeller control unit oil supply tank.

(8) On KC-97's service turbo supercharger oil tank.

(9) Place aircraft on the washrack with the brakes off, bomb bays open, flaps down, wheel covers on, landing gear and bomb bay door locks installed, wing air intake plugs installed, aircraft grounded and wheels chocked. Insure that adequate fire extinguishers are available.

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(10) On KC-97's insure the removal of turbo supercharger cooling caps prior to, or during pre-dock major inspections (3rd Periodic)

(11) On B-47 type aircraft, after the last flight and before periodic maintenance, all engines will be inspected for damage that will result in engine change during periodic maintenance. This information will be reported to Job Control as soon as possible after the last flight.

c. Crew Chief duties after H-hour:

(1) On KC-97's, report to the pre-dock chief after the aircraft is placed on the washrack, and pick up 2AF Form 58 to certify work done according to provisions outlined on white cards 97-ED-1 & 2.

(2) Deliver all Unscheduled Maintenance Forms, 2AF Form 34 (Yellow), to Dock Chief upon completion of the pre-dock inspection.

(3) Remove and check all inspection plates for identification, and stencil plates if required.

(4) To insure credit for accomplishment of valve clearance check (T.O. 02A-1-89), and wobble check (T.O. 1C-97 (K)E(T)-2), at engine half life (KC-97), make appropriate notation in Part II of AF Form I. (i.e. Valve Clearance Check, T.O. 02A-1-89) and Wobble Check, (T.O. 1C-97(K)E(T)-2) complied with on engine S/N's _____, _____, _____, and _____). The TOC & Records Section on receipt of Part II. AF Form I, will transcribe this information to appropriate engine historical records (AF Form 60B) in "Remarks" section.

d. Supply:

(1) When the aircraft goes to the Docks, all parts on back order from base supply at that time will still be received by the squadron. The crew chief will be notified, and he will pick up items to be installed on the aircraft.

(2) The crew chief will order through "Dock Supply" all items (except A&E) which the aircraft requires.

(3) When the aircraft is cleared from the docks, PMS Flight Line Supply will contact the applicable service unit of Base Supply to change the B/O release and stock record cards on all un-delivered items, so delivery will be effected to the squadron concerned.

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e. Reporting:

(1) After H-hour and until the aircraft is returned to the tactical squadron, the crew chief and his assistant is responsible to the Periodic Maintenance Officer through the Dock Chief.

(2) The crew chief will be considered as an assistant to the Dock Chief while his aircraft is assigned to the Periodic Maintenance Squadron, and will assist the Dock Chief in performing his duties.

(3) The crew chief and his assistant will stand roll-call at the Periodic Maintenance Squadron

(4) For Form 98 reporting, the tactical squadron concerned will carry the crew chief and his assistant as on "Loan". The Periodic Maintenance Squadron will carry the crew chief and his assistant as "Borrowed".

f. Duties of the Assistant Crew Chief:

(1) To assist the Crew Chief and the Dock Chief in the performance of their duties.

g. Possession of the Aircraft:

(1) Possession of the aircraft will transfer from the tactical squadron to the Periodic Maintenance Squadron at H-hour.

(2) Possession of the aircraft will transfer back to the tactical squadron concerned after test flight and after the Crew Chief signs the certificate stating that the inspection was completed in a satisfactory manner.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
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G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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WING MAINTENANCE)

POLICY NO 66-21)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
30 November 1954

MAINTENANCE

WEIGHT & BALANCE

(This policy supercedes Wing Maintenance Policy 66-21, dtd 31 Mar 54)

1. PURPOSE: To establish a policy governing weighing of aircraft and maintaining a current weight and balance status on all 308th Bomb Wing aircraft.

2. RESPONSIBILITY: It will be the Commanders responsibility of the Tactical and Air Refueling Squadrons to designate personnel to maintain weight and balance handbooks for assigned aircraft. It will be the Field Maintenance Commander's responsibility to designate a weight and balance technician and team in accordance with S C Manual 66-12 and AFM 60-20, to perform weighing of aircraft within the 308th Bomb Wing.

3. REFERENCES: AFM 60-20, S.C Manual 66-12, TO 1-1B-40, 1-1B-41, 1-1B-43 1-1B-50, 1-1B-51, 1-1B-53, 1B-47B-5, and 1C-97(A)2(C)-5.

4. PROCEDURE:

A. Quality Control Officer will:

(1) Monitor the weight and balance program within the wing as supervisor.

(2) Initiate Wing Special Orders on personnel designated by Commanders as weight and balance assistance.

(3) Co-ordinate through Maintenance Control the scheduled weighing of aircraft.

B. Air Refueling and Tactical Squadron Wt. and Bal. Assistance Will:

(1) Maintain weight and balance handbooks in a current status and assure an accurate inventory prior to aircraft weighing in compliance with applicable directives.

(2) Assure that aircraft scheduled for weighing are prepared in strict compliance with the following procedure:

a. Wash aircraft at least a half-day prior to scheduled weighing to allow for draining.

b. Drain all fuel, oil, and water-alcohol tanks. (Oil tanks may be filled to capacity if impracticable to drain.)

c. Fill drinking water and hydraulic reservoirs to normal level.

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d. Conduct inventory of fixed operating equipment installed in aircraft. This will be accomplished on the Chart "A".

e. Remove all items that are not fixed operating equipment and install all items listed on chart "A".

f. Perform completion of steps [illegible] aircraft will be towed [illegible] or [illegible] weighing.

C. Field Maintenance Squadron (Depot Repair) will:

(1) Jack and level aircraft in a closed hangar under the supervision of weight and balance technician.

(2) Weigh aircraft IAW applicable directives and in conjunction with attached check lists.

BY ORDER OF THE COMMANDER

2 Incls.

#1 RC-97 Check list

#2 B-47 Check List

DISTRIBUTION
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G. C. WARNETT, Lt Col., USAF
Chief of Maintenance

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J..CaI..G, LEVELING, AND WEIGHING
CHECK-LIST
(FOR KC-97 TYPE AIRCRAFT)

Not : Brakes will be released and chocks removed from wheels prior to jacking to eliminate axial loads and thrusts.

1. Defuel to nose strut until nose scissor locks can be installed.

2. Using all four (4) wing jacks, raise aircraft to 4° nose-low attitude.

3. Lower inboard wing jacks and install weighing cells. Allow cells to warm up then adjust to zero. (See T.O. 1T-50-12)

4. Raise inboard wing jacks until supporting entire weight of aircraft.

5. Lower outboard wing jacks.

6. Install cell on nose jack and raise aircraft to level attitude.

7. Record all readings on DD Form 365B.

8. Raise outboard wing jacks; lower inboard and nose jacks and check cells for heat reads;

a. If cell reading is negative, add to cell weight reading.

b. If cell reading is positive, divide by 2 and subtract from cell reading.

9. Lower outboard wing jacks and inflate nose strut after first removing scissor locks.

10. Complete DD Form 365B and enter new basic weight and moment in Chart 3650.

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JACKING, LEVELING, AND WEIGHING
CHECK-LIST
(FOR B-47 TYPE AIRCRAFT)

NOTE: Brakes will be released and chocks removed from behind wheels prior to jacking to eliminate side loads and thrusts.

1. Using outboard wing jacks level aircraft to within .5° of longitudinal level.

2. Place jacks under inboard wing and tail jack pads and install weighing cells; allow cells to warm-up then adjust to zero. (See T.O. 17-50A-12)

3. Carefully jack aircraft using inboard and tail jacks, maintaining level attitude, until gear are clear.

4. Lower outboard jacks until clear of jack pads.

5. Make final level check with plumb bob on centerline of level scale by raising or lowering tail jack.

6. Record cell readings on DD Form 365B.

7. Raise outboard jacks until tail jack is clear, then check tail jack cell for hysteresis. (See Step 8 on AC-97 Check List)

8. Remove tail jack

9. Lower inboard jacks until forward gear is on the ground and jacks are clear, check cell for hysteresis; if evident, use same procedure as outlined under Step 8 on AC-97 Check List.

10. Remove inboard jacks, lower outboard jacks until aircraft is on the ground.

11. Remove outboard jacks, complete DD Form 365B and enter new basic weight and moment in Chart 365C.

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DISPOSITION FORM

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FILE NO.

SUBJECT Discrepancies During Out-Loading

TO All Concerned FROM 3DML DATE 15 Dec 54 COMMENT NO. 1

The following discrepancies were noted during the period 15 Sep 54 through 30 Sep 54 during the Deployment of the 308th Bomb Wing on TDY to North Africa.

1. Color Coding: Some organizations had improper color coding on containers. SOP #5.

2. Manifests: Tactical aircraft Mobility Project Officer did not furnish a cargo manifest to 3DM. See Par. 3a SOP #6 in all cases.

3. Weights: a. Container weights were not scale weights in all cases.

b. Previous weights on containers were not obliterated in all cases. Par. 5d SOP #5 and briefings by Colonel Jenkins.

c. Different weights stencilled on same container. Par. 5d SOP #5.

4. Rollers: No rollers available to assist loading KC-97G and C-54 Aircraft. See D/F to 3DMMC, 1 Sep 54, "Cargo Rollers."

5. Pallets: Insufficient number during 2 Wing deployment.

6. Fork Lifts: Insufficient for 2 wing move. Outloading, they kept breaking down.

7. Night Lighting: Adequate at the beginning of the movement, but insufficient nearing the end. B-11 Units were broken down at the last.

8. Ground Powered Equipment: Should be tested before bringing out to line for use. On many occasions they wouldn't operate properly.

9. Loading Teams: Inexperienced personnel were used.

10. Modular Kits: Will not go into a C-54 as a 10 box unit.

11. PAK Bins: Will not go into a C-54 in an upright condition, i.e. on castors.

12. Rope: No rope available to anchor cargo on flat beds.

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DISPOSITION FORM

E NO. | SUBJECT: Discrepancies During Out-Loading Cont'd

FROM | DATE | COMMENT NO. 1

13. Cargo Couriers: Some Cargo Couriers not aware of their responsibilities. SOP #11. Lunches for Troops.

14. Troop Commanders: Some Troop Commanders not aware of their responsibilities. SOP #12

15. Baggage Tags: Improperly made out.

16. Ground Powered Equipment: Some heaters and scooters were not drained and purged as required in Tech. Order 01-1-3.

17. Fork Lift Oprs.: All fork lift operators on loadin, detail were not too well trained.

John F. Dorondo

JOHN F. DORONDO
Major, USAF
Staff Logistics Officer

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DISPOSITION FORM

E NO.	SUBJECT Discrepancies During Off-Loading
11 Concerned	FROM 3DML DATE 15 Dec 54 COMMENT NO. 1

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The following discrepancies were noted during the return of the 308th Bomb ing from North Africa.

1. Markings: a. Code markings on some boxes did not have assigned organization markings, as required in SOP #5.

   b. Some containers had no markings, or 104C's attached to them as required in SOP #5.

2. Manifests: MATS cargo manifests did not coincide with actual cargo loadings. Four (4) Tactical aircraft had manifests, three (3) Gs and one (1) E. SOP #6.

3. Lights: Approximately 70% of the night off-loading had no generators in commission, or personnel available to operate them. Ref. SOP #9.

4. B-2 Stands: Unserviceable B-2 stands had to be used to off-load the C-74 aircraft. MATS Conf. 31 Aug 54. This created a ground safety hazzard.

5. B-1 Stand: The B-1 stand set aside for off-loading passengers of a C-54 was always being taken away from the loading zone to the flight line.

6. Generators: The generators used to furnish power to off-load cargo were being taken away from the loading zone and out to the flight line.

7. Delivery Trucks: One truck for cargo delivery to units turned proved to be insufficient.

8. Flat Beds: Cargo delivery Flat Bed had no side boards available for protection against cargo shiftage upon delivery. The 3/8" rope was too weak.

9. Details: Organizations having property delivered to them had no off-loading details to receive property upon delivery.

10. FAK: Many items of FAK had no markings nor weights for identification. Some had two (2) boxes marked alike. SOP #5.

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DISPOSITION FORM

E NO.	SUBJECT Discrepancies During Off-Loading Cont'd

FROM DATE COMMENT NO. 1

13. Weights: Some containers still had erroneous weights stencilled upon them. SOP #5.

12. 104C's: Very few containers had 104C's attached to sides or in envelopes as required in SOP #6.

13. Fort Lift Oprs.: Fork lift operators not available for 24 hour duty. Especially at night. Only 1 operator from 0001 to 0800.

14. SPR HOSE on Refuel Truck: SPR Hose dropped off C-124, 21005 during S.P.R.. Recommend SPR attachments be inspected more thoroughly prior to use. About 25 to 30 gallons of fuel was sprayed under aircraft before hose was shut off 9 Nov 54. Fire trucks had to be called.

15. Rollers: No rollers available to off-load the KC-97G's. No hoist operators available.

16. Utilization of Bomb Bays: SAC Reg. 400-5 not complied with in some squadrons.

17. Fire Guards: No fire guard at ground power equipment during off-loading of cargo aircraft. See 308th Maintenance Policy 66-44, Par. 6a1.

18. Communications: Communications on incoming aircraft were very poor. ETA's were not received until a few hours prior to the aircraft arrival and in some cases the aircraft were overhead when word was received.

John F. Dorondo

JOHN F. DORONDO
Major, USAF
Staff Logistics Officer

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MINUTES OF THE 308TH FLYAWAY KIT REVIEW BOARD

Members Present

Name	Grade	AFSN	Organization
R. C. Jenkins	Col	8533A	Hq Sq 308th Bomb Wing
G. C. Avriett	Lt Col	7195A	Hq Sq 308th Bomb Wing
P. R. Menzies	Lt Col	A0389743	308th Air Rflg Sq
V. K. Cammack	Lt Col	10070A	373rd Bomb Sq
J. F. Harvey	Lt Col	9078A	374th Bomb Sq
C. V. Wakeman	Major	11922A	375th Bomb Sq
J. F. Dorondo	Major	6231A	Hq Sq 308th Bomb Wing
E. A. Sway	Major	A02038391	308th Armt & Elec Maint Sq
C. A. Brandt	Major	A0564885	Hq Sq 804th ABG
W. J. Lankenau	Capt	A0695931	308th Air Rflg Sq
R. D. Davis	1st Lt	A01853009	804th Supply Sq
G. A. Meuse	Capt	A0820799	308th Air Rflg Sq
J. G. Townsend	Capt	15260A	375th Bomb Sq
M. H. Hitchcox	Capt	A01551643	804th Supply Sq
D. E. Craven	Capt	A0709508	373rd Bomb Sq
L. P. Mullins	1st Lt	A01864789	374th Bomb Sq
K. G. Kamons	1st Lt	A02232696	Hq Sq 308th Bomb Wing

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The above Flyaway Kit Review Board Members and/or substitutes met in the 308th Bomb Wing Conference Room on 1 December 1954, at 1300 hours. This board was convened in compliance with and under the provisions of Par 5a, 2d Air Force Reg 65-1, dated 3 Mar 53.

The special order establishing representation is quoted: Par 6, 38th Air Division Special 66, dated 20 Mar 54.

Herewith follow the minutes of the meeting:

Col R. C. Jenkins, the Board President, opened the meeting by asking the Flyaway Kit Officer the present status of the 308th Wing's FAK. The following percentages were given by Lt Davis based on pieces in the critical classes:

373BS	91.28	375BS	89.50
374BS	91.47	3ARS	93.89

Lt Davis explained to the Board that the above percentages are based on authorizations in effect the previous week.

New B-47 & KC-97 Books:

The new B-47 & KC-97 Books have been received by the FAK Section. Necessary research is almost complete on the B-47 book and the KC-97 book is being screened at the present time. The new books have 400 additional line items and delete an approximate similar number. Accurate percentages based on the new authorizations will be available approximately 15 December.

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which is the next reporting period for the new report which replaces the E-21 Report, i.e. HAF S-11-(SAC). This new report is based on the total pieces authorized vs. the total assigned in each kit and not on the average of pieces in the critical classes. The books will be distributed as follows: 3DML, 3DMS, Supply Liaison, 3AEMS, 3PMS and 3AREFS.

Pre and Post Strike Packages:

The pre and post strike packages are regarded as separate kits. Instead of these items in these kits being on a loan basis, they are dropped from the authorization of the squadron kits and transferred to a new type kit. The new report has columns for reporting pre and post-strike packages. There is no firm listing for pre and post-strike KC-97 packages. The applicable SAC Manual implies that there will be approximately 15,000 pounds in them. The 2d Bomb Wing is preparing a report of items which they feel should be in the KC-97 packages and is forwarding it to 2d Air Force for approval or disapproval.

If ARS deploys to support a "Leap Frog" type operation, they will have to take the entire kit.

There is no book for the pre and post-strike packages. Lt Davis, the FAK Officer, has a letter from SAC referring to the page and item numbers in the B-47 book dated 15 December 1953. The pre and post-strike pacakge list is merely a portion of the existing book.

Computation of Percentages:

Under the new reporting procedure, percentages will be computed on the total number of pieces in the kit and not on the critical classes. However, the FAK Officer agreed to continue to give the 308BW a supplementary report on percentage of completeness in the critical classes. The report will be completed by 15 January, and all items which were added to the current list will be on order by 15 December. The new items will have to be screened for interchangeability with the items that are already on hand. There are items now in the book which were listed in the old book under a different number.

Consumption Report:

The consumption report is a little behind schedule. The KC-97 portion is ready for coordination with activities as pertains to Flyaway Kit. The B-47 portion can be consolidated on a days notice. The report will be prepared in accordance with SAC Regulation 400-3. The FAK Section will list the items consumed from the FAK and DM will show items consumed out of Base Stocks. Supply Liaison is preparing an additional report on items consumed for the total time flown. It will include items taken on the TDY and items already at the FOB. Col Avriett will send a TWX to 2d Air Force requesting an extension on the consumption report.

The consumption data for FAK will be furnished supply Liaison and they will consolidate.

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Special Provisions in the New FAK Master Listings:

The Flyaway Kit book now includes a listing beyond the nomenclature of certain items; i.e. Code 1 or Code 5 items. They are not applicable to all B-47s and it is necessary to determine if they apply to 308BW aircraft. Requisitioning action will be held up until these special provisions are clarified.

Maintenance Control will inform the FAK Section as to whether or not the special provisions referred to above apply to the aircraft of the 308th Wing.

There are certain items in the KC-97 Book on which additional information from the Wing is required, such as serial numbers of engines by type, number of installed props, number of each type of radar or radio sets for KC-97 aircraft.

Captain Lankenau, Supply Liaison Officer, will furnish the above information to the FAK Section.

New Code for Marking Pre and Post-Strike Kits:

Now that the pre and post-strike are separate kits, it was suggested that a new code number for marking boxes so that each box can be identified, and possibly a color code combination, might be appropriate.

Sgt. Kuzma, Wing Logistics Office, stated that he thought it would be better to change the letter on the outer marking or add a letter rather than change the color code, since the color code is the main marking for identifying boxes at night. One glance at the color code tells you the organization to which the box is to be sent.

A Code marking agreeable with Lt Davis, FAK Officer, will be worked up.

New Location of the FAK Section:

The Flyaway Kit Section has been moved. There are two guards on duty 24 hours a day. The Section has an access list which will be coordinated with the Provost Marshals Office. A list of 308BW personnel who will be permitted access to the FAK Section is necessary.

Sgt Kuzma, Wing Logistics, will prepare a 308th BW access list and coordinate with Col Jenkins for subsequent transmittal to the FAK Section.

Modular Containers:

From the Flyaway Kit Sections standpoint, the modular containers that were tested on the recent TDY are no good. A report on the containers was submitted to Major Dorondo, Wing Logistics Officer.

Split Bins:

The split bins were satisfactory except that, a) they were difficult to lock in place when in transit. The problec was finally solved by using Kentucky type trailers and putting six to one of the trailers and staggering them. b) Secondly, the bins are not easily closed and locked. A suggestion

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was made which will solve this problem: The holes in the two sides of the bins must meet exactly and both holes are round. If one hole is elongated slightly, the bins can be easily locked.

FAK Change Requests:

A large batch of change requests were submitted to 2d Air Force, they were returned and forwarded to the 308BW for additional comments. The suspense date has already been extended a month. The question was raised by Lt D vis as to whether the suspense date should be kept open or the correspondence should be removed from correspondence channels since it might be obsolete new that the new books are out. It was decided the suspense date should be kept open and an extension requested, if necessary.

Report by FAK Officer on TDY:

The only problem was the fact that the Flyaway Kit airmen did not arrive on schedule. Arrangements had been made for certain airmen to arrive on certain flights. The planes arrived with the cargo but someone else's people.

783 line items were issued from B-47 Flyaway Kits and replacements were received from Base Stocks at Sidi on 75% of the items. At Ben Guerir they received 75% of their consumption based on 590 line items issued. The 590 KC items issued represented 283 kinds of items. There are a large number of items authorized in the FAK on which no consumption has been experienced over a long period of time.

A suggestion was made that a request for deletions to the FAK be initiated with the hope that more consideration will be given for requests for additions. Maj Brandt (Base Supply Officer) suggested that for justification for deletions, figures on consumption be obtained from both Wings and consolidated, pick out the items on which no consumption has been experienced, check them against Base Supplys Stock Record cards, and if the item hasn't been used on TDY or on the station, it is a pretty good indication that it should be deleted.

Lt Davis, the FAK Officer, further reported that there were excellent warehouse facilities at both stations during the TDY. His personnel was adequate and he received excellent cooperation from Base Supply and Supply Liaison at both stations. His only suggestion was that in the future the Operations Order specify who is responsible for the KC Kit, which is at a separate station. He stated someone should be responsible through the supply accounting system for the property.

Sgt Kuzma, Wing Logistics, stated that the above problem is solved by the new 400-1A concept, which calls for a Supply Officer on a staging team operation for the KC-97's.

Assignment of Maintenance Personnel to the FAK Section:

There was considerable discussion on the requirement for a maintenance man to be assigned to the Flyaway Kit Section for the purpose of keeping consumption data current, making recommendations as to changes, keeping book authorizations current with aircraft modifications.

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Col Avriett, the Chief of Maintenance, does not feel that he can furnish an additional person to the FAK. It is the responsibility of Supply Liaison to assist the FAK section, and the problem is that the Supply Liaison Section is inadequately manned. Recommendations have gone forward to this effect. The Chief of Maintenance will have to man the Supply Liaison within the Wing resources.

Instructions have been received from 2d Air Force on submission of the requested manning authorization for the FAK, which have been complied with, and forwarded to 2d Air Force.

DRMT Kit:

If the DRMT Kit is set up under the appropriate paragraph of 67-1 and requisitions are submitted to FAK in a file kept current, at the approximate time of a staging operation, will these items be given an AOCP priority?

Capt Hitchcox, Base Supply: They will get priority 3 if they are required in less than 14 days. With regard to Base Supplys emergency supply level, he stated that Base Supply does not have an emergency supply level. It works on the principle of turn-in and re-issue and shipment of reparable items for repair. The DRMT Kits should be on hand if they are going to be used the same as the FAKs are.

The Board was adjourned at 1445 by the Board President, Col R. C. Jenkins.

John F. Dorondo

JOHN F. DORONDO
Major, USAF
FAK Review Board
Recorder

DISTRIBUTION:

Comdr, 308BW	1	ADDM	2
Each Conferee	2	ABDM	2
3DMS	1	Base Sup O	1
Historical File	5	2DM	3

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DISPOSITION FORM

FILE NO. | SUBJECT Roster of Personnel having Access to 308BW Flyaway Kit

TO Air Provost Marshal
804th Air Police Squadron
804th Air Base Group

FROM 3DM DATE 1 December 1954 COMMENT NO. 1

1. Request the following personnel be authorized to have access to the 308th Bomb Wing Flyaway Kits for the purpose of viewing, inspecting and/or discussing subject matter associated therewith:

a.

Name	Rank	AFSN	Organization
Jenkins, Ralph C.	Col.	8533A	3WHS
Avriett, Giles C.	Lt. Col.	7195A	3WHS
Cammack, Vernon K.	Lt. Col.	10070A	373BS
Harvey, John F.	Lt. Col.	9072A	374BS
Menzies, Perry P.	Lt. Col.	A0389743	3AREFS
Brandt, Charles A.	Maj.	A0564885	ABSS
Dorondo, John F.	Maj.	6231A	3WHS
Sway, Eugene A.	Maj.	A02038391	3AEMS
Wakeman, Coyd V.	Maj.	11922A	375BS
Lankenau, Walter J.	Cpt.	A0695931	3AREFS
Davis, Robert D.	1/Lt	A01853009	ABSS
Kamens, Kenneth G.	1/Lt	A02232696	3WHS

b. Alternates:

Name	Rank	AFSN	Organization
Craven, Donald E.	Cpt.	A0709508	373BS
Hitchcox, Marvin H.	Cpt.	A01551643	ABSS
Meuse, George A.	Cpt.	A082799	3AREFS
Townsend, James G.	Cpt.	15260A	375BS
Mullins, Levi P.	1/Lt	A01864789	374BS

2. In any case, access as defined above, does not preclude the necessity for all personnel to "clear through" the FAK Officer or his duly authorized representative before gaining access to FAK or any portion thereof.

3. The above roster is submitted as per discussion on this subject at Flyaway Kit Review Board Conference held 1 December 1954, in building T-1211.

Eaton A. Boreland for RALPH C. JENKINS
Colonel, USAF
Director of Materiel

INFO: 3DMMC 374BS
3DMSL 375BS
3DMS 3AREFS
373BS ABSS

E/W

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Test Exercise 10A-53 Plan

3DM 3DML 21 Dec 54

1. As per request Major Erickson, DOP on date 20 December 1954 below constitutes a few brief remarks and/or discrepencies noted during test exercise of 10A-53 Plan of 308th Bomb Wing on date 17 December 1954.

a. No published instructions outlining specific alert plan and manner of execution.

b. Transportation, although previously coordinated, was unavailable.

c. Flow chart for executing of action between C/P's is required.

d. Air Base Group Support Deployables did not have S/C Critical Area Badges.

e. No transportation requested for movement of PAX personnel to A/C.

f. Confusion existed on PAX transportation responsibility.

g. More phones required for Mobility Control Center. (Flight Line).

h. No instructions on preedence of routine flying schedule over alert.

i. Need outline on accumulation of data evaluating alert.

j. Require guidence on specific type of alert plan being implemented and extent of realism.

JOHN F. DOROHDO
Major, USAF
Staff Logistics Officer

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6 X

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WING POLICY)
NUMBER 13)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
28 December 1954

OUTSTANDING NCO AND AIRMAN AWARDS

1. PURPOSE - To implementate SAC Regulation 34-16, dated 11 October 1954.

2. SCOPE - This policy is applicable to all organization of this Wing.

3. PROCEDURE - a. The competition cycles for units assigned to the 308th Bombardment Wing M will be from 1 January through 30 June and from 1 July through 31 December of each year.

b. Squadron Commanders will appoint a panel of judges to select the most qualified NCO and Airman within their respective squadron. The panel will consist of the Squadron Commander, two squadron commissioned officers, and two senior non-commissioned officers.

c. Selection of each NCO and Airman to receive the "Outstanding Award" will be based on the factor of individual effort, considering the performance of duty, loyalty to unit, acceptance of responsibility, adherence to customs of the service, appearance and off-duty conduct. Special accomplishments pertaining to each individual will be considered. Squadron Commanders will devise a method of scoring suitable to his mission. Scoring methods will be fair and equitable, and will provide equal opportunity for each NCO and Airman to be selected as winner without regard to his career field or grade.

d. Squadron Commanders will prepare a letter on 38th Air Division letterhead stationery, to be presented to each NCO and Airman selected as outstanding in accordance with paragraph c, above. The contents of the letter will be appreciative in nature and will describe in an appropriate manner the accomplishments of the individual concerned. In the case where he was selected for some special achievement, this will be mentioned. An additional letter will be prepared to the individual's family. This letter will contain comments describing the accomplishments of the selected individual, and will serve as notification relative to his selection as recipient of the "Outstanding Award". Both letters will be prepared for the signature of the Air Division Commander.

4. NCO and Airman Achievement Award Certificates will normally be presented to winners, at a Wing formation, as soon after the close of the six month cycle as practicable.

5. Within five duty days from the close of the six months competition cycle, a report will be furnished this Headquarters to include the name, grade, AFSC, and AFSN of the NCO and Airman selected as outstanding.

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WING POLICY #13

6. This policy letter will become a part of the permanent policy file maintained by activities of this Wing.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HENRY E JOHNS
Captain, USAF
Adjutant

HENRY E JOHNS
Captain, USAF
Adjutant

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F. Batjer

DATE: 21 December 1954

TIME: 10:30 - 11:30

STAFF PRESENT

Col Batjer, Wing Commander
Col Thompson, Deputy Commander
Col Jenkins, Director of Materiel
Col Britt, Director of Operations
Lt Col Cammack, Commander 373rd Bomb Squadron
Lt Col Avriett, Chief of Maintenance
Lt Col Vick, Executive Officer
Lt Col Gordon, Wing Comptroller
Major Wakeman, Commander, 375th Bomb Squadron
Major Vaughn, Commander Headquarters Squadron
Major Kennett, Commander 308th Tactical Hospital
Major Sway, Commander A&E Maintenance Squadron
Major McAfee, Commander Periodic Maintenance Squadron
Major Alton, Commander, Field Maintenance Squadron
Major Kneeper, Commander Air Refueling Squadron
Major Wheeler, Commander 374th Bomb Squadron
Captain Johns, Wing Adjutant
Captain Reems, Wing Intelligence & Security Officer
1st Lt Mathis, Wing Chaplain
1st Lt White, Director of Personnel

STAFF ABSENT

Major Dawkins, Wing Flying Safety Officer

3WDC (Col Thompson)

1. Following is the work schedule for the holiday period:

   a. 23 December: Normal work day, with flying.
   b. 24, 25 and 26 December: Sunday schedule.
   c. 27 December: Normal work day, with no flying.
   d. 28, 29 and 30 December: Normal work days, with flying.
   e. 31 December: Normal work day 'till 12:00, no flying.
   f. 1 and 2 January: Sunday schedule.
   g. 3 January: Normal work day, no flying.
   h. 4 January: Normal work day, with flying 50-8.

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3WDM (Col Jenkins)

2. We have been advised that construction on squadron operations buildings will begin any day now. These buildings will be located inside the security fence.

375th BS (Maj Wakeman)

3. Major Wakeman made a verbal report as to the results of his investigation of trash on the parking ramps. Material has been ordered for the purpose of constructing a bag type apron to place this debris in. A policy will be published in the near future. (Action Major Wakeman and Major Powis).

3WCCP (Lt Col Gordon)

4. A new SAC Management Control System Manual will be published by the end of January. When it is received a complete briefing will be given. Advanced information indicates some additional areas will be rated and some readjustment of point value.

3A&E (Major Sway)

5. Major Sway reported the critical lack of trained administrative personnel in the A&E Orderly Room. This condition exists in several other squadrons. It is requested that Squadron Commanders report to the Wing Personnel Officer the condition of his orderly room if considered critical. (Action WDP and Squadron Commanders).

308th Chaplain (Lt Mathis)

6. All children are invited to the several Christmas parties. Children are requested to bring a toy or some type of canned food for distribution to needy families. The Christmas parties are:

a. Officers Club, Ages 2 thru 5, 1400 hours.
b. Bas Theater, Ages 6 thru 9, 1400 hours.
c. Old Chapel, Ages 10 thru 12, 1400 hours.

3WCO (Col Batjer)

7. The Wing Executive Officer has some Christmas Cards for sale for 10¢ each. These cards depict Seasons Greetings from 308th Bomb Wing.

8. SAC Message BM4CMGT 1-2-44893 dated 18 December 1954 was called to the attention of the Director of Materiel. This message has reference to personal equipment. (Action D/M)

9. The work schedule from now on and throughout the holiday period should be coordinated with the Base and with 2nd Bomb Wing. It is understood that the 2nd Wing holiday schedule is the same as ours. Col. Jenkins please look into it and see if the 24th is a holiday for the 2nd Bomb Wing. (Action D/M)

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10. Express Control: From now on SOP in the 308th Bomb Wing is that there will be an officer on duty all the time, Saturday, Sunday, and holidays included. He will know where Col. Batjer can be located at all times.

11. The Base Fire Department at Building 231, Douglas and Strachan Streets is equipped to spray Christmas trees making them fire resistent. An AF Regulation requires this for all Christmas trees on the Base which means officers and airmen living in Whorry. It is strongly recommended as a precautionary measure for all Christmas trees everywhere.

12. There will be no whiskey in the barracks during the holidays. It was decided that this would be enforced from Squadron level. (Action: Squadron Commanders)

13. It is understood that the Director of Materiel has liaison with the ramp painting and grid duct operation. Steps should be taken to see that the Director of Operations is kept up to the minute in taxi problems. (Action: D/M and D/O)

14. Col. Batjer requested the Director of Operations to brief him on the latest developments on the Busy Beaver Operation. Action: D/O.

15. In keeping with the time honored custom here at Hunter and most other places throughout the Air Force the Annual Commander's Reception will be held Sunday afternoon 2 January 1955 between 3 and 6 o'clock at the Officers Club. The Wings and the Air Base Group have been scheduled at different times. The 308th Officers, their ladies and their guests are scheduled to arrive during the period 16:45 to 17:45. Uniform will be white shirt and black bow tie. For the ladies, suit or afternoon dress, hat optional. Captain Harper will act as General Nazzaro's aide during the time the 308th will arrive. Please instruct all of your officers to state their names plainly and distinctly to Captain Harper, regardless of how well they know him.

16. Base Exchange hours: The main store and the toy store will be open Wednesday and Thursday nights until 8:30. Neither will be open Friday morning.

17. After the first of the year the commissary will be open on Saturday mornings.

JOHN O. VICK
Lt Col, USAF
Executive

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F Batjer

DATE: 14 December 1954

TIME: 1030 - 1130

STAFF PRESENT

Col Batjer, Wing Commander
Col Jenkins, Director of Materiel
Col Britt, Director of Operations
Lt Col Cammack, Commander 373rd Bomb Squadron
Lt Col Harvey, Commander 374th Bomb Squadron
Lt Col Schneck, Commander Field Maintenance Squadron
Lt Col Avriett, Chief of Maintenance
Maj Wakeman, Commander 375th Bomb Squadron
Maj Vaughn, Commander Headquarters Squadron
Maj Kennett, Commander 308th Tactical Hospital
Maj Sway, Commander A&E Maintenance Squadron
Maj McKee, Commander Periodic Maintenance Squadron
Maj Knepper, Commander Air Refueling Squadron
Maj Dawkins, Wing Flying Safety Officer
Maj Francis, Director of Personnel
Capt Johns, Wing Adjutant
Lt Mathis, Wing Chaplain

STAFF ABSENT

Col Thompson, Deputy Commander
Lt Col Vick, Executive Officer
Maj Lundgren, Wing Intelligence & Security Officer

3FMS (Col Schneck)

1. Several tires from Gremco Units have been stolen. They are the same size that will fit the Cushman Scooter. We are marking all the tires that we have. Any information that would lead to the whereabouts of the above items should be given to Col. Schneck. (Action: All)

3DP (Maj Francis)

2. The Hobby Shop hours are Monday through Friday 1200 to 1630 and on Saturday 1200 to 1630. Captain Myrick is open for any suggestions for the Hobby Shop.

3. We made our quota on the blood drive. Col. Batjer also asked that everyone remember that we are in better physical condition now than during war. We should deposit blood for the future while the physical standards are high. (Action: All Squadron Commanders)

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4. Suspense dates: Some of our units are failing to meet suspense dates on time. Col. Avriett suggested that a tabulation of some kind be kept in order to give a case to Second Air Force on short suspense dates. (Action: Capt Johns)

5. All Commanders were requested to be more prompt in attending Ground Safety meetings and Character Guidance.

3DOF (Maj Dawkins)

6. The 308th Bomb Wing is one of the four units in SAC that have not had any accidents and if this is continued until the end of the year we will stand a good chance of getting the Yearly Flying Safety Award.

3TH (Maj Kennett)

7. The trial period for the aid for minor injuries has shown that the need is so small that it will be discontinued.

3DM (Col Jenkins)

8. Starting today the ramps are going to be repainted. We should be very careful during this period. Aircraft will be moved for a 24 hour period while the section is being painted. After the first of the year a permanent parking plan will be put into effect.

9. There was a discussion as to the tools needed by an observer. It was the general opinion that a screw driver was the only tool needed and they should be locally purchased.

3DO (Col Britt)

10. Flying time is our No. 1 problem. We will have to change some of the flying schedules to make up the time.

3WCO (Col Batjer)

11. Effectiveness reports on Lt Colonels have to be in by 31 December 1954.

12. Col Batjer requested Col Jenkins to see if there was a Supply Indoctrination course on the Base. (Action: Col Jenkins)

13. The new Tower goes into operation 15 December 1954 at 6:00 o'clock. All airplanes should be on the ground before midnight on the 14th of December 1954.

14. Flyaway kits should be put in good shape before the inspectors come.

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15. Mobility Plan: The General wants a plan by none. Col. Batjer requested that Major Dorondo look into this plan and identify the problems. (Action: Major Dorondo)

16. Once a month we gather all the new airmen and give an indoctrination talk.

17. A stencil on the United Community Appeal Drive will be distributed thanking all personnel for their corporation in helping to make this drive a success.

18. Col. Batjer requested that all Squadron Commanders who have personnel going on leave should talk to them personally and stress the driving hazzards of the Christmas holidays.

19. No decision has been handed down on the leave but as soon as information is received it will be passed to you.

20. Col. Batjer requested that a Wing Fire Marshall be appointed. (Action: Captain Johns)

JOHN O. VICK
Lt Col, USAF
Executive

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WING MAINTENANCE)

POLICY NO. 66-47)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
15 December 1954

MAINTENANCE

Assignment of Technical Representatives

(This Policy supersedes Wing Maint. Policy 66-47, dated 19 Feb 54)

1. PURPOSE: To assign technical representatives to units within this wing.

2. ADMINISTRATION: The Chief of Maintenance will maintain technical representative records required by higher headquarters.

3. RESPONSIBILITY: Commanders of organizations below will be responsible to provide suitable working facilities for representatives assigned to them, supervise their activities, and monitor their whereabouts for immediate location purposes.

4. ASSIGNMENTS:

NAME	COMPANY	EQUIPMENT	ORG	PHONE
Tuck, Melvin P.	Boeing-Wichita	B-47	Ch/Maint	27121
Manriques, Mariano	"	"	"	"
Benson, Robert J.	Boeing-Seattle	KC-97	"	"
Fellows, Charles H.	General Electric	J47 Engs	3FMS	20111
Hernberg, Allen J.	Pratt & Whitney	R-2360 Engs	"	"
Mork, Herman L.	A.C. Spark Plug	K-System	3AMS	20621
Tice, Ralph W.	"	"	"	"
Holtz, Frederick A.	"	"	"	"
Peterman, Albert J.	"	"	"	"
Fister, Bertram J.	General Electric	A-5 FCS	"	"
Kramer, Robert S.	"	"	"	"
Miller, Cecil C.	Western Electric	APS-23 K-Sys	"	"
Schwartz, Luther J.	"	"	"	"
Paine, John D.	Sperry Gyroscope	A12D Auto-Plt	"	"
Wilson, John D.	Dynamic Electronics	SCR-718, APA6, A-13, APS-42 APN-1,9,11,12, 68,76	"	"
Glass, David	"	ARN-5,6,12,14, 18, ARC-3,8, 10,27, 18S-4	"	"

BY ORDER OF THE COMMANDER:

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G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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HEADQUARTERS
308TH BOMBARDMENT WING (M)
Hunter Air Force Base
Savannah, Georgia
Office of the Comptroller

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As of 31 December 1954

SAC MANAGEMENT CONTROL SYSTEM STATEMENT
FOR THE MONTH ENDING DECEMBER 1954

SECTION I - GENERAL

A. PERSONNEL - 320 points

	Max Score	% of Max Score	Points Earned	Points Lost	% of Points Lost of Tot
1. Manning in Required Specialties					
(a) Officers	30	40.0	12.0	18.0	
(b) Airmen					
(1) Direct	150	10.0	15.0	135.0	
(2) Indirect	25	10.0	2.5	22.5	
2. AWOL Rate Per 1000	30	100.0	30.0	0.0	
3. Ground Safety	25	80.0	20.0	5.0	
4. Reenlistment Rate	40	10.0	4.0	36.0	
5. MTD Utilization	20	72.4	14.5	5.5	
	320	30.6	98.0	222.0	

B. MATERIEL - 140 points

1. Flying hrs as a % of Required	60	63.8	38.2	21.8
2. Reports of Survey	20	95.0	19.0	1.0
3. Tech Order Comp	60	55.7	33.4	26.6
	140	64.7	90.6	49.4

C. UNIT SIMULATED COMBAT MISSION & FLYING SAFETY - 120 points

1. USCM Effectiveness	80	NOT RATED		
2. Flying Safety	40	100.0	40.0	0.0
	40	100.0	40.0	0.0

D. OPERATIONS - 520 points NOT RATED

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SECTION II

A. PERSONNEL

1. Manning in Required Specialties

(a). Officers: The wing has an authorization of 444 officers, including 75 officer spaces designated for the 100th Bomb Wing Cadre. Presently assigned are 388 officers, 356 of which are effectively assigned resulting in an effective percentage of 80%. The main officer shortages generally are 13 officers for the Cadre, 11 medical officers, 30 1245's and 3 maintenance officers.

(c). Airmen:

(1). Direct Support: The major reason for losing points in this area is due to the skill level of airmen assigned. Out of 1291 airmen assigned in the direct support category, 837 are effectively manned. Overages of airmen are assigned at the 30 level leaving shortages at the 50 and 70 level. When current testing is completed some 30's should be up-graded to the 50 level and some 50's to the 70 level. Main shortages are generally 31 men in the 30 career field and 25 effective spaces in the 431515 field.

(2). Indirect Support: As in the skill level of assigned airmen is the major factor in losing points. For example, 36 70070's are presently assigned against an authorization of zero. The same situation exists in all the support type AFSC.

2. AWOL: Three (3) AWOL's equate to an AWOL rate of 1.39 per thousand which is worth 100 percent of base

3. Ground Safety: Four (4) disabling injuries during the month caused the score to drop to 80 percent of maximum.

4. Reenlistment Rate: As a result of early discharges authorized during December only 13 people reenlisted out of 99 discharges. The reenlistment rate of 13.0 produced minimum score of 10 percent.

5. MTD Utilization: 2535 hours were consumed for a 72.4 percent utilization.

B. MATERIEL

1. Flying Hours as a Percent of Required: In December 1338 hours were requested for B-47's and 814 hours were requested for KC-97's. This request exceeded our quarterly flying hour allocation by 496 hours on B-47's and 129 on KC-97's. Authority to over fly was not granted (Msg ODC1946, Hq 2AF, 10 Dec 54) consequently the actual flying time was short of programmed for December.

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2. Reports of Survey: 4 reports of survey were recorded during the month at an average of $56.72 per survey. The survey rate per 1000 was sufficient for minimum score, but the average cost per survey was too high.

3. Technical Order Compliance: Points were lost by the B-47 and KC-97 in average manhour backlog per aircraft, T/O Units not complied with per aircraft possessed and the TOC Backlog in months. The KC-97's earned only 15 points out of a possible 60 while the B-47's earned 35 points out of a possible 60. The KC-97 manhour backlog per aircraft increased during December while the B-47 manhour backlog per aircraft decreased. T/O Units not complied with increased for each type aircraft.

C. ICCM and Flying Safety

1. UCM - Not rated.

2. Flying Safety - No comment.

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HEADQUARTERS
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah Georgia

TACTICAL SQUADRON RATING — Quarter Ending November 1954

	MAX POINTS B-47	MAX POINTS KC-97	373	374	325	ARS
QUANTITY ITEMS						
1. Training Minimums						
a. Bombardment	25		27.0	24.6	25.3	—
b. Navigation	25	30	21.3	22.8	21.2	30.0
c. Cruise Control	10	15	8.7	8.4	10.0	14.3
d. Wet Hookups & Radar Rend	25	45	17.9	20.4	19.2	45.0
e. Gunnery	10	—	9.3	6.5	9.1	—
f. Atomic Weapons	10	—	9.9	8.9	9.7	—
g. Miscellaneous	15	30	13.0	11.5	13.1	29.7
h. Flying Time	20	30	1.9	4.7	9.8	NR
TOTAL	150	150	109.0	107.8	117.4	119.0
QUALITY ITEMS						
1. RBS Radar Bomb Accuracy	40	—	28.0	28.0	28.0	—
2. RBS Visual Bomb Accuracy	25	—	25.0	25.0	25.0	—
3. Nite Celestial Nav. Prof.	20	30	20.0	14.0	18.0	30.0
4. Cruise Control Proficiency	15	25	15.0	15.0	15.0	25.0
5. Air Refueling Proficiency						
a. Wet Hookups	20	10	20.0	20.0	20.0	10.0
b. Radar Rendezvous	20	30	20.0	20.0	20.0	30.0
6. Scored Crews	60	85	35.0	21.0	33.0	85.0
TOTAL	200	200	158.0	143.0	159.0	180.0
GENERAL ITEMS						
1. Flying Time Utilization	25	—	NR	NR	NR	NR
2. Combat Ready Crews	50	50	50.0	35.0	50.0	50.0
3. % of T.O. on-time per Sortie Fln	15	40	NR	NR	NR	NR
4. Flying Safety	60	60	60.0	60.0	60.0	60.0
TOTAL	110	110	110.0	105.0	110.0	110.0
GROUND TRAINING						
1. Physical Conditioning	25	25	NR	NR	NR	NR
2. 2AF 50-6 Training accomplishment	50	50	46.7	42.7	43.8	36.3
3. Synthetic Trainers	25	25	NR	NR	NR	NR
TOTAL	50	50	46.7	42.7	43.8	36.3
GRAND TOTAL	535	510	423.7	398.5	430.2	445.3
Percent of Possible Score			79.4	74.5	80.4	87.3
STANDINGS			3rd	4th	2nd	1st

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SECRET

SECRET
Auth: Cmdr 308th B.W.
20 December 1954

HEADQUARTERS
308TH BOMBARDMENT WING M JET

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FINAL MISSION REPORT
M-27

THIS DOCUMENT CONSISTS OF 18 PAGES
COPY NO. 12 OF 16 COPIES

SECOND AIR FORCE
OPERATIONS ORDER 54-54

September thru November 1954

SECRET

540-5839

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HEADQUARTERS 308TH BOMBARDMENT WING, H
Hunter Air Force Base
Savannah, Georgia

3 ADJ 20 December 1954

SUBJECT: ZLPC--Final Mission Report (M-27)

TO: Commander
Second Air Force
ATTN: ZLPC
Barksdale Air Force Base
Louisiana

Attached herewith is the Final Mission Report (M-27) covering this unit's overseas TDY period and submitted in accordance with paragraph 45, SAC Manual 55-80, September 1954.

1 Incl:
Final Mission Report
(10 copies)

JOHN F. [illegible], JR.
Colonel, USAF
Commander

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308TH BOMBARDMENT WING M JEC
FINAL MISSION REPORT
SEPTEMBER 1954 THROUGH NOVEMBER 1954

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TAB B - KC-97 Operational Accomplishments

TAB C - Preliminary TDY Report

TAB D - Fifth Air Division Reply to Preliminary TDY Report

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SECTION I - GENERAL NARRATIVE

1. The 308th Bombardment Wing deployed to French Morocco as directed by 2AF Operations Order 34-54, 1 September 1954. All B-47 aircraft refueled over Charleston, S.C., and successfully completed the deployment to Sidi Slimane. The 308th Air Refueling Squadron successfully completed the deployment to Ben Guerir, North Africa. The MATS support was considered satisfactory in airlifting 1132 personnel and cargo during the deployment period. (SECRET)

2. The first mission to be flown in the North Africa area was a SAC Bombing Mission on the Marrakech complex, in accordance with SAC Regulation 50-42 and 5th Air Division Operations Order 105-54, 23 September 1954. All B-47 aircraft successfully completed the mission. (SECRET).

3. The Unit Simulated Combat Mission was nicknamed "Smokey Stover". Second Air Force Operations Order 134-54, 21 September 1954, designated X-day as 18 October 1954. The wing was supported by organic and 26th Air Refueling Squadron aircraft in launching a series of strikes against selected United Kingdom and French targets. With the exception of the post-target refueling portion of the mission on X plus 2 day, the mission was most successful. Weather in the Lajes pre-target refueling area necessitated a 48-hour delay in execution of X plus 2 and X plus 3 day strikes. (SECRET).

4. A test exercise for Fifth Air Division's Operations Plans 48-54 and 65-54, was flown on 27 October 1954. All B-47 strike aircraft from Sidi Slimane were effective. Five additional B-47 aircraft were dispatched to Ben Guerir AB in the test exercise, but due to lack of maintenance support at Ben Guerir, the strike missions from there were cancelled. (SECRET)

5. No peculiar difficulties or problems were encountered during the redeployment of the 308th Bombardment Wing B-47 type aircraft, in accordance with 2d Air Force Operations Order 38-54. All B-47 aircraft took-off from Sidi Slimane Air Base in increments of 15 aircraft each on 8, 9 and 10 November 1954. One B-47 air aborted after take-off the third day with a forward main gear malfunction. This aircraft was not equipped with an HF radio, therefore, it returned to the Zone of Interior with the first increment of the 6th Air Division's B-47 aircraft. All 308th Bombardment Wing B-47 aircraft successfully completed air refueling enroute to their home station. (CONFIDENTIAL)

6. TDY for the 308th Air Refueling Squadron was extended ten days to furnish air refueling support to the Sidi Slimane Task Force Commander for "Operation Leap Frog II", on 11, 12 and 13 November 1954.

7. The 308th Air Refueling Squadron redeployment was routine with one exception. One KC-97 landed at Kindley AFB with fuel contamination. An engine change was required as well as complete flushing of all fuel cells. This incident is under investigation at this time.

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SECTION II - PERSONNEL AND ADMINISTRATION

1. During the pre-deployment period at the home base a requirement existed for personnel to assist in the loading of aircraft, to aid in the processing of deploying personnel, to act as security guards and many other duties. Normally these duties are performed by Air Base Group personnel, however because of the temporary duty status of the 2d Bomb Wing many of these people were overseas and another large percent were preparing for temporary duty with the 308th Bomb Wing. This problem will continue to exist when one wing replaces another from the same station.

2. Shortages existed in certain AFSC's within the Wing. These shortages were filled from other units at Hunter Air Force Base or from other organizations within 2AF. Shortages also existed in certain career fields in the Air Base Group. These shortages were filled with other career field personnel.

3. The pay situation in the 308th Air Refueling Squadron based at Ben Guerir Air Base was not satisfactory. Pay records were maintained in the Sidi Slimane Air Base Finance Office. This made it extremely difficult to make individual adjustments.

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SECTION III - OPERATIONS AND TRAINING

The following problems were encountered during deployment operations at the forward operating bases and the subsequent redployment.

1. No information was made available prior to deployment regarding expected operational work-load while on TDY. 2AF Operations Order 34-54 did however indicate that a USCM would be accomplished during the TDY period. During the period covered by this report seven operations orders were prepared and published by the wing.

2. Insufficient synthetic trainers of all types are available at the forward operating bases to maintain proper crew proficiency and comply with appropriate supplements of 2AF Regulation 50-6. It is impractical to meet requirements of 50-6 prior to deployment.

3. Although Base Flight aircraft appear to be available, TDY organizations are unable to acquire sufficient flights from Sidi Slimane Base Flight for non-tactical pilots to meet 60-2 requirements.

4. Future operations plans should take cognizance of French insistance on quadrantal separation rather than block altitude clearance. A serious flying safety hazard can result when using quadrantal separation in conjunction with mass tactics separated in space by slight time differentials.

5. Execution of 2AF Operations Order 134-54 (USCM) revealed the following:

a. Location of the pre-target refueling area made navigation to HHCP's extremely difficult since there are no check points between Lajes and European Coast. HHCP's on all three days were over-water coordinates outside radar range from any definite fix. For many targets there were no IP's, therefore crews, in effect, started bomb runs at HHCP's

b. Target complexes were in many cases too small for five aircraft. Larger complexes would provide more realism. Re-use of large complexes where necessary would provide comparisons of runs made on different days.

c. Difficulties encountered during mass air refueling centered around UHF radio failure, saturation of UHF initial contact frequency and inability of receiver aircraft to discreminate between tanker APN identification signals on radar scope.

d. Regulations do not define "effective sorties" for USCM credit. Recommend future operations orders directing USCM specify if USCM credit can be derived from (1) "buddy-drops" and (2) aircraft that miss post-target refueling but safely make briefed alternate.

e. Non-availability of current European Facility Charts necessitated last minute changes to Communications Annex.

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6. Inadequate telephone service between Sidi Slimane and Ben Guerir made coordination of operations between Wing and AFRES extremely difficult. Condition was reported and resulting attempts to correct the deficiency were unsuccessful.

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SECTION IV - MATERIEL

1. The logistical support at Sidi Slimane AB was considered outstanding. Subject to continuing availability of aircraft spares and additional ground powered equipment with its associated spares, it is believed that this wing could operate at Sidi Slimane AB indefinitely with no loss of aircraft utilization or deterioration of equipment.

2. The 3906th Air Base Group Staff was well informed on the requirements of a B-47 wing and on their own assigned support mission. Action taken on requests of this wing were positive even when the tactical mission requirements were unusual. Results were uniformly good day or night, weekday or weekend. It would be difficult to isolate the most cooperative element of the support organization for we had found the attitude uniformly helpful and we were obviously not there long enough to evaluate problem areas internally effecting the support squadrons.

3. Facilities for Field Maintenance at Ben Guerir were in the embryo stage. A fine permanent facility is nearing completion.

4. The Periodic Maintenance Squadrons at Sidi Slimane AB and Ben Guerir AB lack several facilities that would increase their efficiency:

a. Air pressure at the docks.

b. Suitable wash rack cleanser dispensing apparatus.

c. Latrine facilities near the docks. Many man hours are lost because of the lack of this facility.

d. 110 volt 60 cycle power for lighting and test equipment.

e. Tool and parts storage buildings at Ben Guerir AB.

5. The present A&E facilities at Sidi Slimane Air Base were not completely satisfactory. The chief problems were inadequate dust control and power distribution. The new A&E building is nearing completion and these problems will be eliminated. It is believed that the present A&E facility should be earmarked for backup space if two A&E squadrons should occupy the base at one time.

6. Shortages of Marathon and C-26 power units forced A&E to utilize C-22 power units for K-System maintenance on B-47 aircraft. These units are not desirable because of voltage fluctuations.

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7. The chief problem at Ben Guerir Air Base was the lack of proper power. A diesel generator furnished 3 phase 220 volts for operation of a 400 cycle F-1 generator (115 volts) and a 28 volt rectifier. No receptacles are available for 400 cycle 115 volt and 28 volt power and only two are available for 110 volt 60 cycle. These deficiencies should be corrected upon completion of the A&E facility.

8. A power shortage existed upon the wing's arrival at Sidi Slimane AB. Six Marathon Diesel units were in place at Sidi Slimane AB, but one unit was out of commission. Two of these units in serviceable condition are required for each tactical squadron.

9. The marathon power unit cable situation improved immensely during the TDY period. The wing's electric shop with the aid of the machine shop repaired four additional marathon cables. These were supplemented by the arrival of four of the wing's cables (Gramco) from the ZI and an additional 10 that were shipped from Ben Guerir AB.

10. A problem existed regarding the marathon diesel units. The technical representative assigned to monitor these units divides his time between Sidi Slimane AB and Ben Gueriri AB. This man is a General Electric representative and is not a diesel specialist. The only diesel representatives are located in the Caterpillar agency at Casablanca. This agency does not seem to have adequate manuals, parts or technical representatives available.

11. During the TDY only four AOCP's existed. These AOCP's were cleared through sources other that Base Supply. Two items were secured from the 43d Bombardment Wing; one from the radio mock-up equipment of the maintenance team at Ben Guerir AB; and one item is in the process of being locally manufactured. Two of the above items were available in the FAK, but could not be secured becaused the kits were closed per SAC message DM2A 5928, 13 October 1954.

12. The wing's AC-97 AOCP rate at Ben Guerir was approximately 12 percent. The FAK had provided approximately 60 percent of all required supply items. Base Supply was able to supply about 10 per- of the needed items. The depot at Nouasseur supplied 70 percent of all requested items.

13. Base Supply at Sidi Slimane AB indicated that 30 days is required to obtain AOCP items through established supply channels from the ZI. This delay is considered excessive.

14. B-47 Flyaway Kit. Prior to the closing of the flyaway kits, 783 items were issued. Resupply of the kits from Base Supply and/or Nouasseur was excellent with a replenishment rate of 74.7 percent. Currently the kit is 91.5 percent complete in unit items.

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15. KC-97 Kit. A total of 448 line items were issued. Resupply from sources in this theater has been 55.4 percent. The kit is 94 percent complete in unit items.

16. Ref SAC message DM2A 5920 (Secret), 13 October 1954, which ceased the flyaway kit had the following effect on the wing:

a. B-47 aircraft: Although a zero AOCP rate was maintained, the AMFB rate increased 20 percent and 17 incidents of cannibalizations were made to prevent grounding aircraft and aborting missions. Back order of items increased from 33.2 percent to 44 percent.

b. KC-97 aircraft. The AOCP and AMFB rates were doubled. Cannibalizations were also doubled. Some relief was obtained by shipment of AOCP items from Base Supply at Sidi Slimane AB to Ben Guerir AB via daily courier. The AOCP rate would have been higher if we had not consolidated our AOCP's by cannibalizing required parts from aircraft that were already AOCP.

c. Upon arrival at Ben Guerir, approximately 10 percent of the items requested could be delivered. Near the end of the TDY approximately 40 percent of items were delivered. This increase was due to shipments to Ben Guerir of Table II and Table XVI spares by the Depot.

17. As a whole MATS support during the deployment and redeployment periods was excellent. The few discrepancies that were noted are listed below:

a. In some instances MIA's were received from the MATS departure stations. This resulted in confusion regarding notifications, alerts, feeding, transportation, etc, both at Hunter AFB where passengers and cargo were to be on-loaded, at Sidi Slimane AB where they were to be off-loaded, at Sidi Slimane AB where they were to be off-loaded, and then back to Hunter AFB.

b. MATS enroute stations apparently were not careful when transferring personnel, baggage and cargo from one aircraft to another. The problem encountered was that the enroute station did not expeditiously forward detained personal baggage or cargo. Some baggage was found at Travis AFB, California and Kelley AFB, Texas.

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SECTION V - INTELLIGENCE

1. The Wing Intelligence facilities at Sidi Slimane AB are considered adequate, except for a lack of sufficient office safe space.

2. The Target Intelligence Section of Fifth Air Division and the Base Target Intelligence Center were most cooperative. On 27 October 1954, a test of the TIC was conducted in accordance with instructions from Headquarters Fifth Air Division. Materials on 15 targets were requested and these requests were filled within the prescribed time limits.

3. Support from the Photo Lab facility was excellent. The processing of aerial film for bomb scoring purposes and reproduction work for briefing aids was accomplished expeditiously and thoroughly.

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SECTION VI - SECURITY

There were no specific security problems during deployment, redeployment, however due to the presence of numerous workers installing tie-downs on the ramps, the perimeter guard system was abandoned in favor of the point guard system. The physical guarding of the aircraft was aggravated by the fact that many of the Air Police TDY with the 21 Bomb Wing were ordered to return to Hunter AFB before their replacements arrived. A good percent of these replacements were not trained in Air Police work. On 6 October 1954, aircraft security reverted to the perimeter guard system. Adequate control was marginal. Because of the construction, aircraft were parked the entire length of the ramp. This caused the guards to be too widely spaced, a situation that was corrected upon completion of the ramp project.

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SECTION VII - RECOMMENDATIONS

PERSONNEL

1. Pay records should be physically located at the base where personnel are stationed.

2. Known shortages existing in the critical career fields should be filled prior to scheduled deployments.

OPERATIONS AND TRAINING

3. Whenever possible the rotating wing should be informed of committments to be levied during the TDY prior to departure. This is particularly true of emergency type operation orders and operation plans in the 40, 50 and 60 series.

4. All wings scheduled for delpoyment to North Africa should be placed on distribution for the 40, 50 and 60 series operations plans issued by SAC YOKE, or Fifth Air Division.

5. The following synthetic trainers and/or facilities should be made available:

a. B-47 Bases:

(1) 1 ea C-11 Link Trainer

(2) 1 ea T2A Ultrasonic and/or T3 Ultrasonic Trainer

(3) 1 ea T1A Gunnery Trainer

b. KC-97 Bases:

(1) 1 ea C-8 Link Trainer

(2) 1 ea Code Trainer

c. Both type bases should be equipped with scan rooms and/or facilities and instructors for judo and exercises.

6. An attempt should be made by proper authority to resolve the air traffic procedures with the French Air Traffic Control Center.

7. A SAC SOP for B-47 UHF receiver failure should be established. The following is suggested: The receiver broadcast in the blind on UHF guard channel. The tanker aircreft transmit on 121.5 mcs while the receiver monitors on the OMNI radio.

8. All changes to Aids to Navigation should be forwarded to Rotating Wings. This should include aids that have been approved but are operating and could be used in case of an emergency.

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9. In future deployments the special weapons section should bring at least one UDT trainer together with associated test equipment to the forward operating base.

10. Plans should be formulated to specifically include TDY wings in the Base Passive Defense Plan; so that training could be accomplished toward that end.

11. Radiac equipment should be available for TDY wings to bolster the ECL 2-99-4, "Radiological Defense Detection, Indication and Computation Kit", at advance bases.

12. Personnel dosimeters should be stocked in sufficient quantities to assure protection for TDY personnel.

MATERIEL

13. The field maintenance machines at Ben Guerir AB should be put into operation as soon as possible, following the priority suggested by the 308th Bombardment Wing in a letter to the Base Commander.

14. Horizontal engine build-up stands should be obtained for Ben Guerir AB as soon as possible.

15. The following facilities should be made available at the periodic maintenance docks at Sidi Slimane AB and Ben Guerir AB:

a. Air compressors and air lines.

b. Latrines.

c. Power for lighting and test equipment - 110 volt 60 cycle.

d. Suitable pressure equipment should be added to the wash rack facility. The installation of a 750 gallon tank capable of withstanding a minimum of 60 pounds pressure per square inch, with a circulator on the bottom (to keep the kerosence and gunk mixed), an air compressor with 60 pounds per square inch capacity, a water pressure booster pump and connecting lines is recommended.

16. Small maintenance buildings for tools and equipment should be constructed adjoining the docks at Ben Guerir.

17. The A&E facility at Sidi Slimane AB should be improved as follows:

a. A&E flight line maintenance building should have power from the base power source (110 volt 60 cycle).

b. A circuit which would prevent the AC voltage supplied to the A&E shops from surging is required.

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c. The area around the A&E shops should be hard surfaced or covered with oil periodically in order to eliminate the dust problem.

d. Walks should be constructed around the A&E buildings to help eliminate the dust problem.

e. A&E buildings should be repaired to make them dust proof and leak proof.

f. Adequate camera storage and dark room facilities are required. One half of a Dallas Hut properly dust-proof, moisture-proof and light-proof is needed as a dark room. One complete Dallas Hut with the same facilities is needed for camera repair and storage.

18. Each TDY wing should accept base supply reperables and process them as the work load permits. Stock levels of expendable items should be increased to prevent AWP conditions.

19. Because a fighter wing is stationed here and since the presence of a B-47 wing on this base is not assured, Base Flight A&E should be authorized to obtain mock-ups and test equipment for the fighter aircraft. This should include ARC-27 UHF radio, test and mock-up equipment for other than standard systems, such as OMNI range, ARA-6 radio compass and N-1 compass.

20. Additional fire extinguishers should be procured as soon as possible to properly safeguard the flight line maintenance activities.

21. Action should be taken to obtain the equipment necessary to operate and maintain a supply inter-communications net.

22. Crew chief stands (B-4) should be made available at overseas stations. These items are bulky and take up much weight and cube during the airlift.

23. More ground power equipment should be made available at Sidi Slimane AB. A minimum of six serviceable Marathon diesel units are needed each day. C-26 units should replace C-21 and C-22 units for K-System maintenance.

24. With reference to the problem of maintenance of Marathon equipment:

a. The services of a Diesel Technical representative of the Caterpillar Tractor Company should be obtained.

b. All necessary parts manuals and instructions and books for the Marathon diesel units should be obtained.

c. Continuing follow-up action should be taken to increase the supply support for this equipment.

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25. A minimum of four additional vehicles should be allotted an ARS Task Force at Ben Guerir AB. These vehicles should be utilized as follows: 1 - PMS, 1 - A&E, 1 - PMS, and 1 Medics.

INTELLIGENCE

26. There is a requirement for additional office safes.

SECURITY

27. Floodlights should be installed at Sidi Slimane AB to cover the B-47 parking area and simplify the security problem.

28. A perimeter fence should be constructed for B-47 aircraft security.

29. The need for adequately trained guards in sufficient numbers should be anticipated and provided for future TDY's.

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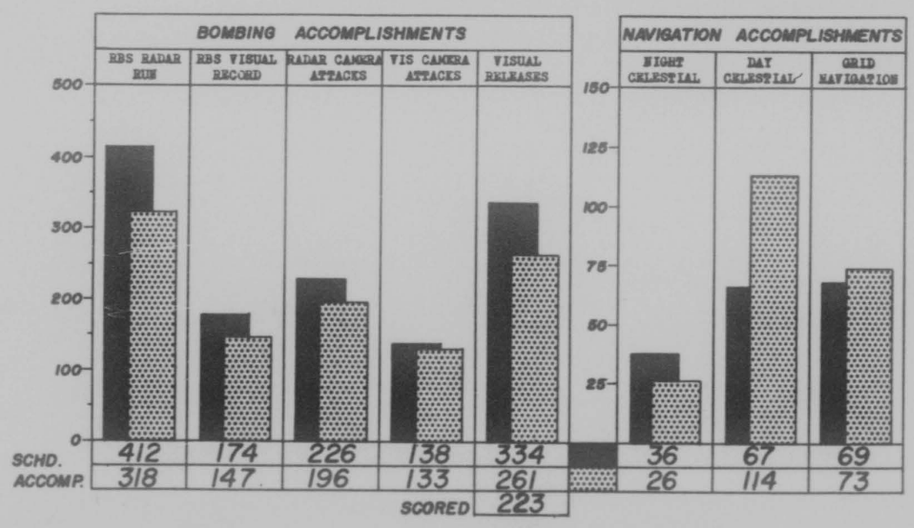
B-47 OPERATIONAL ACCOMPLISHMENTS (50-8)



REFUELING ACCOMPLISHMENTS	
WET HOOKUPS	315
20M OR ABOVE	141
AT NIGHT	48
MAX LBT LOAD	45
RADIO SILENCE	149
RADAR RENDEZVOUS	64

FORMATION ACCOMPLISHMENTS	
FORMATION:	
3 OR MORE (HOURS)	489
30M OR ABOVE (HRS)	410
CMLL TACTICS MISSIONS	140

GUNNERY ACCOMPLISHMENTS	
GUNNERY MAX FIRE OUT	13

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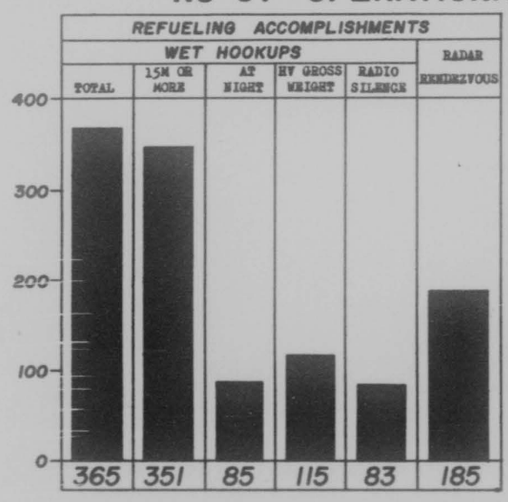
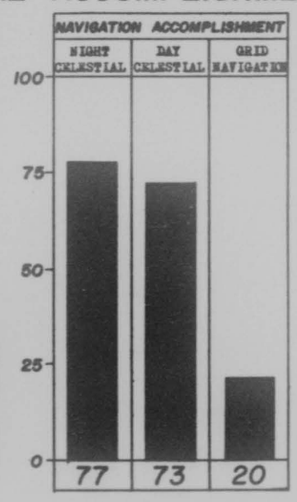
KC-97 OPERATIONAL ACCOMPLISHMENTS (50-8)





MISCELLANEOUS ACCOMPLISHMENTS	
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SECRET

308TH BOMBARDMENT WING (M) JET

NON SIBI SED ALLIS

HUNTER A.F.B.
SAVANNAH, GEORGIA

HISTORY

JANUARY 1955

SECRET

55D-4271

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SECRET

HISTORY

OF

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Auth: CO 308th Bomb Wg.
1 March 55 Lt Col USAF
Date Int.

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

FOR

January 1955

JOHN F BATJER
Colonel, USAF
COMMANDER

Organizations Assigned:
308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Rflg Sq
308th Per Maint Sq
308th Fld Maint Sq
308th Armt & Elect Maint Sq
308th Tactical Hosp

for Robert H. Wickens 1/Lt
HENRY E JOHNS
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY T/Sgt Carl R Atkinson

SECRET

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

1 Jan - The 308th Armament and Electronics Maintenance Squadron was re-organized.

12 Jan - Colonel Batjer, Wing Commander, attended a Second Air Force Staff Conference at MacDill Air Force Base, Florida.

Jan - As the month ended, the Air Refueling Squadron had 20 combat-ready crews and four non-combat-ready crews assigned. The three tactical B-47 squadrons were assigned 12 lead crews, 31 combat-ready crews, six non-combat-ready crews, and three crews in the training pool.

Jan - Twenty-one EC-97's and 45 B-47's were assigned the wing as of 31 January. All were possessed except three which were TDY to Tulsa, Oklahoma. On 13 January, the last B-47B aircraft departed the wing, leaving the wing equipped with all "E" models.

Jan - A total of 1888:55 hours were flown by the wing this month - accident free - thus increasing the cumulative flying hour record to approximately 27,366 accident free hours in the past 22 months.

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION.

Re-organization of the Armament and Electronics Squadron.

Effective 1 January 1955 the 308th Armament and Electronics Squadron was re-organized.[1] Under the new table of organization (1-7170P-S, 1 July 1954, 1 X Parts II, & IIA) 12 officers, one warrant officer, and 331 airmen were authorized.[2] This was a change from the former table of organization (1-7170P, 1 Jan 1954)[3] which decreased officer personnel authorization by two (It was formerly 14), decreased airmen personnel authorization by 19 (It was formerly 350), and added one warrant officer to the squadron (None were authorized previously). Unit Essential Equipment listed in the MEAL (Master Equipment Authorization List) was authorized the Armament and Electronics Squadron and additional equipment was authorized in the USE column of the approved UAL's (Unit Authorization Lists).[4]

Attendance at Off-Base Conferences by Key Wing Personnel.

About the middle of the month, 12 January 1955, Colonel John F Batjer, 1328A, Wing Commander, attended a four-day Second Air Force Conference at MacDill Air Force Base, Florida.[5] In the same week, 12 January, Lieutenant Colonel Giles C Avriett, 7195A, Chief of Maintenance; Major Edgar H Main, AO 433250, Armament and Electronics Squadron Commander; Major Carol W Alton, Jr, 7352A, Aircraft Maintenance Officer in the Armament and Electronics Squadron; and

1 GO 81, Hq SAC, 16 Dec 1954, Exhibit 1.
2 T/O 1-7170P-S, Hq SAC, 1 Jul 1954, Exhibit 2.
3 T/O 1-7170P, Hq SAC, 1 Jan 1954, filed 308DP.
4 Ltr, Dept of the Air Force, Wash., D. C. to Comdr SAC, "Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units," 7 Dec 1954, Exhibit 3.
5 SO 8, Hq 38ADiv, 11 Jan 1955, par 29.

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Captain Charles T Foster, AO 856588, Assistant Maintenance Supervisor in the Armament and Electronics Squadron; attended a conference at MacDill to coordinate maintenance activities.[6] A few days later Lieutenant Colonel Avriett, Lieutenant Colonel Ralph H Schneck, AO 726832, Field Maintenance Squadron Commander; and Major Paul E Roscher, AO 827969, Wing Staff Operations Officer; Major William J Rakel, Jr., AO 679278, Wing Staff Observer; Major Main, and Captain Foster visited MacDill and Barksdale Air Force Bases to coordinate methods of operation with other B-47 wings.[7] And to finish out the conferences off-base this month, Colonel James H Thompson, 4023A, Deputy Wing Commander; Lieutenant Colonel Perry P Menzies, AO 389740, Air Refueling Squadron Commander; Lieutenant Colonel Schneck; Major Eaton A Gorelangton, 13715A, Wing Facilities Planning Officer; and a host of other important wing personnel flew to Kindley Air Force Base, Bermuda, to coordinate operational matters pertaining to 38th Air Division.[8]

Re-assignment of Key Personnel. No change was noted in key personnel assignments this month. However, back in November 1954 a statement was made to the effect that Lieutenant Colonel Vernon R Turner, 10145A, continued holding his assignment as Wing Executive Officer. This was not so. He was assigned instead to the 374th Bombardment Squadron, and Lieutenant Colonel John O Vick, 4858A,

6 SO 14, Hq 38ADiv, 18 Jan 1954, par 36.
7 SO 11, Hq 38ADiv, 14 Jan 1955, par 20.
8 SO 13, Hq 38ADiv, 17 Jan 1955, par 17.

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who was assigned as Wing Inspector, assumed, as an additional duty, the Wing Executive role.[9]

Preparation for the Forthcoming Inspection by SAC. In preparation for the SAC Inspection Team expected in the near future all the past inspection reports on file were brought out and passed among the wing units for their review. By knowing about the past discrepancies and mal-practices noted in previous inspections, assuredly these same items should not recur in this inspection. Each and every office, directorate and squadron were expected to make positive that this did not happen.[10]

Reproduction Costs. During January, a study was made of the cost incurred through operation of the reproduction machines in the 308th Wing. Figured in this cost research were stencils, paper, ink, and manpower. This left only the cost of machine deterioration, maintenance, and repair to be considered.

Two of the machines, an A B Dick and a MARR model, were operated by the Adjutant Section while the other machine, a spirits processing machine (ditto), was operated by the Materiel Directorate. The MARR machine was placed in the maintenance shop on 14 January for reconditioning and cleaning. It would probably be there from 30 days to six months. As a combined figure, a total of 899 stencils were utilized in the 296 separate work orders processed; 142 reams of

9 History, 308th Bombardment Wing, November 1954, pg 2.
10 Wg Staff Conference, Hq 308BW, 1 Feb 1955, Exhibit 4; Wg Staff Conference, Hq 308BW, 18 Jan 1955, filed 308A.

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mimeograph paper were expended; and figuring the manpower angle, one airman worked four hours per day on a five-day work-week in the Adjutant Section. The manpower hours expended by the Materiel Directorate were not figured.[11]

In terms of dollars the 142 reams of paper, figured at 60 cents per ream, amounted to $85.50; plus the cost of 899 stencils priced at 75 cents for every two dozen stencils ($27.75); plus the cost of 10 pints of ink at 28 cents per pint ($2.80); and plus the manpower cost, one-half A/3's base pay ($42.50), gave an overall figure for the month's operation as $156.55. Had the manpower element for the Materiel Directorate, the machine deterioration, repair and maintenance cost, spirits, and other unknowns been figured, the cost would have been even more. However, this survey did indicate that more effort and expense were utilized in reproducing paper-work by machines in this wing than had been realized.[12]

11 Report, "Reproduction Work Order Ledger, 2AF Form 290," Jan 1955, filed 308A; Interview by C Atkinson, Historian, with M/Sgt K B Gulsby, 308A, 2 Feb 1955.
12 Ibid.

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CHAPTER

II

PERSONNEL

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PERSONNEL.

Manning. As of 31 January a total of 393 officers were assigned to the 308th Wing, five more than the authorized strength of 388. The airmen strength exceeded their authorized number by 139: 1746 were assigned and 1607 were authorized.[1]

Airmen. Body manning for January increased from 109 percent in December 1954 to 110 percent. Effective manning increased six percent to 77 percent compared to 71 percent in December. This was caused by upgrading in critical fields.[2]

Career Field	Body Manning Dec	Body Manning Jan	Effective Manning Dec	Effective Manning Jan
321 (Bomb Nav Sys)	107%	117%	65%	65%
323 (Gun Laying Sys)	214%	182%	75%	76%
40 (Inst Instr Rep)	123%	100%	49%	80%
42 & 43 (Acft & Eng Maint)	107%	101%	77%	79%
70 (Admin)	79%	89%	68%	69%

Officers. Body manning for January was 89.1 percent, which showed a decrease from 94.86 percent for December. Effective manning dropped from 77.85 percent for December to 75.2 percent for January.[3] Most of the change may be attributed to the B-47 Cadre authorization which was not used in the computation of either figure until January.

Promotions. No promotion quotas for airmen received during

1 "Morning Reports," Jan 1955, prep by 308th Wing Units, filed 308DP.
2 Report, Hq 308BW to Comdr 38ADiv, "MOS: P-6 Report," 31 Jan 1955, filed 308DP; Report, "Officers and Airmen Personnel Status Report," 31 Jan 1955, filed 308DP.
3 Report, Hq 308BW to Comdr 38ADiv, "MOS: P-6 Report," 31 Jan 1955; filed 308DP.

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the month of January 1955. Quotas were released every other month; next quotas were due in February 1955.

A number of officer promotions were announced this month. Captain William F White, AO 2095332, Wing Personnel Officer, was among those who found it difficult but pleasing to answer the telephone using the appropriate grade.

Re-enlistment Rate. Out of 167 airmen eligible for discharge in December and January, only 26 re-enlisted producing a rate of 18.4 percent. For January, 13 re-enlisted out of 55 eligible for discharge, whereas in December 13 re-enlisted out of 112 eligible for discharge. The majority of these discharges, however, included young airmen who were four year enlistees.[4]

Classification and Assignment. Officers. Classification of officers became an active subject this month when a total of 31 requests for reclassification were forwarded to 38th Air Division. Emphasis was placed on proper classification. Award of AFSC's promise an even larger number next month.[5]

Orders were requested to reassign Second Lieutenant Robert A Pratt, AO 3035390, from 308th Air Refueling Squadron to 374th Bombardment Squadron where he would serve as an observer on a combat crew as well as perform additional duty as squadron adjutant. Thus, Lieutenant Pratt, though lacking in training and experience,

4 Report, "SAC Management Control System Statement for Month ending 31 Jan 1955," Prep by 3080A, 9 Feb 1955, Exhibit 5.
5 Files, "Classification & Assignment Section," Jan 1955, 3080P.

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would soften the impact felt by the loss of Captain Higerberto Rodriquez, 2h797A, next month. Captain Rodriquez served as squadron adjutant in addition to his primary duty as squadron Intelligence Officer.

During January we nominated Major John F McHugh, 11527A, on Second Air Force Project C17A for duty as Chief, Education and Non-Appropriated Funds Branch, Personnel Services Division, Directorate of Personnel, Headquarters Second Air Force. On January 14th he was released from consideration.

The Wing Inspector, Lieutenant Colonel John C Vick, received notification that he would be reassigned to Headquarters USAF, Directorate of Operations, DCS/O, Washington, D. C. Departure date has been set at 10 March 1955.

Airmen. January 1955 was another busy month for this section. A total of 150 airmen were upgraded to keep pace with Headquarters USAF desires to train and upgrade personnel by the end of the fiscal year 1955.[6]

Reassignments were received in large numbers during January. Forty-one overseas and state-side projects were received with administrative personnel heading the list as the most desired personnel for reassignment nominations. This resulted in the personnel and administrative fields being still critical throughout the wing.

6 Files, "Classification & Assignment Section," Jan 1955, 308DP.

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Analysis of Different Career Fields. The (70) administrative career field was still critically weak although we have assigned 81 against 87 authorized, which was just six short of authorization. The weakness was in the skill level. Thirty-five of the personnel assigned were of the one helper skill level. In the past the Air Force sent this type of personnel to administrative schools, and they were assigned to us in the three semi-skilled level. This field would strengthened directly by the emphasis placed on the on-the-job training program.[7]

The (73) personnel administrative type personnel (classification clerks, morning report clerks, chief clerks, and record maintenance clerks) were alarmingly weak. We were authorized 40 and had 28 assigned - a shortage of 12. Some help could be expected from the 70010's after they receive the OJT period of several months. We received one of the 73250's projected in during this month which would relieve one of the squadrons that was presently short a classifications clerk. If personnel type airmen were assigned, it would greatly relieve administrative type personnel from performing this function and would place them in actual administrative work.[8]

The overall picture of the 43 field (aircraft maintenance and engine mechanics) reflected a healthy situation as we had 774 assigned against an authorization of 672, which was an overage of 102 personnel.

7 Survey, "Analysis of Different Career Fields," Prep by 308BW, Jan 1955, Exhibit 6.
8 Ibid.

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Most of this overage existed at the semi-skill level (3). There was a significant shortage at the 43171E level. We were authorized 101 and had 68 assigned. However, 24 of the 43151E's were presently being trained and upgraded for 43171E, which upon their award of PAFSC would overcome the shortage existing at this level.[9]

The Air Refueling Squadron was having considerable difficulty in manning 25 flight engineers as combat-ready. They were assigned 27 by primary and utilization, of which 21 were combat-ready. Four were receiving panel training (150 hours required before check-out), and two were receiving training at West Palm Beach, Florida.[10]

Because of the high skill level required for the type work performed by operations administrative type personnel, we were authorized nine seven-level personnel of which we had three assigned in the seven-level. No authorization existed at the three and five level. Five were being trained into this field from the 32351F (Gunnery) field. In addition, we had two of the helper level, two of the three skill level, and one of the five skill level, resulting in a total of 13 assigned against an authorization of nine. Although effective manning was three against an authorization of nine, we should get the lion's share of the three projected in during February, March, and April.[11]

9 Survey, "Analysis of Different Career Fields," Prep by 308DP, Jan 1955, Exhibit 6.
10 Report, "Vital Statistics Briefing," 31 Jan 1955, Prep by 308DP, filed 308DP.
11 Survey, "Analysis of Different Career Fields," Prep by 308DP, Jan 1955, Exhibit 6.

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M-Series Maintenance type personnel (321 Field) were very weak in the seven level. An airman must be a S/Sgt or higher to be trained from a 32150E to 32170E. Therefore, only a limited number of the five levels could be shown as training into the seven level. A fire training program administered by supervisors must continue in this field to obtain desired skill level. Fifteen 32130E's were projected into division during this month. Additional cross training from 321XCE field into 321XCB, 321XOC, and 321XOD would aid in filling the shortages in 321SCB, C, and D.[12]

A total of 346 airmen were OJT by the end of the month, and it was anticipated that 27 percent of these would be upgraded by 1 March 1955.[13]

B-47 Cadre. Information was received that the B-47 Cadre program was being revised and would go into effect in February 1955. No change in target date; however, Second Air Force indicated that the actual organization of the new wing might be delayed for several months. The delay did not relieve the wing of the responsibility of training and upgrading airmen to fill the cadre openings. As the month ended the wing had not received sufficient airmen for the cadre; thus, requiring us to assign permanent party personnel against the cadre requirements. At this time, four officers were assigned to the cadre against an authorization of 15, while 102 airmen were assigned against an authorization of 129.[14]

12 Survey, "Analysis of Different Career Fields," Prep by 308DP, Jan 1955, Exhibit 6.
13 Ibid.
14 Ibid.

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Schools. Airmen. Eleven airmen were sent to school for either special training or advanced training courses in January 1955. This represented a slight increase over the month of December 1954, and continued emphasis was placed on special training for special types of equipment. This equipment was essential to the proper care and upkeep of the highly technical aircraft which were assigned this wing.[15]

The following is a breakdown of airmen sent to school in a TDY status during the month of January 1955:[16]

Number of Airmen Sent to School	Course	Duration
6	Aircraft Maintenance Technician, Course No. AA43171	95 days
1	W-1 Auto Pilot, Course No. SS43156-6	15 days
1	B-47 Ground Powered Equipment, Course No. SS47155-7	15 days
2	B-47 Ground Powered Equipment, Course No. SS47154-4	15 days
1	Aircraft Weight & Balance Training, B-47 & Ftr Aircraft, Course No. SS43171	10 days

Officers. Major Alvin A Warren, Jr., AO 531050, and First Lieutenant John J Erwin, AO 831142, were ordered to McConnell Air Force Base, Kansas, to attend ABC Portion of Course Number 1231008, Class 55-C, Class starting 16 February 1955.

15 Files, "School Section," Jan 1955, 308DP.
16 Ibid.

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We received two quotas during January for Primary Basic Observer Upgrading Course #153102. First Lieutenant Dante S Reale, AO 2032027, 375th Squadron, and Captain Rigoberto Rodriquez, 24797A, 374th Squadron, were selected to attend. Each officer was filling an Intelligence Officer (2054) position in his respective squadron. Captain Rodriquez was also squadron adjutant. Both officers would report to school 10 March 1955.[17]

Combat Crews. Following was the wing's combat crew status as of 31 January:[18]

Air Refueling Squadron	On Crew	Assigned
Pilots	48	61
Navigators	24	51

The Air Refueling Squadron has 20 combat-ready crews and four non-combat-ready crews.

373d Bombardment Squadron	On Crew	Assigned
Pilot AOB	18	21
Pilot Bombardier	16	17
Navigator-Bombardier	17	19

The 373d Bombardment Squadron had five lead, 10 combat-ready, and two non-combat-ready crews. Both non-combat-read, crews were training pool crews.

17 Files, "School Section," Jan 1955, 308DP.
18 Report, "Vital Statistics Briefing," 31 Jan 1955, Prep by 308DP, Filed 308DP.

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374th Bombardment Squadron	On Crew	Assigned
Pilot AOB	17	18
Pilot Bombardier	17	18
Navigator-Bombardier	17	19

The 374th Bombardment Squadron had two lead, 12 combat-ready and three non-combat-ready crews. One non-combat-ready crew was a training pool crew.

375th Bombardment Squadron	On Crew	Assigned
Pilot AOB	18	19
Pilot Bombardier	12	14
Navigator-Bombardier	15	17

The 375th Bombardment Squadron had five lead, nine combat-ready and one non-combat-ready crew.

The overall B-47 crew status in the wing stood at: 12 lead crews, 31 combat-ready crews, six non-combat-ready crews, and three crews in the training pool. The combat crew picture changed slightly this month. Most important was the loss, effective 5 January, of crew number M84 which was transferred to Pinecastle Air Force Base, Florida, for standard duty. There has been no indication when a replacement crew would be formed.

Improvements Resulting in Man-hour Savings. Two new forms were initiated and accepted for base-wide use by T/Sgt Lester C Layman, Jr., AF 21001571, NCOIC of the Classification and Assignment Section. Utilizing these forms would aid in better reporting and it was

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estimated that this would save the wing approximately 250 man-hours.[19]

One project completed during the month was the new card file to be maintained in this office which was implemented to reduce the possibility of overlooking or submitting late the Recommendation for Promotion of Officer, AF Form 254, which must be submitted on second lieutenants in accordance with Air Force Regulation 36-56 and Second Air Force Regulation 36-10.

19 Form, "804ABG Fm 544," 15 Jan 1955, Exhibit 7; Form, "804ABG Fm 545," 24 Jan 1955, Exhibit 8.

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING.

The month of January 1955 began a new 50-8 quarter as well as a new year. A total of 1888:55 hours were flown by the wing during this period and broken down by squadrons are:[1]

373d Bombardment Squadron.

Operational	423:55 hrs
Test Hops	7:25 hrs
Ferry	6:50 hrs
	438:10

374th Bombardment Squadron.

Operational	514:55 hrs
Test Hops	5:50 hrs
Ferry	7:10 hrs
	527:35

375th Bombardment Squadron.

Operational	409:30 hrs
Test Hops	15:35 hrs
	425:05

308th Air Refueling Squadron.

Operational	488:25 hrs
Test Hops	9:40 hrs
	498:05

During this period, a total of four "Globetrotter" missions were flown. "Globetrotter" is the nickname for a training mission involving the tactical bombardment squadrons and the air refueling

1 Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," 3 Feb 1955, prep by 308DMMC, Exhibit 9.

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squadron, during which a B-47 stays aloft at least 20 hours and is refueled three times. Close coordination is required to assure that tankers are available at designated times and places to rendezvous with the bomber, so that it may complete its alloted 50-8 training requirements.[2]

These missions were developed to expedite the accomplishment of 50-8 training requirements during the first three months of the training quarter.

Flying Safety. January 1955 was the 22d consecutive month the wing has flown without experiencing either a major or a minor accident while logging 27,366 flying hours.[3]

Flying Safety meetings were held in the squadrons, more than 90 percent of assigned personnel attending. The importance of instrument training and flying was emphasized to aircrews and ground operation, quality maintenance and foreign object damage to jet engines were stressed with the maintenance personnel.[4]

More than 850 Ground Controlled Approach (GCA) runs were made by the GCA unit in January.[5]

Major Z. O. Barber, Chief of Flying Safety, Second Air Force, made a staff visit to the wing during the early part of the month. All phases of the Flying Safety Program and plans for emplementing

2 Ops Order 1-55, Hq 308BW, 12 Jan 1955, Exhibit 10; Ops Order 241-55, Hq 308BW, 18 Jan 1955, Exhibit 11; Ops Order 242-55, Hq 308BW, 21 Jan 1955, Exhibit 12.
3 Ltr, Hq 308BW to Comdr 38ADiv, "January 1955 Flying Safety Activities Report," 31 Jan 1955, Exhibit 13.
4 Ibid.
5 Ibid.

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the SAC 1955 Safety Program were discussed. Major Barber complimented[6] the wing on its excellent safety record.

Major Williams of the Second Air Force KC-97 Training Office made favorable comments on the Flying Safety Program of the 308th Air Refueling Squadron.[7]

All facilities, runways, taxi-ways, and ramps were inspected and no major discrepancies were noted. Perimeter access roads were found in good condition.[8]

The 38th Air Division Accident Prevention Committee meeting was held on 31 January and was attended by the Wing Commander, Director of Operations, and the Wing Flying Safety Officer.[9]

Special Weapons. January 1955 was a "Special Weapons" experimental month for the 308th Bombardment Wing; for it was during this month the wing participated in the test program called "Busy Beaver".[10]

Busy Beaver was a test of the feasibility of performing the Inflight Insertion (IFI) simultaneously with pre-target, heavy weight air refueling. The 308th Bombardment Wing flew 10 missions of the 20 directed by SAC. The Second Bombardment Wing flew the remaining 10.

The sorties were flown at altitudes from 16,000 feet to 20,000 feet and were equally divided between daylight and darkness. The

6 Ltr, Hq 308BW to Comdr 38ADiv, "January 1955 Flying Safety Activities Report," 31 Jan 1955, Exhibit 13.
7 Ibid.
8 Ibid.
9 Ibid.
10 Ops Order 206-54, Hq 38ADiv, 21 Dec 1954, filed 38ADDO.

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observer was designated primary IFI operator for the tests. He left his crew position immediately the tanker was visually sighted, proceeded to the bomb bay, performed the IFI and then returned to his position. This complete operation averaged less than 17 minutes, and the IFI was completed prior to actual hook-up, bearing out the feasibility of this operation at this time. In no instance did the observer encounter any serious difficulties with equipment or facilities that would profit this activity at this time. It was also noted that instability and turbulence were not apparent, therefore normal control movements during this combined operation did not hinder it at all.

The abbreviated check list as modified by this position program was subsequently accepted by SAC alone with other recommendations pertaining to maximum altitude, equipment, and so forth.

The experimental program "Busy Beaver" as flown by the 308th Bombardment Wing was enlightening and successful.

Chemical, Bacteriological, Radiological (CBR). Passive Defense training was more active than passive, with a good dent made in the 1953 program. Squadron CBR officers and NCO's and decontamination teams completed their training. A start was made on Annex II and III, Tactical Radiological Counter Measures, by training a number of crew chiefs and assistant crew chiefs, and plans were made for crew members to get this instruction during Block Training. A

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monthly information letter to all squadrons concerning CBR doctrines was initiated this month.[11] New files and records were put into effect also.

Intelligence. The personnel picture remained relatively stable during this reporting period. As of 31 January this section had a total of seven officers and eight airmen assigned. Of this number, two officers were on TDY, one 2051 to the Air Intelligence School, and one 2051 to the Squadron Officers Course. This period saw the Squadron Intelligence personnel strength at two-thirds authorized levels. This situation is the basis for a recent request by this section that the Wing and Squadron Intelligence Sections be combined at wing level. However, the request was disapproved.

The major activity of this section for the month of January pertained to Second Air Force Operations Plan 50-55. In this connection, briefings have been given for the crew members covering target significance, Air Order of Battle, Radar Order of Battle, AAA Order of Battle, Survival Intelligence, and Reporting. At the present time, all the crews have received their primary briefings and the majority have received their secondary briefing. The necessary Intelligence Annex and Appendices have been prepared.

In conjunction with Operations Plan 50-55, Survival Intelligence aids have been checked and packaged. These kits were ready for

11 D/F, 308DOCIR to All Units of the Wing, "CBR Information Letter for Jan 1955," filed 308DOCIR.

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immediate issuance if need be. As a part of the Survival Intelligence Program, Geneva Convention Identification cards (AF Form 528) have been prepared for each crew member and were being laminated as required.

During the course of Globetrotter missions in January, the Reports Control Section of Wing Intelligence submitted 10 mission reports.

Combat crew training during January centered around Emergency War Plan (EWP) study. As a result of these briefings, combat crew intelligence training as of 31 January 1955 was 12.5 percent complete.

Training at the Base Survival School, requiring intelligence personnel as instructors, was conducted by Second Bombardment Wing Intelligence personnel during the month of January.

Two training periods on Phase II and III IRDs were given to intelligence personnel of this section by the Target Materials Officer during January.

The EWP folders were completed during the reporting period as were the Project "Open Mind" folders. In addition, target folders on MBS sites have been revised in compliance with the new SAC Regulation 50-4.

The target room has been modified and enlarged. In addition to the main target room, two smaller rooms have been partitioned

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off as target study rooms. In line with the new construction, fluorescent lighting has been installed in these rear rooms. The open roofed loading dock at the rear of the intelligence building (T-1208) has been enclosed and would be utilized as a storage room in order to allow 100 percent functional use of the building interior.

Standardization Crew. The B-47 Standardization crew were busy during the month of January, not only in the performance of its function of administering examinations and flight checks but in completing an evaluation course at the 3942nd Strategic Evaluation Squadron (SES), MacDill Air Force Base, Florida, from 10 through 28 January.[12]

Proficiency examinations were given to 14 pilots and four observers; emergency procedures examinations were given to 12 pilots and six observers. Four pilots proficiency flight checks and two observer proficiency flight checks were given during the month.[13]

Ground Training. The Ground Training Section was absorbed during the month of January preparing to begin the new block system of training in February. Conferences were held with personnel of the OSFT (Operations Squadron Training Flight) of the 804th Air Base Group, who were charged with the responsibility of procuring instructors for the courses and scheduling the aircrew members.

12 Report, Hq 38ADiv to Comdr 2AF, "Standardization Crew Activities Report, RCS: 2AF-T3," 7 Feb 1955, filed 308DOS.
13 Ibid.

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The section was in a state of fluctuation during the month, since the training officer was preparing to leave and was breaking in a replacement. A replacement was also in training for the job of Ground Training NCO.

The percentage of Ground Training accomplished during January stood at 28.4 percent.[14] This low figure reflected a great many annual training requirements for which the January percentage was zero. As the year progresses, these items should begin to reflect more favorably on the overall ground training percentage. The latter part of January was spent primarily in preparing the training schedule for February. This was incorporated in our Operations Plan format, as Annex B. The basic operations plan outlined all training for the wing, and Annex A pertained to flying training and flight scheduling. The training program for January was published and distributed earlier in the month.[15]

New reporting forms and wall charts for recording Ground Training accomplishments arrived during the month from Second Air Force. They arrived in insufficient number, however, to make them available to all units. The report on Ground Training for the month of January was prepared and submitted on the new Second Air Force Form 270 for the first time.[16]

14 Report, Hq 38ADiv to Comdr 2AF, "Ground Training Accomplishments," 15 Feb 1955, filed 308DOTG.
15 Ltr, Hq 308BW to All Units 308BW, "Wing Training Program for January 1955," 1 Jan 1955, Exhibit 14.
16 Report, Hq 38ADiv to Comdr 2AF, "Ground Training Accomplishments," 15 Feb 1955, filed 308DOTG.

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CHAPTER IV

MATERIEL

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MATERIEL.

Although the month of January was good, considering flying time, it was beset with problems from a materiel stand-point. The problems included: A high AOCP (Aircraft out of Commission for Parts) rate, a high K-systems abort rate, ground power shortages, personnel problems, overall maintenance difficulties and delays, and problems in facilities.

In an effort to find solutions to these problems, several phases of management practices were put into action. Staff visits were made by members from the Maintenance Control Section, the Armament and Electronics Squadron, and the Field Maintenance Squadron to MacDill Air Force Base to find out how they were solving the same problems.[1] Further visits were planned to Barksdale Air Force Base in February.

The Armament and Electronics Squadron docks for K-systems that have a history of bad malfunctions were already proving their worth. As a result of being able to work on an aircraft with no interruptions, the Armament and Electronics Squadron was able to put three K-systems back into good operating condition.[2]

Discussions were held with the Second Bombardment Wing, Base Supply, and 38th Air Division on the high AOCP rate in the 308th Wing. One factor of this rate has been determined as stock levels

1 D/F, 308DM to All Units 308BW, "Staff Visits to MacDill AFB," 31 Jan 1955, Exhibit 15.
2 History, 308th Bombardment Wing, December 1954, pg 25.

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being too low. Steps were being taken to correct these stock level deficiencies. The Supply Liaison Section needed additional personnel, and it was planned to move M/Sgt Wolman from the Wing Supply Section to Supply Liaison to aid in research, follow-up, and closer coordination with Base Supply. He would also spend time in each squadron indoctrinating our people as to any mal-practices that have been evidenced.

The personnel situation was a continuing problem. Our trained specialists were not re-enlisting, and inputs were of low skill level types. Every effort was being made to train our personnel but lack of supervisors created a further problem. In addition, a large number of men were being lost as aircraft guards each day.

Itemized, these problems were: K-System Maintenance Technicians. Out of 35 (J2170E's) K-Systems Maintenance Technicians authorized, only eight were assigned. The K-Systems maintenance problem continued to be the most critical factor affecting the capability of the Wing. Propeller Maintenance Technicians. There were seven Propeller Maintenance Technicians authorized and five assigned. Within three months, three of the five were due for discharge. And no technicians of this type were due in. Aircraft Guards. Approximately 64 maintenance personnel were lost daily to the Air Police Squadron where they acted as aircraft guards resulting in a loss of about 2500 maintenance man-hours per week. This was necessary, however, since the Air Police Squadron was not manned to provide adequate flight line security.

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Our poor ground power situation was a result of many factors: lack of parts, no stock lists for equipment, ordering on replenishment rather than against deadlined equipment, inability of base supply to get parts, and so forth. Conferences were held with 30th Air Division and Second Bombardment Wing plus internal sessions to solve these problems.

Paper work was initiated to have two C-21's and three C-22's transferred on a work order from base supply to the 308th Field Maintenance Squadron. These had been turned in by our squadrons as reparable several months ago. Base supply was waiting for disposal instructions. We plan to cannibalize as much as possible and make serviceable a few more pieces of equipment for us. Every effort was being made to solve the poor ground power situation.

The program to bring to the attention of all personnel any maintenance problems that occur each day seems to be aiding our overall effort. Two more disposition forms on this subject were published this month.[3] We have been receiving favorable comments from maintenance personnel regarding the published problem areas. Each squadron was beginning to see the other squadron's problems which could materially help each other. In addition, the base support squadrons were becoming more aware of their part in the overall maintenance operation.

3 D/F, 308DM to Units 308BW, "Maintenance Difficulties Experienced by the 308th Field Maintenance Squadron," 6 Jan 1955, Exhibit 16; D/F, 308DM to Units 308BW, "Maintenance Difficulties, 308th Field Maintenance Squadron," 13 Jan 1955, Exhibit 17.

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In the facility area other problems arose: Approximately 6000 maintenance man-hours were lost this month because of heavy rains during duty hours. At present only seven aircraft of the 65 assigned to the wing could be worked on under these conditions. In five cases the cover utilized was quite meager. Post Flight Docks were programmed but did not exist at this time.

The Central Motorized Equipment Section lacked cover required to properly perform third and fourth echelon type maintenance. Cover would provide protection from weather and necessary overhead lighting. This wing did not possess suitable facilities at this time. Current procedure was to borrow other shop's facilities of this wing and the Second Bombardment Wing as might be available or work outside as weather permitted. This procedure caused repairing delays and work production losses.

The New Hangar (850A) currently lacked features of which electric power was primary. The Electric and Instrument Shops have had to split their activities between the hangar and building 1288 (Approximately 1/8 mile) one point inside the other outside the security area. Current procedures caused work production losses as all test equipment was located remote from the regular shop location. This item was highly critical on occasion when test work must be done at hours approaching take-off times.

Other hangar items which caused indirect time losses were ceiling lights hidden by ceiling beams, cracked sewer drain cover,

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insufficient 110 volt outlets, out-sized compressed air outlets, loose door handles of light-weight design on heavy metal doors, insecure installation of ceiling lights, soap dispensers and sinks coming loose from walls, insecure latrine water pipes, and fire door balancing cables breaking.

The wash rack was closed all month because of the location of a telephone pole for the new Armament and Electronics building. Arrangements were made with the Corps of Engineers to move the pole and redesign the system, but it took three weeks to complete the necessary paper-work and finally move the pole.

A favorable item was the beginning of construction of our three new squadron operations buildings. But as a result of this construction, we received notice that the Field Maintenance Supervision office would have to be torn down to make room for one operations building. Agreements were reached whereby dock 21 would be torn down, but Field Maintenance Supervision would stay until suitable facilities were found elsewhere.

Information was received this month that the proposed facilities for Maintenance Control, Field Maintenance Supervision, and Periodic Maintenance Squadron flight line maintenance were removed by Second Air Force from the Public Works Program for 1957. Discussions were held with Second Air Force regarding the cancellation. They were taking action to re-screen all bases regarding these facilities

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but no building could be expected before 1958. The lack of these items was a very serious deficiency as far as maintenance administration space was concerned, but there was no justification in the USAF Facilities Criteria for such a building.[4]

Discussions were held with the 38th Air Division Director of Materiel and Second Bombardment Wing Director of Materiel regarding the utilization of facilities when the ramp construction starts. As a result of the construction, the Second Bombardment Wing would lose accessability to their docks and would share the 308th docks. The plans as agreed upon turns over three steel docks to the Second Bombardment Wing. The 308th Periodic Maintenance Squadron would move its B-47 dock work to the old castle type docks. The present steel KC-97 docks would continue to be used by the 308th Periodic Maintenance Squadron. Office space for the Second Periodic Maintenance Squadron would be made available by 308th Periodic Maintenance Squadron. Office space for 308th Periodic Maintenance Squadron in the Castle Dock area would have to be in the docks themselves.

In addition, the new hangar would have one side inaccessable because of the new construction. Both wings would share the east side, for aircraft parking, and so forth. Any engine build-up and other activities presently on the east side would be moved to the west side. It was hoped that the timing on the ramp construction

4 D/F, 308DM to Units 308BW, "Facilities for Maintenance Supervision," 3 Feb 1955, Exhibit 18.

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would be such that the second hanger would become available before too much moving was necessary.

A very favorable in-commission rate for vehicles was noticed this month. It was believed the night shift recently set up by the Base Motor Pool was directly responsible for this improvement.

As a result of several technical representatives coming onto the base and leaving without notifying our maintenance control section, a strengthening of the old procedure was asked for from 38th Air Division. In addition, all sections in the 308th Wing that receive technical representatives were cautioned both verbally and in writing that the proper clearing in and out channels would be used.[5]

The Deputy Director of Materiel was on the survey party for Bravo base in the new Emergency War Plan (EWP). Approximately 50 percent of the month was spent writing the Survey Readiness Report of this trip, Chapter 4 (Maintenance Plan) of the operations plan and the reports to SAC and Second Air Force on the base and the overall operation in the operations plan.

Conferences were held this month with members of the Base Comptroller Section to prepare the 1956 and 1957 budget estimates of maintenance type items which were purchased locally. Much research must be done by all maintenance squadrons to insure

5 D/F, 308DM to 38ADDM, "Contractor Technicians," 31 Jan 1955, filed 308DM.

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accurate estimates. The 308th Wing estimates for 1955 were quite accurate and for 1956 and 1957 we would like to do even better.[6]

Maintenance. Efforts by the Wing Maintenance Control Organization resulted in 488:25 KC-97 mission hours and 1349:00 B-47 mission hours. The total flying time for the month was 498:05 for KC-97's, of which 9:40 hours was test hop; and total time for B-47's was 1390:50 hours, of which 29:50 was test hop and 14:00 hours ferry time.[7] The ratio of flying time to aircraft possessed at end of the month was 33 hours per B-47 aircraft and 23.7 hours per KC-97 aircraft.

As of 31 January 1955, 21 KC-97's were assigned and 21 possessed; 45 B-47's were assigned and only 42 possessed.[8] The remaining three B-47's were TDY to Douglas Aircraft Corporation at Tulsa, Oklahoma, for modification of Wing Drag Angle. Two aircraft returned from Drag Angle Modification.

Our final B-47B aircraft, Serial Number 51-2140, was transferred to the 19th Bombardment Wing on 13 January. This gave our wing all "E" Model B-47's.[9]

Technical Order Compliance rate for the wing was much improved this month. Our outstanding rate as of 15 January was 1.0 for B-47

6 D/F, BOA(BCRB) to 308DM, "Budget Estimates 1956 and 1957," 10 Jan 1955, Exhibit 19; D/F, 308DM to Sqs 308BW, "Budget Estimates 1956 and 1957," 12 Jan 1955, filed 308DM.
7 Report, "RCS: 1-AF-A1(SAC-1)(PART-1) Report," 31 Jan 1955, Exhibit 20.
8 Reports, "RCS: SAC-V1 Reports," Jan 1955, prep by 308CR, filed 308CR.
9 Ibid.

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and 4.0 for KC-97. We have also received considerable help from Warner Robins Air Materiel Area (WRAMA) in an assistance team of nine men. These men were Sheet Metal, Electric and Tubing specialists who were assisting in several large man-hour technical orders which were beyond the capabilities of our shops.

Two SAC messages were received this month which changed the reporting procedures on TOC. Procedures were put into effect, and the last report was made under the new system.[10]

During the month, 2248 man-hours were expended on TOC compliances, 2053 man-hours by 308th Field Maintenance Squadron, 42 man-hours by 308th Armament and Electronics Maintenance Squadron, 62 man-hours by the tactical squadrons and 91 man-hours by the Air Defueling Squadron.

The average maintenance man-hours per flying hours was 31.5 hours per B-47 and 35.2 hours per KC-97.[11]

Electronic man-hour accounting was to be put into effect during the month of February and the Reports and Analysis section has been collecting data and necessary equipment for putting this system into operation.

The Quality Control Section edited and submitted 263 routine action unsatisfactory reports (UR's) for the month of January. Two

10 Twx, Hq SAC to Comdr 38ADiv, "DM 3806," 17 Jan 1955, Exhibit 21; Twx, Hq SAC to Comdr 38ADiv, "DM 6568," 26 Jan 1955, Exhibit 22.
11 Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," 3 Feb 1955, prep by 308DMMC, Exhibit 9.

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emergency UMI's were submitted.[12] One was on defective air screen gaskets and one on defective generator panel leads. This section also conducted 16 25 percent inspections, seven periodic inspections, 18 engine change inspections, and one housekeeping inspection.

The B-47 and "K" system Written Evaluation Mechanics Proficiency (WEMP) tests were started this month, keeping the maintenance standardization team busy. The tests on "Specialized Maintenance for Supervisors" have been completed with a wing average of 80 percent.

Logistics. The Logistics office of the 308th Bombardment Wing Directorate of Materiel expended the major portion of its effort and time during this reporting period in development of Annex "D" to the 38th Air Division Task Force Plan under Second Air Force Operations Plan 40/50-55. The unusual aspect of the Task Force as assigned to the 38th Air Division was the actual farm-out of a sub-base. This necessitated the development of a separate Annex "D" referred to by the Logistics Section as Task Force "BRAVO". In light of this requirement, there were in fact two Annex "D"'s developed; one to cover the referred to "ALPHA" Task Force, while the other was referred to as "BRAVO" Task Force.

Also during January an outstanding project within the Logistics Section was to develop and attempt to complete the revised Mobility Plan for the wing, which was known as the 400-1A

12 Twx, Hq 38ADiv to Comdr OCAMA, "308DMM 1-4501," Jan 1955, Exhibit 23; Twx, Hq 38ADiv to Comdr OCAMA, "308DMM 1-5263," 31 Jan 1955, Exhibit 24.

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CMO Planners' Guide version of mobility with the concept of employment of staging teams. Work toward this end was accomplished at every opportunity in the form of "sandwiching" portions of this project when a time-break occurred during development of the Task Force Annexes. The Annexes for the Task Force Plan were approximately 98 percent complete on 31 January. The Wing Mobility Plan, as revised, showed a completion status approximating 75 percent at the end of this reporting period.

Another project which was completed by this section was termed "Open Mind", which was in fact Second Air Force Operations Order 7-55.[13] This project was completed on 26 January.

About 5 January this section was in receipt of a message from higher headquarters outlining a peacetime rotational TDY to commence on or about 5 April 1955. Gauging the execution date against higher headquarters' requirements for submission of J-2 reports, this office, after due deliberation and discussion with the Logistics Office of the Second Bombardment Wing and other staff agencies of the 38th Air Division and the 308th Bombardment Wing, caused to have the initial and consolidated type J-2 Report issued on 12 January 1955. This report envisioned the requirements of the Division; hence, the use of the work "consolidated" requirements. A courtesy copy of this particular J-2 Report was forwarded to the Logistics Officer of the Second Bombardment Wing for his information and planning purposes.

13 Ops Plan, "Annex 'F' to Ops Plan 7-55," Jan 1955, Hq 308BW, Exhibit 25.

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Several days after forwarding the above A-2 Report, this office was in communication with Major Taylor of Second Air Force, in which he stated that our headquarters element for the forthcoming TDY was much too heavy in quantity of personnel shown. At the time of this historical report, this problem was not resolved. It was the opinion of this section and other staff agencies of the wing that quantities as were shown on the proposed Task Force Plan for 38th Air Division would be approximated, if not be identical, in employment for the forthcoming TDY.

Modular Packing Cases. On 17 January 1955, the Logistics Officer visited the Packaging Division of AMC under orders from Headquarters, Strategic Air Command. The purpose of the visit was to discuss the feasibility and/or possible adoption of the modular cases given this wing in July of 1954 for Field Service Testing and recommendations for adoption. There were approximately six civilian representatives at this particular conference representing their respective firms who in turn were instrumental in designing, laboratory testing and manufacturing these modular cases. A SAC headquarters representative was on hand whose name was Major Phelps. The 340th Bombardment Wing had representation but unfortunately this particular officer was not too well versed or informed on modular cases as tested by that wing. Another officer representing the Tactical Air Command was there but he had little or nothing to say with regard to findings, recommendations for adoption and/or other pertinent

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remarks as associated with above cited containers. In the final analysis, the discussion which resulted during the conference was primarily between industrial representatives and the Logistics Officer of the 308th Bombardment Wing. The conclusions reached at the end of the conference were, so far as the 308th Bombardment Wing was concerned, that the modular cases, both "A" and "B" type, should not be adopted for use by the Strategic Air Command until several other avenues and sources of other type containers have been exploited with the necessary field service testing as required.[14]

Personnel Problems in the Logistics Section. A very important subject within the Logistics Office was critical need for additional personnel. It appeared that the work-load and projects assigned this section exceeded the capabilities of the personnel assigned by applicable table of organization. Mention was made of this need for personnel even though a fully experienced allotment could have been available each work day. This was invariably and inevitably impossible due to human element factors experienced. Furthermore, during this reporting period the section experienced a loss in the form of the NCOIC, M/Sgt John F Kuzma, due to serious illness. He was hospitalized during the entire reporting period. An adequate replacement was not possible simply by virtue of the type work peculiar to that position with the section. On the other hand, Lieutenant Kamens performed outstandingly well and it might be

14 History, 308th Bombardment Wing, Nov 1954, pg 26.

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added that without whose assistance the job assignment to complete the Task Force Plan would have been very problematical, if not impossible where reasoned against suspense dates allocated. Various other problems with regard to personnel with the section were experienced during January creating an increased burden on the section and its attempt to complete projects assigned.

A related subject to the above is the fact that no information has been received relative the request for AFSC Suffix "Shred-Out" for personnel assigned to the Logistics Section. The justification and formal correspondence on this subject was forwarded through channels approximately two months ago.[15] It is strongly recommended at this time, that the strength of a Wing Logistics Section be carefully analyzed with consideration given toward increase to reflect at least two more personnel with AFSC's as follows: One 64175 and an additional 43170. Furthermore these AFSC's as well as those presently authorized be assigned a "Shred-Out" suffix code letter as previously recommended and repeated here to read AFSC-"L".

The total overtime logged by the Logistics Section during the month of January was given at 66 man-hours. Extra typist personnel were utilized in the section during this reporting period. A total number of 80 man-hours was recorded for these typists. The Division

15 History, 308th Bombardment Wing, Dec 1954, pg 5.

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Task Force Plan created an extra heavy work-load on the section, and the section found itself approximately 30 full work-days behind schedule on various other projects with which the Task Force Plan interferred. Consequently, the need for additional personnel, as shown above, was not based purely on the extra work-load inherited by the section during January.

Flyaway Kit Board Meeting. The monthly Flyaway Kit Review Board Meeting was held on 31 January in accordance with paragraph 5a, Second Air Force Regulation 65-1, dated 3 March 1953.[16]

Supply. During the month of January the Wing Supply Officer and the Clerk from the Wing Staff Supply Office worked in the Logistics Section assisting them in the preparation of the Task Force Plans to support SAC Operations Plan 40-55.

New Unit Allowance Listings (UAL's) for squadrons of the wing arrived from Second Air Force. The UAL's contained many printing errors and an arrangement was made with the 38th Air Division that the UAL's would be corrected on the basic document. Much work was accomplished during the month in preparing SAC Form 184's for equipment not presently authorized. These changes and corrections were due in 38th Air Division by 10 February 1955.

Preparations were made in the latter part of the month for the quarterly supply inspection in accordance with SAC Regulation 67-32. This inspection was scheduled to start 1 February 1955.

16 Minutes, "Minutes of the 308th Flyaway Kit Review Board," 31 Jan 1955, Exhibit 26.

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CHAPTER V
UNIT ACTIVITIES

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373d Bombardment Squadron.

Operations and Training. The 373d Squadron flew a total of 438:10 hours during the month of January.[1] Operational training hours included 423:55 of this total, while Test Flights included 7:23 and Ferry Flights included 6:50. A total of 441 hours were scheduled to be flown during the month,[2] but due to various factors of which major malfunctions were the most significant (A major malfunction is defined as any malfunction which prevents the accomplishment of a mission as scheduled.) this goal of 441 hours was nearly achieved only by extreme effort.

In flying 438 hours this month, a total of 66 sorties were flown out of the 77 scheduled.[3] This was accomplished in spite of the 91 major malfunctions incurred. At an average rate of 1.3 major malfunctions for each sortie flown, and taking into account the training that was accomplished by the crews of this organization, it could be readily seen that overall, the squadron made a rather good showing.

Of the 423:55 hours of operational flying accomplished, the types and quantity were: 28 Radar RBS Runs, 36 Malfunction RBS Runs, 18 RBS Visual Runs, 42 Radar Camera Attacks, 42 Radar Attacks (Visual), 19 Scored Visual Releases, 20 Night Celestial Legs, 20 Day Celestial Legs, 9 Grid Legs (Radar), 9 Grid Legs (Celestial), 14 Gunnery Missions (Combat Lead), 8 Fighter Attacks, 16 Wet Hook-ups, 3 Maximum Gross Weight Hook-ups, 29 Dry Hook-ups, 5 Radar Rendezvous(Night),

1 Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," Prep by 308EMMC, 3 Feb 1955, Exhibit 9.
2 Ltr, Hq 308BW to All Units 308BW, "Wing Training Program for January," 1 Jan 1955, Exhibit 14.
3 Ibid.

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12 Radar Rendezvous (Day), 21 Radar Approaches, 2 Globetrotter Missions, 7 Pressure Patterns, and 36 Long Range Cruise Missions.

Ground training continued to progress satisfactorily. As of 31 January 1955, the 373d Bombardment Squadron had completed its proportionate share of the annual ground training requirements as required by Second Air Force Regulation 50-6.

At the end of the month five combat-ready lead crews, eight combat-ready crews, and two non-combat-ready crews were assigned the squadron. It was anticipated that all crews would be combat-ready by 31 May 1955.

Maintenance. January, the 14th month of jet aircraft operation for the 373d Bombardment Squadron was a month of progressive achievement. However, some difficulties were encountered which made things difficult for the squadron to accomplish their mission.

The various difficulties encountered were many. Approximately 30 percent of the aircraft aborts were attributed to K-System malfunctions. Also, the seemingly always existing supply difficulty (lack of special tools and aircraft parts) continued and as a result several aircraft were out of commission.

However, these obstacles were overcome. One aircraft participated in the SAC Evaluation Squadron and received a satisfactory rating. Two Globe Trotter Missions of over 20 hours were flown this month.

Over 697,476 gallons of fuel was consumed by the 373d Squadron this month in flying over 400 hours.

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374th Bombardment Squadron.

Operations. This was a banner month for the 374th Squadron as they led the other three squadrons in total hours flown, number of record RBS radar runs, and number of flight celestial legs flown.

During the month there was three special missions flown as directed by Second Air Force. These missions were intergrated in the regular scheduling of SAC Regulation 50-8 training missions but nevertheless constituted a Maximum Effort.

The operations section accomplished 527:35 hours of flying time during the month.[4] In planning for the month, this squadron scheduled 80 sorties and of this number 68 were flown, 12 were aborted due to "E" malfunctions, weather, or aircraft in general.[5]

The observer accomplishments for the month were as follows:[6]

RBS Radar Record Runs	70
RBS Visual Record Runs	15
RBS Malfunction Runs	54
Actual Releases (250#)	35
Night Celestial Legs	28
Day Celestial Legs (MPP)	28
Day Celestial Legs (with PP)	7
Grid Legs	14
Grid (with Celestial) Legs	11

4 Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," Prep by 308DMMC, 3 Feb 1955, Exhibit 9.
5 Ltr, Hq 308BW to All Units 308BW, "Wing Training Program for January," 1 Jan 1955, Exhibit 14.
6 Records, "Observers' Accomplishments Records," Jan 1955, filed 374th Bomb Sq Operations Section.

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In addition to the observer accomplishments, there were considerable Simulated Radar Camera Attacks, Radar Approaches, and Simulated Visual Camera Attacks.

There were 12 Pilot Proficiency missions flown and 37 GCA's. Fifteen Air Refueling missions were flown, accomplishing 15 wet and 25 dry hook-ups.

Ground Training. The low percentage rates (assigned for training compared to trained) in most instances was because of the start of a new year and that training was commenced once again on a yearly basis.

Intelligence. The intelligence section was busily engaged most of the month in preparing and assigning target folders to each observer for every target complex the wing was assigned; however, the 374th had 17 crews, and only 15 target sets were made available to the squadron by Wing Intelligence.

Security. The Security Section was preparing the paper work necessary for the issuance of new flight line passes to all eligible personnel in the near future.

More stress was being placed on the guarding of squadron aircraft. Each guard detail was briefed the responsibilities the job entailed and the necessity of being constantly on the alert.

Aircraft Maintenance and Supply. During the month there was three 25 percent in-commission inspections performed by quality control for an average of 27 discrepancies per aircraft. Two

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aircraft completed dock inspections, aircraft 52-008 and 52-009. There were 34 post flight inspections performed and 39 Unsatisfactory Reports submitted. Aircraft 51-386 was ferried out to Tulsa, Oklahoma, for drag angle modification.

Maintenance personnel, in addition to doing a good job on the aircraft enabling the squadron to have one of its best flying months since change-over to B-47's, were able to undergo different phases of training. Two airmen entered NCO training on the base; five airmen completed the Seat Ejection Course; six airmen participated in CBR Training; four airmen attended Drivers School; and one airmen completed the Celomen Operators School.

Squadron supply spent much time recomputing new authorization allowances, resulting from a recent change in all the Equipment Components Lists and TO's.

Requisitions for the increased allowances for MOL Kits were submitted to Base Supply for supply action; most of these hand tools have been received to date.

Supply was in the process of screening the new authorized allowances and requisitioning all the Unit Mission Equipment and Unit Support Equipment authorized this organization.

Excess property was turned into Base Supply. Reports and routine supply matters were accomplished.

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375th Bombardment Squadron.

Operations. This squadron participated in three wing missions, one of which was planned and directed by this squadron. One mission was planned to afford practice in close formation flying and air refueling by this squadron with a break-up into a bomber stream type mission with aircraft from the other squadrons.

The mission plan called for 15 B-47 type aircraft and five KC-97 aircraft.[7] One KC-97 was canceled and four B-47's aborted prior to take-off. Nine B-47's completed the mission as briefed while two others aborted after becoming airborne.

Aircraft utilization was planned to be 134 percent with 119 flying hours. Actual utilization was 120.5 percent with 98 flying hours.[8]

Total flying hours for the month was 438 hours as opposed to 441 scheduled.[9] However, since some of these hours were logged on test flights and ferry flights, the squadron did not complete as much of the minimum training required by SAC Regulation 50-8 as was planned. The monthly flying schedule for January was designed to complete 50 percent of these minimums with a total of 78 sorties. Thirty-eight sorties were flown and 33 percent of SAC Regulation 50-8 accomplishments were completed. Seventy

7 Ops Order 242-55, Hq 308BW, 21 Jan 1955, Exhibit 12.
8 Ibid.
9 Ltr, Hq 308BW to All Dir & Sq 308BW, "Wing Training Program for January," 1 Jan 1955, Exhibit 14.

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percent of the total flying time was creditable to SAC Regulation 50-8 minimum requirements.

Broken down into components, the percentages of completion of the various fields of SAC Regulation 50-8 training were: Navigation - 38 percent complete; Bombing - 35 percent complete; Other - 32 percent complete. The average for all items was 33 percent.

With reference to the 78 sorties originally scheduled on the monthly flying schedule,[10] 49 of these were flown on the dates and by aircraft tail number as originally scheduled for an average of 63 percent. Thirteen additional aircraft were scheduled during the month. Of these, nine flew as planned, making a total of 58 sorties flown for a percentage of 74. Twenty-five sorties were canceled and eight were aborted prior to take-off. One sortie was flown in an aircraft from another squadron. The reasons for the cancellations and aborts were:

Aborts.

2 - Fire Warning Lights.

3 - Hydraulics.

1 - No oil pressure on #4 engine.

1 - Fuel Leak.

1 - K-system inoperative.

8 - Total

10 Ltr, Ha 308BW to All Dir & Sq 308BW, "Wing Training Program for January," 1 Jan 1955, Exhibit 14.

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Cancellations.

1 - No crew.

1 - Technical Order Compliance.

2 - Fuel Leaks.

6 - Aircraft in Docks.

3 - Weather.

4 - K-system inoperative.

1 - Aircraft M.O.N.

7 - Other Maintenance Difficulties.

25 - Total

Thirteen late take-offs were due to maintenance difficulties and five were due to A.M.T.C. clearance difficulties. One was due to a late take-off by a tanker aircraft and one was caused by other traffic on the runway.

In addition to the wing missions, this squadron participated in six other sorties directed by higher headquarters. Four "Busy Beaver" missions were flown and two "Globetrotter" missions were attempted but only one was completed.

Of the SAC Forms 190 (Record of Malfunction and/or Abort) submitted, 24 pertained to the K-system and 29 to other aircraft systems. Of non K-system 190's, six were in reference to the A-5 gunnery system.

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Observer accomplishments were:[11]

Radar Record Runs	57	
Visual Record Runs	9	
Malfunction Runs	55	(Includes "FANCY TWO" type directed by higher Headquarters)
Practice Runs	10	
Actual Releases	10	
Night Celestial Legs	12	
Day Celestial Legs	24	

The bombing accuracy as compared with the other squadrons within the wing placed this squadron first in visual CEA (Circular Error Average) and second in radar CEA.

Of the 46 K-missions flown, the observers rated the sets as 22 satisfactory, 24 unsatisfactory.[12] Further classification of the sets were:[13]

Classification	Number	Percent
Good	7	15
Fair	13	28
Minor Malfunction	7	15
Major Malfunction	19	42
Total:	46	100

11 Report, "SAC Fm 31, Bombing Flight Record," Jan 1955, filed 375th Sq Operations.
12 Report, "SAC Fm 252, Radar Operators Report," Jan 1955, filed 375th Sq Operations.
13 Ibid.

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It should be noted that the percentage of minor and major malfunctions occurring approximates 60 percent of the total sets involved. A study was being conducted by the commander into all phases of K-system reliability by aircraft number and by the individual operators to determine to what extent individual observers may be responsible for this figure and/or to what extent the maintenance personnel involved may be responsible. Though the study was incomplete at this time, it has been determined that this 60 percent figure has been with us, with little variance, since the wing has been operating under the provisions of SAC Regulation 50-8. It seems to have developed into a static situation, getting no better nor worse.

The month ended with this squadron having a total of 16 crews, consisting of nine combat-ready crews, five lead crews, one training crew, and one staff crew.

January was a black month for Ground Training and from all indications the month of February would not show any improvement in training accomplishments. The block system of training was scheduled to go into effect this month, however, the plan was postponed by higher headquarters and was scheduled to become effective in February. The block system was the best solution to ground training but it would not work if crews or individuals were not permitted to attend all of the training scheduled.

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A complete check of training records was made during this month and numerous discrepancies were found. The most serious of the discrepancies was that men on flying status had been given credit for completing altitude chamber and they had either never been or had not completed satisfactorily.

In-flight Maintenance was a monthly requirement of eight hours for all observers. This month this squadron should have accomplished 112 hours to attain 100 percent completion. Thirty hours were completed during the first two weeks of the month and 45 hours were scheduled during the last two weeks with zero completed.

Almost a full day's schedule of training had been planned for the Saturday during the month set aside for training. Only a portion of it was salvaged after flying was scheduled. Sixteen men received annual weather training and 34 men fired weapons on the small arms range.

Maintenance. The 375th Maintenance Section supported 425:05 hours and 57 missions during 21 flying days in January.[14]

A new system of pre-flighting the aircraft has been instituted at the direction of the Chief of Maintenance. A five-man crew, responsible to the Pre-flight Crew Chief and including the aircraft ground crew, were responsible for the maintenance pre-flight of the aircraft. Pre-flights were accomplished within 24-hours of take-off. An additional check list was provided for the aircraft ground crew

14 Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," Prep by 308DMMC, 3 Feb 1955, Exhibit 9.

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to complete after their station time. This system should standardize the pre-flight quality and provide the ground crew with additional aid in providing properly maintained aircraft.

Machine maintenance man-hour accounting was to be instituted during February. The new system would eliminate the "Pink Card" and relieve the squadrons of accomplishing the daily Form 98. The new system would provide each assigned maintenance man with a time card, SAC Form 327, which he would keep in his possession at all times. This card would be returned to and checked by the immediate supervisor and then forwarded to Maintenance Control who would then compile statistical data as required.

An officer was given the project of screening part III of the Air Force Forms 1 of all aircraft within the squadron to determine the status of parts on order. As was expected, it was determined that "there is many a slip twixt the cup and the lip". In this case, the airplane on the one hand and base supply on the other. These slips apparently occurred at all echelons in the supply chain from the issuing or recording of an incorrect control number to paper work just becoming lost and/or forgotten.

Of the 75 items being carried in the Part III, it was found that 31 were actually on order and due into base supply. Base supply has records of issuing 12 items which the squadron has no record of receiving. Eighteen items carried no record at all in

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base supply (either lost paper work or incorrect control numbers) and 14 other items were not received due to miscellaneous causes that were still being investigated. A complete report would be prepared to include any recommendations of the project officer at the completion of the investigation.

The Written Evaluation of Maintenance Personnel Tests (WEMPS) were being conducted. The 66-12 tests have been completed, with this squadron compiling the highest score. The B-47 tests were being conducted for three airmen daily and would continue through February.

The transportation and communication facilities were improved during January. Two trucks with a fully operational radio installed in one plus one tug were adequate for this squadron's needs.

Supply. Considerable progress was made during the month of January by the Supply Personnel in accomplishing the supply mission and also in setting up new procedures.

The procedure for issuing arms has been endorsed by the Squadron Commander, and the preliminary record work has been accomplished. A Squadron Policy was published to incorporate this procedure as a standing operating procedure.

All requisitions prior to 1 November 1954 have been canceled, and due-in records have been adjusted accordingly. The canceled items were still in the process of being requisitioned and was

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approximately 50 percent complete.

Items of supply located in storage building 1245 have been completely re-warehoused. Items were now arranged in rows, with enough space between rows to allow access to the various items without removing whole stocks as was previously the case.

The stock locker locator system as yet was still in the planning stage. The stock must first be properly binned and the bins must be properly numbered. Locator cards then would be made for each stock number. These cards would indicate the location, i.e., building, room and bin number.

The Base Air Installations Office inspected the wiring in the supply building and installed one light socket and one plug outlet. However, the inspection for faulty wiring was not adequate inasmuch as some plug outlets were loose and were considered a hazard to personnel and equipment. Another work order would be submitted in the near future for additional electrical work.

Revised kit lists have been made and copies reproduced for the tool kit, mechanic. The new procedure for issuing took kits was as follows: Tool boxes would be numbered and each tool making up the took kit would be listed in a record book, thereby allowing a visible record of each tool box and the items issued to make up the kit. It readily showed the completeness of each tool kit and enabled inventories to be quickly checked. The tool box number would be cross referenced with the individual receiving the kit.

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Individuals authorized these took kits would be required to bring in their boxes with tools to the Supply Office for checking with the revised list and for numbering of their tool box. They would also sign the revised list which showed what tools were in their possession.

A conference was held in which all sections of the squadron were represented. The purpose was to screen the UAL (Unit Authorization List) for items of equipment that were: (1) On hand, but not authorized; (2) Authorized but not needed; (3) Not authorized but needed. It was found that several items which were authorized and on hand were nothing but carry-overs from the B-29 operations and were of no value to our present operation. SAC Forms 144 (UAL Changes) were being prepared to delete the unnecessary items and to substantiate the need for some additional items that were being requested.

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308th Periodic Maintenance Squadron.

Maintenance. Ten aircraft were sold back to their owners (other squadrons of the wing) this month after having had their proper inspections pulled. Seven of these were B-47's and three were KC-97's. On four of these aircraft, the first periodic inspection was pulled, while on five the second periodic inspection was pulled. On the other aircraft, the third inspection was pulled. As the month ended, eight aircraft were still on hand awaiting inspections.

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308th Field Maintenance Squadron.

Maintenance Supervision. During the month of January 1955, the unit change section replaced 16 J-47 engines, seven 4360 engines, 13 engine cylinders, two carburetors, tightened 27 exhaust parts and replaced two J-47 engine mount bolts. The 4360 engine build-up completed five fly-away engines and built nine 4360-35 engines. Jet minor repair ran 10 engines through their line; seven of these were repaired and three were returned to the depot for overhaul.

From ANC a report was received stating that a total of 3,983:30 direct man-hours were utilized in performing minor repairs, major repairs, immediate and major inspections, and servicing of all ground power equipment assigned to the wing. A total of 41 SJR's and four form 48's were completed.

All shops within the Aero Repair Branch had a heavy work-load during the month of January. This branch completed a total of 9,639:30 direct man-hours on 1,243 S.J.R.'s and form 48 work orders. All shops have accomplished their normal work plus a heavy load of T.O.C.'s with little difficulty.

The work-load in all sections of the Fabrication Branch was about normal in most cases during January, with the exception of the Sheet Metal Shop. With a heavy T.O.C. program the Sheet Metal Shop had to expend a large part of their man-hours to complete aircraft T.O.C.'s. A group of six civilians from Warner Robins

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Air Force Base were assisting the Sheet Metal Shop to complete their T.O.C. Program. During January, 11 Form 48's, 280 S.J.R.'s, and 79 50D's were completed in the Sheet Metal Shop. In the Paint Shop, six Form 48's, 71 S.J.R.'s, and 20 interdepartmental work orders were completed. The Woodmill and Machine Shops had a full but not over-loaded work month. In the Parachute and Life Raft Shops, over 1,876 hours were expended on repairs, packing, drying, and general maintenance on personal and D-1 drag chutes. Other work was accomplished, such as: safety belt repair and testing manufacture of mobility vests, manufacture of tool bags, engine corners, and cushion repairs.

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308th Armament and Electronics Squadron.

Periodic Maintenance. The Periodic Maintenance Branch accomplished the pre-planned inspection on 11 aircraft that were sent through the docks. Seven of these aircraft were B-47's and four were KC-97's. An average of 100 man-hours were expended on each of these aircraft.

Field Maintenance. The Field Maintenance Shops have accomplished an outstanding number of work orders. Some cannibalization was necessary to repair units which were classified ANFE (Aircraft not flying because of engine change). Along with clearing up ANFE's, the Pre-Issue was gradually being refilled with serviceable tagged units.

A Test Equipment Section has been re-established. There was no question as to the need of a test equipment section as the quality of the work turned out in the different shops depended a great deal on the test equipment used. An increase in the quality of work done could now be expected because of the test equipment section.

The Tube Aging Rack was repaired and was in operation. All applicable shops were in the process of building necessary additional mock-ups to support this wing in case of multi-base deployment.

A bench check class was set up by training and maintenance supervision section for bench check procedures for A-5 Personnel of Post-flight and flight line sections. Six (AWP) Aircraft Awaiting Parts items were sent to depot for maintenance. The periodic inspections

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of drive motors and weapons chargers, which included cleaning and lubrication of component parts while installed in the aircraft, has proved satisfactory.

There were 186 work orders processed through the Field Radio Shop. Of this number, approximately 15 work orders were either canceled or turned back (NRTS). Two completely new Mock-up Fly-away kits for the AN/ARC-27 were completed. A Mock-up for the ARN-12 was completed and was also in full operation.

In the Field Maintenance "K" Systems Section, 377 work orders were processed. This section was now using four "K" Mock-ups for school purposes. Two shifts were in operation at the month's end.

In the Field Auto-Pilot Section, there were 79 work orders completed, leaving a back-log of 46 man-hours. An A-12-D Mock-up was being fabricated during times when the work-load slackened and was about 25 percent complete. The Mobile Training Detachment (MTD) School has proved a great help in training new personnel on the A-12-D Auto-Pilot

Flight Line Navigation. The Navigation Section completed 313 work orders and logged 741 man-hours.

Flight Line Radio Unit. A total of 660 work orders were received on which 1462 man-hours were expended. This section was consolidated with the navigation unit and both placed under one NCOIC.

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Flight Line Auto-Pilot Unit. The flight line Auto-Pilot Section began using the Master Maintenance Plan which was put into effect with no unusual difficulty.

Three Line Analysers which would be used for checking A-12-D Auto-Pilot systems arrived in the unit. With the support of Field Maintenance, the Auto-Pilot Flight Line work decreased considerably in the month of January. Bench checking was still a necessity.

Flight Line K-Systems Unit. A total of 3,000 man-hours were expended as direct time on aircraft maintenance. In addition, over 300 man-hours were expended on overtime work. A total of 166 "K" missions were flown.

Six men from this section were assigned to class room and mock-up training for a period of 30 days. In addition, appróxi-mately 300 man-hours were expended on test equipment training.

The facilities for "K" System Maintenance Greatly increased as four additional aircraft parking areas have been provided for the Armament and Electronics Maintenance Squadron.

Flight Line Camera Unit. The unit completed 500 flight line work orders and 41 field maintenance work orders. A list of inspection of camera equipment. Technical Order Compliance kits were ordered for the O-23 camera system, to seal the lens assembly and to prevent moisture entering the periscope.

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Flight Line A-5 FCS Unit. This unit expended a total of 1,502:30 hours direct time 559 work orders. They received a technical order compliance survey message, Technical Order 11F8-46502, on 27 January which was being complied with.

Bomb Release Unit. Approximately 250 work orders were processed by this unit. In addition to these work orders, bomb release personnel expended approximately 130 man-hours on blanket work order, covering 263 maintenance. Also started was work on a mock-up, but this could not be completed because of a lack of parts.

Flight Line Weapons Unit. This section constructed one personnel carrier for the Armament and Electronics Maintenance Squadron. The test box for 20 millimeter weapons was moved from the field maintenance shop to the weapons shop. Eighty 20 millimeter weapons were cleaned by this unit.

Post-flight Section. There were 76 post-flight work orders processed in this section, expending 926 man-hours. This was an average of approximately 13 man-hours per post-flight work order. Considerable number of work stoppages for power and incidents, which caused a great number of delays, occurred this month.

Unit Control. This section issued and processed approximately 2,640 work orders, Form 178, originating in this office and issued and processed approximately 675 work orders originating at maintenance control.

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Malfunction Collection Data Analysis Unit. The Radar Operators report was upgraded to Confidential and would no longer be submitted as part of the U-15 report. It would be sent in under a separate cover letter. The U-15 report would now be composed of the T-25, B-29, and U-42 reports.

Charts were now being kept on the following subjects: man-hour utilization charts for each section of each branch, trend charts on "K" System component malfunctions, A-5 System component malfunctions, Field maintenance work order stoppages, mission cancellations, "K" System aborts versus missions, A-5 fire-out percentage versus missions, and all other systems malfunctions versus the missions flown.

Materiel Control. All pre-issue and shop stock level excess (the pre-issue exchange rate was 513) have been turned in to base supply. Shop stock and pre-issue were now located in the same area, streamlining their functions somewhat.

This month the following different work orders were processed by Materiel Control:

Processed	Completed	
377	345	"K"
178	117	Radio
101	95	A-5
118	105	Navigation
67	58	Auto-Pilot
42	29	Camera
47	8	Test Equipment
6	3	Base Supply

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Maintenance Supervision. All of the Squadron Operating Policies were in the process of being re-written in the form of a Maintenance Information File. At this time they were approximately 30 percent complete.

A central forms section has been set up where all forms and supplies to be used in Armament and Electronics Maintenance would be consolidated in the administration section.

Supply. Supply procedures continued to increase throughout the month. All items authorized and in excess have been transferred to the new Air Force Form 1120, thereby closing out the past UPHRAL. The process of turning in known excess property was hoped to be complete within the next two months. In the last week of January, the new Unit Authorization List and a revised Equipment Component List, 20-00-24, dated 20 October 1954 were received. Both have been screened by supply personnel and any additional equipment authorized was being requisitioned. Also, the last day of the month a meeting was held with the NCOIC's of the various sections to determine any additional equipment needed to fulfill the assigned mission within the wing. Deletions recommended to ECL 20-00-24 were also handled at the same time, and SAC Form 144 was prepared and sent forward to the Equipment Evaluation Team.

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CHAPTER VI
MISCELLANEOUS

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MISCELLANEOUS.

Ground Safety. The four accidents committed in December coupled with the six committed in January produced a running accident rate of 7.48 per 100,000 man-hours. No civilian injuries nor government vehicle accidents occurred in these two months, and only one accident happened on the base.[1]

At a meeting of squadron Ground Safety Officers on 7 February, it was brought out that, base wide, the 308th came out number one in 1954. For January, however, the wing took an opposite turn and came up with five accidents and eight injuries, the worst on the base. In view of this, an extensive drive was on to improve the program throughout the wing.[2]

308th Tactical Hospital Operations. Operations continued at the fixed Medical facility at Hunter Air Force Base throughout January 1955. At the end of the period, 91 hospital beds were occupied, 52 of which were military patients and 39 of which were dependent patients.[3] During the month, the obstetrical service performed 61 deliveries while the out-patient service completed 345 physical examinations, 5009 immunizations of various types, and rendered 7199 treatments of the dispensary and clinical service to military personnel and their dependents.[4]

1 Report, "SAC Management Control System Statement for Month ending 31 Jan 1955," Prep by 308CR, 9 Feb 1955, Exhibit 5.
2 Ltr, Hq 308BW to Base Ground Safety Officer, "Ground Safety," 7 Feb 1955, Exhibit 27; Wg Reg 32-1, Hq 308BW, 27 Jan 1955, Exhibit 28.
3 Report, "Beds and Patients Report, RCS: AF-M2," Jan 1955, USAF Hosp, Hunter AFB, Ga.
4 Report, "Out-Patient Report, RCS: AF-M3," Jan 1955, USAF Hosp, Hunter AFB, Ga.

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 31 January 1955:

Colonel John F Batjer	Wing Commander
Colonel James H Thompson	Deputy Wing Commander
Captain Henry E Johns	Wing Adjutant
Major Robert L Francis	Director of Personnel
Colonel Jimmie W Britt	Director of Operations
Colonel Ralph C Jenkins	Director of Materiel
Lt Colonel John W Gordon	Wing Comptroller
Captain Guy A Reem, Jr.	Wing Intelligence Officer
Major Haywood C Vaughan	Commander, Headquarters Squadron
Lt Colonel Vernon K Cammack	Commander, 373d Bombardment Squadron
Lt Colonel John F Harvey	Commander, 374th Bombardment Squadron
Major Coyd V Wakeman	Commander, 375th Bombardment Squadron
Lt Colonel Perry P Menzies	Commander, 308th Air Refueling Squadron
Major Leslie R McKee	Commander, 308th Periodic Maintenance Squadron
Lt Colonel Ralph C Schneck	Commander, 308th Field Maintenance Squadron
Major Edgar H Main	Commander, 308th Armt and Elect Maint Squadron
Major Donald M Kennett	Commander, 308th Tactical Hospital

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BIBLIOGRAPHY

1. Wing Classified Files.
2. Wing Unclassified Files.
3. Files and History of Directorate of Personnel.
4. Files and History of Directorate of Operations.
5. Files and History of Directorate of Materiel.
6. History of 373d Bombardment Squadron.
7. History of 374th Bombardment Squadron.
8. History of 375th Bombardment Squadron.
9. History of 308th Air Refueling Squadron.
10. History of 308th Periodic Maintenance Squadron.
11. History of 308th Field Maintenance Squadron.
12. History of 308th Armt & Elect Maintenance Squadron.
13. History of 308th Tactical Hospital.
14. Files 804th ABGp Stat Services.
15. Files 804th ABGp Ground Safety Office.

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LIST OF EXHIBITS

1 GO 81, Hq SAC, 16 Dec 1954.

2 T/O 1-7170P-S, Hq SAC, 1 Jul 1954.

3 Ltr, Dept of the Air Force, Wash., D. C. to Comdr SAC, "Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units," 7 Dec 1954.

4 Wg Staff Conference, Hq 308BW, 1 Feb 1955.

5 Report, "SAC Management Control System Statement for Month ending 31 Jan 1955," Prep by 308CR, 9 Feb 1955.

6 Survey, "Analysis of Different Career Fields," Prep by 308DP, Jan 1955.

7 Form, "804ABG Fm 544," 15 Jan 1955.

8 Form, "804ABG Fm 545," 24 Jan 1955.

9 Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," 3 Feb 1955, prep by 308DMMC.

10 Ops Order 1-55, Hq 308BW, 12 Jan 1955.

11 Ops Order 241-55, Hq 308BW, 18 Jan 1955.

12 Ops Order 242-55, Hq 308BW, 21 Jan 1955.

13 Ltr, Hq 308BW to Comdr 38ADiv, "January 1955 Flying Safety Activities Report," 31 Jan 1955.

14 Ltr, Hq 308BW to All Units 308BW, "Wing Training Program for January 1955," 1 Jan 1955.

15 D/F, 308DM to All Units 308BW, "Staff Visits to MacDill AFB," 31 Jan 1955.

16 D/F, 308DM to Units 308BW, "Maintenance Difficulties Experienced by the 308th Field Maintenance Squadron," 6 Jan 1955.

17 D/F, 308DM to Units 308BW, "Maintenance Difficulties, 308th Field Maintenance Squadron," 13 Jan 1955.

18 D/F, 308DM to Units 308BW, "Facilities for Maintenance Supervision," 3 Feb 1955.

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List of Exhibits (Cont'd)

19 D/F, BCR(BCRB) to 308DM, "Budget Estimates 1956 and 1957," 10 Jan 1955.

20 Report, "RCS: 1-AF-A1(SAC-1)(PART-1) Report," 31 Jan 1955.

21 Twx, Hq SAC to Comdr 38ADiv, "DM 3806," 17 Jan 1955.

22 Twx, Hq SAC to Comdr 38ADiv, "DM 6568," 26 Jan 1955.

23 Twx, Hq 38ADiv to Comdr OCAMA, "308DMM 1-4501," Jan 1955.

24 Twx, Hq 38aDiv to Comdr OCAMA, "308DMM 1-5263," 31 Jan 1955.

25 Ops Plan, "Annex 'F' to Ops Plan 7-55," Jan 1955, Hq 308BW.

26 Minutes, "Minutes of the 308th Flyaway Kit Review Board," 31 Jan 1955.

27 Ltr, Hq 308BW to Base Ground Safety Officer, "Ground Safety," 7 Feb 1955.

28 Wg Reg 32-1, Hq 308BW, 27 Jan 1955.

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APPENDIX

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 81)

16 December 1954

REORGANIZATION OF SECOND AIR FORCE ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRONS 1. Effective 1 January 1955, the following units are reorganized as indicated:

Unit	T/O	Authorized Strength Officers	Warrant Officers	Airmen
Armament and Electronics Maintenance Squadrons 2, 44, 68, 301, 305 306, 308, 340, 376	1-7170P-S 1 July 1954 1 x Parts II, IIA	12	1 (each)	331
26, 91	1-7475P-S 1 July 1954 1 x Parts II, IIA	12	1 (each)	360
19, 321	1-7170P-S 1 July 1954 1 x Part II	11	1 (each)	299
31	1-7216P-S 1 July 1954 1 x Part II	7	1	165
72	1-7465P-S 1 July 1954 1 x Part II	10	1	301
508	1-7216P-S 1 July 1954 1 x Parts II, IIA	8	1	197

2. Equipment is authorized by letter cited in paragraph 4, below.

3. Appropriate remark will be entered in the organizational status table of the morning report in accordance with AFM 171-6, as amended.

4. Authority: Letter, Department of the Air Force, AFOMO 467j, subject: "Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units," 7 December 1954.

5. This confirms message, this headquarters, DPLMA 43188, 13 December 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN P. NELL
Colonel, USAF
Adjutant

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

Air Force-SAC, Offutt O-551(55)

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GO 81

DISTRIBUTION:
B
Plus
30 - HEDUSAF, AAG (ATTN: PUB DIV), WASHDC
2 - ACOFS, G-3, GSUSA (ATTN: Chief, ORG & TNG DIV), WASHDC
2 - ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU), WASHDC
2 - COMAMC (ATTN: MCMSXO2), Wright-Patterson AFB, Ohio
25 - each unit listed
5 - COMDR, 72D, 340TH, 801ST, 804TH, 805TH, 806TH, 809TH, 811TH and 813TH ABGRU (ATTN: Base Manpower Officer)
5 - COMDR, 2D, 4TH, 19TH, 68TH, 301ST, 305TH, 306TH, 308TH, 321ST, 340TH, and 376TH BOMWG, Medium
5 - COMDR, 26TH and 91ST STRATRECONWG, Medium
5 - COMDR, 31ST and 508TH STRATFTRWG
5 - COMDR, 72D STRATRECONWG, Heavy
5 - COMDR, 4TH, 6TH, 38TH, 40TH, 801ST, 806TH, and 813TH air DIV
2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38, Presidio of SFRAN
2 - COMDR, Topeka AF Depot, Topeka, KANS
5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC

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T/O 1-7170

SAC TABLE OF ORGANIZATION NO. 1-7170P-S

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AFB, NEBRASKA, 1 JULY 1954

ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON
(Bombardment, Medium, Jet)

Effective only upon specific authorization by the Department of the Air Force.

PART I - GENERAL

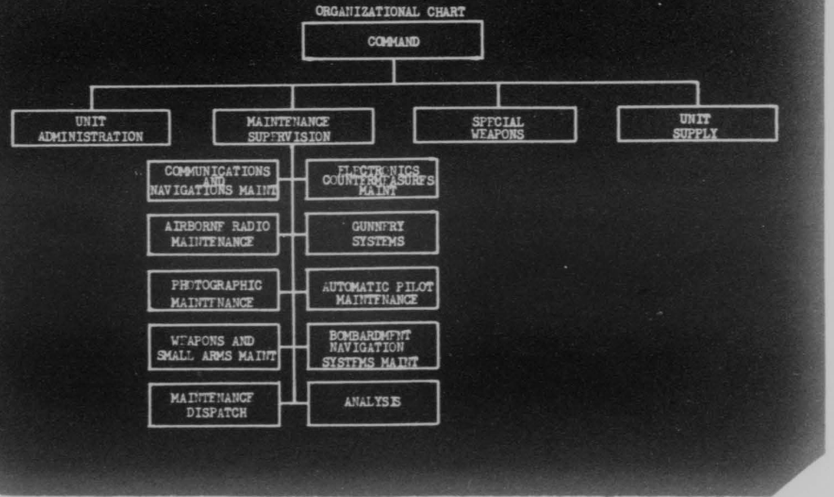
1. FUNCTION: To provide armament and electronics flight line, periodic and field maintenance to insure proper service to the wing.

2. ASSIGNMENT: Normal assignment is one per wing.

3. CAPABILITIES: This squadron is capable of providing flight line, periodic, field maintenance and reclamation service on all airborne armament and electronics equipment.

4. DESIGNATION: As authorized by Department of the Air Force letter.

ORGANIZATIONAL CHART



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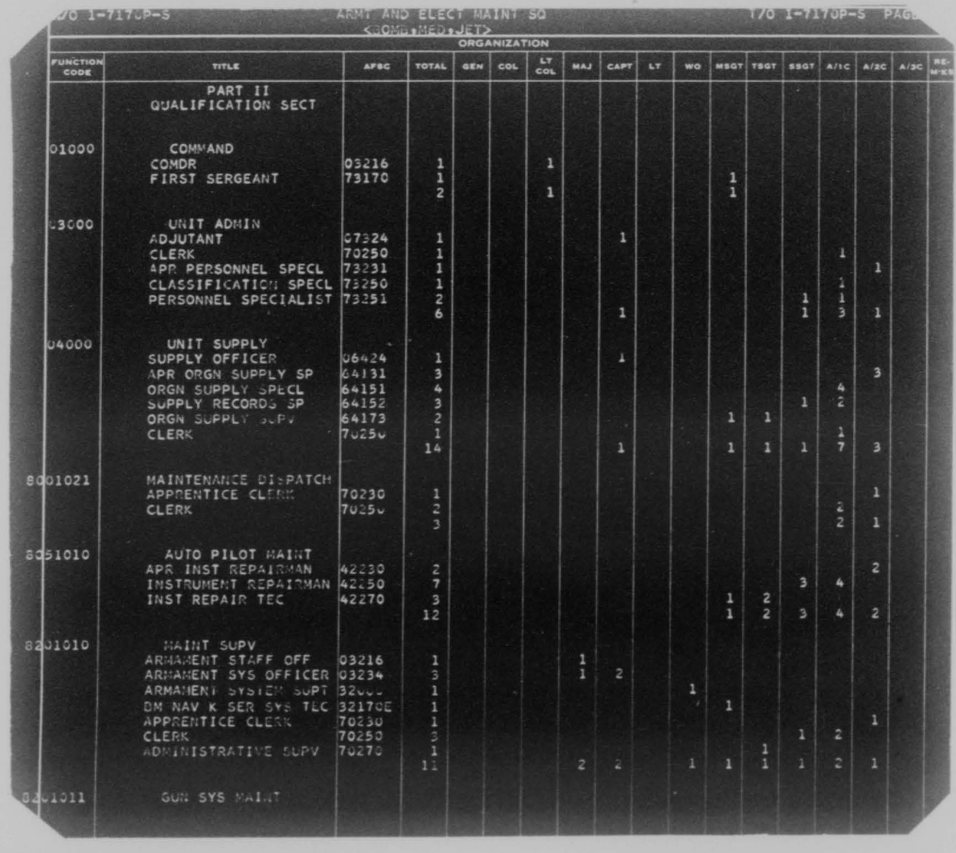

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<COMD,MED,JET>

ORGANIZATION

FUNCTION CODE	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	PART II QUALIFICATION SECT																
01000	COMMAND																
	COMDR	03216	1			1											
	FIRST SERGEANT	73170	1								1						
			2			1					1						
03000	UNIT ADMIN																
	ADJUTANT	07324	1					1									
	CLERK	70250	1											1			
	APR PERSONNEL SPECL	73231	1												1		
	CLASSIFICATION SPECL	73250	1											1			
	PERSONNEL SPECIALIST	73351	2										1	1			
			6					1					1	3	1		
04000	UNIT SUPPLY																
	SUPPLY OFFICER	06424	1					1									
	APR ORGN SUPPLY SP	64131	3												3		
	ORGN SUPPLY SPECL	64151	4											4			
	SUPPLY RECORDS SP	64152	3										1	2			
	ORGN SUPPLY SUPV	64173	2								1	1					
	CLERK	70250	1											1			
			14					1			1	1	1	7	3		
8001021	MAINTENANCE DISPATCH																
	APPRENTICE CLERK	70230	1												1		
	CLERK	70250	2											2			
			3											2	1		
8051010	AUTO PILOT MAINT																
	APR INST REPAIRMAN	42230	2												2		
	INSTRUMENT REPAIRMAN	42250	7										3	4			
	INST REPAIR TEC	42270	3								1	2					
			12								1	2	3	4	2		
8201010	MAINT SUPV																
	ARMAMENT STAFF OFF	03216	1				1										
	ARMAMENT SYS OFFICER	03234	3				1	2									
	ARMAMENT SYSTEM SUPT	32000	1							1							
	DM NAV & SER SYS TEC	32170E	1								1						
	APPRENTICE CLERK	70230	1												1		
	CLERK	70250	3										1	2			
	ADMINISTRATIVE SUPV	70270	1									1					
			11				2	2		1	1	1	1	2	1		
8201011	GUN SYS MAINT																

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ORGANIZATION

FUNCTION CODE	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
	ARMAMENT SYS OFFICER	03234	1						1								
	APR T/S B45 B47 MEC	32330C	7												7		
	T/S GNLY B45 B47 MEC	32350C	45										20	25			
	T/S GNLY B45 B47 TEC	32370C	8								3	5					
			61						1		3	5	20	25	7		
8201012	WPNS & SMALL ARMS MT																
	APR WEAPONS MECHANIC	46230	2												2		
	WEAPONS MECHANIC	46250	7										2	5			
	WEAPONS MAINT SUPV	46270	1									1					
			10									1	2	5	2		
8201013	BM NAV SYS MAINT																
	ARMAMENT SYS OFFICER	03234	1					1									
	APR B/N K SE SYS MEC	32130E	10												10		
	BM NAV K SER S/O MEC	32150B	5										2	3			
	BM NAV K SER R/I MEC	32150C	5										2	3			
	BM NAV K SER CMP MEC	32150D	4										2	2			
	BM NAV K SER SYS MEC	32150E	39										18	21			
	BM NAV K SER SYS TEC	32170E	31								10	21					
			95					1			10	21	24	29	10		
8201015	SPEC WEAPONS																
	ARMAMENT SYS OFFICER	03234	1				1										
	APR WEAPONS MECHANIC	46230	2												2		
	WEAPONS MECHANIC	46250	17										5	12			
	WEAPONS MAINT SUPV	46270	4								2	2					
	CLERK	70250	1											1			
			25				1				2	2	5	13	2		
8401010	ELEC COUNTER MAINT																
	ELECT CNTR/MEAS PRMN	30250	9										4	5			
	ELEC C/M MAINT TEC	30270	3								1	2					
			12								1	2	4	5			
8401012	COMM AND NAV MAINT																
	APR AC EL NA/EQP RPM	30131	2												2		
	AC ELE NAV/EQP RPMN	30151	7										3	4			
	AC EL NAV/EQ MAI TEC	30171	3								1	2					
			12								1	2	3	4	2		
8401013	ANALYSIS																
	ARMAMENT SYS OFFICER	03234	1					1									
	ACFT RAD MAINT TEC	30170	1								1						
	BM NAV K SER SYS TEC	32170E	1								1						
	T/S GNLY B45 B47 TEC	32370C	1								1						
	WEAPONS MAINT SUPV	46270	1								1						
	CLERK	70250	1										1				
			6					1			4		1				

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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMKS
84610	ABN RAD MAINT																
	APR ACFT RADIO RPMN	30130	8												8		
	ACFT RADIO REPAIRMAN	30150	16										7	9			
	ACFT RAD MAINT TEC	30170	5								2	3					
			29								2	3	7	9	8		
86010	PHOTO MAINTENANCE																
	APR PHOTO REPAIRMAN	40230	3												3		
	PHOTO REPAIRMAN	40250	8										3	5			
	PHOTO REPAIR TEC	40270	2								1	1					
			13								1	1	3	5	3		
	STRENGTH SECTION																
R9030	OFFICERS																
	ARMAMENT STAFF OFF	03216	2			1	1										
	ARMAMENT SYS OFFICER	03234	7				2	4	1								
	SUPPLY OFFICER	06424	1					1									
	PERSONNEL OFFICER	07324	1					1									
	ARMAMENT SYSTEM SUPT	32000	1							1							
			12			1	3	6	1	1							
R9040	AIRMEN																
	APR ACFT RADIO RPMN	30130	8												8		
	APR AC EL NA/EQP RPM	30131	2												2		
	ACFT RADIO REPAIRMAN	30150	16										7	9			
	AC ELE NAV/EQP RPMN	30151	7										3	4			
	ACFT RAD MAINT TEC	30170	6								3	3					
	AC EL NAV/EQ MAI TEC	30171	3								1	2					
	ELECT CNTR/MEAS PRMN	30250	9										4	5			
	ELEC C/M MAINT TEC	30270	3								1	2					
	APR B/N K SE SYS MEC	32130E	10												10		
	BM NAV K SER S/O MEC	32150B	5										2	3			
	BM NAV K SER R/I MEC	32150C	5										2	3			
	BM NAV K SER CMP MEC	32150D	4										2	2			
	BM NAV K SER SYS MEC	32150E	39										18	21			
	BM NAV K SER SYS TEC	32170E	33								12	21					
	APR T/S B45 B47 MEC	32330C	7												7		
	T/S GNLY B45 B47 MEC	32350C	45										20	25			
	T/S GNLY B45 B47 TEC	32370C	9								4	5					
	APR PHOTO REPAIRMAN	40230	3												3		
	PHOTO REPAIRMAN	40250	8										3	5			
	PHOTO REPAIR TEC	40270	2								1	1					
	APR INST REPAIRMAN	42230	2												2		
	INSTRUMENT REPAIRMAN	42250	7										3	4			
	INST REPAIR TEC	42270	3								1	2					
	APR WEAPONS MECHANIC	46230	4												4		

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FUNCTION CODE	TITLE	AFSC	ORGANIZATION TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	REMARKS
	WEAPONS MECHANIC	46250	24										7	17			
	WEAPONS MAINT SUPV	46270	6								3	3					
	APR ORGN SUPPLY SP	64131	3												3		
	ORGN SUPPLY SPECL	64151	4											4			
	SUPPLY RECORDS SP	64152	3										1	2			
	ORGN SUPPLY SUPV	64173	2								1	1					
	APPRENTICE CLERK	70230	2												2		
	CLERK	70250	9										2	7			
	ADMINISTRATIVE SUPV	70270	1									1					
	FIRST SERGEANT	73170	1								1						
	APR PERSONNEL SPECL	73231	1												1		
	CLASSIFICATION SPECL	73250	1											1			
	PERSONNEL SPECIALIST	73251	2										1	1			
			299								28	41	75	113	42		
R9050	RECAPITULATION																
	OFFICERS		12			1	3	6	1	1							
	AIRMEN		299								28	41	75	113	42		
	AGGREGATE		311			1	3	6	1	1	28	41	75	113	42		
	PART IIA AUGMENTATION FOR MAINTENANCE SUPPORT WHEN AN AIR REFUELING SQUADRON IS ASSIGNED																
	QUALIFICATION SECT																
8051010	AUTO PILOT MAINT																
	INSTRUMENT REPAIRMAN	42250	4										2	2			
	INST REPAIR TEC	42270	1									1					
			5									1	2	2			
8201010	MAINT SUPV																
	AIR ELECTRONICS OFF	03054	1				1										
			1				1										
8401012	COMM AND NAV MAINT																
	AC ELE NAV/EQP RPMN	30151	14										7	7			
	AC EL NAV/EQ MAI TEC	30171	3								1	2					
			17								1	2	7	7			
84610	ABN RAD MAINT																

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ORGANIZATION

FUNCTION CODE	TITLE	AFSC	TOTAL	GEN	COL	LT COL	MAJ	CAPT	LT	WO	MSGT	TSGT	SSGT	A/1C	A/2C	A/3C	RE-MKS
	APR ACFT RADIO RPMN	30130	2												2		
	ACFT RADIO REPAIRMAN	30150	3										1	2			
	ACFT RAD MAINT TEC	30170	5								2	3					
			10								2	3	1	2	2		
	STRENGTH SECTION																
R9030	OFFICERS																
	AIR ELECTRONICS OFF	03054	1				1										
			1				1										
R9040	AIRMEN																
	APR ACFT RADIO RPMN	30130	2												2		
	ACFT RADIO REPAIRMAN	30150	3										1	2			
	AC ELE NAV/EQP RPMN	30151	14										7	7			
	ACFT RAD MAINT TEC	30170	5								2	3					
	AC EL NAV/EQ MAI TEC	30171	3								1	2					
	INSTRUMENT REPAIRMAN	42250	4										2	2			
	INST REPAIR TEC	42270	1									1					
			32								3	6	10	11	2		
R9050	RECAPITULATION																
	OFFICERS		1				1										
	AIRMEN		32								3	6	10	11	2		
	AGGREGATE		33				1				3	6	10	11	2		

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BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLENN P. NELL
Colonel, USAF
Adjutant

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C O P Y

DEPARTMENT OF THE AIR FORCE
WASHINGTON 25, D. C.

AFOMO 467J 7 December 1954

SUBJECT: Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units

TO: Commander, Strategic Air Command

1. The following units will be reorganized on or about 8 January 1955, as indicated:

Unit	T/O Composition	Authd Str Off	VO	Amn
Armt & Elct Maint Sq 2, 44, 68, 301, 305 306, 308, 340, 376	1-7170P-S, 1 Jul 54, 1 x parts II, IIA	12	1 (each)	331
26, 91	1-7475P-S, 1 Jul 54, 1 x parts II, IIA	12	1 (each)	360
19, 321	1-7170P-S, 1 Jul 54, 1 x part II	11	1 (each)	299
31	1-7216P-S, 1 Jul 54, 1 x part II	7	1	165
72	1-7465P-S, 1 Jul 54, 1 x part II	10	1	308
508	1-7216P-S, 1 Jul 54, 1 x parts II, IIA	8	1	197

2. Personnel will be furnished from sources under control of the Commander, Strategic Air Command.

3. The above units while in the ZI are authorized Unit Essential Equipment as listed in the MEAL. The UME column of the UAL's will be prepared based on column 3A of the MEAL and above T/O compositions. These units while in the ZI are authorized additional equipment as indicated in the USE column of their approved UAL's. Information required for computing the UME column of the UAL's is indicated below:

UME Column of UAL	ECL
Armt & Elct Maint Sq 2, 44, 68, 301, 305, 306, 308, 340, 376, 26, 91	20-00-24 (Supp 45 B-47 and 20 KC-97 acft, each)
	20-00-24 (Supp 45 [illegible] and 20 KC-97 acft, each)

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C O P Y

Ltr AFOMO 467j, DAF, subject: Reorganization of the 2d Armament and Electronics Maintenance Squadron and Certain Other USAF Units

UME Column of UAL	ECL
Armt & Elct Maint Sq	
508	20-00-21 (Suppg 75 F-84 G/F acft and 20 KB-29P acft, each)
31	20-00-21 (Suppg 75 F-84 G/F acft)
72	20-00-22 (Suppg 30 RB-36 acft)
19, 321	20-00-24 (Suppg 45 B-47 acft, each)

4. When the action directed herein has been accomplished, report will be made to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-01) in compliance with current instructions.

5. Thirty (30) copies of the order issued pursuant to this letter will be forwarded to the Air Adjutant General, Headquarters USAF, ATTENTION: Publishing Division, Washington 25, D.C.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

/s/ E. E. Toro
E. E. TORO
Colonel, USAF
Air Adjutant General

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VERNON L. BIRLEY
1st Lt., USAF
Manpower Officer

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

SUBJECT: Wing Staff Conference PRESIDING: Col John F Batjer

DATE: 1 February 1955

TIME: 10:30 to 11:30

STAFF PRESENT

Col Batjer, Wing Commander
Col Britt, Director of Operations
Col Jenkins, Director of Materiel
Lt Col Cammack, Commander 373rd Bomb Squadron
Lt Col Gordon, Wing Comptroller
Lt Col Harvey, Commander 374th Bomb Squadron
Lt Col Schneck, Commander Field Maintenance Squadron
Lt Col Menzies, Commander Air Refueling Squadron
Lt Col Avriett, Chief of Maintenance
Maj Wakeman, Commander 375th Bomb Squadron
Maj Main, Commander A&E Maintenance Squadron
Maj Vaughn, Commander Headquarters Squadron and Security Officer
Maj McKee, Commander Periodic Maintenance Squadron
Maj Dawkins, Wing Flying Safety Officer
Maj Francis, Director of Personnel
Capt Reem, Wing Intelligence
Capt Holland, Commander 308th Tactical Hospital
Lt McAdams, Wing Adjutant
Lt Mathis, Wing Chaplain

308C (Col Batjer)

1. Commanders Calls: Chaplain Mathis should attend the next two or three of your calls. Will you let him know when they are scheduled? (All Squadron Commanders)

3ARS (Col Menzies)

2. There is a parking area shortage in the areas near the Squadron Orderly Rooms. Col. Vick will see what provisions can be made for this area.

308C (Col Batjer)

3. There are indications that the guarding of aircraft is getting better but there is still room for improvement. Col. Batjer would like to be kept posted on the status of the reports. (action: Major Vaughn)

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3DP (Maj Francis)

4. The 308th Bombardment Wing experienced the worst ground safety rate in the Division for the month of January: Five private vehicle accidents, one fall and one instance of property damage. In 1954 the 308th Bomb Wing had the lowest accident rate on the Base. If the above keeps up the Wing cannot attain this record for 1955.

5. Personnel who take aircraft to the refueling pits are not using the check list. The check list will be included as part of the A/C's flimsy.

6. ERs are due on Majors the last day of February. Those for which the Wing Commander is responsible, should be in by February 15th.

308C (Col Batjer)

7. There was a discussion as to the cause of ERs being late. Some of the reasons pointed out were as follows:

a. Special ERs other than anniversary date.
b. Transfer of rating officer or rated officer.
c. Date not being entered on Form 66.

In the future the reporting officer will tell Col. Batjer the reason that an ER is late and just what happened.

3DO (Col Britt)

8. The Alert Plan was discussed and another meeting with the Squadron Commanders concerning the details will be held.

3DM (Col Jenkins)

9. We are going to pick up five B-47s in February and keep them at least through November giving us a total of 50 airplanes.

308C (Col Batjer)

10. Effective today, Mess #3, Building 1277, will be open 24 hours a day for the next three months.

11. Commander Conference Notebook is in circulation and it is unclassified. Please pass it along as soon as possible.

12. Information on the SAC Inspection that is coming up soon can be obtained from the following:

a. 2nd Inspection of 2nd Bomb Wing (Secret)

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b. ORT of 2nd Bomb Wing (Secret)
c. Letter Subject: Criteria for ORT (Secret)
d. Captain Harper's notes on 2nd Bomb Wing ORT (Unclassified)

13. During the month of January we exceeded our quota on the Blood Drive. The date of the Blood Drive for February is the 17th.

JOHN O. VICK
Lt Col, USAF
Executive

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HEADQUARTERS 308TH BOMBARDMENT WING M
OFFICE OF THE COMPTROLLER
Hunter Air Force Base
Savannah, Georgia

9 February 1955

SAC MANAGEMENT CONTROL SYSTEM
STATEMENT FOR MONTH ENDING 31 JANUARY 1955

Section I - General

A. Personnel - 320 points

	Max Score	% of Max Score	Points Earned	Points Lost	% of Points Lost of Total
1. Manning in Required Specialties:					
a. Officers	30	20	6.0	24.0	4.8
b. Airmen					
(1) Direct	150	10	15.0	135.0	27.0
(2) Support	25	50	12.5	12.5	2.5
2. AWOL Rate Per "M"	30	100	30.0	0	0
3. Ground Safety	25	70	17.5	7.5	1.5
4. Reenlistment Rate	40	20	8.0	32.0	6.4
5. MTD Utilization	20	71.1	14.2	5.8	1.2
	320	32.3	103.2	216.8	43.4

5

B. Materiel - 140 points:

1. Flying Hours as a % of Required	60	83.5	50.1	9.9	1.9
2. Reports of Survey	20	100	20.0	0.0	0
3. Status of TOC:	60	56.0	33.6	24.4	5.3

C. USCM - 120 Points:

1. USCM	80	NOT RATED			
2. Flying Safety	40	100	40	0	0

D. Operations — NOT RATED UNTIL END OF OCTOBER

Grand Total	500	49.4	246.9	253.1	50.6

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REMARKS:

1. Manning in Required Specialties

a. Officers: Including the B-47 Cadre the 308th Bomb Wing is authorized 443 officers. For purposes of this report there are 393 officers assigned of which 316 are effectively manned for a percentage of 71.3. Effective manning wise, the wing is short 127 officers. Generally the shortage of officers for effective manning exists as follows: 79 1245's Pilot ACB, 3 1434 Air Operation Officers, 14 1525 A/C Observers, 4 4344 Aircraft Maintenance Officers, 2 6424 Supply Officers, 4 7324 Personnel Officers and 12 90 career field Medical Officers.

b. Airmen:

(1) Direct - Shortages in the 5 and 7 levels in the 30, 321, 323, 40, 422, 423, 431, 432 career fields continue to hold down the score in this area. General Order #18, 16 December 1954, effective 1 January 1955, increased authorizations by 15 hard core people.

(2) Indirect: Effective manning in this area increased from 71.9 percent in December to 80.8 percent in January. Increase was due mainly to upgrading of numerous airmen and decrease in A&E authorization in this AFSC by General Order #18, dated 16 December 1954, effective 1 January 1955.

2. AWOL Rate Per 1000 - No comment.

3. Ground Safety - Six accidents in January combined with four in December produce a running accident rate of 7.48 per hundred thousand man hours. There were no civilian injuries nor government vehicle accidents during the reporting period. The cost index of 1.41 is sifficient for maximum score but the rate per man hour produces 50 percent of score. Only one accident was on base.

4. Reenlistment Rate: 13 reenlistments in December plus 13 in January coupled with 99 discharges in December and 42 in January produce a reenlistment rate of 18.4 for the two months combined which is worth 30 percent of maximum score. Young airmen who enlisted for 4 years represent the major proportion of discharges.

5. MED Utilization - No comment.

6. Flying Hours as a Percent of Required - No comment.

7. Reports of Survey - No comment.

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8. Status of Technical Order Compliance - Changes in reporting procedures as directed by 2AF caused slight improvement in the score for this item. For January maximum points were earned for TOC status of B-47 aircraft, but when combined with KC-97 TOC status the score dropped to 56 percent. The KC-97's have an average manhour backlog peraircraft of 266.4 for December and January and a backlog in months of 9.72 both of which earn no points.

9. Flying Safety - No comment.

/s/t/ JOHN W GORDON
Lt Col, USAF
Wing Comptroller

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ANALYSIS OF DIFFERENT CAREER FIELDS

Administrative Field:

AFSC	AUTH	ASGD PAFSC	ASGD DAFSC	ASGD UAFSC	*INPUTS TO DIVISION	LOSSES THRU APRIL
70010		35				
70230	26	9	41	48	4 (Mar)	1
70250	54	32	37	32	1 (Feb)	2
70252	1					
70270	6	5	7	5	1 (Mar)	
	87	81	85	85		3

Personnel Field:

73010		3				
73170	8	9	8	9	1	3 (Feb - 1, Apr - 2)
73230	4	-	3	3		
73231	2	3	1	2		
73250	8	5	5	5	1	3 (Feb - 2, May - 1)
73251	15	5	9	5		
73270	1	1	2	1		Mar - 1
	40	28	28	27	2	

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* Input to Division would be assigned to one of the following units: 804th Air Base Group, Second Wing, and/or 308th Wing.

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Aircraft Maintenance and Engine Mechanics Field:

AFSC	AUTH	ASGD PAFSC	ASGD DAFSC	ASGD UAFSC	LOSSES THRU APRIL	* INPUTS TO DIVISION
43010		1				
43131B	25	44	3	44	2	
43131C		1	1	1		
43131E	20	141	7	173	5	1 - Feb
43151B	41	71	104	68	2	
43151E	173	168	299	168	7	1 - Feb
43171A		1		1		
43171B	49	40	41	38		
43171C		3		3		1 - Feb
43171E	101	68	92	71	2	
SUB TOTAL	409	538	547	567		
43230	22	38	11	43		
43231	16	25	6	24	2	22 - Feb, 10 - Feb
43250	61	33	64	34	4	
43251	72	89	72	57	14	
43270	2	2	4	2		
43271	___	3	5	1	___	
SUB TOTAL	173	190	162	161		

* Input to Division would be assigned to one of the following units: 804th Air Base Group, Second Wing, and/or 308th Wing.

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Aircraft Maintenance and Engine Mechanics Field (Cont'd):

AFSC	AUTH	ASGD PAFSC	ASGD DAFSC	ASGD UAFSC	LOSSES THRU APRIL	* INPUTS TO DIVISION
43330		2	27	38		
43350	30	9	27	11	2	
43370	30	8	13	8		
43371	30	27	29	27	1	6 - Feb
SUB TOTAL	90	46	96	84		
TOTAL:	672	774	805	812	41	
Operations Administration Field:						
60110		2				
60130		2	8	9		
60150		1	2	1		
60170	9	3	3	3		3 (1 - Feb, 1 - Mar, 1 - Apr)
TOTAL:	9	8	13	13		
K-Series Maintenance Field:						
32130E	10	47	16	47		15 - Feb
32150C	5	1	1	1		
32150E	5	2	2	2		
32150D	4	1	1	1		
32150E	39	50	80	51	7	
32170E	35	10	15	13		
TOTAL:	98	111	115	115	7	

* Input to Division would be assigned to one of the following units: 804th Air Base Group, Second Wing, and/or 308th Wing.

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AIRMEN ELIGIBLE FOR SEPARATION	TO:	FROM:	DATE:

The following named airmen are eligible for separation during the month of _____.

GRADE	LAST NAME, FIRST NAME, MI	AFSN	PAFSC	DAFSC	UAFSC	DOS	REMARKS

304ABG FORM 15 JAN 55 544

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NATION OF AIRMEN

TO:	FROM:	PROJECT:	DATE OF PROJECT

DATE

The airmen listed below are nominated for reassignment on the above project. Selections were made in accordance with _____ SAC Form 13 are inclosed for airmen who volunteer. *(If applicable)*. If protest, indicate on reverse side.

GRADE	LAST NAME, FIRST NAME, MI	AFSN	PAFSC	DAFSC	UAFSC	DOS	TIME ON BASE	MARITAL STATUS	ORGANIZATION

TYPED NAME & GRADE OF COMMANDER, ADJUTANT OR APPROPRIATE STAFF AGENCY	SIGNATURE

804 5

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MON .Y AIRCRAFT MAINTENANCE SUMMA REPORT

FOR MONTH OF: January 1955 | DATE PREPARED: Feb 1955 | REPORTS CONTROL SYMB: SAC-M22

TO: CG, Strategic Air Command, Offutt AFB, Omaha, Nebraska, ATTENTION: DM4E

INFO TO: (As applicable) NUMBERED AF HQ: 2AF | AIR DIV HQ: 38WH

FROM: (Wing and Location) 308th Bomb Wing, Hunter Air Force Base Savannah, Georgia

MAINTENANCE MANPOWER DATA

			TACTICAL AND SUPPORT SQUADRONS (Enter appropriate number designation)						PERIODIC MAINT SQ	FIELD MAINT SQ	ARM- ELECT MAINT SQ	TOTALS
			373rd	374th	375th	308ARS	Wg Hq Sq					
MAINT PERS	AV NO.	NUMBER AUTH	1-88-0	1-88-0	1-88-0	1-116-0	8-46-0		2-170-0	5-356-0	5-337-0	28-1289-0
		ASGD	1-93-0	1-82-0	1-99-0	1-118-0	7-44-0		1-128-0	5-395-0	9-306-0	26-1255-0
		AVAIL	1-62-0	1-60-0	1-52-0	1-90-0	7-37-0		1-116-0	5-304-9	2-232-0	25-964-9
MANHOURS	TOTAL	ASGD	16,464	14,420	15,594	19,980	8,436		22,643	69,606	53,832	220,980
		AVAIL	11,980	10,572	10,102	15,951	7,146		20,499	53,474	41,759	170,583
	EXPENDED	DIRECT	6,323	7,205	7,106	9,147			10,720	29,213	22,543	92,257
		IN-DIRECT	6,044	3,664	3,855	6,368	7,184		9,969	26,447	22,219	85,516
		OVERTIME	387	297	359	464	38		190	2,185	3,003	7,423
		Loaned	1,006	612	1,100	736			348	415	1,156	5,393
		Borrowed				16			3,194	1,363	1,007	5,520
ABSENT MANHOURS BY UN ACCOUNT NO.	10.1		48	216	346	334	88		302	850	703	2,887
	10.2		502	588	1,200	1,161	392		1,113	2,777	4,124	11,857
	10.3					88				68	8	164
	10.4		852	1,360	1,528	512	488		1,448	5,856	2,978	15,002
	10.5		220	72	376	1,314	85		476	1,785	1,612	5,940
	10.6		1,024	416	536	432	128		520	4,789	1,866	9,711
	10.7		852	564	406	368	108		1,136	956	633	5,023
	TOTAL		3,478	3,216	4,392	4,209	1,290		4,995	17,080	11,924	50,584
TOTAL FLYING HOURS			438:10	527:35	425:05	498:05						1,888:55

SAC FORM 62 103 REPLACES SAC FORMS 66-12-PC14, 66-12-PC15, 66-12-PC16, AND 66-12-PC17, ALL DATED 1 JAN 52, WHICH ARE OBSOLETE. Air Force-SAC, Offutt 0-1109(53)

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II AVERAGE MAINTENANCE MANHOURS PER FLYING HOUR AND PERIODIC INSPECTION

PRIMARY AIRCRAFT TYPE	SECONDARY AIRCRAFT TYPE
B-47	KC-97

ACTIVITY	AVERAGE MANHOURS PER FLYING HOUR		AVERAGE MANHOURS PER PERIODIC INSPECTION	
	PRIMARY AIRCRAFT	SECONDARY AIRCRAFT	PRIMARY AIRCRAFT	SECONDARY AIRCRAFT
FLIGHT LINE	14.8	18.3		
PERIODIC	5.9	4.9	(9) 1068	(1) 687
FIELD	3.8	9.8	171	187
ARM-ELECT	7.0	2.2	342	111
TOTALS	31.5	35.2	1581	985

III MONTHLY AIRCRAFT MAINTENANCE AVERAGES

ITEM	AVERAGE MANHOURS	AVERAGE CLOCK HOURS	TOTAL NO. COMPLETED	REMARKS
PREFLIGHT INSPECTION	13.5/17.3		282/66	
POSTFLIGHT INSPECTION	36.8/41.2		109/32	
ENGINE CHANGE (Recip)	62.8	5	5	
ENGINE CHANGE (Jet)	20.0		13	
PROPELLER CHANGE	22.5		6	
[illegible]O CHANGE				
CYLINDER CHANGE	16.3		12	
MASTER CONTROL CHANGE	/28.0/			
CARBURETOR CHANGE	28.0		1	
ENGINE BUILDUP (Recip)	300.0		8	
ENGINE BUILDUP (Jet)	69.5		10	
ENGINE TEAR-DOWN (Recip)	88.4		4	
ENGINE TEAR-DOWN (Jet)	27.7		4	
POWER PACKAGE RECONDITION	142.5		6	
Jet Minor Repair	126.1		6	
Elevator Change	40.0		1	

IV DIRECT SUPPORT MANHOUR BREAKDOWN

ACTIVITY	FLIGHT LINE	PERIODIC	TENANT AIRCRAFT	BASE FLIGHT	TRANSIENT AIRCRAFT	NON-AERONAUTICAL	REPARABLE PROCESS
[illegible]D MAINT	10,245	2,247				8,249	8,463
ARM-ELECT MAINT	10,842	4,563				1,040	6,093

REMARKS

UE10.7 ABSENT TIME

2,817	Air Police Trng
1,254	A/C & Power Unit Guards
640	Compensatory Time Off
120	shots
75	Base Exchange
61	Post Office
56	Barber Shop
5,023	TOTAL

TOC TIME EXPENDED

	B-47	KC-97
FMS	213:30	1,839:30
AEMS	32	14

AUTHENTICATION BY CHIEF OF MAINTENANCE

TYPED NAME AND GRADE	SIGNATURE
S/Z G. C. AVRIETT, LT.,COL., USAF	

0-1109(53)

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

OPERATIONS ORDER

NUMBER 1-55

12 Jan 1955

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
12 Jan 1955

OPERATIONS ORDER 1-55

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
12 January 1955

OPERATIONS ORDER)

NUMBER 1-55)

CHART AND MAP REFERENCES:

a. WAC: 308, 309, 357, 358, 409, 410, 466, 467, 525

b. JN 30 & 45

c. Sectional Charts: Charlotte, Birmingham, Jacksonville, Orlando, Tampa

d. Tampa, Fla. Target Folder

e. Alanta, Ga. Target Folder

f. Charlotte, N.C. Target Folder

g. Jacksonville, Fla. Target Folder

TASK ORGANIZATIONS:

a. Tactical Squadrons:

373rd Bombardment Squadron	Lt Col VERNON K. CANTLON
374th Bombardment Squadron	Lt Col John F. Harvey
375th Bombardment Squadron	Maj Coyd V. Wakeman

b. 308th Air Refueling Suadron — Lt Col Perry P. Menzies

c. Maintenance Squadrons:

308th Armament & Electronics Squadron	Maj EDGAR H. MAIN
308th Field Maintenance Squadron	Lt Col RALPH H. SCHMIDT
308th Periodic Maintenance Squadron	Maj Leslie R. McKee

1. General Situation:

For the purpose of obtaining maximum training, Headquarters 308th Bomb Wing has directed the participation of the 373rd, 374th, 375th and ARC Squadron in a simulated radar bombing and navigation mission.

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a. Intelligence: See Annex "A"

b. Friendly forces:

(1) Atlanta, Charlotte and Tampa Radar Bomb Sites will provide for scoring of simulated bomb runs.

(2) The 3628th Fighter Training Group will deploy [illegible] ception to include a maximum number of fighter [illegible] weather conditions. Initial contact will be [illegible] Control on Chan 12 - 337.4, 150 miles [illegible] Interplane frequency, primary 255.8; [illegible]

2. Mission:

The purpose of this mission is to obtain maximum [illegible] 50-8 in a bomber stream type mission to test utilization of [illegible] individual flights.

3. Tasks for Subordinate Units:

a. (1) The 373rd, 374th, and 375th Bombardment Squadrons will deploy 5 aircraft each with maximum delayed take-off of 13 minutes. [illegible] must be made up prior to reaching control point.

(2) In case of ground delay exceeding 13 minutes aircraft will be [illegible] tioned at 15 minute intervals at the end of the bomber [illegible] Express Control.

(3) Aircraft experiencing more than two (2) hours delay will [illegible] mission.

b. The 373rd Bombardment Squadron aircraft will utilize air refueling. The 374th and 375th Bombardment Squadrons will have no air refueling.

c. The 308th ARS will provide five (5) tanker aircraft with offload capability of 50,000 lbs.

d. General Instructions:

(1) Code name of this mission is "TEDDY BEAR". All messages and correspondence including reports will carry the identifying words "TEDDY BEAR".

(2) Recall word - "SNAFU".

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Bomb Plot	Target Desig'n:	Target Description	Aim Point	Geographic Coordinates	Elev.	Type	Offset Distance	I P	Remarks
TPA	G	Atl. Coastline RR Repair Shops Bldg	S W Corner Repair Shops Bldg	27°57'21.8" N 82°23'13.7" W	18'	11 A	S 1998.8 W 12495.2	Ocala	RBS
JAY	Code "K" 4	Oil Tank	Center of Tank	30°20' N 81°40'51" W	31'	NA	NA	Daytona Beach	Camera Attack
LAT	J	Federal Prison	NW Corner of Large Bldg.	33°42'42.6" N 84°21'59" W	1066'	11 A	N 950.3 W 2366	Macon	RBS
OLT	N	Southern Engine Co.	N E Cor- of East- ernmost Large Bl	35°13'23.2" N 80°53'22.2" W	734'	11 A	N19,491.2 W12,589.3	Newberry	RBS

Bomb Load - AN-M65A1 1000 # G P (Sim)
Radar Scope Photography Will be Accomplished According To SAC Man 50-38

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(4) Navigation Phase:

a. "TEDDY BEAR" #1 thru #5 .....One day celestial [illegible]
beginning from a radar fix in vicinity of John [illegible] Reservoir (3[illegible]
78° 30'W) and terminating at Panama City, Fla. ([illegible] 85° 43'W).

b. "TEDDY BEAR" #6 thru #15.....One day celestial navigation leg will be
flown beginning at Jacksonville, Fla. (30° 21'N 81° 42'W; and [illegible]
minating at Lansing, Mich (42° 46'N 84° 32'W). A second [illegible]
ial leg will be flown beginning at Battle Creek, Mich [illegible]
at Panama City, Fla (30° 11'N 85° 43'W).

(5) Air Refueling Orbit Areas:

a. Primary - Charleston, S.C. - five (5) tankers - one [illegible]

b. Secondary - Columbia, S.C. - five (5) tankers - one [illegible]

(6) Administrative and Logistical Matters:

a. Administrative - Normal

b. Logistical - Normal

(7) Command and Communications:

a. Command - Normal

b. Communications - See Annex C

JOHN F. BATJER
Colonel, USAF
Commander

ANNEXES:

A Intelligence
B Air Operations Control
App 1 Time and Altitude Flimsy
App 2 a. B-47 Teddy Bear #1 thru#5 Flight Plan
b. B-47 Teddy Bear #6 thru #15 Flight Plan
App 3 B-47 Air Refueling Flimsy
App 4 Emergency Airfields
App 5 Danger Areas Along Route
App 6 Observers Routes and Target Info
C Communications
D Reports

308th BW OO 1-55
12 January 1955

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308th Dir of Ops Control Room	1 cy	" 7
308th Director of Material	1 cy	" 8
308th Dir of Maintenance Control	1 cy	" 9
308th Director of Logistics	1 cy	" 10
373rd Bombardment Squadron	8 cys	" 11 thru 18
374th Bombardment Squadron	8 cys	" 19 thru 26
375th Bombardment Squadron	8 cys	" 27 thru 34
308th Armt & Elect Squadron	1 cy	" 35
Wing Historian	4 cys	" 36 thru 39
26th Weather Squadron, Detachment 4	1 cy	" 40

OFFICIAL:

Jimmie W Britt

JIMMIE W. BRITT
Colonel, USAF
Director of Operations

308th BW OO 1-55
12 January 1955

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HEADQUARTERS 308TH [illegible]
Hunter Air Force Base
Savannah, Georgia
12 January 1955

ANNEX "A"

TO

OPERATIONS ORDER NUMBER 1-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. Refer to current SACINTSUMS, Aids and Intelligence [illegible].

b. Enemy order of battle:

(1) Fighters....are known to be based in the Panama City [illegible] have an effective range of over 150 miles. The aircraft are all weather radar equipped interceptors of latest design, and are ground controlled. Our forces can expect to be under continuous [illegible] attack for approximately 45 minutes while in this area [illegible] can be expected under any weather condition.

2. INTELLIGENCE REQUIREMENTS:

a. Interrogation will be conducted upon completion of the mission at a place to be announced.

3. INTELLIGENCE ACTIVITIES:

a. Target folders on Tampa, Atlanta, Charlotte and Jacksonville will be available at squadron level.

b. Survival: Omitted. (Refer to current publications)

d. Reports: Refer to Annex D.

JOHN F. DaTJER
Colonel, USAF
Commander

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Jimmie W. Britt
JIMMIE W. BRITT
Colonel, USAF
Director of Operations

Annex "A" to 308th BW OO 1-55
12 January 1955

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
12 January 1955

ANNEX B

TO

OPERATIONS ORDER 1-55

AIR OPERATIONS CONTROL

1. Start engines, taxi and take-off times as directed in Appendix [illegible] of this Annex.

2. Route as specified in Appendix 2 of this Annex.

3. Altitudes as specified in Appendix 1 of this Annex.

4. Controlled time of arrival as specified in Appendix 1 of this Annex.

5. Communications as specified in Annex C of this Operations Order.

OFFICIAL:

JIMMIE W. BRITT
Colonel, USAF
Director of Operations

BAUER
Colonel, USAF
Commander

APPENDICES:
1 - Time and Altitude Flimsy
2 - B-47 Predicted Flight Plan
3 - Air Refueling Flimsey
4 - Emergency Airfields Along Route
5 - Danger Areas Along Route
6 - Observers Routes and Target Information

Annex B
308th BW OO 1-55
12 January 1955

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ANNEX B
APP 1
308th BW OO 1-55
12 Jan 55

TIMES AND ALTITUDES FLIMSY

TIMES IN EST

CALL SIGN	AIRCRAFT NUMBER	A/C's NAME	CALL EXPRESS	START ENGINES	TAXI	T.O.	ALT* REFUEL ALTITUDE	TC CONTROL POINT	ALT* TAMPA	ALT* ATLANTA	ALT* CHARLOTTE
TEDDY BEAR 1	52-093	DONNELLY	0807	0817	0827	0837	15,000	1345	37,000	38,000	38,000
TEDDY BEAR 2	52-249	SULLIVAN	0822	0832	0842	0852	16,000	1400	37,000	38,000	38,000
TEDDY BEAR 3	52-217	HANDLEY	0837	0847	0857	0907	15,000	1415	37,000	38,000	38,000
TEDDY BEAR 4	52-275	BULOW	0852	0902	0912	0922	16,000	1430	37,000	38,000	38,000
TEDDY BEAR 5	52-278	MATTHEWS	0907	0917	0927	0937	15,000	1445	37,000	38,000	38,000
TEDDY BEAR 6	52-273	MILLSAP	0932	0942	0952	1002	---	1500	37,000	38,000	38,000
TEDDY BEAR 7	52-291	GILLILAND	0947	0957	1007	1017	---	1515	37,000	38,000	38,000
TEDDY BEAR 8	52-048	WATSON	1002	1012	1022	1032	---	1530	37,000	38,000	38,000
TEDDY BEAR 9	52-077	GIBSON	1017	1027	1037	1047	---	1545	37,000	38,000	38,000
TEDDY BEAR 10	52-046	CAMDEN	1032	1042	1052	1102	---	1600	37,000	38,000	38,000
TEDDY BEAR 11	52-088	TOWNSEND	1047	1057	1107	1117	---	1615	37,000	38,000	38,000
TEDDY BEAR 12	52-225	WRIGHT	1102	1112	1122	1132	---	1630	37,000	38,000	38,000
TEDDY BEAR 13	52-076	STEIN	1117	1127	1137	1147	---	1645	37,000	38,000	38,000
TEDDY BEAR 14	52-097	SCHOBERT	1132	1142	1152	1202	---	1700	37,000	38,000	38,000
TEDDY BEAR 15	52-272	ROBBINS	1147	1157	1207	1217	---	1715	37,000	38,000	38,000

* All altitudes shown are pressure altitudes (Altimeter setting 29.92 IN) Recall word SHAKE

ROUTE - 1. Hunter (3202N 8108W) 2. Waycross (3114N 8220W) 3. Jacksonville VOR (3027N 8139W) 4. Turn Point (3600N 7905W) 5. Turn Point (4300N 8043W) 6. Peoria City (3011N 8641W) 7. (IP) Gainesville (2959N 8219W) 8. (IP) Cecil (2911N 8209W) 9. (TGT) Eglin (2757N 8332W) 10. (IP) [illegible] 11. (TGT) Jacksonville [illegible] Newberry (3417N 8135W)

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AIR REFUELING FLIGHT PLAN Appendix 2A to Annex B Page 1 of 2 pages

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	373rd	308th	B-47				

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
Start Eng. Taxi To: & Accel							°					:03	10		4000	4000
												:03	10		55000	137423
Hunter AFB			260/50				-51 °				66	:11½	75		Climb to L. O.	
Waycross, Ga.	G1	232½	-43½	236	-½	235½	33M	VAR	390	343	66	:14½	85		at Jax VOR	
VOR			260/50				-51 °				52	:07½	49		5850	5850
Jacksonville	G1	139½	-44½	146	-1	145	33M	VAR	390	414	118	:22	134		49150	131574
31°55' N			270/78				-51 °				107	:14	99		2000	2000
80°41' W	Cr	027½	-9	018½	-0	018½	33M	.73	425	456	225	:36	233		47150	129573
VOR			260/50				-19 °				70	:09½	65		1500	1500
Charleston	Dat	027½	-54	022	∠1	023	15M	VAR	410	440	295	:45½	298		46650	128073
Refuel			270/20				-19 °				838	08:28	835		6650	6650
34°45'N 78°56'W	AR	027½	-7½	024	∠2	026	15M	.44	275	286	415	1:10½	413		39000	121423
							°								50000	50000
ON LOAD															89000	171423
			270/22				-19 °				06	:01	5		600	600
Acceleration		027½	-24	024	∠2	026	15M				421	1:11½	418		88400	170823
L. O.			260/50				-50 °				82	:12	78		4000	4000
35°57'N 78°07'W	G1	027½	-54	022	∠4	026	12M	VAR	390	418	503	1:23½	496		84400	166823
T. P.			270/74				-50 °				04	00½	3		110	110
36°00'N 78°05'W	Cr	027½	-9	018½	∠4	022½	32M	.73	425	452	507	1:28	499		84290	166713
			270/74				-52 °				518	1:22	580		14713	14713
43°00'N 84°43'W	Cr	325	-8	317	∠3½	320½	32.5	.735	425	379	1025	2:46	1079		69587	152000
							-52 °				25	:03	21		500	500
42°54'N 85°10'W	A/C						33M	.735	425		1050	2:49	1100		69087	151800
Enter ADIZ			270/83				-53 °				314	:45	320		7500	7500
37°41'N 85°26'W	Cr	181	∠11½	192½	0	192½	34M	.74	425	417	1364	3:34	1420		61587	144000
Dept. ADIZ			270/83				-53 °				135	:19½	140		3560	3560
35°26'N 85°30'W	Cr	181	∠11½	192½	-2	190½	34M	.74	425	417	1498	3:53½	1560		58027	140440
			270/83				-53 °				317	:45½	323		6960	6960
30°11'N 85°43'W	Cr	181	∠11½	192½	-3	189½	35M	.74	425	417	1816	4:39	1883		51067	133480
			263/81				-55 °				134	:16	114		2380	2380
Valdosta	Cr	067	-3	064	-3	061	37M	.74	425	502	1950	4:55	1997		48687	131100
	P		263/81				-55 °				94	:12½	88		1800	1800
Gainesville	IP	145	∠10	155	-2	153	37M	.74	425	458	2044	5:07½	2085		46887	129300
			263/81				-55 °				30	:04	28		620	620
Ocala	IP	162	∠10½	172½	-2	170½	37M	.74	425	434	2074	5:11½	2113		46687	128680
			263/81				-55 °				73	:11	78		1460	1460
TPA "G"	Rct	191	∠10½	201½	-2	199½	37M	.74	425	393	2147	5:22½	2191		44807	127220
			263/81				-55 °				125	:16	114		2300	2300
Daytona Beach	IP	033½	-8½	025	-1½	023½	37M	.74	425	474	2272	5:38½	2305		42507	124920
			263/81				-55 °				76	:11½	82		1630	1630
Jacksonville	Rct	338	-11	327	-1	326	37M	.74	425	396	2348	5:50	2387		40877	123290
			270/80				-56 °				180	:29	208		3799	3799
Macon	IP	324½	-9	315½	-1	314½	38M	.745	425	375	2528	6:19	2595		37087	119580
			270/80				-56 °				65	:10½	75		1340	1340
Atlanta "J"	Rct	324½	-9	315½	-1	314½	38M	.745	425	375	2593	6:29½	2670		35747	118160
			270/80				-56 °				140	:18	128		2338	2370
Newberry	IP	084	-4	080	0	083	38M	.745	425	504	2782	6:47½	2798		33377	115790
			270/80				-56 °				75	:09½	68		1110	1110
Charlotte "E"	Rct	034½	-9	025½	∠1	026½	38M	.745	425	465	2817	6:57	2866		32267	114680
VOR			270/80				-56 °				105	:16½	117		2158	2150
Columbia	Cr	210	∠2½	219½	∠1	220½	38M	.745	425	380	2922	7:13½	2983		30117	112530

DATE OF TAKE-OFF: 12 Jan 55

ENGINE START	TAKE-OFF TIME

LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	81000	
CREW WT	1000	
OIL WT	423	
ATO BYL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		82423
FUEL WEIGHT FWL	15000	
FUEL WEIGHT CWL	15000	
FUEL WEIGHT AWL	18300	
FUEL WEIGHT FWD AUX	6400	
FUEL WEIGHT A.S.	1000	
FUEL WEIGHT ATO	3300	
FUEL WEIGHT EXT.		
FUEL WEIGHT TOTAL		59000
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		141423
START ENG AND TAXI FUEL ALW		2500
TAKE-OFF GROSS WT		138923

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
40	10500	60°F

CRITICAL FIELD LENGTH: 5400

TAKE-OFF

DISTANCE	SPEED
4600	135k

SPEED

CRITICAL ENG FAILURE	EMERG REST PLANE	LIFT
131k	151k	2500' 285k

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

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AF SI | KT TYPE AND NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | C VER (Name and Grade) | CO-PILOT (Name and Grade)

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
							-30 °				117	:17	117		30117	112530
Svn. Rdle	Des	181	270/75 #10	191	08	191	20M	.685	415	419	3039	7:30	3100		28?7	110500

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT FM.		
CML		
AML		
FWD AUX		
A.R.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG REST FLARE | LINE

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

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NON AIR REFUELING FLIGHT PLAN

Appendix 2B to Annex B

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON 374 BS 375 BS	WING 308th BW	A/C SYM. NO.	PT TYPE AND NO. B-47	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSV (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Start Eng. Taxi T.O. and ACCEL							°					:03			86000	168423
												:03	10		82000	164423
WATCROSS	CL	232½	260/50 / +3½	236	-½	235½	-51 °	VAR	390	343	65 / 65	:11½ / :14½	75 / 85		77300	159723
Level Off JAX - VOR	CL	239½	260/50 / +3½	246	-1	245	-51 ° 33M	VAR	390	414	52 / 117	:07½ / :22	48 / 133		75300	157723
36°00'N, 78°05'W	CR	027½	270/80 / -9½	018	+1	019	-50 ° 33M	.74	425	455	384 / 501	1:50½ / 1:12½	358 / 491		66250	148673
43°00'N, 84°33'W	CR	325	270/80 / -9	316	+3	319	-52 ° 33M	.74	425	376	518 / 1019	1:22½ / 2:35	585 / 1076		53250	135673
BATTLE CREEK	CR	281	270/80 / +11	292	+1	293	-52 ° 33M	.74	425	415	55 / 1074	:08 / 2:43	57 / 1133		52040	134463
Enter ADIZ 37°41'N, 85°26'W	CR	281	270/80 / +11	292	0	292	-53 ° 34M	.74	425	415	284 / 1358	:41 / 3:24	290 / 1423		46040	128463
Dept. ADIZ 35°26'N, 85°30'W	CR	281	270/80 / +11	292	-2	290	-53 ° 34.5M	.74	425	415	135 / 1493	:19½ / 3:43½	139 / 1562		43260	125683
PANAMA CITY 30°11'N, 85°43'W	CR	281	270/80 / +11	292	-3	289	-53 ° 35M	.74	425	415	317 / 1810	1:46 / 4:29½	326 / 1888		37010	119433
VALDOSTA	CR	267	263/81 / -3	264	-3	261	-55 ° 37M	.74	425	502	134 / 1944	:16 / 4:45½	114 / 2002		34910	117333
PIP Cntrl. Pt. GAINESVILLE	CR	145	263/81 / +10	155	-2	153	-55 ° 37M	.74	425	455	94 / 2038	:12½ / 4:58	88 / 2090		33310	115733
IP OCALA	CR	162	263/81 / +11	173	-2	171	-55 ° 37M	.74	425	430	30 / 2068	:04 / 5:02	28 / 2118		32805	115228
TAMPA Tct "G"	CR	191	263/81 / +10½	201½	-2	199½	-55 ° 37M	.74	425	392	73 / 2141	:11 / 5:13	78 / 2196		31415	113838
IP DAYTONA BEACH	CR	033½	263/81 / -8	025½	-1½	024	-55 ° 37M	.74	425	474	125 / 2266	:16 / 5:29	114 / 2310		29410	111833
Stg. Tgt. JACKSONVILLE	CR	338	263/81 / -11	327	-1	326	-55 ° 37M	.74	425	396	76 / 2342	:11½ / 5:40½	81 / 2391		28000	110423
IP MACON	CR	324½	270/80 / -9	315½	-1	314½	-56 ° 38M	.74	425	372	180 / 2522	:29 / 6:09½	206 / 2597		24525	106948
ATLANTA Tct "J"	CR	325½	270/80 / -8	315½	-1	314½	-56 ° 38M	.74	425	372	65 / 2587	:10½ / 6:20	75 / 2672		23275	105698
IP KNOXVILLE	CR	084	270/80 / -1	083	0	083	-56 ° 38M	.74	425	505	149 / 2736	:17½ / 6:37½	124 / 2796		21285	103708
CHARLOTTE Tct "F"	CR	034½	270/80 / -9	025½	+1	026½	-56 ° 38M	.74	425	465	75 / 2811	:10½ / 6:47½	67 / 2863		20200	102623
COLUMBIA VOR	CR	210	270/80 / -9½	219½	+1	220½	-56 ° 38M	.74	425	378	105 / 2916	:16½ / 7:03½	117 / 2980		18350	100773
SAVANNAH RADIO	DES	181	270/80 / +11	192	0	192	°	.68	425	415	117 / 3033	:17 / 7:20½	121 / 3101		16475	98898
							°									
							°									
ANNEX B APPENDIX 2A							°									
							°									
							°									

DATE OF TAKE-OFF: 12 Jan 55

ENGINE START / TAKE-OFF TIME

LANDING TIME / DURATION OF FLT

AIR-CRAFT BASIC WT	81,000	
CREW WT	1,000	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		82,423
FUEL WEIGHT: FWD	18,000	
FUEL WEIGHT: CTR	18,000	
FUEL WEIGHT: AFT	21,000	
FUEL WEIGHT: FWD AUX	6,400	
FUEL WEIGHT: B.B.	19,100	
FUEL WEIGHT: ATO	3,500	
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		86,000
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		168,423
START ENG. AND TAXI FUEL ALT		2,500
TAKE-OFF GROSS WT		165,923

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
S. L.	10,500	60°

CRITICAL FIELD LENGTH: 8,100

TAKE-OFF

DISTANCE	SPEED
7,200	148

SPEED

CRITICAL ENG FAILURE	EMERG REST PLANE	LINE
127	164	96/129

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

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ANNEX 6
APPENDIX 3
308[illegible] SW 00 1-55
12 Jan 55

Appendix 3 to Annex 3

TANKER-RECEIVER COORDINATION SHEET — DATE 12 Jan 55

AIRCRAFT INFORMATION	TANKER A/C	BALL	KORINEK	WHITE	KARSONOVICH	BULL	LEMOINE
	TANKER RUDV NO	3G	11G	16G	13G	17G	12G
	TANKER T. O. TIME	0820	0835	0850	0905	0920	0935
	FORMATION POSITION	N/A	N/A	N/A	N/A	N/A	N/A
	RECEIVER A/C	DONNELLY	SULLIVAN	HANDLEY	BULOW	MATTHEWS	
	REC NOSE NO	093	249	217	275	278	
	REC T. O. TIME	0837	0852	0907	0922	0937	
	TANKER NOSE NUMBER	51-209	51-235	51-240	51-237	52-915	51236
PRIMARY ORB-RENDEZVOUS INFORMATION	REC IP / 2nd Rec IP	Jax/SSI	Jax/SSI	Jax/SSI	Jax/SSI	Jax/SSI	
	REC ETA ORBIT / Rec ETA 2nd	0922/0922	0937/0937	0952/0952	1007/1007	1022/1022	1037/1037
	ORBIT POINT / 2nd Orbit Point	Chas/Cal	Chas/Cal	Chas/Cal	Chas/Cal	Chas/Cal	
	ORBIT ALTITUDE	15,500	16,500	15,500	16,500	15,500	15,500
	HEAD-ORB TO RVU / 2nd Head	29½/53°	29½/53°	29½/53°	29½/53°	29½/53°	
	TIME-ORB TO RVU						
	RVU POINT						
	REFUEL ALTITUDE	15,000	16,000	15,000	16,000	15,000	
	T.C. FROM RVU						
	SEC RVU PT						
	ETA SEC REV PT						
	ALTITUDE SEC REV PT						
ALTN RVU	ALTN ORB PT						
	ALTN RVU PT						
	ALTN SEC RVU PT						
COMMUNICATIONS	TANK CALL SIGN St. Bernard	1	2	3	4	5	6
	REC CALL SIGN Teddy Bear	1	2	3	4	5	6
	INIT CONT FREQ	341.4	352.6	341.4	352.6	341.4	
	PRIM WORK FREQ	279.8	324.2	318.0	279.8	324.2	
	SEC WORK FREQ	318.0	308.8	341.4	352.6	352.6	
	INTER-PLANE FREQ						
	OMNI-UHF FAIL	E	E	E	E	E	
RVU EQUIPMENT	TANK APN-12 T/R	5/7	6/8	7/5	8/6	6/8	
	REC APN-78 T/R	7/5	8/6	5/7	6/8	8/6	
	TAN APN-11 CODE	1-3	1-1-2	2-1	103	1-1-2	
AS-ALT	A.S. (KT/MPH) START	173K/210K	173K/210K	173K/210K	173K/210K	173K/210K	
	ALTIMETER SET	29.92	29.92	29.92	29.92	29.92	
HOOKUPS	FUEL TO TRANS	50M#	50M #	50M #	50M #	50M #	
	NUMBER WET HU	1	1	1	1	1	
	NUMBER DRY HU	—	—	—	—	—	

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HEADQUARTERS 308TH [illegible]
Hunter Air Force Base
Savannah, Georgia
12 January 1955

APPENDIX 4 TO ANNEX B TO OPERATIONS ORDER 1-55

EMERGENCY AIRFIELDS ALONG ROUTE

AIR FIELDS	COORDINATES NORTH	COORDINATES WEST	[illegible]	[illegible]
SAC BASES				
LOCKBOURNE AFB, OHIO	39-50N	82-47W	744	
LAKE CHARLES AFB, LA	30-13N	93-09W	29	
TURNER AFB, Ga	31-36N	84-06W	334	
BARKSDALE AFB, LA	32-30N	93-40W	187	
MAC DILL AFB, FLA	27-51N	82-30W	13	
PINECASTLE AFB, FLA	28-33N	81-22W	96	
NON-SAC BASES				
SELFRIDGE AFB, MICH	42-37N	82-49W	583	
LANGLEY AFB, VA	37-06N	76-23W	10	
TYNDALL AFB, FLA	30-04N	85-34W	16	
NAVAL AIR STATIONS				
JACKSONVILLE NAS, FLA	30-14N	81-41W	28	

App 4 to Annex B
308th BW OO 1-55
12 January 1955

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Hunter Air Force Base
Savannah, Georgia
12 January 1955

APPENDIX 5 TO ANNEX B TO OPERATIONS ORDER 1-55

DANGER AREAS ALONG ROUTE

DANGER AREA	EFFECTIVE ALTITUDE	TIME USED	
D/159	to 40000	Unlimited	[illegible]
D/339	to 50000	Days	[illegible]
D/161	Unlimited	Unlimited	[illegible]
W/132	to 30000	Unlimited	[illegible]
W/157	Unlimited	Days	[illegible]
W/160	Unlimited	Days	Savannah, Ga.
D/64	to 22000	Unlimited	Fort Knox, Ky.
D/110	to 35000	Unlimited	Jeff Prov Grds, Ind.
D/115	to 40000	Unlimited	Fort Bragg, N.C.
D/130	to 30000	Unlimited	Fort McClellan, Ala.
D/131	to 40000	Unlimited	Fort McClellan, Ala.
D/156	to 30000	Unlimited	Camp Rucker, Ala.
D/183	to 40000	Unlimited Cont IFR	Panama City, Fla.
D/336	20000 to Unlimited	Night	Tyndall AFB, Fla.
W/158	Unlimited	Days	Mayport, Fla.
D/114	to 40000	Unlimited	Fort Jackson, S.C.
D/378	Unlimited	Unlimited	Savannah River, Ga.

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12 Jan 55

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia
12 January 1955

APPENDIX 6 TO ANNEX B TO OPERATIONS ORDER 1-55

OBSERVER ROUTES AND TARGET INFORMATION

1. This flight plan is based on climatology.

2. Flight plan courses are measured point to point. Turn distance is added to following leg.

3. Teddy Bear #6 through #15 will commence a Day Celestial Navigation after level off on course at Jacksonville, terminating at Jerusalem, Mich. (42-46N 84-32W). At this point they will continue on course to 42.00N 84-43W where they will start a procedure turn to a True Course of 171°. Commence 2nd Day Celestial over Battle Creek, Mich., terminating at Panama City (30-11N 85-43W).

4. Teddy Bear #1 through #5 will commence Air Refueling Rendezvous over Jacksonville, Fla. Tanker orbit Point will be at Charleston, S.C. Upon completion of Air Refueling receivers will climb to Optimum altitude and continue on briefed route. In the vicinity of the John Kerr Reservoir (36-32N 78-30W) a radar fix will be obtained and a Day Celestial leg started from this fix, terminating at Panama City (30-11N 85-43W).

5. The arrival time at PIP Gainesville is a Control Time which will be made good.

6. From an IP of Ocala, Fla a record RBS run will be made on Target Bomb Plot, Target Golf.

7. From an IP of Daytona Beach, Fla a Camera Bombing Attack will be made on Jacksonville, Target 4 (Code K).

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8. From an IP of Macon a Record RBS run will be made on Atlanta [illegible] Plot, Target Juliet.

9. From an IP of Newberry a Record RBS run will be made on Charlotte Bomb Plot, Target Echo.

10. All RBS run types and classification will be at the discretion of the Flight Crew.

11. If for any reason Teddy Bear #1 through #5 are not favored for refueling they will continue on the briefed route to Ocala, Florida. At this point they will return direct to Savannah.

12. If an aircraft loses bombing capability between take off and Valdosta, Georgia it will depart the Bomber Stream at Valdosta, descending immediately, direct to Savannah. If bombing capability is lost after the first IP of Ocala, aircraft will leave Bomber Stream and will descend immediately, returning via a direct route to Savannah.

13. All Observers will complete SAC Form 157, SAC Form 31, SAC Form [illegible], A&E Form 360, and Radar Scope Photo Log as specified in SAC Reg [illegible].

14. The above Forms, Navigators Logs and charts will be turned in for Interrogation immediately upon landing.

15. Target Study will be conducted by the 373rd, 374th, and 375th Bomb Squadron for their respective crews.

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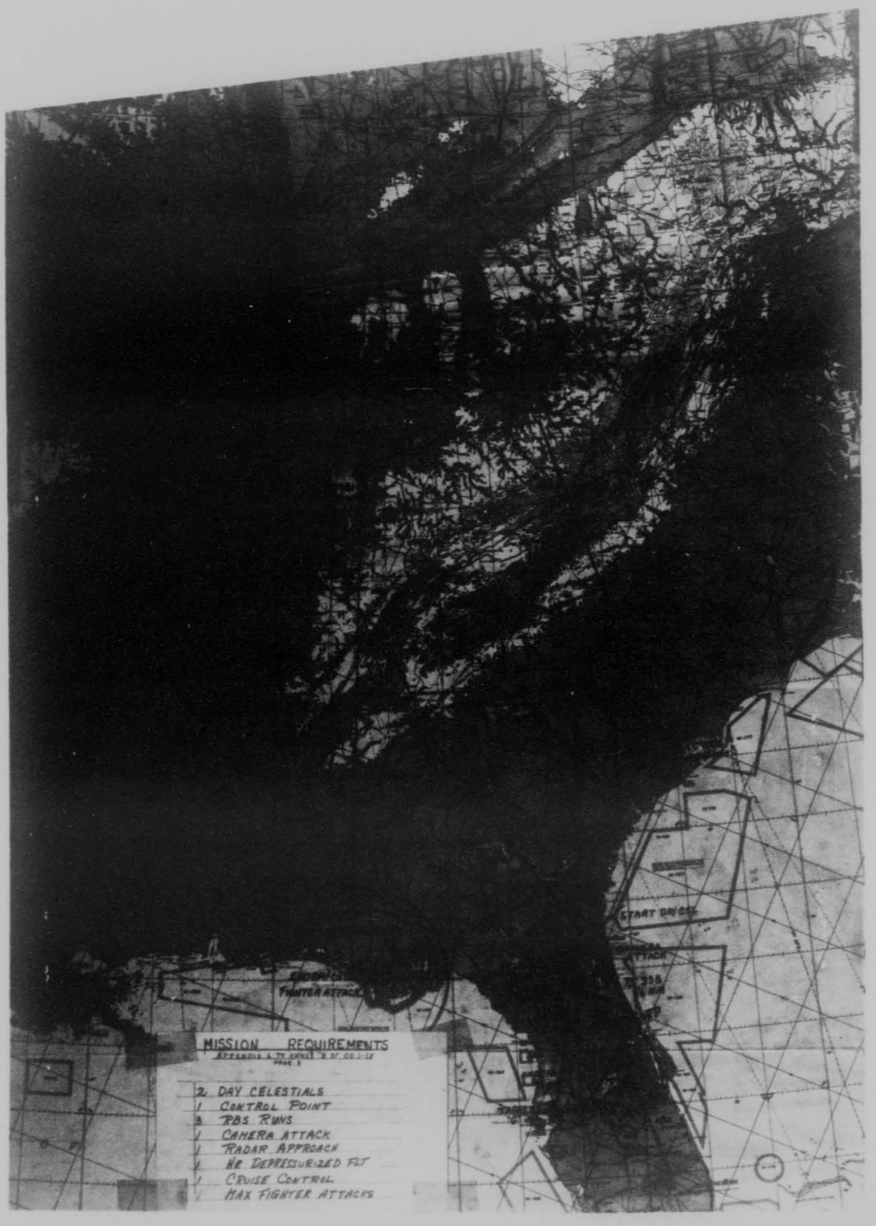

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HEADQUARTERS 308th BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia
12 January 1955

ANNEX C

OPERATION ORDER 1-55

COMMUNICATIONS

1. CALL SIGNS

a. Aircraft Tail Number prefixed by "Air Force Jet Teddy Bear"

b. RBS, "Tampa Bomb Plot" - Chan. 9 - Sec. 10
"Atlanta Bomb Plot" - Chan. 10 - Sec. 9
"Charlotte Bomb Plot" - Chan. 8 - Sec. 10

2. UHF Channelization:

CHANNEL	FREQUENCY	FACILITY
1	236.6mcs	Control Tower, Primary
2	275.8mcs	Control Tower, Secondary
3	233.8mcs	control Tower, Navy
4	257.8mcs	Approach Control
5	255.4mcs	CAA Radio Range
6	301.4mcs	CAA Centers
77	311.0mcs	SAC Common
8	258.2mcs	Charlotte RBS Primary
9	356.8mcs	Tampa RBS Primary Secondary for Atlanta RBS
10	384.6mcs	Atlanta RBS Primary Secondary for Tampa RBS & Charlotte RBS
11	341.4mcs	Express Control. B47 Interplane frequency
12	337.4mcs	GCI Common
13	344.6mcs	Pilot to Forecaster

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14	305.4	UHF/DF
15	363.8	Approach Control
16	270.6	Navy GCA
17	335.8	GCA Search
18	289.4	GCA Final
Gd	243.0	Emergency
M		Air Refueling and Interceptor [illegible]

3. Recall from Mission Code Word : "Snafu"

4. IFF in accordance with SAC Regualtion 55-23: "Normal-Mode 3"

5. Prodedure:

Position	Report to	Tune on/ or [illegible]
Ready to start Eng.	Express Control	Chan 11
Taxi & T.O. Info.	Hunter Tower	Chan 1
Time of Take Off	Savannah Radio	Chan 5
" " " "	Express Control	Chan 11
Abm Jacksonville, Fla	Jacksonville Center	Chan 6
Abm Rocky Mt, N.C.	Greensboro Radio	Chan 5
Abm Elkins VOR	Elkins Radio	Chan 5
Abm Toledo, O	Detroit Center	Chan 6
18 mi. NW Lansing, Mich	" "	Chan 6
Abm Dayton, O	Dayton Radio	Chan 5
Abm Nashville, Tenn	Nashville Radio	Chan 5
Abm Atlanta, Ga	Atlanta Center	Chan 6
150 mi. N Panama City, Fla	Opossum Control	Chan 12 Interplane-255.8, 3[illegible]
Over panama City, Fla	Talahassee Radio	Chan 5

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Over Valdosta, Ga	Valdosta Radio	Chan 5
RBS Tampa, Fla	Tampa Bomb Plot	UHF Chan 9 Chan 10 VHF Chan 4
Over Tampa, Fla	Tampa Center	Chan 6
Over Jacksonville, Fla	Jacksonville Center	Chan 6
RBS Atlanta, Ga	Atlanta Bomb Plot	Chan 12 Chan 5
Over Macon, Ga	Atlanta Center	Chan 6
RBS Charlotte, N.C.	Charlotte Bomb Plot	Chan 8 Chan [illegible]
Over Charlotte, N.C.	Charlotte Radio	Chan 5
Over Columbia, S.C. Request clearance to begin let down enroute to 20,000 ft MSL.	Columbia Radio	Chan 5
Predicted landing time	Express Control	Chan 11
Penetration	Savannah Approach Control	Chan 4

For Refueling frequencies see Refuel Flimsy.

BATJWR
Colonel, USAF
Commander

OFFICIAL:

Jimmie W Britt
JIMMIE W BRITT
Colonel USAF
Director Opns

Annex C
308th BW OO 1-55
12 Jan 1955

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HEADQUARTERS 308TH BOMBARDMENT WING (H)
Hunter Air Force Base
Savannah, Georgia
12 January, 1955

ANNEX D

TO

OPERATIONS ORDER 1-55

REPORTS

1. All reports will be submitted in accordance with SAC Manuals 55-8A, 55-8D and 55-8G.

2. The Wing Staff Observer will inform the MRS Detachments, approximately 48 hours in advance of take off, the names and locations of IP's to be used and the aircraft numbers and associated observers, along with target designation.

3. 2AF Form 256A will be utilized on this unit mission and will be completed and sent to reach 2AF Hqs within two days after the mission.

4. Teddy Bear 2 will get coded score of Teddy Bear 1, Teddy Bear 3 will get score of Teddy Bear 2, from each Bomb Plot, and so on thru the bomber stream. The last aircraft will get the score of the aircraft in front as well as his own. Score along with applicable aircraft number will be turned in at critique.

RATJER
Colonel, USAF
Commander

OFFICIAL:

Jimmie W Britt

JIMMIE W. BRITT
Colonel, USAF
Director, Opns

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HEADQUARTERS 308th BOMBARDMENT WING M
MUNIZ AIR FORCE BASE, GEORGIA

OPERATIONS ORDER

NUMBER 241-55

18 JAN 1955

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HEADQUARTERS 308th BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
18 January 1955

OPERATIONS ORDER 241-55

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HEAD U RT US 308TH BOMB RDM NT WING H
HUNTLR AIR FORCE BASE, GEORGIA
18 January 1955

OPERATIONAL ORD R 241-55

CHART AND MAP REFERENCES: JN-30, JN-4 , JN29.

TASK ORGANIZATION:

370rd Bombardment Squadron	Col. V.K. CARLOCK
38 th Bombardment Squadron	LT COL. J.F. HARVEY
32 th Bombardment squadron	MAJOR C.V. WAYEMAN
308th Air Refueling Squadron	LT COL. P.P. MENZIES
308th Armament and Electronics Squadron	MAJOR E.F. MAIN
30 th Stat Maintenance Squadron	LT COL. R.H. SCHNECK

1. GENERAL SITUATION: A requirement has been levied by 2nd Air Force for the 308th Bombardment Wing H to conduct a bomber stream type mission accomplishing maximum training as set forth in SAC Regulation 50-8.

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a. Intelligence: Critical.

b. Friendly Forces:

(1.) The 3628th Fighter Training Group will deploy aircraft for interception to include a maximum number of fighter attacks under all weather and lighting conditions. Attacks will be experienced as outlined in SAC Reg 51-25. dtd 13 Jan 53.

2. MISSION: Fifteen crews will execute mission requirements to test utilization of flying time in bomber stream type missions versus individual flights.

3. TASKS FOR SUBORDINATE UNITS:

a. The 372rd and 375th Bombardment Squadrons will each provide five(5) B-47 aircraft and crews as shown in Attachment 1.

b. The 374th Bombardment Squadron will provide five (5) B-47 aircraft and crews as shown in Attachment 1. Air Refueling will be utilized by this squadron.

c. The 308th Air Refueling Squadron will provide five (5) KC-97 aircraft and crews as shown in Attachment 4.

d. The 308th Armament and Electronics and Field Maintenance Squadrons will provide necessary maintenance, supply, and personnel required for this operation.

4. GENERAL INSTRUCTIONS:

(1) Code name for this operation is "CHROME DOME". Recall word is "CLEAR".

(2) Route: Hunter AFB to Charleston, South Carolina to Vicksburg, Mississippi to Monroe, Louisiana to Monticello, Louisiana to Little Rock, Arkansas to Moberly, Missouri to Kansas City, Missouri to Hastings, Nebraska to York, Nebraska to Omaha, Nebraska to Des Moines, Iowa to Memphis, Tennesse to Baton Rouge, Louisiana to Waldosta, Georgia to Jacksonville, Florida to Brunswick, Georgia to Savannah, Georgia.

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(3) "CHROME DOME" 1 thr. 5 will accomplish Air Refueling in the Charleston area prior departing Charleston, South Carolina.

(4) All Control points will be made good as shown in Attachment 1.

(5) Normal ARTC clearance and reporting procedures will be used.

(6) Emergency bases: Barksdale AFB, Louisiana, Lake Charles AFB, Louisiana, Sedalia AFB, Missouri, Lincoln AFB, Nebraska, MacDill AFB, Florida, and Pinecastle AFB, Florida.

(7) In the event of a missed refueling the aircraft will clear the bomber stream and accomplish individual training as dictated by amount of fuel on hand.

(8) If weather precludes the use of the Charleston refueling area, an alternate area will be used as per pre take-off briefing.

(9) Bomb load is one (1) simulated 1000 pound GP.

(10) Bombing altitude is 35,000 feet pressure altitude.

(11) RBS TGTS: Little Rock, TGT HOTEL; Kansas City, TGT FOXTROT; Omaha, TGT NOVEMBER.

(12) Radar Camera Attacks: Jacksonville, Fla, TGT K-4; Savannah, Georgia; TGT M-2.

(13) In event of Radar Malfunction route will be flown as briefed.

(14) FIGHTER ATTACKS will be experienced in the Panama City, Flordia area as outlined in SAC Reg 51-25, dtd 13 Jan 53.

(15) The following training will be accomplished: One Day Celestial from Charleston, S.C. to Vicksburg, Mississippi; three visual of radar RBS record runs; one radar grid leg from Des Moines, Iowa to Valdosta, Georgia; two radar camera attacks; max fighter attacks; one long range cruise control; one radar approach; one GCA. In addition the refueling aircraft will accomplish one rendezvous; one 50,000 pound max internal transfer; and max number of dry hookups time permitting.

(16) Each crew will obtain their own bombing results.

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(17) All reports will be submitted in accordance with SAC Manual 55-8A, 55-8D, and 55-8C.

(18) 2AF Form 256 A will be utilized on this unit mission and will be completed and sent to reach 2AF HQS within two days after the mission.

(19) All forms pertaining to mission will be turned into respective squadrons.

(20) Aircraft tail number prefixed by "Air Force Jet Chrome Dome".

(21) The following altitudes will be flown:

Charleston, South Carolina to Monroe, Louisiana	35M.
Monroe, Louisiana to Des Moines, Iowa	35M.
Des Moines, Iowa to Baton Rouge, Louisiana	38M.
Baton Rouge, Louisiana to Savannah, Georgia	40M.

Refueling in Charleston Area at 15M and 16M.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative: Normal
b. Logistical: Normal

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications:

(1) UHF Channilization normal except:

Channel 8	258.2	Kansas City - Primary
Channel 9	350.9	Little Rock, Omaha-Primary
Channel 12	337.4	Initial Fighter Contact
Channel 13	255.8	Fighter Attacks-Primary
Channel 14	321.4	Fighter Attacks-Secondary
Channel 16	VAR	Primary Refuel 1

(2) Air Refueling frequencies as listed on Attachment 4.

JOHN F BATJER
Colonel, USAF
Commander

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OFFICIAL:

GEORGE W. BRITT
Colonel, USAF
Director Of Operations

308 BW
Op Order 241-55
18 Jan 55

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Action #1
308 BW
Org Order 241-55
15 Jun 55

LGT NUMBER	A/C's NAME	STAND BY	T.XI	T.O.	LAND	CONTACT TB	CONTROL TWR	CITY	OTHER	CONTROL TWR
273	ARMSTRONG	0827	0837	0847	0926	1018	1211	1221	1318	1405	1645
265	CHANDLER	0842	0852	0902	0941	1033	1226	1236	1333	1420	1700
094	CHARLTON	0857	0907	0917	0956	1048	1241	1251	1348	1435	1715
046	SANDERS	0912	0922	0932	1011	1103	1256	1306	1403	1450	1730
089	WATSON	0927	0937	0947	1026	1118	1311	1321	1418	1505	1745
047	WRIGHT	1040	1050	1100	____	1133	1326	1336	1433	1520	1800
088	FROST	1055	1105	1115	____	1148	1341	1351	1448	1535	1815
095	S.BOURIN	1110	1120	1130	____	1203	1356	1406	1503	1550	1830
272	KAW	1125	1135	1145	___	1218	1411	1421	1518	1605	1845
219	WOOD	1140	1150	1200	____	1233	1426	1436	1533	1620	1900
100	KLEIN	1155	1205	1215	____	1248	1441	1451	1548	1635	1915
081	STEVENS	1210	1220	1230	____	1303	1456	1506	1603	1650	1930
075	KEPLINGER	1225	1235	1245	____	1318	1511	1521	1618	1705	1945
275	BRADLEY	1240	1250	1300	____	1333	1526	1536	1633	1720	2000
249	SAVOCA	1255	1305	1315	____	1348	1541	1551	1648	1735	2015

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 373 B.S. 375 B.S. | WING: 308TH BOMB WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM HUNTER AFB / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Start Taxi							°				10	:03	10		89000	171500
To Accel.											10	:03	10		85900	167500
Climb To			270/50				0 °				55	:09	60		3200	3200
Brunswick Ga.		199	+ 7	206	6	206	0/20	Var	400	382	65	:12	70		81800	168300
Climb 32-11E			270/50				-10 °				107	:15	100		5300	5300
To L.O. 80-32W		039	- 6	033	0	033	20/35	Var	400	429	172	:27	170		76500	159000
Control Pt. A			270/80				-53 °				46	:06	43		1100	1100
Charleston S.C.		039	-8	031	± 1	032	33	.74	427	473	218	:33	213		75400	157900
			270/80				-53 °				544	1:33	606		17700	17700
Vicksburg Miss.		266	±1	264	-3	264	33M	.74	427	347	762	2:06	881		57700	140200
			270/80				-53 °				59	:10	66		1600	1600
Monroe La.		280	-2	278	-7	271	33M	.74	427	347	821	2:16	945		56100	138690
IP Control Pt.B			275/60				-53 °				70	:10	72		1600	1600
Monticello Ark.		013	-8	005	-7	358	35M	.74	427	430	891	2:26	1017		56100	138600
TOT			275/60				-54 °				71	:10	72		1500	1500
Little Rock Ark.		342	-7	335	-7	328	35M	.74	426	400	962	2:36	1089		54600	137100
IP			275/60				-54 °				282	:41	291		4900	4900
Moberly Mo.		357	-7	350	-7	343	35M	.74	426	411	1244	3:17	1380		49700	132200
TOT			275/60				-54 °				102	:16	113		2200	2200
Kansas City Mo.		259	A2	261	-7	254	35M	.74	426	369	1346	3:33	1493		47500	130000
FIP			275/60				-55 °				196	:32	226		4600	4600
Hastings Neb.		297	-3	294	-10	284	35M	.74	425	370	1542	4:05	1719		42900	125400
IP			275/60				-55 °				40	:05	35		900	900
York Neb.		065	-6	061	-10	051	35M	.74	425	475	1582	4:10	1754		42000	124500
TOT			275/60				-55 °				78	:10	71		1400	1400
Omaha Neb.		071	-3	068	-10	058	35M	.74	425	480	1660	4:20	1825		40600	123100
			275/60				-55 °				106	:13	92		1700	1700
Des Moines Iowa		080	-2	078	-8	070	38M	.74	425	482	1766	4:33	1917		38900	121400
			275/60				-55 °				416	:55	390		7800	7400
Memphis Tenn.		156	+7	163	-6	157	38M	.74	425	450	2182	5:28	2307		31500	114000
			270/80				-55 °				289	:43	305		5400	5400
Baton Rouge		192	+11	203	-6	197	38M	.74	425	402	2471	6:11	2612		26100	108600
Control Pt. C			270/80				-56 °				412	:49	347		5600	5600
Valdosta Ga.		088	0	088	-4	084	40M	.74	425	505	2883	7:00	2959		20500	103000
			270/80				-56 °				90	:11	78		1200	1200
Jacksonville Fla.		110	+3	113	-1	112	40M	.74	425	500	2973	7:11	3037		19300	101800
			270/80				-56 °				50	:07	50		800	800
Brunswick Ga.		010	-11	359	-1	358	40M	.74	425	430	3023	7:18	3087		18500	101000
			270/80				-56 °				58	:08	57		900	900
Savannah Ga.		020	-10	010	0	010	40M	.74	425	445	3081	7:26	3144		17600	100100
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF: 12 JAN 1955

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT: 7:26

AIRCRAFT BASIC WT	81077	
CREW WT	1000	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		82500
FUEL WEIGHT: FWL	18500	
CWL	18500	
AWL	21500	
PWE AWL	6500	
B.B.	20500	
ATO	3500	
EXT.		
TOTAL		89000
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		171500
START EXH AND TAXI FUEL ALW		2500
TAKE-OFF GROSS WT		169000

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
50	10500	60F

CRITICAL FIELD LENGTH: 8500

TAKE-OFF

DISTANCE	SPEED
7300	149½ K

SPEED

CRITICAL ENG FAILURE	ENDURANCE BEST FLAPS	LIMIT
126 K	165 K	275

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

308 BW
Att 2
Opr Order 241-55
18 Jan 55

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 374 BS | WING: 308 BW | AIRCRAFT TYPE AND SERIAL NO.: B- 78 | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Start Taxi							°								63500	146000
TO Climb											10	:03	10		4000	4000
Climb to 30-45N			270/50				-19 °				10	:03	10		59500	142000
10	M1-47W	204	+6	210	0	210	0/30	Var	400	380	84	:13	87		5000	5000
Descent 32-15N			270/70				-49 °				94	:16	97		54500	137000
Point	8053W	022	-9	013	0	013	30M	.74	430	450	100	:13	93		2050	2050
Charleston			270/50				-20 °				194	:29	190		52450	134950
Omni		042	-6	036	0	036	30/15M	Var	350	380	60	:10	50		1500	1500
			270/50				-10 °				254	:39	248		50950	133450
A/R leg		Var	Var	Var	0	Var	15M	Var	260	Var	168	:46	174		11950	11950
							-10 °				422	1:19	422		39000	121500
							15M								50000	50000
On Load															89000	171500
End Air 33-14N			270/40				-10 °	Avg			6	:01	6		600	600
Accel 80-23W		140	+5	145	+1	146	15M	Var	350	375	428	1:20	428		88400	170900
Climb over			270/40				-19 °	Avg			79	:11	73		3100	3100
Chsts-CP "A"		140	+5	145	+1	146	15/33M	Var	400	430	507	1:31	501		85300	167800
			270/80				-53 °				544	1:33	668		16600	16600
Vicksburg, Miss		266	+1	267	-3	264	33M	.74	427	447	1051	3:04	1169		68700	151200
			270/80				-53 °				59	:10	64		1800	1800
Monroe, La.		280	-2	278	-7	271	33M	.74	427	447	1110	3:14	1233		66900	149600
IP Monticello			275/60				-53 °				70	:10	71		1700	1700
Control Pt "B"		013	-8	005	-7	358	35M	.74	427	430	1180	3:24	1304		65200	147700
Tgt.			275/60				-54 °				71	:10	71		1700	1700
Little Rock		342	-7	335	-7	328	35M	.74	426	400	1251	3:34	1375		63500	146000
IP			275/60				-54 °				282	:41	291		6600	6600
Moberly, Mo.		357	-7	350	-7	343	35M	.74	426	411	1533	4:15	1666		56900	139400
Tgt.			275/60				-54 °				102	:16	113		2500	2500
Kansas City		259	+2	261	-7	254	35M	.74	426	369	1635	4:31	1779		54400	136900
PIP			275/60				-55 °				196	:32	226		4900	49006
Hastings, Neb		297	-3	294	-16	284	35M	.74	425	379	1831	5:03	2005		49500	132000
IP			275/60				-55 °				40	:05	35		700	700
York, Neb.		065	-4	061	-10	051	35M	.74	425	475	1871	5:08	2040		48800	131300
Tgt.			275/60				-55 °				78	:10	71		1400	1400
Omaha, Neb.		071	-3	068	-10	058	35M	.74	425	480	1949	5:18	2111		47400	129900
			275/60				-55 °				106	:13	92		1900	1900
Des Moines, Ia		080	-2	078	-8	070	35M	.74	425	482	2055	5:31	2203		45500	128000
			275/60				-55 °				416	:55	390		7500	7500
Memphis, Tenn		156	+7	163	-6	157	38M	.74	425	450	2471	6:26	2593		38000	120500
			270/80				-55 °				299	:43	305		5700	5700
Baton Rouge		192	+11	203	-6	197	38M	.74	425	402	2760	7:09	2898		32300	114800
Valdosta, Ga.			270/90				-56 °				412	:49	347		6100	6100
Control Pt "C"		088	0	088	-4	084	40M	.74	425	505	3172	7:58	3245		26200	108700
			270/80				-56 °				90	:11	78		1200	1200
Jacksonville		110	+1	111	-1	112	40M	.74	425	500	3262	8:09	3323		25000	107500
			270/80				-56 °				50	:07	50		900	900
Brunswick, Ga.		010	-11	359	-1	358	40M	.74	425	430	3312	8:16	3373		24100	106600
			270/80				-56 °				58	:08	57		900	900
Savannah, Ga.		020	-10	010	0	010	40M	.74	425	445	3370	8:24	3430		23200	105700
							°									
							°									

DATE OF TAKE-OFF: 18 Jan 55

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT: 8:24

AIR-CRAFT BASIC WT	81077	
CREW WT	1000	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		82500
FUEL WEIGHT: FWD	12000	
FUEL WEIGHT: CTR	12000	
FUEL WEIGHT: AFT	15000	
FUEL WEIGHT: FWD AUX	15500	
FUEL WEIGHT: A.R.	5500	
FUEL WEIGHT: ATO	3500	
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		63500
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		146000
START ENG AND TAXI FUEL ALW		2500
TAKE-OFF GROSS WT		143500

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
50	1050	60F

CRITICAL FIELD LENGTH: 5700

TAKE-OFF

DISTANCE	SPEED
4900	137K

SPEED

CRITICAL ENG FAILURE	EMERG REST FLARE	LINE 250
133K	152K	103K

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

308 BW
Att 3
Opr Order 241-55
18 Jan 55

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TANKER-RECEIVER COORDINATION SHEET

DATE 18 Jan 1955

AIRCRAFT INFORMATION	TANKER A/C	REILING	ADAMS	JAMES	NELSON	KARSONOVICH
	TANKER RUDV NO	12 G	9 G	20 G	11 G	8 G
	TANKER T. O. TIME	0826	0841	0856	0911	0926
	FORMATION POSITION					
	RECEIVER A/C	ARMSTRONG	CHANDLER	CHARLTON	SANDERS	WATSON
	REC NOSE NO	273	265	094	046	089
	REC T. O. TIME	0847	0902	0917	0932	0947
	Tanker Nose Number	236	232	919	235	228
PRIMARY ORB-REDEZVOUS INFORMATION	REC IP	Brunswick	Brunswick	Brunswick	Brunswick	Brunswick
	REC ETA ORBIT	0926	0941	0956	1011	1026
	ORBIT POINT	Charleston	Charleston	Charleston	Charleston	Charleston
	ORBIT ALTITUDE	16500	15500	16500	15500	16500
	HEAD-ORB TO RVU / 2nd Head	053/233	053/233	053/233	053/233	053/233
	TIME-ORB TO RVU					
	RVU POINT	MYT	MYT	MYT	MYT	MYT
	REFUEL ALTITUDE	16000	15000	16000	15000	16000
	T.C. FROM RVU					
	REC RVU PT					
	ETA REC REV PT					
	ALTITUDE REC REV PT					
ALTN RVU	ALTN ORB PT					
	ALTN RVU PT					
	ALTN REC RVU PT					
COMMUNICATIONS	TANK CALL SIGN St Bernard	1	2	3	4	5
	REC CALL SIGN Chrome Dome	1	2	3	4	5
	INIT CONT FREQ	341.4	352.6	341.4	352.6	341.4
	PRIM WORK FREQ	279.8	324.2	318.0	279.8	324.2
	SEC WORK FREQ	318.0	308.8	341.4	352.6	352.6
	INTER-PLANE FREQ					
	OMNI-UHF FAIL	X	X	X	X	X
RVU EQUIPMENT	TANK APN-18 T/R	5-7	6-8	7-5	8-6	5-7
	REC APN-78 T/R	7-5	8-6	5-7	6-8	7-5
	TAN APN-11 CODE	1-3	2-1	3-1	1-1-2	1-3
AR-ALT	A.S. (KT/MPH) START	173K	173K	173K	173K	173K
	ALTIMETER SET	29.92	29.92	29.92	29.92	29.92
REMARKS	FUEL TO TRANS	50M	50M	50M	50M	50M
	NUMBER WET RU	1	1	1	1	1
	NUMBER DRY RU	Max	Max	Max	Max	Max

308 BW
Att 4
OO 241-55
18 Jan 55

DAF / OCT 56 280

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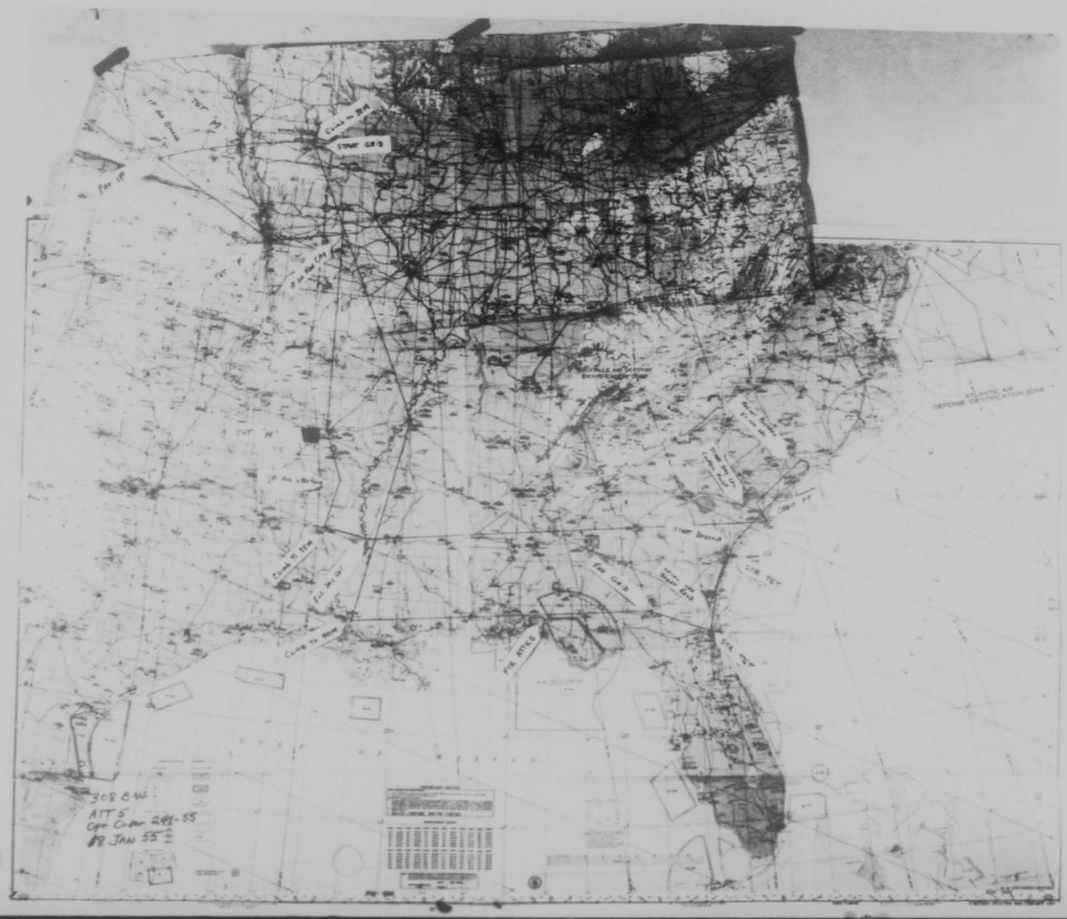

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HEADQUARTERS 308th BOMBARDMENT WING M

HUNTER AIR FORCE BASE, GEORGIA

OPERATIONS ORDER

NUMBER 242-55

21 JANUARY 1955

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HEADQUARTERS 308th BOMBARDMENT WING H

HUNTER AIR FORCE BASE, GEORGIA

21 January 1955

OPERATIONS ORDER 242-55

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HEADQUARTERS 308th BOMBARDMENT WING M

HUNTER AIR FORCE BASE, GEORGIA

21 January 1955

OPERATIONS ORDER 242-55

CHARTS AND MAP REFERENCES:

WAC 359, 360,407,408, 409, 466, 463, and 525.

JN 45.

Sectional Charts: Oklahoma City, Tulsa, San Antonio, Austin, and Jacksonville.

Target Folders: Oklahoma City, Dallas, Houston, and Jacksonville.

TASK ORGANIZATIONS:

373rd Bombardment Squadron M	LT COL V. K. CARLOCK
374th Bombardment Squadron M	LT COL J. F. HARVEY
375th Bombardment Squadron M	MAJOR C. V. WAKEMAN
308th Air Refueling Squadron	LT COL P. P. MENZIES
308th Armament and Electronics Squadron	MAJOR E. H. MAIN
308th Field Maintenance Squadron	LT COL R. H. SCHNECK

1. GENERAL SITUATION: A requirement has been levied by the 2nd Air Force for the 308th Bombardment Wing M to conduct a bomber stream type mission accomplishing maximum training as set forth in SAC Regulation 50-8.

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a. Intelligence: Omitted.

b. Friendly Forces:

(1.) Air Defense Command will deploy fighter aircraft for interception to include a maximum number of fighter attacks from level off after take off to 28-08N 83-00W.

2. MISSION: Fifteen B-47 crews and five KC-97 crews will execute requirements to test utilization of flying time in bomber stream type missions versus individual flights.

3. TASKS FOR SUBORDINATE UNITS:

a. The 373rd, the 374th, and the 375th Bombardment Squadrons will each provide five (5) B-47 aircraft and crews as shown in Attachment #1.

b. The 308th Air Refueling Squadron will provide five (5) KC-97 aircraft and crews as shown in Attachment #4.

c. The 308th Armament and Electronics and Field Maintenance Squadrons will provide necessary maintenance, supply, and personnel required for this operation.

X. GENERAL INSTRUCTIONS:

(1) Code name for this operation is "Tiger Rag" for the B-47's and "Heavy Boy" for the KC-97's. Recall word is "Kitty".

(2) Route:

(a) 373rd and 374th Aircraft: Hunter AFB to Jacksonville, Florid to Melbourne Radio, Florida to Orlando, Florida to 36-17N

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92-31W to Pittsburg, Kansas to Tulsa, Oklahoma to Oklahoma City, Oklahoma to Durant, Oklahoma to Dallas, Texas to Waco, Texas to Bryan, Texas to Houston, Texas to Port Aurther, Texas to 25-26N 81-08W to Daytona Beach, Florida to Jacksonville, Florida to Hunter AFB.

(b) 375th Aircraft: Hunter AFB to Macon, Georgia to Albany, Georgia to Brunswick, Georgia to Charleston, South Carolina to refueling pattern to Wilmington, North Carolina to Charleston, South Carolina to Jacksonville, Florida to 31-00N 84-30W to Ocala, Florida peeling off at six (6) minute interval on common route.

(3) Control point at Tulsa, Oklahoma will be made good. Take off times will be changed, if necessary, at final weather briefing.

(4) The first and last aircraft will make all ATC position reports. The formation leader will make necessary ATC reports while in formation. These reports will be rendered approximately every thirty (30) minutes.

(5) Aircraft will remain on bomber common, 341.4, at all possible times.

(6) In the event of missed refueling by the formation, the formation will remain clear of the bomber stream and continue to fly formation by filing new clearance. If an individual receiver misses refueling the aircraft will clear the stream and formation and file an individual clearance to obtain maximum utilization.

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(7) For further information on bombing see Attachment #6.

(8) The following training will be accomplished:

(a) Navigation phase: Tiger Reg #1 thru #10 .... One dry celestial leg from vicinity of Orlando, Florida to Cotter, Arkansas. Tiger Reg #11 thru #15 .... One dry celestial beginning 31-00N 84-25W for #11 and terminating at Aurora, Missouri. Tiger Reg #12 from 30-47N 84-10W and terminating at Cotter, Arkansas Tiger Reg #13 from 30-18N 83-30W and terminating at Cotter, Arkansas. Tiger Reg #14 from 29-45N 82-45W and terminating at Cotter, Arkansas. Tiger Reg #15 from Ocala, Florida and terminating at Cotter, Arkansas. Tiger Reg #1 thru #15 .... One (1) grid navigation leg from Port Arthur, Texas to 27-51N 81-02W.

(b) Bombing: Three (3) visual or radar record RBS runs. One (1) strange target run at Jacksonville, Florida. Individual observers can substitute Fancy Type runs if needed. Whiskey type at Dallas, Texas and at Houston, Texas either Whiskey, Extra, Yankee, or Zulu type could be accomplished.

(c) Gunnery: One (1) max fire out for each crew on grid leg between 28-08N 88-00W and 26-14N 83-00W.

(d) Formation: Tiger Reg #11 thru #15 will fly formation for three (3) hours.

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(e) Long Range Cruise: All crews will accomplish a long range cruise control.

(f) Fighter Attacks: Maximum fighter attacks within capabilities of Air Defense Command along the prescribed route.

(g) Refueling: Tiger Reg #11 thru #15 will accomplish one (1) 50,000 lb max internal transfer (In Mass) with #14 accomplishing a dry rendezvous.

(9) Each crew will obtain their own bombing results.

(10) All reports will be submitted in accordance with SAC Manual 55-8G.

(11) 2AF Form 256A will be utilized on this unit mission and will be completed and sent to reach 2AF HQS within two (2) days after the mission.

(12) The following altitudes will be flown:

(a) Tiger Reg #1 thru 10:

Climbing on course to 29-48N 81-17W

From 29-48N 81-17W to Cotter Ark	Odd # Aircraft	33M
	Even # Aircraft	34M
Cotter, Arkansas to Hunter AFB	Odd # Aircraft	37M
	Even # Aircraft	38M

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(b) Tiger Reg #11 thru #15:

Joining formation in climb to Macon, Georgia

Macon, Georgia to pt of descent for Refig 33M

During refueling 15M

Climb after refueling to Charleston, S.C.

Charleston to 31-00N 84-30W 33M

From peel off and intercepting common route, altitudes will be the same as #1 thru #10.

(13) In event of missed take off the earliest rescheduled take off time will be 1215 and the latest rescheduled take off time to fly the mission as planned will be 1330.

(14) General briefing for this mission will be conducted at the 375th Bomb Squadron Operations at 0900 the 26th January 1955. Specialized briefing will be at the same place at 0930. Air Refueling briefing for the tanker and receiver crews will be at the 375th Bomb Squadron Operations at 1000 hrs the 26th January 1955.

(15) Immediately after landing Aircraft Commanders and Observers will attend debreifing and interrogation at the 375th Bomb Squadron Operations.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative: Normal.

b. Logistical: Normal.

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5. [redacted]:

a. Command: Normal.

b. Communications:

(1) UHF Channilization normal except:

Channel 7	384.6	Oklahoma City RBS Primary
Channel 8	258.2	Dallas RBS Primary
Channel 9	356.8	Houston RBS Primary
Channel 12		Initial Fighter Contact
Channel 13		Fighter Attack Primary
Channel 14	279.8	Initial Contact & Primary Refueling
Channel 16	318.0	Secondary working Refueling
Channel M		Fighter Attack Secondary

(2) For further information on Air Refueling frequencies and call signs see Attachment #4.

(3) Each individual crew will make normal HF position reports. For best channelization and recommended stations to report to refer to Attachment #7.

B.T.JER
Colonel, USAF
Commander

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308th DIR of OPNS, Tactical Opns	1	6
308th DIR of OPNS, Control Room	1	7
308th Director of Material	1	8
308th Chief of Maintenance	1	9
COMDR, 373rd Bombardment Squadron	8	10 thru 17
COMDR, 374th Bombardment Squadron	8	18 thru 25
COMDR, 375th Bombardment Squadron	8	26 thru 33
COMDR, 308th Air Refueling Squadron	7	34 thru 40
COMDR, 308th A & E Squadron	1	41
308th Wing Historian	4	42 thru 45

OFFICIAL:

JIMMIE W. BRITT
Colonel, USAF
Director of Operations

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Attach #1
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SCHEDULE

Call Sign	Name	A/C #	Call Express	Start Eng	Taxi	Take Off	Dry Cel Alt	Control Point	Alt OKC	Alt DAL	Alt HOU	Alt Grid Lar
#1	Clark	043	0800	0810	0820	0830	33,000	1200	37,000	37,000	37,000	37,000
2	Rayner	220	0815	0825	0835	0845	34,000	1215	38,000	38,000	38,000	38,000
3	Thompson	079	0830	0840	0850	0900	33,000	1230	37,000	37,000	37,000	37,000
4	Donnelly	099	0845	0855	0905	0915	34,000	1245	38,000	38,000	38,000	38,000
14	Rogers	266	0849	0859	0909	0919	34,000	1515	38,000	38,000	38,000	38,000
13	Weber	088	0850	0900	0910	0920	33,000	1500	37,000	37,000	37,000	37,000
15	Uhrlt	047	0851	0901	0911	0921	33,000	1530	37,000	37,000	37,000	37,000
12	Ponce	097	0852	0902	0912	0922	34,000	1445	38,000	38,000	38,000	38,000
11	Scott	095	0853	0903	0913	0923	33,000	1430	37,000	37,000	37,000	37,000
5	Keplinger	042	0900	0910	0920	0930	33,000	1300	37,000	37,000	37,000	37,000
6	Armstrong	273	0915	0925	0935	0945	34,000	1315	38,000	38,000	38,000	38,000
7	Chandler	265	0930	0940	0950	1000	33,000	1330	37,000	37,000	37,000	37,000
8	Oppelt	089	0945	0955	1005	1015	34,000	1345	38,000	38,000	38,000	38,000
9	Sanders	046	1000	1010	1020	1030	33,000	1400	37,000	37,000	37,000	37,000
10	Griswold	336	1015	1025	1035	1045	34,000	1415	38,000	38,000	38,000	38,000

All altitudes shown are pressure altitudes(Alt Setting 29.92) Control Time is EST

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 375th B.S. | WING: | AIRCRAFT TYPE AND SERIAL NO.: | CREW NUMBER: | ACFT COMDR (Name and Grade): Tiger Rag Nos | OBSERVER (Name and Grade): 11,12,13,14,15, | CO-PILOT (Name and Grade):

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Hunter A.F.B.							°								64,900	143950
Start Taxi												:03	10		4,000	4,000
T.O. & Accel							°					:03	10		57,000	139950
L.D.			270/53				°				126	:21	140		5,700	5700
Macon	ml	293	-3	290	-1	289	33m	var	400	350	126	:24	150		51300	134250
			270/83				-51 °				90	:14	100		2080	2080
Albany Ga. Ver	cr	199½	∠ 10½	210	-1½	2084	33m	74	428	392	216	:38	250		49220	132170
			270/83				-51 °				193	:16	114		2340	2340
Brunswick Ga.	cr	100	∠ 2	102	-1	101	33m	74	428	510	349	:54	364		46880	129830
2000/min			270/83				-51 °				61	:08	57		1160	1160
St. Dessent	cr	032	- 10	022	0	022	33m	74	428	465	410	1:22	421		45720	128670
			270/70				°				80	:10	74		190	190
Charleston Var	dea	032	- 7½	024½	0	024½	24m	Var	442	478	490	1:12	495		45530	128480
			270/70				°				121	:25	100		6250	6250
End A/B Leg	cr	054	-10	044	∠ 2	046	15m		240	290	611	1:37	595		38780	121730
							°								50000	50000
In Lead							°								88780	171730
			270/70				°				08	:01	06		214	214
Accelerate	cl	054	- 10	044	∠ 3	047	15m	var			619	1:38	601		88566	171516
			270/70				°				68	:11	78		4200	4200
L.O.	cr	225	∠ 7	232	∠ 3	235	31.5 °	73	425	372	687	1:49	679		84366	167316
			270/83				-15 °				82	:14½	103		2585	2585
Charleston Ver	cr	225	∠ 8	233	∠ 2	235	31.5 °	73	425	360	774	2:03½	782		81781	164711
			270/83				- 52 °				170	:27	192		4850	4850
Jacksonville Var	cr	206	∠ 10	216	0	216	32.5 °	74	425	380	944	2:30½	974		76931	159881
			270/83				- 53 °				152	:26½	224		5500	5500
28-00N 84-25W	cr	286	- 3	283	- 2	281	33m	74	425	342	1096	3:02	1198		71431	154381
#11			270/83				°				584	1:36½	688		15700	15700
Aurora Mo.	cr	309	- 7	302	- 5	297	33m	74	427	362	1680	4:38½	1886		55731	138681
			270/83				°				53	:09	64		1390	1390
Pittsburg Ke.	cl	302	- 6	296	- 8	288	32m	74	427	352	1733	4:47½	1950		54341	137291
			270/83				- 55 °				98	:22	149		3150	3150
Tulsa Okla.		214	∠ 9½	223½	- 8½	215	32m	74	425	370	1831	5:09½	2099		51191	134141
Tgt. A			270/83				- 55 °				86	:14½	103		2140	2140
Okla City		242	∠ 5	247	- 9	238	32 m	74	425	350	1917	5:24	2202		49051	132001
IP			270/83				- 55 °				99	:12½	89		1830	1830
Durant Okla		134	∠ 8	142	- 9	133	32m	74	425	480	2016	5:36½	2291		47221	130171
Tgt. F			270/83				- 55 °				74	:11½	82		1670	1670
Dallas Tex.		197	∠ 10	207½	- 9½	198	32m	74	425	392	2090	5:48	2373		45551	128501
			270/83				- 55 °				75	:11½	82		1660	1660
Waco Tex.		192	∠ 11	203	- 9½	193½	32m	74	425	398	2165	5:59½	2455		43891	126841
IP			270/83				- 55 °				66	:08½	60		1195	1195
Bryant Tex.		145	∠ 9½	154½	- 9	145½	32m	74	425	465	2231	6:08	2515		42696	125646
Tgt. A			270/83				- 55 °				82	:10	71		1390	1390
Houston Tex.		135½	∠ 8½	144	- 9	135	32m	74	425	478	2313	6:18	2586		41306	124256
			270/83				- 55 °				68	:08	57		1115	1565
Port Arthur Tex.		071½	- 3	070½	- 8½	062	32m	74	425	504	2381	6:26	2643		40191	122691
TP	GC	338/83					- 55 °				736	1:28	626		10970	10970
25-26N 81-08W		180	∠ 6	186			32m	74	425	498	3117	7:54	3269		29221	111721
	GC	334/83					- 55 °				235	:33½	238		4100	4100
Daytona Beach		062	-11½	050½			32m	74	425	420	3353	9:27½	3507		25121	107621
Stg. Tgt.			270/83				- 55 °				76	:11½	82		1350	1350
Jacksonville Fla.		338	- 10	328	- 1	327	32m	74	425	390	3429	8:39	3589		23771	106271

DATE OF TAKE-OFF: 27 Jan. 55

ENGINE START	TAKE-OFF TIME
	0920
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	81077
CREW WT	1000
OIL WT	423
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	82,500
FUEL WEIGHT: FWL	15500
CWL	15500
AWL	18000
FWD AUX.	6500
R.B.	2000
ATO	3500
EXT.	
TOTAL	61000
BOMBS WT	
AMMO WT	450
ADL. FLUID WT	
INITIAL GROSS WT	143950
START ENG. AND TAXI FUEL ALW	4000
TAKE-OFF GROSS WT	139950

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
-0	10,500	60 F

CRITICAL FIELD LENGTH: 5,500

TAKE-OFF

DISTANCE	SPEED
4300'	135

SPEED

CRITICAL ENGINE FAILURE	EMERG BRKT FLAME	LINE
132K	151K	

NO. OF ATO BOTTLES REQUIRED	2500 Line
ATO PROPELLANT WEIGHT	1.3E-100K
ADJUSTED TAKE-OFF WEIGHT	5000 Line
ADJUSTED TAKE-OFF DISTANCE	136K
ATO FIRING SPEED	

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON: 375 Bomb Sq. | WING: | AIRCRAFT TYPE AND SERIAL NO.: | CREW NUMBER: | ACFT COMDR (Name and Grade): Tiger Raf No. | OBSERVER (Name and Grade): 11 | CO-PILOT (Name and Grade):

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC.	TIME ACC.	AIR DIS ACC.	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Stg. Tgt.			270/83				-55°				76	:11½	82		1350	1350
Jacksonville Fla.		338	-10	328	-1	327	37m	74	425	390	3429	8:39	3589		21771	106221
			270/83				-55°				105	:14½	103		1700	1700
Savannah Gn.		015	-10½	004½	-½	004	37m	74	425	440	3534	8:53½	3692		22071	104521
# 12																
			270/83				-53°									
31-00N 84-25W	or	286	-3	283	-2	281	33m	74	425	342	1092	3:02	1198		71431	154381
			270/83				°				89	:11	78		1930	1930
30-47N 84-10W	or	132	:7½	139½	-2	137½	34m	74	427	485	1185	3:13	1276		69501	152451
			270/83				°				534	1:28½	630		14700	14700
Cester Ark		309	-7	302	-5	297	34m	74	427	362	1719	4:41½	1906		54801	137251
			270/83				-55°				125	:21	149		3300	3300
Pittsburg No.		304	-6½	297½	-7½	290	37m	74	425	351	1844	5:02½	2055		51501	134451
CP			270/83				-55°				98	:22	149		3240	3240
Tulsa Okla.		214	:9½	273½	-8½	215	37m	74	425	370	1942	5:24½	2204		48261	131211
Tgt. A			270/83				-55°				86	:14½	103		2200	2200
Okla City		242	:5	247	-9	238	37m	74	425	350	2028	5:39	2307		46061	129011
IP			270/83				-55°				99	:12½	89		1860	1860
Durant Okla.		134	:8	142	-9	133	37m	74	425	480	2127	5:51½	2396		44201	127151
Tgt. F			270/83				-55°				74	:11½	82		1700	1700
Dallas Tex.		197	:10½	207½	-9½	198	37m	74	425	392	2201	6:03	2478		42501	125451
			270/83				-55°				75	:11½	82		1675	1675
Waco Tex.		192	:11	203	-9½	193½	37m	74	425	398	2276	6:14½	2560		40826	123776
IP			270/83				-55°				66	:08½	60		1215	1215
Bryan Tex.		145	:9½	154½	-9	145½	37m	74	425	465	2342	6:23	2620		39611	122561
Tgt. A			270/83				-55°				82	:10	71		1410	1410
Huzien Tex.		135½	:8½	144	-9	135	37m	74	425	478	2424	6:33	2691		38201	121151
			270/83				-55°				68	:08	57		1120	1570
Pt. Arthur Tex.		073½	-3	070½	-8½	062	37m	74	425	504	2492	6:41	2748		37081	119581
IP		OC	338/83	DR			-55°				736	1:28	626		11260	11260
25-26N 81-08W		180	:6	186			37m	74	425	498	3228	8:09	2274		25821	108321
IP		OC	334/83	DR			-55°				236	:13½	238		4140	4140
Daytona Beach		062	-11½	050½			37m	74	425	420	3464	8:42½	3612		21681	104181
Stg. Tgt.			270/83				-55°				76	:11½	82		1400	1400
Jacksonville		338	-10	328	-1	327	37m	74	425	390	3540	8:54	3694		20281	102781
			270/83				-55°				105	:14½	103		1900	1900
Savannah Gn.		015	-10½	004½	-½	004	37m	74	425	440	3645	9:08½	3797		18381	100881
# 13																
			270/83				-53°									
31-00N 84-25W	or	286	-1	281	-2	281	33m	74	425	342	1092	3:02	1198		71431	154381
			270/83				°				146	:18	128		3150	3150
30-18N 83-30W	or	132	:7½	139½	-2	137½	33m	74	425	485	1242	3:20	1326		68281	151231
			270/83				°				581	1:36½	690		15900	15900
Cester Ark.		309	-7	302	-5	297	33m	74	425	362	1823	4:56½	2016		52381	135331
			270/83				-55°				125	:21	149		3200	3200
Pittsburg No.		304	-6½	297½	-7½	290	37m	74	425	351	1823	4:56½	2016		49181	132131
CP			270/83				-55°				125	:21	149		3182	3182
Tulsa Okla.		214	:9½	273½	-8½	215	37m	74	425	370	1948	5:17½	2165		45999	128949
Tgt. A			270/83				-55°				98	:22	149		2150	2150
Okla City		424	:5	247	-9	238	37m	74	425	350	2086	5:39½	2314		43849	126799

DATE OF TAKE-OFF: 27 Jan 55

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT

FUEL WEIGHT: FWL | CWL | AWL | FWD AUX | R.B. | ATO | EXT. | TOTAL

BOMBS WT
AMMO WT
ADJ. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALW
TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG REST PLANE | LINE

NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT: Attach 2 308 BW
ADJUSTED TAKE-OFF DISTANCE: Opr Order 242-55 21 Jan 55
ATO FIRING SPEED

0697

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
Sgt. A			270/83				-55°				98	:22	149		2150	2150
Okla City		242	15	247	-9	238	37m	74	425	350	2046	5:19½	2318		43880	126709
IP			270/83				-55°				86	:14½	103		1830	1820
Durant Okla.		134	18	142	-9	133	37m	74	425	380	2132	5:36	2412		42028	124979
Sgt. F			270/83				-55°				99	:12½	89		1670	1670
Dallas Tex.		197	:10½	207½	-9½	198	37m	74	425	392	2231	6:06½	2506		40358	123309
			270/83				-55°				74	:11½	82		1640	1640
Waco Tex.		192	:11	203	-9½	193½	37m	74	425	398	2305	6:18	2588		38719	121668
IP			270/83				-55°				75	:11½	82		1385	1385
Bryan Tex.		185	:9½	154½	-9	145½	37m	74	425	465	2380	6:29½	2670		37334	120888
Sgt. A			270/83				-55°				66	:08½	60		1389	1389
Houston Tex.		135½	:08½	144	-9	135	37m	74	425	478	2446	6:38	2730		36185	119895
			270/83				-55°				82	:10	71		1100	1550
Pt. Arthur Tex.		077½	-3	074½	-8½	062	37m	74	425	504	2528	6:48	2801		35085	117585
IP		DC	338/83	DH			-55°				68	:08	57		11175	11175
25-26N 81-08W		180	:6	186			37m	74	425	498	2596	6:56	2858		23870	186170
IP		DC	334/83	DH			-55°				736	1:28	626		4050	4050
Daytona Beach		062	-11½	050½			37m	74	425	420	3332	8:24	3484		19820	102320
Sgt. Pt.			270/83				-55°				76	:11½	82		1350	1350
Jacksonville Fla.		338	-10	328	-1	327	37m	74	425	390	3684	9:09	3804		18420	100920
			270/83				-55°				105	:14½	103		1685	1685
Savannah Ga.		015	-10½	004½	-8½	004	37m	74	425	440	3789	9:23½	3907		16285	99285
# 14																
			270/83				-55°									
31-00N 84-25W	GP	286	-9	281	-2	281	37m	74	425	342	1092	3:02	1198		71431	154381
			270/83								149	:24	171		4200	4200
29-45N 82-45W		132	17½	139½	-2	137½	37m	74	427	485	1289	3:26	1369		67231	150181
			270/83								688	1:44½	740		16900	16900
Cooter Ark.		309	17	302	-5	297	37m	74	429	368	1938	5:10	2109		50331	133281
			270/83				-55°				125	:21	149		3205	3205
Pittsburg No.		304	-6½	297½	-7½	290	37m	74	425	351	2063	5:31	2258		47126	130976
GP			270/83				-55°				98	:22	149		3150	3150
Tulsa Okla.		218	19½	223½	-8½	215	37m	74	425	370	2161	5:53	2407		43976	126926
Sgt. A			270/83				-55°				86	:14½	103		2115	2115
Okla City		242	15	247	-9	238	37m	74	425	350	2227	6:07½	2510		41861	124811
IP			270/83				-55°				99	:13½	89		1800	1800
Durant Okla.		134	18	142	-9	133	37m	74	425	380	2326	6:20	2599		40061	123011
Sgt. F			270/83				-55°				74	:11½	82		1630	1630
Dallas Tex.		197	:10½	207½	-9½	198	37m	74	425	392	2400	6:31½	2681		38431	121381
			270/83				-55°				75	:11½	82		1610	1610
Waco Tex.		192	:11	203	-9½	193½	37m	74	425	398	2475	6:42½	2761		36821	119773
IP			270/83				-55°				66	:08½	60		1165	1165
Bryan Tex.		185	:9½	154½	-9	145½	37m	74	425	465	2541	6:51	2823		35656	118606
Sgt. A			270/83				-55°				82	:10	71		1360	1360
Houston Tex.		135½	:8½	144	-9	135	37m	74	425	478	2623	7:01	2894		34296	117246
			270/83				-55°				68	:08	57		1098	1540
Pt. Arthur Tex.		077½	-3	074½	-8½	062	37m	74	425	504	2691	7:09	2951		33206	115706
IP		DC	338/83	DH			-55°				736	1:28	626		13000	11000
25-26N 81-08W		180	:6	186			37m	74	425	498	3427	8:37	3577		22[illegible]	104706
IP		DC	334/83	DH			-55°				236	1:33½	238		4	4050
Daytona Beach		062	-11½	050½			37m	74	425	420	3663	9:10½	3815		18150	100656

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
AVG BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWL	
CWL	
AWL	
PWD AWL	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADD. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALT	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG REST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	Attach 2 308 BW
ADJUSTED TAKE-OFF DISTANCE	Ops Order 242-55 21 Jan 55
ATO FIRING SPEED	

Checked

Cancel Fl

0698

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	W.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
#14 Cont.																
IP		GC	334/83	DH			-55 °				236	:33½	238		4050	4050
Daytona Beach		062	-11½	050½			37m	74	425	420	3663	9:10½	3815		18156	100656
Stg. Tgt.			270/83				-55 °				76	:11½	82		1350	1350
Jacksonville Fla.		338	-10	328	-1	327	37m	74	425	390	3739	9:22	3897		16806	99706
			270/83				-55 °				105	:14½	103		1665	1665
Savannah Ga.		015	-10½	004½	-½	004	37m	74	425	440	3844	9:36½	4000		15141	97641
# 15							°									
			270/83				-53 °									
31-00884-25W	cr	286	-3	283	-2	281	33m	74	425	342	1092	3:02	1198		71831	154381
			270/83				°				242	:30	213		5325	5325
Ocala Fla.		132	:7½	139½	-2	137½	33m	74	427	485	1338	3:32	1411		66106	149056
			270/83				°				675	1:52	800		18200	18200
Cabter Ark.		309	-7	302	-5	297	33m	74	427	362	2013	5:28	2211		47906	130856
			270/83				-55 °				125	:21	189		3190	3190
Pittsburg Mo.		304	-6½	297½	-7½	290	37m	74	425	351	2138	5:45	2364		44716	127666
			270/83				-55 °				98	:22	149		3100	3100
Tulsa Okla		214	:9½	223½	-8½	215	37m	74	425	370	2236	6:07	2513		41616	124566
Tgt. A			270/83				-55 °				86	:14½	103		2100	2100
Okla City		242	:5	247	-9	238	37m	74	425	350	2322	6:21½	2616		39516	122466
IP			270/83				-55 °				99	:12½	89		1720	1720
Durant Okla.		134	:8	142	-9	133	37m	74	425	480	2421	6:34	2705		37796	120746
Tgt. F			270/83				-55 °				74	:11½	82		1600	1600
Dallas Tex.		197	:10½	207½	-9½	198	37m	74	425	392	2495	6:45½	2787		36196	119146
			270/83				-55 °				75	:11½	82		1580	1580
Waco Tex.		192	:11	203	-9½	193½	37m	74	425	398	2570	6:57	2869		34616	117566
IP			270/83				-55 °				66	:08½	60		1145	1145
Bryant Tex.		145	:9½	154½	-9	145½	37m	74	425	465	2616	7:05½	2929		33471	116421
Tgt. A			270/83				-55 °				82	:10	71		1345	1345
Huston Tex.		135½	:8½	144	-9	135	37m	74	425	478	2718	7:15½	3000		32126	115076
			270/83				-55 °				68	:08	57		1070	1520
Pt. Arthur Tex.		073½	-3	070½	-8½	062	37m	74	425	504	2786	7:23½	3057		31056	113556
		GC	338/83	DH			-55 °				736	1:28	626		11070	11070
25-26N 81-08W		180	:6	186			37m	74	425	498	3522	8:51½	3683		19986	102486
		GC	334/83	DH			-55 °				236	:33½	238		3900	3900
Daytona Beach		062	-11½	050½			37m	74	425	420	3758	9:25	3921		16086	98586
Sgt Tgt.			270/83				-55 °				76	:11½	82		1320	1320
Jacksonville Fla		338	-10	328	-1	327	37m	74	425	390	3834	9:36½	4003		14766	97266
			270/83				-55 °				105	:14½	103		1660	1660
Savannah Ga.		015	-10½	004½	-½	004	37m	74	425	440	3939	9:51	4103		13106	95606
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT FML	
CML	
AML	
FWD AUX	
B.R.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADI. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	Attach 2 308 BW
ADJUSTED TAKE-OFF DISTANCE	Opr Order 242-55 21 Jan 55
ATO FIRING SPEED	

0699

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JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON 373 374	WING 308	AIRCRAFT TYPE AND SERIAL NO. B-47	CREW NUMBER	ACFT COMDR (Name and Grade) Tiger Flag #1 thru #10	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
Start Eng, Taxi							°					:03	10		89000	171950
T.O. & Accel												:03	10		85000	167950
			270/53				°				105	:15	105		5925	5925
Jacksonville VOR		188	∠ 8½	196½	0	196½		Var	360	350	105	:21	118		79075	162025
Level Off			270/53				-51 °				42	:06	41		1975	1975
29-46N 81-17W	CR	160	∠ 7	167	-1	166	33M	Var	410	422	147	:27	159		77100	160050
			270/83				-51 °				83	:11	79		1970	1970
Melbourne Rge.	Cr	160	∠10½	170½	-1	169½	33M	.74	427	447	230	:38	238		75130	158080
			270/83				-51 °				50	:08	57		1405	1405
Orlando, Fla	Cr	315	-8	307	-1	306	33M	.74	427	367	280	:46	295		73725	156675
			270/83				-51 °				732	2:01	860		19700	19700
Cotter, Ark	Cr	309	-7	302	-4	298	33M	.74	427	362	1012	2:47	1155		54025	136975
			270/83				-55 °				125	:21	149		4040	4040
Pittsburg, Ks.	Cl	304	-6½	297½	-7½	290	37M	.74	425	351	1137	3:08	1304		49985	132935
Cont Pt. EP			270/83				-55 °				98	:22	149	Cont	3070	3070
Tulsa, Okla.	Cr	214	49½	223½	-8½	215	37M	.74	425	370	1235	3:30	1453	Pt.	46915	129865
Tgt A			270/83				-55 °				86	:14½	103		2080	2080
Okla City	Cr	242	∠ 5	247	-9	238	37M	.74	425	350	1321	3:44½	1556		44835	127785
IP			270/83				-55 °				99	:12½	89		1780	1780
Durant, Okla.	Cr	134	∠ 8	142	-9	133	37M	.74	425	480	1420	3:57	1645		43055	126005
Tgt F			270/83				-55 °				74	:11½	82		1605	1605
Dallas, Tex.	Cr	197	∠10½	207½	-9½	198	37M	.74	425	392	1494	4:08½	1727		41450	124400
			270/83				-55 °				75	:11½	82		1575	1575
Waco, Texas	Cr	192	∠11	203	-9½	193½	37M	.74	425	398	1569	4:20	1809		39875	122825
IP			270/83				-55 °				66	:08½	60		1145	1145
Bryan, Texas	Cr	145	49½	154½	-9	145½	37M	.74	425	465	1635	4:28½	1869		38730	121680
Tgt A			270/83				-55 °				82	:10	71		1350	1350
Houston, Texas	Cr	135½	48½	144	-9	135	37M	.74	425	478	1717	4:38½	1940		37380	120330
Start Grid Leg.			270/83				-55 °				68	:08	57		1075	1075
Port Arthur, Tex	Cr	073½	-3	070½	-8½	062	37M	.74	425	504	1785	4:46½	1997		36305	119255
	GC	338/83	GH	---	---	---	-55 °				736	1:28	626		11050	11050
25-26N 81-08W	Gr	180	∠6	186			37M	.74	425	498	2521	6:14½	2623		25255	108205
	GC	334/83	GH				-55 °				216	:33½	238		3950	3950
Daytona Beach	Cr	062	-11½	050½			37M	.74	425	420	2757	6:48	2861		21305	104255
Stge Tgt.			270/83				-55 °				76	:11½	82		1315	1315
Jacksonville	Cr	338	-10	328	-1	327	37M	.74	425	390	2833	6:59½	2943		19990	102940
			270/83				-55 °				105	:14½	103		1635	1635
Savannah, Ga.	Cr	015	-10½	004½	-½	004	37M	.74	425	440	2938	7:14½	3046		18355	101305
							°									
							°									
Attach #3																
308 BW							°									
Opr Order 242-55																
21 Jan 55							°									
							°									
							°									

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DATE OF TAKE-OFF: 27 Jan 55

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	81077	
CREW WT	1000	
OIL WT	423	
ATO BTL WEIGHT (Empty)	-	
EXT. TANKS WT (Empty)		
OPERATING WT		82500
FUEL WEIGHT: FWD	18500	
FUEL WEIGHT: CWL	18500	
FUEL WEIGHT: AWL	21000	
FUEL WEIGHT: FWD AWR	6500	
FUEL WEIGHT: B.B.	21000	
FUEL WEIGHT: ATO	3500	
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		89000
BOMBS WT		
AMMO WT		450
ADD. FLUID WT		
INITIAL GROSS WT		171950
START ENG AND TAXI FUEL ALW		4000
TAKE-OFF GROSS WT		167950

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
0	10500	60F

CRITICAL FIELD LENGTH: 8200'

TAKE-OFF: DISTANCE 7300 | SPEED 148

SPEED: CRITICAL ENGINE FAILURE 125 | NUMBERS BEST FLAPS 164 | LIFT OFF 9500' 96k

NO. OF ATO BOTTLES REQUIRED	2500' Min Line 89½k
ATO PROPELLANT WEIGHT ADJUSTED TAKE-OFF WEIGHT	5000' Line 123k
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING	

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TANKER-RECEIVER COORDINATION SHEET

DATE 21 January 1955

AIRCRAFT INFORMATION	TANKER A/C	Thompson	Nelson	newett	Price	Morgan
	TANKER RUDV NO	233/10G	236/12G	237/13G	915/17G	917/18G
	TANKER T. O. TIME	0905	0906	0907	0908	0909
	FORMATION POSITION	#1	#2	#3	#4	#5
	RECEIVER A/C	Rogers	Weber	Uhalt	Peace	Scott
	REC NOSE NO	52-266	52-088	52-047	52-097	52-095
	REC T. O. TIME	0919	0920	0921	0922	0923
PRIMARY ORB-RENDEVOUS INFORMATION	REC IP	Brunswick	Brunswick	Brunswick	Brunswick	Brunswick
	REC ETA ORBIT					
	ORBIT POINT	Charleston	Charleston	Charleston	Charleston	Charleston
	ORBIT ALTITUDE	15,500	15,500	15,500	15,500	15,500
	HEAD-ORB TO RVU	054	054	054	054	054
	TIME-ORB TO RVU					
	RVU POINT	35-22N 79-25W	35-22N 79-25W	35-22N 79-25W	35-22N 79-25W	35-22N 79-25W
	REFUEL ALTITUDE	15,000	15,000	15,000	15,000	15,000
	T.C. FROM RVU	054/225	054/225	054/225	054/225	054/225
	SEC RVU PT					
	ETA SEC REV PT					
	ALTITUDE SEC REV PT					
ALTN RVU	ALTN ORB PT					
	ALTN RVU PT					
	ALTN SEC RVU PT					
COMMUNICATIONS	TANK CALL SIGN Heavy Boy	#1	# 2	# 3	# 4	# 5
	REC CALL SIGN Tiger Rag	#14	# 13	# 15	# 12	# 11
	INIT CONT FREQ	279.8	279.8	279.8	279.8	279.8
	PRIM WORK FREQ	279.8	279.8	279.8	279.8	279.8
	SEC WORK FREQ	318.0	318.0	318.0	318.0	318.0
	INTER-PLANE FREQ					
	OMNI-UHF FAIL	X	X	X	X	X
RVU EQUIPMENT	TANK APN-12 T/R	5-7	Std by	———	---	---
	REC APN-78 T/R	7-5	Std by	———	---	---
	TAN APN-11 CODE	1-3	Std by	---	---	---
AS-ALT	A.S. (KT/MPH) START	170-195	---	---	---	---
	ALTIMETER SET	29.92	29.92	29.92	29.92	29.92
HOOKUPS	FUEL TO TRANS	50,000	50,000	50,000	50,000	50,000
	NUMBER WET HU	1	1	1	1	1
	NUMBER DRY HU					

Attach #4
308 BW
Opr Order 242-55
21 Jan 55

2AF FORM 7 OCT 54 250

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Attch #6
308 SW
Opr Order 242-55
21 Jun 55

TARGET INFORMATION

City	Tgt	Tgt Description	Aiming Point	Co-ord	Tgt Elev	Class	Offset	IP
Okla City	C	Bus Barn	Grd cntr of cntr bldg of 3 lge bldgs	35-27-41.037N 97-31-56.151W	1187'	IIA	S12,704.4' E43,192.7'	Tulsa
Dallas F		Mosher Steel Company	Base of eastern most corner of east wg bldg	32-48-53.100N 96-49-47.436W	415'	IIB	N 394.3 E 31,464.4'	Durant
Hou	A	Gun Plant	Base of NE corner of of Southern most & smallest of 3 whse	29-43-46.79N 95-15-34.95W	103'	IA	N 6,242.9' W 7,302.1' Tgt "C"	Bryan
Jax	4	Oil Tank	Cntr Tank	30-20N 81-40-51W	31'	NA	NA	Daytona Beach

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WHEN IN THIS GAMESMAL AREA:	FOR CONTACTING MACDILL USE		FOR CONTACTING CARSWELL USE
	Channel__Primary,	__Secondary__	CHANNEL__
MacDill	7	14	18
Memphis	14	18	14
Tulsa	14	18	7
Dallas	14	18	7
Houston	14		14
Midpoint Overwater leg	14	7	14
Turning point termination of over water leg	7	14	18
Jacksonville	7	14	18
Savannah	7	14	18

Underlined Channel is preferred in each case.

Attach #7
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Opr Order 242-55
21 Jan 55

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DANGER AREAS ALONG ROUTE

DANGER AREA	EFFECTIVE ALTITUDE	TIME USED	NAME AND STATE
D/159	40,000	Unlimtd	Hinesville, Ga
W/177	40,000	Drys	Myrtleberch, S.C.
W/157	Unlimtd	Drys	Fernandina, Fla.
D/125	11 to 16,000		Cherry Point, NC.
	23 to 45,000	Nights	
D/161	Unlimtd	Unlimtd	Jacksonville, Fla
W/158	Unlimtd	Drys	Mayport, Fla.
D/68	Unlimtd	Drys	Oak Hill, Fla
D/162	Unlimtd	Unlimtd	Bonanna River, Fla
D/340	Unlimtd	Drys	Pinecastle, Fla
D/165	Unlimtd	Drys	Pinecastle, Fla
D/176	50,000	Unlimtd	Lake George, Fla
D/336	20,000 to Unlimtd	Night	Tyndall AFB, Fla
D/180	Unlimtd	Drys	Camp Blanding, Fla
D/166	Unlimtd	Unlimtd	Punem, Fla
B/219	Unlimtd	Unlimtd	Fort Hood, Tex
W/151	Unlimtd	Unlimtd	Valparaiso, Fla
W/174	Unlimtd	Unlimtd	Key West, Fla
W/173	2100' to Unlimtd	Unlimtd	Key West, Fla
D/167	50,000	Unlimtd	Avon Park, Fla

Attach # 8
308 BW
Opr Order 242-55
21 Jan 55

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base
Savannah, Georgia

3DOF 31 January 1955

SUBJECT: January 1955 Flying Safety Activities Report

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia
ATTN: Director of Operations

1. The 308th Bomb Wing logged a total of 1889 flying hours during this period, 1391 hours were flown in B-47's and 498 hours in KC-97's. January 1955 was the 22nd continuous month this wing has flown without having either a major or minor accident while logging 27,366 flying hours.

2. Flying Safety Publications were received in sufficient quantities and distributed to personnel concerned.

3. Each organization of the wing submitted a Crew and Maintenance Man of the Month for consideration by the 38th Air Division Accident Prevention Committee. The Maintenance Man of the Month submitted by this wing was considered the most outstanding and is being submitted for the Base. All information and photographs concerning this airman are attached to this report.

4. Flying Safety Meetings were held in the Squadrons and attendance was high, more than 90% of assigned personnel. The importance of instrument training and flying was emphasized to the air crews, ground operation, quality maintenance and foreign object damage to jet engines were stressed with the maintenance personnel. The GCA Unit is considered to be very good and it was found that more than 850 GCA runs were made by the Unit during January. Instrument flying is highly stressed on all standardization flight checks.

5. A staff visit was made to the wing by Major Z. O. Barber, Chief of Flying Safety, 2nd Air Force, during the early part of the month. All phases of the Flying Safety Program and plans for implementing the SAC, 1955 Safety Program were discussed. Major Barber's comments concerning the wing's program and plans were good and he complimented the wing on its excellent safety record.

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Hq 308BW, MAFB, Ga., 3DCF, SubjF Jan 1955 Flying Safety Activities Report

Major Williams of the 2nd Air Force EC-97 Training Office made favorable comments on the Flying Safety Program of the 308th Air Refueling Squadron. A considerable amount of material concerning flying safety procedures, activities and regulations were sent to Major Bowman of the 91st Bomb Wing upon his request.

6. All facilities, runways, taxi-ways and ramps were inspected and no major discrepancies were noted. Perimeter access roads were found in good condition. The Fire Chief and his crews are familiar with these roads.

7. A wing regulation was published which set up a 308th Wing Flying Safety Committee which is composed of staff and flying safety officers. This committee will act to insure an active and aggressive Wing Flying Safety Program. A study of high speed aileron effectiveness of the B-47, which was written by the Boeing Test Flight Section was reproduced and every B-47 pilot in the Wing was given a copy. Information copies were sent to other organizations on the Base and to the 91st Bomb Wing.

8. The 38th Air Division Accident Prevention Committee Meeting was held on 31 January 1955 and was attended by the Wing Commander, Director of Operations and Wing Flying Safety Officer.

9. Personnel assigned to the 308th Wing Flying Safety Office: Major Cecil H Dawkins, AO 887904.

s/t/ CECIL H DAWKINS
Major, USAF
Wing Flying Safety Officer

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

3DO 1 January 1955

SUBJECT: Wing Training Program For January

TO: See Distribution

1. Transmitted herewith is the Wing Training Program for January.

2. Publication of TAB C, Part I, "Training Accomplishments By Unit" has been temporarily delayed due to changes necessitated by receipt of revised supplements VII and XVIII to SAC Regulation 50-8.

3. Pending finalization of the extent of training to be accomplished under the recently introduced block training concept, publication of Part II, "Ground Training Program", has been curtailed. Only those portions of the program which will remain essentially unchanged have been included in this months program. Additional information and instructions will be published as a supplement as soon as available.

BY ORDER OF THE COMMANDER:

Jimmie W Britt

JIMMIE W. BRITT
Colonel, USAF
Director of Operations

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DISTRIBUTION:

COMDR 308th AREFS	-25 cys
COMDR 373rd BOMRON	-20 cys
COMDR 374th BOMRON	-20 cys
COMDR 375th BOMRON	-20 cys
COMDR 308th AEMS	- 2 cys
COMDR 308th PMS	- 2 cys
COMDR 308th FMS	- 2 cys
INFO:	
COMDR 38th ADIV	- 2 cys
COMDR 308th Bom Wg	- 2 cys
3DM	- 3 cys
3DP	- 3 cys
3DO	-10 cys
3DMMC	- 5 cys

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

TRAINING PROGRAM

FOR

JANUARY

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PART I FLYING TRAINING PROGRAM

Objective and General Instructions

B-47 Planning Factors ---------- TAB A

KC-97 Planning Factors ---------- TAB B

Training Accomplishments by Unit ---------- TAB C

Aircraft Flying Schedule ---------- TAB D

Crew Flying Schedule ---------- TAB E

Maintenance Instructions and Dock Schedule ------ TAB F

PART II GROUND TRAINING PROGRAM

Introduction and General Narrative

Off Base Training -- ---------- TAB A

Special Weapons Training ---------- TAB B

Synthetic Trainers ---------- TAB C

Physical Conditioning ---------- TAB D

Base Schools ---------- TAB E

Squadron Training ---------- TAB F

Moble Training Detachment ---------- TAB G

Target Study ---------- TAB H

WOR Duty Officer ---------- TAB I

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I

OBJECTIVES AND GENERAL INSTRUCTIONS

1. The training program established for January has a three fold objective:

a. To accomplish 50% of the SAC Management Control System (50-8) Requirements per combat ready crew, necessary training for non-ready crews, and other diversified essential training.

b. To increase utilization of flying hours through proper pre-mission planning and introduction of substitute training while airborne. The planning factor to be utilized by Wing in screening Squadron Accomplishments will be 1.75 training units per flying hour.

c. To standardize the preparation and timely submission of training forms and reports as outlined in 2AF Records Review Panel Booklet, Subject: SOP for Air Training Accomplishments -- 1954.

2. The Aircraft Flying Schedule, Contained in Tab D, is the heart of our operational and maintenance program. During the first two weeks of the month aircraft will fly by tail number as they appear on the monthly schedule. Exception: Higher headquaters directed missions, or ordered evacuation. During the last two weeks of the month adjustments may be made by coordination between the Director of Operations and the Director of Materiels; these adjustments will be reflected in the weekly flying schedule, and approved by the Deputy Wing Commander. Examples of reasons for adjustments: B-47 drag angle modification, AOCP of aircraft coming out of the docks, major structure repair. The weekly flying schedule will then be flown without deviation.

3. Each Wednesday at 1400 hours a Weekly Schedule meeting will be held in the Wing Conference Room attended by the Director of Materiel, Chief of Maintenance, Director of Operations, Squadron

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Commanders and Operations Officers. The flying training accomplishments of the previous week will be reviewed, the coming weeks portion of the monthly flying training program confirmed and the flying schedule finalized.

4. The weekly flying schedule will be submitted to the Wing Flight Scheduling Officer no later than 0900 on the day following the Weekly Scheduling Meeting.

5. For flights scheduled Tuesday thru Friday, all necessary changes to mission requirements such as bomb loads, fuel, cameras and other allied equipment will be approved solely by Wing Operations not later than 1100 the date prior to the scheduled flight; and not later than 1100 on Friday for aircraft scheduled to fly Monday. When Saturday is the last flying day, mission requirements for Monday will be confirmed by 1100 Saturday. Wing Flight Operations will coordinate and confirm changes with Maintenance Control by 1100 each day.

6. Take-off times may vary from the Weekly Schedule with the concurrence of Wing Operations and Maintenance Control. Wing Operations will act as the coordinating agency.

7. No take-offs will be scheduled before 1200 hours on the first flying day following an authorized non-duty day.

8. Daily flight operations orders will be submitted to Maintenance Control not later than 1400 hours the day preceding flight; Monday's flight orders will be submitted not later than 1400 hours on Friday of each week, when Friday is the last flying day for the week. When Saturday is the last flying day, flight orders for Monday's flying will be submitted not later than 1400 hours on the preceding Friday.

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9. Mission Accomplishment Forms and all allied forms will be turned into Wing Operations no later than 1500 hours on the working day following the mission. Corrections to original accomplishment forms previously submitted in accordance with above policy will continue to be honored and processed in normal manner.

10. In those cases where the K-system is out, and is certain to remain out on a scheduled aircraft(AMTE, Depot repair, etc), the mission may be re-planned. This information must be made available to Wing Operations by 1100 the day preceding the mission to allow for replanning and briefing.

11. Missions cancelled for weather may be re-flown the next day provided:

a. The aircraft is or can be brought into commission.

b. The Director of Operations concurs that the mission(s) should be flown.

c. The mission(s) is flown as early as possible to provide a full day of maintenance before it flies again.

12. When one of a tanker/reciever combination aborts, the other airplane may be flown when sufficient accomplishments can be made to make the flight worthwhile.

13. Standard station time forB-47 aircraft is two hours prior to take-off. For KC-97 aircraft, a standard station time is two hours prior to take-off for a non-refueling mission, and three hours for a refueling mission.

14. In the event an aircraft is not commission at aircrew station time, a two hour delay is authorized, provided the aircraft starts taxi within two hours of scheduled taxi time.

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15. Test flights called into Wing Control up to 0900 will have an aircrew station time of 1300 the same day. Test flights called in after 0900, and before 0700, will have an aircrew station time of 0900 the following day. Normally, test flights will not be flown on non flying days or after dark.

16. Aircraft becoming available for scheduling before the projected time may be added to the schedule immediately. Example: Aircraft 094 returns from drag angle modification eight days early. It may be scheduled and flown immediately after postflight.

17. The SAC Management Control system (50-8) requirements each squadron is expected to accomplish during January are contained in tab C.

18. Mass air refueling mission consisting of five B-47's and six KC-97's will be scheduled each week, usually on Wednesday, in conjuction with standard or special training missions. Wing Operations will designate tactical squadron, rendezvous time and place at normal weekly scheduling meeting.

19. Ten "Busy Beaver II" missions will be flown during the period 4 January thru 12 January. The 373rd and 375th will furnish two crews apiece, and the 374th will furnish one crew. Each crew will fly two missions. Bomber and tanker requirements will be firmed up at weekly scheduling meetings. Detailed briefing of crews will be accomplished by Captain Crespy, Wing Special Weapons Officer on 3 January in Wing Operations.

20. TAB C indicates a requirement for each squadron to complete two Globetrotter missions during January. Necessary missions and refueling coordination will be accomplished at weekly scheduling meetings.

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TAB A

B-47 PLANNING FACTORS

1. The following minimums will be utilized in the preparation of requirements and planning individual flights:

a.	Transition	5 Hours
b.	Pilot proficiency	3 Hours
c.	Long Range Cruise Control	7 Hours
d.	Standard Training Missions	7 Hours
e.	Standboard - Pilot Phase	6 Hours
	- Observer Phase	6 Hours
f.	Special Missions	As Required
g.	Staff Flights	5 Hours

2. Standardization checks will be accomplished by the following crews: L01, L16, M23, R39, R40, N51, R69, R78.

3. The following crews will be scheduled for evaluation at MacDill AFB on dates indicated:

Crew Number L67 - Capt in Stockton - 10 Jan 1955

4. Three (3) unit bomber stream missions will be conducted this month. Each tactical squadron will, for dates indicated, form a planning team who will plan and brief the mission. Team will be placed at the disposal of Wing Plans Staff not later than 14 days prior to the mission. Squadron concerned will also conduct the critique:

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373rd - 12 JAN 55

374th - 18 JAN 55

375th - 27 JAN 55

5. For planning purposes - 6 tankers will be made available for each of the above Bomber Stream Missions.

6. Effective 3 January and pending revision of 308th Operations Memo 50-23, dated 1 FEB 54, the standard JP-4 ramp load for B-47's will be 86,000 pounds.

7. Your attention is invited to 308th Operations Memo 51-32, subject: Fuel Minimums For B-47 Flights, dated 1 JAN 55 which supercedes Operations Memo 51-32, dated 15 JAN 54.

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T.B.D

KC-97 PLANNING FACTORS

1. The following minimums will be utilized in the preparation of requirements and planning individual flights.

a.	Transition	5 Hours
b.	Pilot Proficiency	3 Hours
c.	Long Range Cruise Control	8 Hours
d.	Navigation	8 Hours
e.	Air Refueling	5 Hours
f.	Formation	5 Hours
g.	Standboard - Transition Phase	4 Hours
	- Air Refuel & Navigation Phase	5 Hours
h.	Special Missions	As Required
i.	Staff Flights	As Required

2. Formation flights will be conducted in conjunction with mass air refueling - both night and day. Coordination of flights will be accomplished at the weekly scheduling meeting.

3. Air craft will be scheduled to double fly at weekly scheduling meetings to accomplish air refueling and pilot proficiency requirements.

4. Standardization checks will be accomplished by the following crews: T01, T07, T08, T15, T22, T24.

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5. Three (3) Bomber Stream Missions will be conducted on 12, 18, and 27 January which will be supported by six (6) tankers. Requirements will be coordinated at the weekly scheduling meeting. Above missions will be conducted in lieu of normal mass air refueling for the week indicated.

6. Sortie requirements levied by higher headquarters will normally be absorbed by the monthly schedule with no additional aircraft authorized.

7. KC-97 aircraft will also be utilized to support crews and aircraft scheduled for SES. One aircraft will be scheduled to airlift seventeen (17) personnel to MacDill AFB on 9 January.

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DATE	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31
SORTIES		4		4		3	4	5	3	4	3	5	4	3		3		4	3	4	3
042 *				F			F			F						F			F		
043			F	1300 H	A 4	A 12	H 20	A 28	A 36	A 44	A 52	H 60	B/L	B/L	T A				F		F
044		DOUGLAS -TULSA MODIFICATION											F		0800 H	H 8	H 16	H 24	H 32	H 40	H 48
073 *		TH					F			F			F			F			F		
075			F			F			F			F			F			F			
081 *						F			F			F			F			F			
093 *		F			F			F			F			F			F			F	
099 *				F			F			F			F						F		
100 *			F			F			F			F			F			F			F
217 *					F			F			F			F			F			F	
220 *				F			F			F			F			F			F		
249 *			F					F				F			F			F			F
269 *		F		F		(----------	-	-	---	TDY	MacDILL		SBS	----------							
275 *		F			F			F				F					F			F	
275 *		F			F			F			F			F			F			F	

* GLOBEMASTER

TOTAL - 77 SORTIES --- 441 HOURS

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374TH BOMB SQ JANUARY AIRCRAFT FLYING SCHEDULE

DATE	M 3	T 4	W 5	T 6	F 7		M 10	T 11	W 12	T 13	F 14		M 17	T 18	W 19	T 20	F 21		M 24	T 25	W 26	T 27	F 28		M 31
SORTIES		4	5	4	4		3	4	5	5	3		3	5	4	5	3		3	5	4	5	3		3
046 *				F					F					F					F			F			
~~224~~ 048		F			F					F					F					F					F
077 *		F			F				F				F			F				F					
079 *	DOCK		B/L	TH				F					F			F					F				
089 *			F				F			F				F					F			F			
094 *			F				F			F				F			F				F				
098 *	H 16	H 24	H 32	H 40	H 48		H 56	H 64	B/L	TH					F					F			F		
222 *				F				F			F				F					F			F		
~~223~~ 224				F					F	1300 H	H 4		H 12	H 20	H 28	H 36	H 44		H 52	H 60	H 68	B/L	TH		
265 *			F				F			F				F			F					F			
268 *			F					F			F					F				F			F		
273 *			F						F					F			F					F			
274 *		F			F				F				F			F					F			F	
291 *				F				F			F					F					F			F	
386 *		F			F					F					F				F			F			

* Globetrotter

Total-80 Sorties - 411 Hours

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375 th BS January Aircraft Flying Schedule

Date	M 3	T 4	W 5	T 6	F 7		M 10	T 11	W 12	T 13	F 14		M 17	T 18	W 19	T 20	F 21		M 24	T 25	W 26	T 27	F 28		M 31
Sorties		4	4	4	4		3	5	5	4	3		3	5	4	4	4		3	4	4	5	3		3
047		F			F					F				F			F					F			
049		F						F					0800 H	H 8	H 16	H 24	H 32		H 40	H 48	H 56	H 64	B/ /L		TH
076*		F			F				F				F			F				F					
080*				F				F			F				F					F			F		
088*		B/ /L	B/ /L	TH					F					F					F			F			
090*			F					F					F			F					F				F
092				F				F			F					F					F	1300 H	H 4		H 12
095*			F				F			F				F			F					F			
097*					F				F						F				F			F			
219			F				F			F				F			F				1300 H	H 4	H 12		H 20
225*				F					F				F			F					F				F
253		0800 H	H 8	H 16	H 24		H 32	H 40	H 48	H 56	H 64		B/ /L	TH			F				F				F
254*			F				F			F					F					F			F		
266*				F				F			F				F				F			F			
272*		F			F				F					F						F			F		

* Globetrotter

Total - 78 sorties - 441 hours

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308TH ARS JANUARY AIRCRAFT FLYING SCHEDULE

DATE	M 3	T 4	W 5	TH 6	F 7	M 10	T 11	W 12	TH 13	F 14	M 17	T 18	W 19	TH 20	F 21	M 24	T 25	W 26	TH 27	F 28	M 31
SORTIES		4	5	5	4	4	5	6	4	4	4	6	5	5	4	4	5	5	6	4	4
206				F			F			F				F				F			
208				F			F			F				F				F			
209		F			F			F				F					F				F
215			F			F		0800 H	H 8	H 16	H 24	H 32	B/L	TH				F			
218									F				F					F			
222			F			F				F				F				0800 H	H 8	H 16	H 24
223													F				F				F
228				F			F					F				F				F	
232												F			F					F	
233			F			F			F				F						F		
235				F				F				F					F				F
236				F				F				F				F			F		
237					F			F			F				F				F		
238		F			F				F				F				F				F
239											F				F					F	
240								F						F				F			
915		F			F			F			F				F				F		
917			F				F			F			F			F			F		
918		F				F			F				0800 H	H 8	H 16	H 24	H 32	H 40	B/L	TH	
919			0800 H	H 8	H 16	H 24	H 32	H 40	B/L	TH		F				F			F		
920			F				F				F			F			F			F	

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CREW	M 3rd	T 4th	W 5th	T 6th	F 7th	M 10th	T 11th	W 12th	T 13th	F 14th	M 17th	T 18th	W 19th	T 20th	F 21st	M 24th	T 25th	W 26th	T 27th	F 28th	M 31
KEENAN			B.B F		B.B F	(WING PLANS)						F						F			F
STEARNS	----------Leave----------								F			F			F			(WING PLANS)			
SAVOCA	----------Leave----------								F	(WING PLANS)		F			F			F			F
(Oberdier) CLARK	(----------Squadron Officer Course----------																				
			F	(WG PLANS)		F													F		F
BEEZLEY			B.B F		B.B F	F			F	(WING PLANS)		F			F			F			
SORENSEN				F			F			(WING PLANS)			F			F			F		
RAYMER				F			F			F			F			F			F		
THOMPSON				F		(WING PLANS)				F	F					F			F		
O'NEAL	--------Leave----------						F			F			F					(WG PLANS)	F		
SULLIVAN		F		F		F		F		(WING PLANS)			F					F			
DONNELLY		F			F			F		(WING PLANS)				F			F			F	
KEPLINGER		F		(WING PLANS)			F					F									
HANDLEY			F	(WING PLANS)				F			F						F			F	
BULOW	--------Leave----------							F		(WING PLANS)					F		F			F	
MATTHEWS		F		(WING PLANS)				F			F			F			F			F	
BRYAN					F					F				F							
		4	4	4	4	3	4	5	3	4	3	5	4	3	4	3	4	4	5	4	3

JANUARY CREW FLYING SCHEDULE -- 373rd BOMBARDMENT SQUADRON

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374th BOMBARDMENT SQUADRON

--- January Crew Flight and Ground Training Schedule ---

	M 3	T 4	W 5	T 6	F 7	M 10	T 11	W 12	T 13	F 14	M 17	T 18	W 19	T 20	F 21	M 24	T 25	W 26	T 27	F 28	M 31
Millsap			F			F			F			TGT STUDY--			F	GROUND TRAINING----					BC SCH
Bird	Leave--------			(CP Flt. -Sim)---		(CP Avon Park)			F			TGT STUDY--		BC ReFresh			F	Spe Weps		F	F
Armstrong	---GROUND TRAINING--							F	BC ReFresh			F	Spe WEPS		F	T G T STUDY----			F		
Petty	B C ReFesh--		F				F			F			F	T G T STUDY			F			F	
Gililland		F	Spec WEPS	Flt Sim	F	T G T STUDY		F	B C ReFesh		F		----------ADVANCE SURV. ----------								
Chandler			F			F			F			F	Spec Weps		F	T G T STUDY			F		
Charlton			F				F	Spec Weps		F		CP AVON F PARK		F		T G T STUDY				F	
Gibson		F			F	CP Avon Park		F			F		Spec Weps	T G T STUDY			F		B C ReFesh		
Watson		F	Spec Weps		F	Ground Training-							F				F				F
Oppelt			F			F			F			T G T STUDY		B C ReFresh		F			F		
Bailey	Leave---			F		Flight		Sim------				F	CP Avon	F		T G T STUDY		F	B C ReFresh		
Cothran				B C ReFresh			F	CP Avon Park			F			F		T G T STUDY		F			
Lee	B C Refresh			F			F	CP Avon Park		F		T G T STUDY		F				F			F
Sanders	Leave			F		T G T STUDY		F				F	Spec Weps	F		F			F		
Lampp			F	B C ReFresh				F					F				F	F			
Griswold		F	Spec Weps Flt		F	B C Re Fresh			F				F			CP Avon F Park			F		

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375TH BOMBARDMENT SQUADRON M
JANUARY CREW FLIGHT AND GROUND TRAINING SCHEDULE

	M 3	T 4	W 5	T 6	F 7	M 10	T 11	W 12	T 13	F 14	M 17	T 18	W 19	T 20	F 21	M 24	T 25	W 26	T 27	F 28	M 31
WAKEMAN																		FLY			
PEACE		FLY	FLY	B.C. REFRESHER			FLY	TARGET STUDY	FLY		GROUND SCHOOL						FLY		FLY		
SCHOBERT		LEAVE----------			FLY	SIM EXAM		FLY		S B FLY		DUTY CREW				S B FLY		TARGET STUDY			FLY
STEIN		TARGET STUDY			FLY			FLY			FLY		FLY		FLY			STF FLY	B C REFRESHER		
WRIGHT		TARGET STUDY	FLY					FLY				FLY		FLY	FLY	GT FLY				FLY	DTY CR
FROST		FLY	FLY	FLY			FLY	TGT STDY	FLY			FLY				--------		DUTY CREW---			FLY
SMITH	----	LEAVE ----------					FLY	TARGET STUDY			FLY			FLY					FLY		
CABOURIN	---------	LEAVE----------										TARGET STUDY				FLY	FLY			FLY	FLY
TOWNSEND		TARGET STUDY	FLY			FLY		FLY		FLY	B C REFRESHER--				-ADVANCED SURVIVAL----------						
REW	----	SIMULATOR---------				-----	DUTY CREW-------					FLY	FLY	SB EXAM		SIM	FLY	FLY			
ROGERS		BB FLY			BB FLY	GT FLY		TARGET STUDY	INST SCH		FLY		FLY	BC REFRESHER					FLY		
UHALT		BB FLY			BB FLY		FLY	TGT STDY	FLY	INST SCH			FLY		FLY				FLY		
ROBBINS		TGT STDY	FLY	FLY		FLY		FLY		FLY			FLY		FLY	----GROUND SCHOOL----						
WOOD	-----	DUTY CREW-------				fly GROUND SCHOOL		---		---		FLY		FLY			FLY	##-CLASS TNG----------			
SCOTT	---	GRO ND SCHOOL---				BC REFRESHER		TARGET STUDY	FLY				----CLASS TNG----------						FLY	FLY	
STOCKTON		TARGET STDY FLY				----------					---S.S---										

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306TH AIR REFUELING SQUADRON

JANUARY CREW FLIGHT AND GROUND TRAINING SCHEDULE

	W 3	T 4	F 5	S 6	S 7	M 10	T 11	W 12	T 13	F 14	M 17	T 18	W 19	T 20	F 21	M 24	T 25	W 26	T 27	F 28	M 31
TUURI		F			ADAMS	F		F						F				F			
THOMPSON			F		F		F				← GROUND SCHOOL →								F		
O'BRIEN						F			F	TH		F					F				
NELSON	Lv→		F		F		F									← ALT RFR →		F			
SHUFORD			F		F		F		F											TH	
KORINEK	Lv					→		F					F		F		F				
JAMES	Lv		F			→				F		F		F				R			
WHITE		F		F		F		F					F					F			
HEWITT		F		F			F												F		
PRICE		F		F					F							← ALT RFR →		F			
KARSON	Lv					→		F		F		F		TH						F	
BULL	Lv							F		→	F		F		F	← GROUND SCHOOL →					F
GROBEN	Lv			F		→					F			F			F				
MORGAN	Lv		F		F		F												F		
LIVESAY	Lv	→								F		F								F	
POTTER						← BASIC SURVIVAL →									F		F	F	F		F
LEMONS	Lv					→		F					F								
HUTCHINSON	Lv						→			F		F		F							
DUBOSE	Lv	→		F		F						F									F
PAYNE	Lv					→	← GROUND SCHOOL →				F		F								
REILING	Lv							F				F		F							
BUTNER	← GROUND SCHOOL →									←											
LECHNER	←		ADVANCED SURVIVAL																		
BALL															F	← ALT RFR →				F	

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TAB F

MAINTENANCE GROUND RULES

1. Aircraft will enter the docks for periodic maintenance by tail number and at the time indicated on the dock schedule.

2. During the first 2 weeks of the month aircraft by tail number will fly as they appear on the monthly schedule. Exception: Higher headquarters directed missions, or ordered evacuation. During the last 2 weeks of the month, adjustments may be made by coordination between the Director of Operations and the Director of Materiel. These adjustments will be reflected in the weekly flying schedule, and will be approved by the Deputy Wing Commander. Examples of reasons for adjustment: B-47 drag angle modifications; AOCP of aircraft coming out of docks; major structural repair. The weekly flying schedule will then be flown without deviation.

3. The weekly flight schedule will be submitted to Maintenance Control not later than 1500 on Thursday of the preceding week. It will contain detailed requirements such as bomb load, fuel load, K-system requirements, station times, take-off times, etc..

4. Cannibalization will remain a direct responsibility of the Chief of Maintenance.

5. Changes to mission requirements such as bomb loads, fuel, cameras, and other allied equipment etc., will be confirmed to Maintenance Control by Wing Operations not later than 1100 hours the day prior to scheduled flight, for flights scheduled Tuesday thru Friday, and not later than 1100 hours on Friday, for aircraft scheduled to fly Monday. When Saturday is the last flying day, mission requirements for Monday will be confirmed by 1100 Saturday.

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6. In those cases where the K-system is out, and is certain to remain out on a scheduled aircraft (ANFE, depot repair, etc), the mission may be re-planned. This situation must be made available to Wing Operations by 1100 the day preceding the mission to allow for briefing time.

7. In the event an aircraft is not in commission at aircrew station time, a two hour delay is authorized, provided the aircraft is airborne within two hours of scheduled take-off time. e.g. If briefed station time is 1000, start engine time will be 1140, taxi time 1150, take-off time 1200. The maximum allowance will be two hours after scheduled take-off time which would mean the new start engine time will be 1340, Taxi time 1350, maximum late tak-off time 1400.

8. The Armament and Electronics Squadron will notify the bomb squadron concerned when scheduled aircraft are ready for K-system preflight.

9. Test flights called into Wing Control up to 0900 will have an air crew station time of 1300 the same day. Test flights called in after 0900, and before 1700, will have an aircrew station time of 0900 the following day. Normally, test flights will not be flown on non flying days or after dark.

10. When an aircraft goes ANFE for APS-23/K components after 1100 and before station time, the scheduled mission may be flown, provided: that sufficient accomplishments can be secured in the briefed mission to make the flight worthwhile. Example: a mission is scheduled for RBS, day celestial and grid. APS-23 goes ANFE; the mission can be flown. Additional example: A mission is scheduled for RBS and night celestial; APS-23 goes ANFE. The mission must be cancelled for lack of possible accomplishments. Final example: A mission is scheduled for RBS and day navigation, and the K-system is not in commission by station time and does not come in by scheduled take-off time plus 1 1/2 hours. The missions will be cancelled to allow time to complete the repair of the K-system.

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375TH BOMBARDMENT SQUADRON M
JANUARY CREW FLIGHT AND GROUND TRAINING SCHEDULE

	M 3	T 4	W 5	T 6	F 7	M 10	T 11	W 12	T 13	F 14	M 17	T 18	W 19	T 20	F 21	M 24	T 25	W 26	T 27	F 28	M 31
WAKEMAN																		FLY			
PEACE		FLY	FLY	B.C. REFRESHER			FLY	TARGET STUDY	FLY		GROUND SCHOOL						FLY		FLY		
SCHOBERT	LEAVE----------				FLY	SIM EXAM		FLY		S B FLY	-		DUTY CREW			S B FLY		TARGET STUDY			FLY
STEIN		TARGET STUDY			FLY			FLY			FLY		FLY		FLY			STF FLY	B C REFRESHER		
WRIGHT		TARGET STUDY	FLY					FLY				FLY		FLY	FLY	GT FLY				FLY	DTY CR
FROST		FLY	FLY	FLY			FLY	TGT STDY	FLY			TLY				--------		DUTY	CREW---		FLY
SMITH	----	LEAVE----------					FLY	TARGET STUDY			FLY			FLY					FLY		
SABOURIN	----------	LEAVE----------										FLY		TARGET STUDY		FLY	FLY			FLY	FLY
TOWNSEND		TARGET STUDY	FLY			FLY		FLY		FLY	B C REFRESHER----------					DVANCED SURVIVAL----------					
REW	----	SIMULATOR--------				-----	DUTY	CREW-------				FLY		FLY	SB EXAM	SIM	FLY	FLY			
ROGERS		BB FLY			BB FLY	GT FLY		TARGET STUDY		INST SCH	FLY		FLY		BC REFRESHER				FLY		
UHALT		BB FLY			BB FLY			TGT STDY	FLY	INST SCH			FLY		FLY				FLY		
ROBBINS		TGT STDY	FLY	FLY		FLY		FLY		FLY			FLY		FLY	----	GROUND SCHOOL----				
WOOD	-----	DUTY CREW-------				fly GROUND SCHOOL---						FLY		FLY			FLY	**	-CLASS TNG---------		
SCOTT	----	GROUND SCHOOL---				BC REFRESHER		TARGET STUDY	FLY				----	CLASS TNG----------					FLY	FLY	
STOCKTON		TARGET STDY	FLY			----------				SES											

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II

UNTRODUCTION AND GENERAL NARRATIVE

1. The January 1955 ground training program is designed to overcome specific problem areas. To implement this approach, an evaluation of all training requirements was made and a definite order of training priority was established. These priorities must be observed to achieve maximum benefit from the ground training program.

2. When establishing relative priorities for ground training subjects, the top priority was given to those courses which most directly contribute to maintaining high standards of proficiency in the individuals field of skill. Determination of the order of accomplishment of general ground training has been left to the discretion of the Squadron Commander.

3. Specific relative priorities are assigned training items as they may apply to:

a. B-47 Aircrew Training:

(1) Advance Survival (Tab A)
(2) Target Study (Tab H)
(3) Special Weapons Training (Tab B)
(4) OQ Gunnery Training (Tab A)
(5) Synthetic Trainers (Tab C)
(6) Physical Conditioning (Tab D)
(7) All Other Training

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b. EC-97 Aircrew Training:

(1) Advance Survival (Tab A)

(2) Synthetic Trainers (Tab C)

(3) Physical Conditioning (Tab D)

(4) All Other Training

c. Non-Aircrew Training:

(1) MTD Courses (Tab G)

(2) CBR Courses (Tab E)

(3) Morning Report School (Tab E)

(4) All Other Training

4. Any cancellations or changes to this schedule will be co-ordinated through the Wing Ground Training Section. Subjects listed with an asterisk (*) are late report items and as such, will be closely monitored by the Wing Ground Training Section. Negative reports are required by telephone on these items.

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JAN TRNG SCHLDULE
PART II
1 of 5 Pages
TAB A

OFF - BASE TRAINING (Crewmembers)

*1. Advance Survival - Stead AFB, Nevada: Personnel will report to Stead AFB not later than 1200 hours the day preceding the class starting date. Transportation pickup dates and times will be furnished by Headquarters Second Air Force. Request for special orders will be submitted by the Wing Training Section at least 12 days prior to the date of departure. Personnel scheduled for this training will be briefed by the Squadron Training Officer as to the Personal Equipment they need to take (ref SAC Reg 53-1) and will have in their possession a certificate of completion of Basic Survival. Rosters of scheduled personnel will be forwarded to 3DOT at least two weeks prior to the date of departure and will include the name, rank, AFSN, security clearance, crew position, crew number, and will indicate whether or not personnel are on separate rations. The following quotas have been approved by Headquarters Second Air Force:

CLASS 55A - 3 JAN 55

The following named personnel have been selected to attend this class:

Name	Rank	AFSN	Organization
August H. Lechner	CAPT	AO808434	308th Air Refueling
Francis X. Hogarty	2LT	AO3035225	308th Air Refueling
Nelson R. Kneudeler	SSG	AF19233603	308th Air Refueling
Raymond Flaherty	A/1C	AF11228157	308th Air Refueling
Edward Phillips	A/1C	AF16337791	308th Air Refueling
Marvin J. Gerber (ALT)	A/1C	AF15456749	308th Air Refueling

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CLASS 55B - 20 JAN 55

The following named personnel have been selected to attend this course:

Name	Rank	AFSN	Organization
Loren A. Gilliland	MAJ	A0660137	374 BOMRON
James R. Watzke	CAPT	A0741292	374 BOMRON
Walter B. Horn	1LT	A01912087	374 BOMRON
James G. Townsend	CAPT	15260A	375 BOMRON

*2. OQ Gunnery Training - Avon Park, Florida:

a. The following personnel have been selected to attend Gunnery training in accordance with SAC Reg 50-43 (2½ day course) on dates as indicated:

CLASS STARTING 10 JAN 55

Name	Rank	AFSN	Organization
Howard D. Morton	1LT	A02222187	374 BOMRON
Harold Posey	1LT	A0714166	374 BOMRON
Warren L. Miller	1LT	A0737201	375 BOMRON
John J. Irwin III	1LT	A0831142	375 BOMRON

CLASS STARTING 12 JAN 55

Name	Rank	AFSN	Organization
Roy L. Harris	CAPT	17560A	374 BOMRON
Ira W. Misenheimer	CAPT	A0551894	374 BOMRON
Malcolm R. Burkman	1LT	A01923140	373 BOMRON
Milton L. Spencer	1LT	A0810588	373 BOMRON

b. The following personnel have been selected to attend Gunnery Training in accordance with SAC Reg 50-8 (1 day) on dates as indicated below:

CLASS STARTING 18 JAN 55

Name	Rank	AFSN	Organization
Denis J. Lehn	CAPT	A0721452	374 BOMRON
Fred J. Christman	1LT	24524A	374 BOMRON
Warren E. Maloney	1LT	A0720890	373 BOMRON
Keith C. Dills	1LT	A0886823	373 BOMRON

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CLASS STARTING 25 JAN 55

Name	Rank	AFSN	Organization
Clarence W. Ezzell	CAPT	A0806052	374 BOMRON
Thomas M. Mason	CAPT	A0590984	373 BOMRON
William O. Gutshall	1LT	A0708865	375 BOMRON
Paul Wilkinson	1LT	A02237330	308th Headquarters

Squadron Training Officers will submit a roster indicating the name, rank, AFSN, security clearance, and course to 3DOT four (4) working days prior to the class starting date. Special Orders and transportation will be requested by 3DOT. Personnel will take their fatiques and boots to Avon Park with them. The 2½ day course is required of co-pilots within 45 days preceding SES.

*3. Physiological Training - MacDill AFB, Florida: The following named personnel have been selected to attend this training on dates as indicated below:

B-47 CLASS STARTING 18 JAN 55

Name	Rank	AFSN	Organization
Paul E. Roscher	MAJ	A0827969	308th Headquarters
Paul Wilkinson	1LT	A02237330	308th Headquarters
Eugene Timmons	1LT	A0684577	375 BOMRON
Julius H. Taylor	1LT	A02098886	375 BOMRON
Russell C. Ballinger	SSG	AF16017604	374 BOMRON
Don Weber	A/2C	AF18439387	374 BOMRON
Billy J. Blackmon	A/2C	AF14491038	373 BOMRON
Edward J. Hansen	A/3C	AF16423190	374 BOMRON

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KC-97 CLASS STARTING 25 JAN 55

Name	Rank	AFSN	Organization
George W. Taylor	1LT	A01911518	308th Air Refueling
Joseph B. Brandt	CAPT	A02069930	308th Air Refueling
James A. Nelson	CAPT	A0764148	308th Air Refueling
Richard C. Bund	1LT	A02080644	308th Air Refueling
Dean L. Ganbill	MSG	AF13034324	308th Air Refueling
Charles D. Robinson	MSG	AF13002671	308th Air Refueling
Robert L. Ekstron	SSG	AF39495236	308th Air Refueling
Henry L. Baker	A/1C	AF34908872	308th Air Refueling
Richard J. Holzer	A/1C	AF16399706	308th Air Refueling

The Physiological Training Course will consist of 1½ days of training. Rosters indicating the name, rank, AFSN, and security clearance of all scheduled personnel will be forwarded to 3DOT so as to arrive 5 working days prior to each class. Special Orders and transportation will be requested by 3DOT. Physicals will be conducted at 1300 hours on TUES preceding the class starting date at the Flight Surgeons Office. Transportation will be by military aircraft unless otherwise notified by 3DOT. Personnel will handcarry their helmet, oxygen mask, and AF Form 702 (AFR 50-27) or 2AF Form 1274 (Physiological Training Certificate.)

*4. Basic Survival - Camp Stewart, Georgia: This is a 5 day course and must be completed prior to attendance at Advance Survival. Roster will be submitted to 3DOT 2 days prior to class starting date. Class starts 0800 hours, 10 JAN 55 in building 232.

Name	Rank	AFSN	Organization
Richard A. Larson	CAPT	A0545067	374 BOMRON
James H. Robertson	1LT	A02226275	375 BOMRON
W. D. Potter	1LT	A0808890	308th Air Refueling
R. L. Hohenbrink	2LT	A03017590	308th Air Refueling
H. J. Kitchen	2LT	A03017326	308th Air Refueling
J. L. Whelpley	2LT	A03036262	308th Air Refueling
E. E. Burt	A/1C	AF15498516	308th Air Refueling

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*5. Refresher Survival School - Camp Stewart, Georgia: This is a three (3) day course required annually for all aircrew members who have completed Advance Survival. A roster indicating the name, rank, AFSN, and security clearance of all scheduled personnel will be forwarded to 3DOT two working days prior to the class starting date. The following named personnel have been selected to attend this training starting 0800 hours, 24 January in building 232:

Name	Rank	AFSN	Organization
Fred M. Millsap	MAJ	AO666571	374 BOMRON
Jesse F. Payne	CAPT	AO2085116	374 BOMRON
Paul B. Sunney	CAPT	AO823771	374 BOMRON
Joseph L. Karsonovich	CAPT	AO533185	308th Air Refueling
Carl A. Group	CAPT	AO2076632	308th Air Refueling
Charles N. Royds	1LT	AO1860714	308th Air Refueling
Harry O. Hoelscher	TSG	AF14128891	308th Air Refueling
Dewey A. Paxon	TSG	AF33268588	308th Air Refueling
Richard L. Neish	SSG	AF17334551	308th Air Refueling
Donald E. Napier	A/1C	AF25747205	308th Air Refueling

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JAN TRNG SCHEDULE
PART II
1 of 1 Pages
TLB B

SPECIAL WEAPONS TRAINING (Crewmembers)

*1. BC Refresher: Courses will be conducted on MON-TUES and THURS-FRI of each week. This is a 2 day course. Crews will report to the Special Weapons Area Classroom at 0745 hours. Crews scheduled for SDS will attend this course within 2 weeks prior to going to SDS. Each Bomb Squadron Training Officer will schedule one crew on dates as indicated below:

Dates	Dates	Dates
3 - 4 JAN 55	13 - 14 JAN 55	24 - 25 JAN 55
6 - 7 JAN 55	17 - 18 JAN 55	27 - 28 JAN 55

Training Officers will submit a roster of the crews to attend to 3DOT NLT two working days prior to the class starting date.

*2. MDD 6 Indoctrination Course: This is a required one time course of 4 hours duration. One Lead Crew per squadron will report to the Special Weapons Area at 0745 hours on dates as indicated:

5th, 12th, 19th, and 26th of January 1955.

Rosters will be submitted to 3DOT of scheduled crews NLT 2 working days prior to the class starting date.

*3. Opns Mission (UDT) and LFI & IFR: The schedule for this training is as follows: (Periods are available at 0800, 1000, 1300, and 1500 hrs.)

373 BOMRON - - 5th, 10th, 14th 18th, 20th, and 28th of JAN 55
374 BOMRON - - 4th, 7th, 12th, 17th, 21st, 25th, and 27th of JAN 55
375 BOMRON - - 3rd, 11th, 13th 19th, 24th, and 26th of JAN 55

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SYNTHETIC TRAINERS (Crewmembers)

1. Link Trainers:

a. C-141 Jet Link Trainer

373 BOMRON - - - 0800-1000 hrs daily MON thru FRI
374 BOMRON - - - 1000-1200 hrs daily MON thru FRI
375 BOMRON - - - 1300-1500 hrs daily MON thru FRI

b. KC-135 Link Trainer:

308th Air Refueling - - 1000-1200 hrs daily MON thru FRI

c. C-8 Link Trainer:

308th Air Refueling - - 0800-1000 hrs daily MON thru FRI

2. Ultrasonic Trainers:

a. T-3 Ultrasonic (Observer with Pilot):

Date	0800-1000 hours	1000-1200 hours
3 JAN	374	375
4 "	373	374
5 "	375	Staff Observer
6 "	373	374
7 "	375	Staff Observer
10 "	373	374
11 "	375	Staff Observer
12 "	373	374
13 "	375	Staff Observer
14 "	373	374
17 "	375	Staff Observer
18 "	373	374
19 "	375	Staff Observer
20 "	373	374
21 "	375	Staff Observer
24 "	373	374
25 "	375	Staff Observer
26 "	373	374
27 "	375	373
28 "	374	Staff Observer
31 "	375	373

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b. T-2A Ultrasonic (Observer Only):

Date	0800-1000 hours	1000-1200 hours
3 JAN	373	374
4 "	375	373
5 "	374	Staff Observer
6 "	375	373
7 "	374	Staff Observer
10 "	375	373
11 "	374	Staff Observer
12 "	375	373
13 "	374	Staff Observer
14 "	375	373
17 "	374	Staff Observer
18 "	375	373
19 "	374	Staff Observer
20 "	375	373
21 "	374	Staff Observer
24 "	375	373
25 "	374	Staff Observer
26 "	375	373
27 "	374	375
28 "	373	Staff Observer
31 "	374	375

3. Loran Trainer: The trainer is MOCP. The Air Refueling Squadron will be notified when the Trainer is again in commission.

4. T-1A Gunnery Trainer: Schedule 4 co-pilots for each period to this trainer as indicated below:

373 BOMRON - - - - 0800-0900 hrs daily MON thru FRI
374 BOMRON - - - - 0900-1000 hrs daily MON thru FRI
375 BOMRON - - - - 1000-1100 hrs daily MON thru FRI

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5. Flight Simulator: The 308th Bomb Wing will utilize the trainer on the following dates and times: Squadrons will schedule one crew of Aircraft Commander and Pilot for the one week Emergency Procedures Course (Ref 2AF Ltr 51-1) Squadron Training Officers will place the crew on DS to the Flight Simulator for this period. Crew will handcarry T.O.'s and Flip Charts.

a. Emergency Procedures Course:

Week of 3 - 7 JAN 55 - - - - - 375 BOMRON
Week of 10-14 JAN 55 - - - - - 374 BOMRON
Week of 17-21 JAN 55 - - - - - 373 BOMRON
Week of 24-28 JAN 55 - - - - - 375 BOMRON

b. Squadron Standboard Checks: The following dates have been reserved for your Squadron Standboard Checks: (1000-1300 hrs)

373 BOMRON - - - - - - - - - 19 and 20 JAN 55
374 BOMRON - - - - - - - - - 5 and 6 JAN 55
375 BOMRON - - - - - - - - - 10 and 24 JAN 55

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JAN TRNG SCHEDULE
PART II
1 of 1 Pages
TAB D

PHYSICAL CONDITIONING (Crewmembers)

1. Phase I Conditioning:

Time	MON	TUES	WED	THURS	FRI
1100-1200	ARS	ARS	ARS	ARS	ARS
	373	373	373	373	373
1300-1400	ARS	ARS	ARS	ARS	ARS
	374	374	374	374	374
1400-1500	375	375	375	375	375
	ARS	ARS	ARS	ARS	ARS

NOTE: Bomb Squadrons will send 2 crews for each period.
Air Refueling will send 1 crew for each period.

2. Phase III (Sports and Games): This training will be scheduled within each Squadron under the supervision of the P.T. Officer or NCO. Reference paragraph 9c, SAC Regulation 50-2, a projected schedule of Controlled Sports available to crewmembers will be prominently posted in each Squadron. All participants will bring their own towels to the Physical Conditioning Unit.

3. Phase II (Judo): This training is not scheduled due to lack of an instructor. Present instructor will be TDY for approximately three months.

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JAN TRNG SCHEDULE
PART II
1 of 4 Pages
TAB E

BASE SCHOOLS (All Personnel)

*1. Instrument School: One Pilot Instrument Course will be conducted on 13 and 14 January in building 1288 beginning at 0800 hours. Pilots whose instrument cards expire within the next 60 days will be scheduled for this training. Names of personnel selected to attend will be forwarded to 3DOT not later than 11 January 1955.

*2. Management Training: One course will be conducted 0800-1200 hours, 7 thru 28 January in building 916. The criteria for selection will be supervisory responsibility rather than rank, grade or AFSC. Personnel who have previously received and applied this training will not be required to attend. Supervisors with less than 6 months retainability after completion will not be accepted. Either Officers or Non-Commissioned Officers may attend. Quota for your squadron is as follows:

3AEE - - - - - - - - - - - -	4 men	3PMS - - - - - - - - - - - -	1 man
373 BOMRON - - - - - - - - -	1 man	3FMS - - - - - - - - - - - -	1 man
374 BOMRON - - - - - - - - -	1 man	3WHS - - - - - - - - - - - -	1 man
3ARS - - - - - - - - - - - -	1 man		

Training Officers will submit name, rank, organization, and supervisory capacity of personnel selected to attend to 3DOT NLT 3 January 1955.

*3. Coleman Operators School: Personnel scheduled for this training must be 21 years of age or older and will report to the Base Motor Pool, Dispatch Office Building at 0800 hours each Monday.

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*7. Unit Supply School: Training to be conducted 0800-1100 hours, MON thru FRI of each week in building 916. Company grade officers will be scheduled for this training. Rosters will include name, rank, and AFSN. Rosters of scheduled personnel will be forwarded in duplicate so as to reach 3DOT NLT WED of week preceding the MON starting date.

*8. CBR Training (2AFR 50-6, Supl VII, Annex I, II, and III):

*a. Annex I Training: Training Officers will schedule their Squadron CBR Officer and two (2) NCO's to this training to conform with the following schedule:

Date	Time	Length	Participating Organizations
7 JAN	1300	4 hours	3WHS, 3M&E, 3PMS, 3FMS, 3TH
11 JAN	1300	4 hours	3WHS, 3M&E, 3PMS, 3FMS, 3TH
14 JAN	0800	8 hours	373rd, 374th, 375th, and 3ARS

*b. Annex II Training: A Radiological Course for Squadron Monitors will be conducted on 17 JAN, 0800-1700 hours in the CBR Classroom, building 1201. Training Officers in the 373rd, 374th, and 375th Bomb Squadrons will schedule 3 crew chiefs and 3 assistant crew chiefs for this training.

*c. Annex III Training: A General Radiological Training Course for crewmembers will be conducted on 24 JAN, 0800-1200 hours in the CBR Classroom, Bldg 1201. Bomb Squadron Training Officers will schedule 6 crewmembers each to this course.

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Personnel desirous of getting checked out on the Coleman who do not have a Coleman License must first obtain a Hunter AFB GI Drivers License and then be enrolled in subject course. Arrangements may be made by calling Ext. 2-1801 for the purpose of obtaining a GI Drivers License. All requests for the Coleman School will be routed thru 3DOT indicating name, rank, age, and AFSN of personnel desiring training not later than WED of week preceding the MON starting date.

4. Morning Report School: This course will be conducted each Thursday at 1430 hours in building 916 by the Base Statistical Services Officer. This is mandatory training for your Morning Report Clerk on each date.

5. Radar Maintenance: In-flight "K" Maintenance will be conducted every MON, WED, and FRI from 0800-1100 hours in Bldg 1288. Training will be conducted by "K" system Tech Reps and one subject will be covered each week. Training Officers will schedule their Observers so that each can obtain their required 8 hours per month.

NOTE: 308th Tech Rep will conduct classes during the weeks 10 thru 14 January and 24 thru 28 January 1955. 2nd Bomb Wing Tech Reps will conduct classes during the other weeks.

6. Handling of Aviation Fuels: This training will be conducted by Base Personnel. Schedule to be announced later.

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*d. Annex I Training: A course of instruction for your Squadron Passive Defense Teams will be conducted on 28 JAN, 0800-1700 hours in the CBR Classroom, building 1201. Each Squadron Training Officer will schedule two (2) personnel to this class.

NOTE: All CBR training will be conducted in the CBR Classroom in building 1201. Rosters of personnel selected to attend will be forwarded to 3IOT not later than two (2) working days prior to the class starting date.

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SQUADRON TRAINING (Crewmembers and other Personnel)

1. First Aid: Reference 2AFR 50-6, "When proficiency is established by written examinations, hours of training need not be accomplished." First Aid Tests may be obtained from the Air Base Training Flight, building 1288. If lectures are preferred for crew members in lieu of the tests, the Wing Flight Surgeon may be contacted and arrangements made for lectures within the Squadron.

2. Security: Reference Supl XIV, 2AFR 50-6, one hour per month is required for all personnel. Squadron Security Officers may obtain material and films from the Wing Security Officer as needed.

3. Ammo Loading: Reference Supl XVI, 2AFR 50-6, Squadron Training Officers will schedule this training so that a proportionate share of the requirements are met this month.

4. Character Guidance: Squadron Training Officers will contact the Chaplains Office for these lectures. It is suggested that lectures be scheduled immediately after the morning roll calls. Whenever any Squadron invites the Chaplain to the Squadron area, the training officer will be held responsible for a large turnout of personnel.

5. Intelligence: This training will be scheduled by the Training Officer in coordination with the Squadron Intelligence Officer.

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*6. Reports:

a. The Monthly 50-6 Report will be submitted not later than the second working day of each month.

b. Reference supplement VI, 2AFR 50-6, each squadron will submit a roster of combat crewmembers and will reflect the number of hours each individual has accomplished in Phase III (Sports and Games) during the reporting month only. This is a monthly report due in the Wing Ground Training Section on the second working day of each month.

c. Squadron Training Officers will pick up from Base Publications and use S.C Form 293, Individual Accomplishment Record.

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MTD TRAINING (Crewmembers and Maintenance Personnel)

*1. Seat Ejection For Maintenance Personnel (12 hours): Training will be conducted in Bldg 1288 from 1300-1700 hrs on dates as indicated:

Date	373rd	374th	375th	3PMS	3FMS	3M&E
10, 11 & 12 JAN	2 men	1 man	1 man	1 man	1 man	1 man
17, 18 & 19 JAN	1 man	2 men	1 man	1 man	1 man	1 man

Training Officers will submit a roster indicating the name, rank, and AFSN of all scheduled personnel NLT 2 working days prior to each class.

*2. Seat Ejection For Aircrew Members (4 hours): Training will be conducted in Bldg 1288 from 1300-1700 hrs on dates as indicated below:

Date	Type Training	373rd	374th	375th
14 JAN	Observers	2 men	2 men	2 men
21 JAN	A/C's and Pilots	2 men	2 men	2 men

Training Officers will submit a roster indicating the name, rank, and AFSN of scheduled personnel NLT 2 working days prior to each class.

*3. Maintenance Familiarization Course (128 hours): Two classes will start during JAN; one starts on 13 JAN and the other on 27 JAN 55. Classes will start at 0800 hrs in Bldg 1288. Following is a breakdown of the Quotas for each Squadron on both dates:

373rd - - - - - 2 spaces
374th - - - - - 2 spaces
375th - - - - - 2 spaces
3FMS - - - - - - 3 spaces
3PMS - - - - - - 2 spaces

A roster indicating the name, rank, and AFSN of all scheduled personnel will be forwarded to 3DOT NLT 2 working days prior to each class.

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*4. Auto-Pilot Course (40 hours): This course will start 0800 hrs on 17 JAN in building 1288. Training Officer in the 308th A&E Squadron will schedule 4 personnel to this course. A roster indicating the name, rank, and AFSN will be forwarded to 3ROT at least 2 working days prior to the class starting date.

5. Jet Engine Specialist Course (40 hours): This course will start 1300 hrs on 10 JAN in Bldg 1288. Training Officer in the 308th Field Maintenance Squadron will schedule 4 personnel to this class.

6. Hydraulics Specialist Course (28 hours): This course will start 1300 hours on 10 JAN in building 1288. Training Officer in the 308th Field Maintenance Squadron will schedule 2 personnel.

7. In-Flight Refueling Trainer: This trainer is due on the base by 15 JAN 55. It is estimated classes will start approximately 17 JAN for the Air Refueling Squadron. A course syllabus will be furnished as soon as the instructor personnel report in.

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JAN TRNG SCHEDULE
PART II
1 of 2 Pages
TAB H

TARGET STUDY (Crewmembers)

1. The following Aircraft Commanders and their crews will report to the Wing Plans Section on dates as indicated below (0800-1700) for the purpose of attending 50-55 briefings:

4 and 5 JAN 55

CAPT G. W. Stockton	CAPT T. W. Robbins	CAPT L. F. Wright
CAPT A. T. Stein	CAPT J. G. Townsend	

6 and 7 JAN 55

CAPT D. L. Keplinger	CAPT I. S. Matthews	CAPT R. E. Handley
CAPT K. F. Clark		

10 and 11 JAN 55

MAJ L. A. Gilliland	MAJ J. F. Weber	CAPT S. J. Sanders
CAPT J. D. Thompson	1LT G. R. Savage	

12 and 13 JAN 55

MAJ S. M. Pence	MAJ N. S. Smith	MAJ J. R. Rogers
CAPT J. H. Uhalt	CAPT R. B. Scott	CAPT D. H. Frost

14 and 17 JAN 55

CAPT G. K. Sorenson	CAPT E. L. Donnelly	CAPT J. G. Beezley
CAPT J. T. Sullivan	CAPT W. C. Savoca	CAPT C. W. Bulow

18 and 19 JAN 55

MAJ F. M. Millsap	MAJ A. L. Oppelt	CAPT R. E. Lee
CAPT J. E. Bird		

20 and 21 JAN 55

MAJ R. E. Sabourin	CAPT G. B. Gibson	CAPT R. Petty

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JAN TUNG SCHEDULE
PART II
2 of 2 Pages
TAB H

24 and 25 JAN 55

CAPT S. L. Dailey	CAPT H. R. Cothran	CAPT C. R. Charlton
CAPT R. B. Armstrong	CAPT J. L. Chandler	

27 and 28 JAN 55

CAPT C. C. Schobert	CAPT J. T. O'Neal	CAPT G. W. Hearns

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Wing Control Room Duty Officer

1. An officer will be present for duty in the control room at all times; therefore, an officer will be furnished from the squadrons to augment the control room officer during all off duty periods. This officer will have to be a combat crew member. He will be briefed to take charge of all normal duties and to notify Captain Blackman or an officer in Wing Operations of any unusual situation.

2. The following schedule will be followed for assigning officers to this duty.

ARS 0800 1 Jan to 0800 8 Jan

373rd 0800 8 Jan to 0800 15 Jan

374th 0800 15 Jan to 0800 22 Jan

375th 0800 22 Jan to 0800 29 Jan

ARS 0800 29 Jan to 0800 5 Jan

3. During a normal duty day the officer will report to the control room at 1645 and will be relieved at 0730 the following morning.

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D I S P O S I T I O N F O R M

SUBJECT: Staff Visit to MacDill AFB

TO:	FROM:	DATE:	COMMENT #1
See Distribution	308DM	31 Jan 55 Col Jenkins/23271/mw	

1. Attached is a report prepared by the 308th Chief of Maintenance covering a visit to MacDill Air Force Base 12-14 January 1955. The purpose of this visit was to learn effective practices and procedures that are applicable to the operation of the 308th Bomb Wing and to exchange ideas on materiel items.

2. A similar visit is scheduled for Barksdale Air Force Base on or about 7 February 1955.

Ralph C. Jenkins

1 Incl.
Report by 308DMM

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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375BSC	(2)	ISC	(2)
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EXHIBIT "A"

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SUBJECT: Staff Visit to MacDill AF Base

1. In accordance with D/F, 3DM, 10 Jan 55, subject as above, a visit was made to 305th Bomb Wing maintenance facilities 12-14 Jan 55.

2. In addition to the undersigned, the following personnel made the trip: Major Main, Major Alton, and Captain Foster.

3. Supply Problems: As shown on the attached sheet, 6th Air Division Units at MacDill have had a zero AOCP rate during the month of December. A discussion of the reason for this condition with maintenance and supply people revealed the following factors contributing to the above desired condition:

a. Close cooperation between maintenance and supply activities. This factor above all others was given as the basic cause of his rate by the Base Accountable Officer. Examples of this cooperation:

(1) Attendance of a Base Supply representative at all pre-dock meetings.

(2) Careful weekly screening of back orders jointly by supply and maintenance people in order to "purify the system" and cancel all requisitions not needed.

(3) Anticipation of requirements by maintenance activities.

(4) Use of the expediter system for only priority traffic, with 446 issues for all other items. Priority call-ins are averaging 50/day. Delivery time is 1 hour, 10 minutes.

b. Extensive use of anticipated AOCP call-ins.

c. Use of air transportation for all priority freight. In addition to depot couriers and mercury service, an estimated 60% of all priority freight is handled by pilot pick up. The Base Supply Officer has direct operational control of base flight aircraft.

d. Extensive use of the telephone to follow all priority freight. From a check of approximately 22 anticipated AOCP items, it would appear that a daily check was made of each item. It was emphasized that if during this check, any quibbling was indicated by depot personnel, the matter was immediately brought to the attention of responsible supervisors.

e. All "work stoppage" items received expedited call-in the same manner as AOCP/ANFE. However, before being categorized as work stoppage, each item was carefully verified by Maintenance Control personnel. Some results:

(1) Only twelve items were AWP in A&E Field Maintenance Shops.

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(2) The Field Maintenance Squadron, although some 26 persons under-strength, and with 90 of its people TDY, could still build up engines at a rate to meet requirements, including a reserve of engines to meet a valve tappet guide failure rate of 1/week.

4. Ground Power: Major Alton made a special study of this section of 51 people. Some points:

a. Assigned units: 9 Gremco sets, 12 each C-26's, and 18 each C-21B's.

b. Supply problems: None. The station has authorized and on hand a Table XIX and Gremco Kits A and B.

c. Maintenance Problems: Few. They make considerable use of local repair, and find that local dealers can get parts from the manufacturers in a very short time.

d. Dispatch. All power is delivered to the aircraft by FMS people, and shifted during the day to meet requirements. The flight lines are scrupulous in returning units when not required and in shifting aircraft to meet a power requirement. They have plenty of 100' cables.

e. Guarding is by squadrons. The power guard is required to be on aircraft interphone when the equipment is in use.

f. Maintenance. Plans for a Gremco load bank were secured. All diesels were shut down immediately when power was no longer required in order to decrease fouling of injection nozzles when the unit idles excessively. Fouling of the nozzles causes the unit to be incapable of developing maximum power when required.

5. Maintenance Communications: No problems had been encountered. All activities are tied in a normal radio vehicle net, and in addition, each unit has interphone to base supply. All vehicles had heavy duty generators.

6. Vehicles: Approximately 18 general purpose vehicles were assigned and there was no problem of outage for maintenance. All 5 tugs were concentrated in the FMS Ground Power Section.

7. Foreign Object Damage: No foreign object damage has been encountered since the November USCM. The cases encountered at that time were attributed to close taxiing. All screens in the wing are kept in the retracted (inlet clear) position at all times. A screen has been developed for installation in the engine during nose section maintenance. One screen was brought back.

8. EAM. The Electronic Accounting Machine installation is in operation and proving valuable. A supervisor and 4 clerks are required to run the system, which is more than are authorized.

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9. E-System: No great problems were apparent. A strong analysis section had been set up to isolate recurring deficiencies. Each crew flies its own aircraft 80% of the time. Each observer is briefed before each mission on the maintenance history of the set he is to fly, and debriefed after each mission, to secure results and exact in-flight performance.

10. Cannibalization: Whereas formerly 100 cases of cannibalization per month was average, 10-30 is now the standard. On the 14th of January, 8 cases had been resorted to in January.

11. TOC Familiarization and OJT Progress Charts: The development of Organization and Functional Charts, TOC Familiarization Charts, and OJT Progress Charts was a special subject within the wing. Each section had all required charts displayed, and they had the appearance of accuracy and up-to-dateness.

12. Stand Up Briefing: The technique of the "15 minute stand up briefing" is extensively utilized in the wing. At 0845 there is such a briefing in Wing Operations for both operations and materiel people chaired by the Wing Commander. A&E has 2 such briefings each day; one around noon in preparation for the next day's effort, and one at 1600 when the prior day's results are reviewed. In both cases, the A&E crew chief on each airplane gets or gives up-to-the-minute information on all the systems maintained by A&E.

13. Automobile Parking: The parking problem has been solved at MacDill by opening up additional parking spots all over the base. Considerable time and effort of maintenance people is thus saved.

1 Incl
AOCP Sheet of Explanation

/s/t/ G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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ACFT AOCP 13 JAN 55 - SHEET OF EXPLANATION

305TH BOMB WING	NEGATIVE
306TH BOMB WING	NEGATIVE
809TH AIR BASE GROUP	NEGATIVE
SAC EVAL SQDN	NEGATIVE

Incl. #1

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D I S P O S I T I O N F O R M

SUBJECT: Staff Visit to MacDill AFB

TO:	FROM:	DATE:	COMMENT #1
See Distribution	308DM	31 Jan 55 Col Jenkins/23271/ww	

1. Attached is a report prepared by the Commander, 308th Armament and Electronics Squadron, covering a visit to MacDill Air Force Base 12-14 January 1955. The purpose of this visit was to learn effective practices and procedures that are applicable to the operation of the 308th Bomb Wing and to exchange ideas on materiel items.

2. A similar visit is scheduled for Barksdale Air Force Base on or about 7 February 1955.

Ralph C. Jenkins

1 Incl.
Report by 308AESC

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

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374BSC	(2)	BM	(2)
375BSC	(2)	MVSC	(2)
308PMSC	(8)	SSC	(2)
308AESC	(5)		
308PMSC	(2)		
308ARSC	(2)		

EXHIBIT A"

0758

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SUBJECT: Observational Visit to MacDill AF Base

1. A visit to the 305th Bomb Wing was made by Major E. H. Main and Captain C. T. Foster, Maintenance Supervisor 308th A&E Maintenance Squadron, 12-14 January 1955, for observational purposes.

2. The following personnel were contacted:

Major Knofszinski,	6th Air Division A&E Officer
Major Smith	305th A&E Maint. Squadron Commander
Captain Ullom	305th A&E Maint. Squadron OIC Flight Line
Captain Welsh	305th A&E Maint. Squadron OIC Field Maintenance
1st Lt. Michie	305th A&E Maint. Squadron, Training Off & OIC Periodic Maintenance

In addition, Captain Ely of the Operational Engineering Section was contacted.

3. The Malfunction Data Collection and Analysis Section was contacted and appeared to be functioning in an efficient manner. This particular type unit has been set up in the 308th A&E Squadron within the past three weeks and certain information learned from the 305th Section should prove of value. For example Kardex Cards consolidating K-Systems malfunctions into specified groupings for each aircraft and cards indicating the results of each bomb run made by each aircraft were obtained and will be phased into our own Reports and Analysis Section.

4. Two "stand up briefings" are held in the A&E Squadron daily, one at 0815 hours where the previous days mission results were given. The purpose of this briefing was primarily for gathering information for the daily Wing Commanders briefing later in the day. A later briefing in the A&E Squadron is held in order that major problems arising from preparation for the next days mission can be resolved. A procedure such as this but with certain adaptations will be inaugurated within our own A&E Maintenance Section.

5. The relative priority given for A&E functions appeared to be much the same as that established in the 308th Bomb Wing with the possible exception that the 305th A&E had precedence over retraction tests and refueling in some instances.

6. There seemed to be no problems whatsoever in securing power for A&E maintenance on the aircraft. Just why there was no problem could not be answered by A&E personnel. It was noted however that any maintenance, or checks to be performed requiring less than one hour was done using A/C inverters if ground power was not available. Ground power on hand for the wing is as follows:

C-26	13 ea.
C-21	18 ea.
Gremco	9 ea.

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7. Expediter service from Base Supply was considered at an average time of 1 hour.

8. A&E personnel did not meet landing aircraft to determine A&E status, however, and A&E Crew Chief System is in effect to compensate for this. Further study is required before this system would be recommended for the 308th Bomb Wing.

9. The coordination between A&E and the aircraft observer was considered excellent. Prior to each mission each observer must report to A&E to discuss his K-System and within 48 hours after the mission he must again report to A&E to discuss the results of his mission. This is considered so important that the Wing Commander personally checks log books on the average of three (3) times a week in the A&E Squadron showing the observer's signature to ascertain that the observers are following this procedure. It was anticipated that the Wing Observer, Target Study and Photo Analysis was to be moved into the A&E Building to effect still closer coordination.

10. There was virtually no local modification of K-Systems to improve bombing accuracy. One aircraft had double off-set which A&E personnel indicated the Operator liked but apparently was not considered a "hot" project in the least. It was learned from Captain Ely of O.E.S. that a fix on the bomb door turbulance effect on the K-System altitude meter had been established based on tests on 15 aircraft and published in Specific Item Report 143 dated 24 April 1954. This report has not been received by the 308th A&E Squadron, but will be requested and any information of value to this Wing will be utilized. NOTE: Captain Ely stated that every Wing within SAC receives these reports in sufficient copies to supply the A&E Squadron with at least one copy.

11. The relative experience level of K-System Maintenance Personnel is higher in the 305th A&E Squadron than in the 308th as indicated below.

	305th A&E	308th A&E
32170E	assigned 21	assigned 6
32150E	assigned 54	assigned 49
32150B	assigned 2	assigned 2
32150C	assigned 2	assigned 0
32150D	assigned 2	assigned 1
32130E	assigned 27	assigned 40

NOTE: The above figures indicate assigned strength after deletions are made for fulfilling quotas to Pinecastle by the 305th A&E Maintenance Squadron. It is also interesting to note that this squadron had only one (1) man on detail in addition to normal squadron duty such as bay orderly, CQ, and barracks guards. The 305th Wing is not required to furnish any personnel for base details.

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12. MTD Training for newly graduated K-System personnel is in effect. OJT seems to be the primary utilisation of technical representatives rather than formal training. From the information that could be gathered from the 305th A&E Training Officer the 308th A&E Squadron is a good bit more advanced in training. It must be borne in mind, however that the 305th A&E does not have the rudimentary requirements in this respect as is experienced in the 308th wing because of the experience level in the 305th A&E Squadron.

13. The number of AWP items ran from 12 to 17 during our visit. This rate is considered exceptionally good compared to the 308th A&E. From information obtained from the 305th Material Control Unit it was indicated that no special effort was exerted on their part. Base Supply support is excellent and any needed parts are usually issued. The airmen on duty in the A&E Pre-Issue Section and Bench Stock Section gave the following information:

Approximate number of line items in Pre-Issue - 120; in Bench Stock 75.

a. This is far below the 308th levels in both instances ever considering the cutbacks evolved by the SAC S.I.P. Team. The number of line items in the 308th A&E Maintenance Squadron Pre-Issue is 168 and Bench Stock 198.

/s/t/ EDGAR H. MAIN
Major, USAF
Commander

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DISPOSITION FORM

SUBJECT: Maintenance Difficulties Experienced by the 308th Field Maintenance Squadron

TO: See Distribution

FROM: 308DM

DATE: 6 Jan 55

COMMENT NO. 1

Col Jenkins/23271/mw

1. The Commander of the 308th Field Maintenance Squadron has documented difficulties that have been experienced by his unit during the period 13 December thru 30 December 1954. It is clear that they have also seriously affected the efficiency of the 308th Bomb Wing as a whole. I am particularly concerned with coordination difficulties that exist between the field maintenance squadron and the flight lines with respect to having the aircraft prepared and parts available for the specialist at the time that he is available. Cases cited most certainly point to aborts, late take-offs, ineffective utilization of personnel and unnecessary work during non-duty hours.

2. It is requested that each addressee take whatever action is within his purview to eliminate those deficiencies which are corrective at wing or base level. On items on which we need assistance of higher headquarters or Air Materiel Areas, it is desired that appropriate wing staff officers document the problem and prepare necessary TWX's or letters citing the problem and recommending corrective action.

3. Action agency is annotated at the left margin of each deficiency item.

Ralph C. Jenkins

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

1 Incl,
List of Maint. Difficulties

DISTRIBUTION:

308G	(1)	38AIDM	(2)
308CC	(1)	804ABBG	(2)
308DO	(2)	804ABBMA	(2)
308DM	(3)	804ABDM	(2)
3061DM	(5)	804MVSG	(2)
373BSG	(2)	804SSG	(2)
379BSG	(2)	804ISG	(2)
325BSG	(2)		
308BMSG	(8)		
308ABSG	(5)		
308MSG	(2)		
308ASG	(2)		

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EXHIBIT "B"

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13 December 1954

Action: 604IS — There was no electric power on the 308th side and in the Electric and Instrument Shops of the new hangar. This was due to a burned out transformer. This rendered inoperative all of the test equipment of the electric and instrument shops that required electricity.

15 December 1954

Action: 804IS 804 AMS — Since the power failure in the new hangar and the estimated delay of 3 - 6 weeks to complete repairs it was decided to move the electric and instrument test equipment back to the old electric shop location. No transport available until 16:00.

Transportation

Action: AAMVS — PMS has an authorization or daily allocation of 5 pick-up trucks, 1 ton and a half and four tugs. Listed below is the total received each day.

DATE	PICK UP	1 1/2 Ton	Tugs	Remarks
13 Dec	4	0	3	Pick up 1 1/2 ton dispatched to other Squadrons. Tug in shop.
14 Dec	4	0	2	Pick up & 1 1/2 ton to other Sq. 1 tug to special loading & 1 tug to shop.
15 Dec	4	1	2	Pick up to other Sqs. 2 tugs in shop.
16 Dec	4	1	2	Pick up to other Sqs. 2 tugs in shop.
17 Dec	3	1	2	2 pick ups to shop. 2 tugs in shop.
20 Dec	3	1	1	2 pick ups in shop. 2 tugs in shop. 1 tug special loading.
21 Dec	3	1	2	1 pick up to shop. 1 pick up to Sq. 1 tug to shop. 1 tug to special loading.
22 Dec	4	1	1	1 pick up shop all day. 1 pick up shop 1/2 day. 2 tugs special loading. 1 tug shop.

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Date	Pick Up	1 1/2 Ton	Tugs	Remarks
23 Dec	3	1	1	1 pick up in shop. 1 pick up to AGS. 1 pick up to 374th. 1 tug in shop. 2 tugs special loading. Borrowed pick up from A&E.
27 Dec	3	0	1	ARS was issued our 1 1/2 ton truck 2 tugs in shop. 2 tugs special project. 1 pick up in shop.
28 Dec	3	0	1	1 pick up in shop. 1 pick up in ARS. 1 1/2 ton in shop. 2 tugs in shop. 2 tugs special project.
29 Dec	2	0	1	2 pick ups in shop. 1 pick up ARS. 1 pick up received from shop at 10:45. 1 1/2 ton 373rd Ops. 2 tugs shop. 2 tugs special project.
31 Dec	3	1	1	1 pick up shop. 1 pick up ARS. 1 pick up rec 10:30 from ARS. 1 pick up rec from shop 0900. 1 tug shop. 2 tugs special project.

17 December 1954

ction:
AFBDMA

Supply Liaison called at 14:20 checking on inverters. They informed us that Base Supply had issued 15 ea on 16 Dec 54. To date these inverters have not been delivered to Materiel Control Section. There was a request made for 1 ea inverter for 219 on 17-1077 it was called in at 1300 and was not delivered until 15:00.

Jet Test Stand Operation

A shortage of power units has absolutely prevented jet test stand operation during normal work day. FMS has been forced out of necessity to set up a night crew for test stand operation, which is undesirable. This is an unsatisfactory condition.

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Bench Stock: (as of 23 Dec 54)

Action: 308FMS 804EBMA

Lack of bench stock (79 line items) for the build up of the next four R-4360 engines has caused FMS to order these items from Base Supply as anticipated AOCP. In the event any of these engines are committed to aircraft, the aircraft will have to go AOCP.

Supply - 31 Dec

Action: 804EBMA

Under a new system set up in Materiel Control by Base Supply, the FMS is not required to make out a Form 446. All parts are to be ordered over the expediter system. Getting tied up with work he requested us to make out 446's on items ordered against W/O's and engine numbers and he would put a control number on them. This was done, then we were requested to help them log in the 446's and to help fill out the 308FMS parts request register. This was done too.

The 446's found their way to the routine editor and he sent them all back to Materiel Control because they had no price and no authorization. When a call is made on the phone the price or authority is never given. This was the understanding at the time that the 446 would be made out as if called in over telephone. Now whenever a 446 is called in a man must stay at Base Supply to receive the control number.

Action: 804EBMA

Base Supply has never settled down on the proper procedure for handling local purchase items called in. In some cases the items are issued. In others the consignee copy of the 446 is returned with indorsement action to procure from local purchase store. In other cases a call is made back in 15 to 30 minutes with a cancellation. Reason given is item is local purchase.

General

Action: 373BS

Each day a FMS Branch Chief makes numerous status check runs out on the flight line for coordination purposes since the 13th of December a total of 37 aircraft have been found to be closed with open or outstanding work orders charged against them. Specialists have been dispatched to these aircraft and the aircraft were scheduled to fly the following day. On numerous occasions specialists have been dispatched to aircraft only to find aircraft on refueling pits. Lack of communications has contributed to the delays and expenditure of non-productive man-hours described above.

Aircraft 075

At 10:45, 17 Dec, W/O 17-82 was called in. "Replace right aileron P.C.U. part of A/C."

Action: 373BS

Hyd specialist was dispatched. The C/C was not at the aircraft but ship was open. The C/C was in the engineering office playing cards. The specialist had to go to engineering office to make a check for equipment. New P.C.U. had not been adjusted by C/C and old P.C.U. was installed on A/C 099 which took off at 11:30. Asst. C/C had metering pin linkage in his pocket and had gone to dinner.

Work order was finally completed at 14:30 on 17 Dec.

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17 Dec 54

Action: 373BS — W/O 17-68 on A/C 099 called in at 23:56. Specialist was dispatched and #2 write up was completed on the 18 Dec. On the 21 Dec C/C was told to order a lower float switch. At 09:15 a W/S check was accomplished at 09:00 on 23 Dec and we were told the part had not been received. At 08:00 on 27 Dec, a check was accomplished again and we were informed C/C had never ordered the switch.

The work order was finally cancelled by M.C at 10:00, 28 Dec.

20 Dec 54

W/O 20-5 on A/C 219 called in at 09:14. B.B. tank indicates 400 lb. when empty.

Action: — Specialist was dispatched at 10:15. There was no power on A/C and A/C had not been defueled. C/C said he would call when ready. Specialist returned at 11:30. Still not ready.

[illegible]S — M.C. called at 09:50 on 22 Dec and C/C was ready for specialist. He arrived at 09:55 and A/C was being moved.

W/O was finally completed at 15:40 on 23 Dec, in 4 manhours.

A/C 076 21-1 P-1

Action: 375BS — M/Sgt Walker notified 308th Dispatch office at 15:30, 22 Dec 54, to have A/C 076 open at 18.30 to complete S.J.R.'s at 16:00 S/Sgt O'Neal notified electric shop that the A/C would be open.

Electricians arrived at A/C 076 at 18:30, 22 Dec 54, waited until 1900. Night men brought the electricians back to 375 Eng. Office. The electricians were told that the A/C would not be open, and the C/C had not been notified.

A/C 217 21-16 P-1

Action: [illegible]S — M/Sgt Walker notified 308th Dispatch Office at 15:30, 22 Dec 54, to have A/C 217 open at 17:30 for the electricians to complete SJR 21-16. At 16:00 S/Sgt. O'Neal notified the Elect. Shop that the A/C would be open at 17:30.

The electricians arrived at A/C 217 at 17:30. The A/C was closed. The electricians went by 373rd Eng. Office; got no satisfaction.

Back on A/C at 19:00 man on A/C didn't know what was wrong with the A/C. Nothing was in the forms about the Auto-brake valve being inoperative. At 19:25 work order was cancelled by M/Sgt Vriezilar, line chief.

22 Dec 54

Action: 375BS — W/O 22-51 on A/C 099 was called in at 07:17. Specialist was dispatched at 08:30 on the 23 Dec. C/C was told to order an "automatic change over relay," at 13:30. 23 Dec 54.

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22 Dec 54

A W/S check was made at 09:00 on 27 Dec, and C/C had just ordered the switch as the Control No. was 27-1023.

A/C 220 SJR 22-6 Priority 1 A

tion: - The electric shop received SJR 22-6 on A/C 220, at 08:30. The
7)BS work on this SJR was solder lead on Auto Pilot disconnect switch. An electrician was dispatched at 08:35. He arrived at the aircraft at 09:00 and was told by the C/C (S/Sgt Greg) to wait until after flight. One manhour was lost going and coming from A/C. Work order was cancelled by M.C. at 11:30, 22 Dec 54.

A/C 222 SJR 22-42

Aircra The Electric Shop received SJR 22-42 on A/C 222, to hook up gene-
0-5 rator leads #1 engine. The electricians were dispatched from the Elect. Shop at 16:00, 22 Dec, and arrived at A/C at 16:30. This work order was placed on work stoppage at that time due to the fact that the PTO case was not ready for hook up. The crew chief told the electricians to wait until 08:00, 23 Dec. Work order was re-dispatched at 09:30, 23 Dec, and when the electricians arrived they found that the PTO case was still not on. Approximately 2 manhours have been expended on this SJR to date and no work has been accomplished toward hooking up #1 generator.

A/C 09?

W/O 22-45 was received at 15:21. Arrangements were made to have A/C open after duty hours. A specialist was dispatched at 17:30 and the A/C was not open.

tion: At 19:30 the specialist went back to the A/C to install the Volt
3BS Meter. He was unable to obtain the Volt Meter because the C/C had it locked up in his tool box and had left his keys at home or in the barracks.

A specialist was dispatched to the A/C at 08:20, 23 Dec. The specialist returned at 08:45 and he said the C/C had ordered the wrong type voltmeter. An A/C voltmeter was needed and C/C had ordered and received a D/C voltmeter. The C/C must reorder the proper type voltmeter. A W/S check was made on 27 Dec at 09:00 and we found the crew chief had just ordered the new voltmeter. The control # was 27-1015. The part was received at 13:00 and the W/C was completed at 13:30, 27 Dec.

22 Dec 54

W/O 23-8 on A/C 048 was called in at 08:50 "Jack A/C for weight and balance check." The priority was 1-A.

Airframe men were removed from A/C 095 to accomplish work. The aircraft arrived at the hangar without jack pads installed. This caused a delay in the W/O completion.

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29 Dec 54

ction: 03AES — Aircraft #254 W/O 29-55 was received at 16:31. "Assist "K" men to install pressure switch." M/C was notified that this had nothing to do with the hyd system but we were told not to argue but to send a hyd man to the aircraft.

On arriving at the aircraft it was found that the "K" system needed a "nipple", Part No. 6500-450500. The specialist went back to the shop for the nipple and took it back to the A/C. This required 1 manhour.

Recommend in the future the A&E squadron add this part to their bench stock and keep a record of the part number for future requisition.

30 Dec 54

A/C 919 was scheduled for weight test for 08:00, 30 Dec.

ction: 03AES 08MW — Airframe section of Aero Repair was prepared to receive the aircraft at the proper time. The A/C did not arrive and dispatch section was called to find out the reason for the delay. M.C. informed us the A/C was on the defueling pit and would be ready at 13:00. At 13:30 the A/C was still not ready.

At 15:00 A/C 919 was parked outside of hangar and a check made of the A/C. The chart "e" was not inventoried. T/Sgt Picott and M/Sgt Oviatt went to see Major Powis and informed him of this. A phone call was made and Maj Powis told them to weigh the A/C anyway.

The A/C was towed into the hangar at 16:00 and then Lt. Graham called Maj Powis and then M/Sgt Oviatt was informed the A/C would not be weighed until 08:00, 31 Dec. The A/C was towed out of the hangar at approximately 16:45.

Results: 1 day labor lost.

30 Dec 54

A/C 095 was cannibalized on 17 Dec. The spoiler door actuator arm was removed by A/1C Fincher and installed on A/C 272.

ction: 75BS — The A/C was pulled into the hangar at 13:30 for retraction. The ground crew then left. A crew member showed up at 14:00. Airframe personnel then were allowed on the A/C.

The crew chief had the actuator but not the attaching parts. It was learned that the man who had the parts was at the barracks. At 15:00 the crew chief informed M/Sgt Oviatt that the man who had the parts was on night duty and couldn't be located. The A/C was finally towed out of the hangar after a 45 minute delay. The crew chief then ordered the attaching parts. Finally the crew chief had the machine shop thread bolts properly to match the missing ones.

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30 Dec 1954

At 16:30 the Sqdn was notified to pull A/C into the hangar. The A/C arrived at 17:30. The retraction was performed after all necessary work was done and the A/C was cleared and ready.

Eight man hours were expended on the work order. 24 man hours were lost as lag time.

2. The 308FMS has recently started sending a Sheet Metal Inspector to the flight line to inspect aircraft for needed sheet metal work. It is our intent to inspect each aircraft in the Wing once each week. The following is a list of items found. In some cases serious damage to the aircraft could have occurred, had the work not been accomplished.

28 Dec 1954

Action:
373BS
374BS
375BS

a. 253 repair crack on left aft wheel well door, no SJR, as of vet.

b. A/C 076 crack in fwd bulkhead in bomb bay, SJR 23-48,

c. A/C 266 skin torn on fuselage above upper radar door. SJR 29-21.

d. A/C 092 crack in bottom of fuselage aft of bomb bay. SJR 23-33.

(1) Replace camera door seal.
(2) Crack in bulkhead fwd of bomb bay.
(3) Trailing edge of right wing needs unit on bent skin.

e. A/C 090 cracks in right and left aft wheel well doors. SJR 20-35.

f. A/C 048 crack in right and left aft wheel well doors. File off rough skin on bottom of fuselage aft of bomb bay. SJR 29-8.

g. A/C 089 crack in fwd bulkhead in bomb bay, skin torn on drag chute door. SJR 29-25.

h. A/C 046 crack in right aft wheel well door, skin torn on trailing edge of right wing, skin bent down on trailing edge of left wing. SJR 29-26.

i. A/C 268 skin torn on bottom of fuselage aft of bomb bay, crack in left aft wheel well door. SJR 29-27.

j. A/C 077 skin torn on bottom of fuselage aft of bomb bay, crack in left aft wheel well door. SJR 29-31.

k. A/C 222 angle cracked on panel in fwd wheel well. SJR 29-40.

l. A/C 265 replace rivet on top of left wing leading edge. SJR 29-37.

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(1) Replace air lock in left ATO panel.
(2) Replace air lock receptical on ATO panel right side.

m. A/C 291 crack in right wheel well door. SJR 29-51.

30 Dec 54

n. A/C 043 crack in left and right wheel well doors, skin torn on trailing edge of left wing. SJR 30-6.

o. A/C 075 crack in fwd bulkhead in bomb bay. SJR 30-7.

p. A/C 100 cracks in left and right aft wheel well door. SJR 30-9.

q. A/C 249 cracks in right aft wheel well door. SJR 30-14.

r. A/C 042 cracks in left aft wheel well door. SJR 30-20.

31 Dec 54

s. A/C 236 repair damaged place on intake scoop, repair cracks on bottom side of right flap. No SJR, as of yet.

t. A/C 206 cracks on top left wing above outbrd hinge. No SJR as of yet.

u. A/C 215 fairing cracked on fuselage next to right wing flap.

v. A/C 223 patch cracks on nose well doors, crack in left strut fairing, crack on top left wing between 3 & 4 eng. No SJR as of yet.

A/C 035

The forward landing gear doors were found to be out of adjustment 4 complete turns. It was found that the crew chief had made an adjustment on the doors after a brake line had been broken and repaired. This disconnect of door linkage affects retraction of gears and should have a retraction performed after such maintenance has been completed. All adjustments both mechanical and electrical will be followed by a retraction test.

/s/t/ RALPH H. SCHNECK, Lt Col, USAF
Commander

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D I S P O S I T I O N F O R M

SUBJECT: Maintenance Difficulties, 308th Field Maintenance Squadron

TO:	FROM:	DATE:	COMMENT NO. 1
See Distribution	308DM	13 Jan 55 Col Jenkins/23271/mm	

1. Attached is a summary of maintenance difficulties that are affecting the efficiency of the 308th Field Maintenance Squadron. I have noted on the left margin the indicated action agency.

2. While no specific answers are required, it is requested that each action addressee correct the cited deficiencies and report to this office any matter that cannot be resolved at Wing - Base level.

Ralph C. Jenkins

1 Incl.
List of Maint.
Difficulties

RALPH C. JENKINS, Colonel, USAF
Director of Materiel

DISTRIBUTION:

308C	(1)	ADDM	(2)
308DC	(1)	804ABC	(2)
308DO	(2)	804ABMA	(2)
308DM	(3)	804ABDM	(2)
308DMM	(5)	804MVSC	(2)
373BSC	(2)	804SSC	(2)
374BSC	(2)	804ISC	
375BSC	(2)		
308MSC	(8)		
308AESC	(5)		
308PMSC	(2)		
308AMSC	(2)		

17

EXHIBIT "C"

0771

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4 January 1955

Action: 308AES

Work Order 3-91 was called in at 15:30, 3 January. Two Sheet Metal Specialists were dispatched at 13:00, 4 January and went by A2E as requested. They asked for Airman White and were told he was at the aircraft. On arriving at the aircraft they could not find Airman White. They returned at 13:45 to dispatch section and Maintenance Control was called. The work order was finally completed at 15:30, 4 January 1955.

Action: 308DMMC

Work Order 4-59 priority 1-A was called in at 23:45 to the Hydraulic Shop on aircraft 047. It was called to the shop at 08:20 and a specialist was dispatched. The aircraft was being used for special loading and he was refused access. At 09:00 Maintenance Control called about the specialist and we informed them of the above facts. The specialist went out again at 11:15 and was refused access again even though we were told he would be put on the special list. We were called again by Maintenance Control and told to send the man out for he could get on now. He went out again at 13:00 and was refused access and returned at 13:26.

M/Sgt Giner called Mr. Gagne and informed him of the above. He told Mr. Gagne that if the squadron wanted the man on the aircraft they would have to send transportation for him themselves and make sure they were positive he could get on before he would leave the shop.

The Hydraulic man went to the aircraft at 13:50 and completed the work order at 14:45.

7 January 1955

ANC equipment, entrusted to the care of the Field Maintenance Squadron, is being handled carelessly by the squadrons to which they are issued. This is causing extra work in their care and putting equipment out of commission.

Instances noted by M/Sgt Wahn, the NCOIC of the ANC Shop, are listed below:

Action: 373BS

At 08:30 on 3 January 1955, T/Sgt Vann from the 373rd Squadron turned in power unit #340, a C-26 to the ANC Pool. The service cables were not properly rolled and the cable cover was not secured and could not be secured for that reason.

Action: 375BS

At 08:15 on 7 January 1955, power unit #429, a C-26 was in front of 375th Engineering Office. The cables were not rolled properly and the cover was not secure. An attempt at fastening had put pressure on door hinges and they were breaking.

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M/Sgt Avery was told about this discrepancy and his answering remark was, "It was not being turned in as yet."

Action: 373BS — On 3 January 1955, the high pressure air compressor was noted being towed with the hose dragging behind. This was the 373rd Bomb Squadron and occurred at 10:05. (M/Sgt Berry)

On 3 January 1955, power unit #551, a C-26 was found on ramp and was not in use. Cables were not rolled properly causing the cable cover to be damaged.

Action: 373BS — The Unit was taken to the shop at 16:30 and as yet no one has inquired about this unit. Airman Whaley from the 373rd Bomb Squadron is still signed out with the unit.

At the end of the work day on the 3 January 1955 the following units were not turned in:

a. 373rd Bomb Squadron--C-26 #430; High Air Compressor #120.

b. 374th Bomb Squadron--C-26 #549; C-26 #315; C-26 #429; High Air Compressor #728.

c. 373rd Bomb Squadron--30 December 1954, Ground Heater #703.

The Sheet Metal Shop has designated one man from the shop to act as an inspector. His duty is to find these discrepancies and get them corrected as early as possible in the day. This also is putting our aircraft in a better flying condition.

The following are some of the defects noted:

3 January Aircraft 235 3-55 ARS

Crack in right wheel well door.
Crack in top of left wing over outboard flap hinge.
Crack on top of right wing behind No. 3 engine.

Aircraft 917 #3-57

Replace unit on top of right wing behind No. 3 engine.

Aircraft 237 #5-56

Loose unit on left landing gear door.
Stop drill cracked on fairing between fuselage and left wing on top.

373rd Bomb Squadron Aircraft 081 #4-25 #4-26

Stop drill crack on sail boat.

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Aircraft 100 #6-37

Crack in left aft wheel well door.
Repair crack on skin of right rear wheel well door.

Aircraft 217 #4-28

Repair crack in left rear wheel well door.
Repair crack in right wheel well door.

Aircraft 278 #4-29

Repair crack in left rear wheel well door.

Aircraft 093 #4-30

Crack in right rear wheel well door.

374th Bomb Squadron Aircraft 089 #6-39

Crack in forward bulkhead in bomb bay.

Aircraft 077 #6-44

Repair crack in left aft wheel well door.

Aircraft 386

Second write up, no work order yet.
Crack in left aft wheel well door.

Aircraft 094 #6-49 #6-50 #6-51

Replace unit on outside of right bomb bay door.
File out cracks on left aileron.
Repair cracks in entrance door hinge.

375th Bomb Squadron Aircraft 090 #6-29

Crack in forward bomb bay bulkhead.

Aircraft 225 #6-31

Crack in left aft wheel well door.

Aircraft 095 #6-27 #6-28

Crack in forward bomb bay bulkhead.
Crack in right aft wheel well door.

Aircraft 272 #6-48

Crack in right aft wheel well door.

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TRANSPORTATION:

The following is a listing by date of transportation that was made available to Field Maintenance Squadron:

3 January 1955. 4 each pickups, 1 each 1-1/2 ton truck and 4 each tugs. At 11:00 hours we lost 2 of the four pick-ups.

4 January 1955. 4 each pickups, 1 each 1-1/2 ton truck and 4 each tugs.

5 January 1955. 4 each pickups, 1 each 1-1/2 ton truck and 3 each tugs. Lost 2 of the 3 tugs at approximately 10:00 hours.

6 January 1955. 4 each pickups, 1 each 1-1/2 ton truck and 3 each tugs. Lost 2 of the 3 tugs during the day.

7 January 1955. 5 each pickups, 1 each 1-1/2 ton truck and 2 each tugs. Lost 1-1/2 ton truck at 13:00 hours.

MATERIEL CONTROL PROBLEMS:

Action:
804AEMA

Due to pre posting at Base Supply on several occasions information has been given which has lead people to believe that an item has been received. The Materiel at the time of posting is awaiting delivery. The receipt of the item at the organization may be as much as three days later. Materiel Control should be then asked if the part has been delivered before any information is passed forward.

CR&C have been unable to make pick up on large bulky items.

There is still trouble trying to get the controller to accept a high priority on Ground Power Equipment. We tried to call a Radiator in for a Gremco, research cancelled the item because they did not have the stock books on it. We had Supply Liaison to get the controller to accept this order.

/s/t/ RALPH H. SCHNECK, Lt Col., USAF
Commander

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18

D I S P O S I T I O N F O R M

SUBJECT: Facilities for Maintenance Supervision

TO:	FROM:	DATE:	COMMENT NO. 1
See Distribution	308DM	3 Feb 55 Col Jenkins/23271/vm	

1. Our 1957 PMP projects for maintenance control, field maintenance supervision and periodic maintenance engineering were turned down by 2d Air Force on the basis that a standard USAF building was not included in the USAF Facilities Requirements Manual.

2. Background information.

a. Requirements for these facilities have existed since about July 1949 when specialized maintenance was implemented throughout SAC.

b. On 8 July 1953, Headquarters, SAC, issued a paper entitled "Hangar and Wing Hangar Requirements" in which the specific criteria for these facilities were listed and a statement was included to the effect that the data had been forwarded to Headquarters, AMC, for consolidation and submission to USAF in accordance with "Development and Planning Criteria for Technical Maintenance Facilities", Reports Control Symbol AF-D-12.

c. Space for maintenance administration was to have been provided at Hunter in the two new hangars. However, these offices were later deleted.

d. Standard USAF base shop buildings such as exist on North African bases have more than 10,000 Sq. Ft. of space for maintenance administration. There are none of these buildings programmed for Hunter.

e. All three of these activities in the 308th Bomb Wing are currently located in wooden mobilization structures which are in the way of new construction and are scheduled to be razed within the next year and a half.

3. In a telephone conversation with Colonel Ruark, Deputy Director of Materiel, 2d Air Force, on 1 February 1955, he indicated that their Headquarters is preparing the criteria for these three facilities and will disseminate them at an early date to the field for comment. Upon return to 2d Air Force, field comments will be analyzed and forwarded to Headquarters, SAC, recommending adoption command-wide.

EXHIBIT "D"

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4. Unless this problem is resolved it may be necessary to divert some new squadron operations buildings to offices of maintenance supervision, leaving tactical flight squadrons in their current positions off the line.

for Easton A. Borelangton, Maj
RALPH C. JENKINS, Colonel, USAF
Director of Materiel

DISTRIBUTION:

303C	(1)	BC	(2)
308[illegible]	(5)	2C	(3)
309TMSC	(8)	TM	(2)
306FMSC	(5)	ISC	(2)

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DISPOSITION FORM

SUBJECT: Budget Estimates 1956 and 1957

TO: 308DM
2DM

FROM BCR (BCRB)

DATE 10 Jan 55

COMMENT 1
Capt Zemaitis
Ext 2-1771

19

1. Requirements in the following form will be necessary to preparation of Budget estimates for Past Year 1955. Current Year 1956, and Budget Year 1957. Submission on date not later than 15 February 1955.

Category	Units of Measure	No of Units	Cost per Unit	Total Cost
(a) POL				
Kerosene	gals			
Solvent	gals			
Diesel Fuel for GP Units	gals			
Gasoline Fuel for GP Units	gals			
(b) Other Operating Supplies				
Aircraft Maintenance	xxxx	xxxx	xxxx	
Field Maintenance	xxxx	xxxx	xxxx	
(c) Equipment				
Aircraft Maintenance	Pieces			
Field Maintenance	Pieces			

Under (b) above, will be included only those expendable type items authorised for local purchase under provision of AFR 70-16. Under category (c) include only those items of non-expendable type equipment authorised for local purchase under provisions of AFR 70-16.

2. Each category will be supported by complete narrative justification. Justification will be realistic and factual. Past experience, unit of measurement, when possible, another known factors will be used to support requirements. Extract from AF Manual 172-1 on preparation of narrative justification is inclosed for information and guidance.

3. Experience factors for 1954 as indicated by A & E records are as follows:

Category	Program	Obligs thru Dec
(a) POL		
Kerosene	14,000	3,726
Solvent		-0-
Diesel Fuel	Not Avail	Not Avail
Gasoline	Not Avail	Not Avail

EXHIBIT "F"

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DISPOSITION FORM

SUBJECT: Budget Estimates 1956 and 1957 (Cont'd)

TO: 308BM
2DM

FROM: BCR (BCRB)

DATE 10 Jan 55 COMMENT 1
Capt. Zemeikis
Ext. 2-1771

Category	Program	Oblige thru Dec	Issues thru Dec
(b) Other Operating Supplies			
Acft Maint	50,000	29,309	
Fld Maint	16,706	10,178	3,824
(c) Equipment	-0-	-0-	-0-

Types of items to be budgeted or extracted from Purchase Orders issued to date are furnished for information.

4. Captain Zemeikis, Budget Officer, or Miss Rowe, Budget Analyst, Extension 2-1771, Building Number 1019, may be contacted at any time to render assistance in preparation of requirements.

BY ORDER OF THE COMMANDER:

/s/ Raleigh H. McQueen
/t/ RALEIGH H. MCQUEEN
Major, USAF
Adjutant

1 Incl
Extract AFM 12-1

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DAILY REPORT OF AIRCRAF. STATUS AND SELECTED FLIGHT OPERATI. S

REPORTS CONT. SYMBOL: 1-AF-A1 (SAC-1)(PART I)

MAJOR AIR COMMAND	SUBCOMMAND	WING	GROUP
SAC	2AF	308th Bombardment Wing	
SQUADRON	**DETACHMENT**	**INSTALLATION**	**DATE OF REPORT**
		Hunter AFB, Ga	31 Jan ~~1954~~ 1955

LINE NUMBER	TYPE, MODEL, AND SERIES	ASSIGNMENT	TOTAL NUMBER OF AIRCRAFT ON HAND	DURING PAST 24 HOURS: TOTAL NUMBER OF HOURS AIRCRAFT WERE ON HAND	NUMBER OF HOURS IN COMMISSION	HOURS OUT OF COMMISSION: AWAITING PARTS	T.O. COMPLIANCE	PERIODIC MAINTENANCE AND INSPECTION	MALFUNCTION, MECHANICAL DEFECTS, OPERATIONAL DAMAGE	OTHER REASONS	NUMBER OF LANDINGS	FUEL ISSUED	HOURS FLOWN: TOTAL	HOURS FLOWN: NIGHT	HQ USAF/CMD HQ USE	HQ USAF/CMD HQ USE
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	B-47B	CC	0	306	186	0	0	0	120	0	3	15417	6	0		
2																
3	B-47E	CC	42	32271	15519	4056	0	3600	9096	0	301	1509017	1385	387		
4																
5	KC-97E	CC	16	11904	4656	2568	0	120	4560	0	148	191231	352	132		
6																
7	KC-97G	CC	5	3720	2064	192	0	168	1296	0	90	73479	146	62		
8																
9	C-119C	CC	2	1488	0	0	0	0	1488	0	0	0	0	0		
10			~~64~~ 65													
11	TOTAL:			49689	22425	6816	0	3888	16560	0	542	1789144	1889	581		
12																
13																
14																
15																
16																
17																
18																
19																
20																
21																
22																
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24																
25																

NAME, GRADE AND TITLE OF COMMANDING OFFICER

SIGNATURE OF COMMANDING OFFICER

AF FORM 1 JAN 52 110a PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 982967

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C O P Y

FM COMDR SAC OFFUTT AFB NEBR

TO COMDR AIRDIV 38 HUNTER AFB GA

/UNCLASSIFIED/ IN 3806. FOR PERSONAL ATTN ALL SAC COMDRS.
THIS HQ IS DISPLEASED WITH REPUTED OUTSTANDING TOS AND TOC BACKLOG AND CONCERN EXPRESSED BY SOME COMDRS AS TO SUCH OUTSTANDING TOS AND BACKLOG. MUCH OF THIS CONCERN IS DUE TO COMDRS LACK OF UNDERSTANDING AS TO WHAT IS "OUTSTANDING" TO. FOLG INSTRS ARE EFF WITH REC OF THIS MSG: A. SAC RECOGNIZES ONLY TWO CATEGORIES OF TIME COMPLIANCE TOS. THEY ARE: 1. "OUTSTANDING" TO, INCLS ANY OF FOLG CONDS: (A) IMMED ACT - GNDG (RED CROSS). (B) URGENT ACT - WHICH HAS BECOME GNDG (RED CROSS) TO. (C) ROUTINE ACT IF EITHER OF FOLG APPLIES: (1) NO KIT IS RQRD AND TIME SPECD IN TO FOR COMPLIANCE HAS EXPIRED. (2) KIT IS RQRD AND TIME SPECD IN TO FOR COMPLIANCE HAS EXPIRED AFTER REPORT. 80 PERCENT OF TOTAL KITS RQRD BY WG ARE ON BASE. COMPLIANCE TIME BEGINS UPON REACHING 80 PERCENT KIT AVAL AT BASE. 2. "NOT DUE FOR COMPLIANCE" TO. INCLS ANY OF FOLG CONDS: (A) URGENT ACT - WHICH HAS NOT YET BECOME GNDG O SINCE PD FOR COMPLIANCE HAS NOT EXPRD. (B) ROUTINE ACT - IF EITHER OF FOLG APPLIES: (1) NO KIT IS RQRD, TO WILL BE CARRIED AS "NOT DUE FOR COMPLIANCE" UNTIL EXPR OF PD SPECD IN TO. (2) IT IS RQRD, TO WILL BE CARRIED AS "NOT DUE FOR COMPLIANCE " FROM TIME 80 PERCENT OF RQRD KITS ARE AVAL UNTIL EXPR OF PD SPECD IN TO. B. ONLY OUTSTANDING TOS AS DEFINED ABOVE WILL BE CARRIED ON AF FORM 1 OR ANY OTHER FORM OR REPT. BOTH "OUTSTANDING" AND "NOT DUE FOR COMPLIANCE" TOS, AS DEFINED ABOVE, WILL BE ENTERED IN AF 60 SERIES FORMS. ALL AF FORMS 1 AND AF 60 SERIES FORMS WILL BE CORRECTED ACD. C. ALL TIME COMPLIANCE TOS OTHER THAN TWO CATEGORIES SET FORTH ABOVE WILL BE EXPED WITHDRAWN FROM CIRCULATION, REMOVED FROM AF FORM 60 SERIES AND AF FORM 1, AND RTRND TO BASE SUP FOR BOLLING ACT. D. IN FUTURE, ONLY "OUTSTANDING" AND "NOT DUE FOR COMPLIANCE" TOS, AS DEFINED ABOVE, WILL BE DISTRD BY BASE SUP OR WG MAINT ACTYS. SAC REGS 66-20 AND 5-4 ARE BEING REVISED TO REFLECT ABOVE SOP. HRD AF, DIV, WG, AND SEP ARS COMDRS WILL ACK REC AND UNDERSTANDING OF THIS MSG. IN ADD, WE DESIRE REPT FROM ALL COMDRS WHEN ABOVE ACT IS COMPL. SUSPENSE DT FOR COMPL OF THIS ACT AND SBM OF REPT IS 22 JAN 55. THIS MSG TRANSMITTED TO ALL SAC UNITS.
17/16252 JAN

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EXHIBIT "H"

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C O P Y

FM COMDRSAC OFFUTT AFB NEBR

TO COMDRADIV 38 HUNTER AFB GA

/UNCLASSIFIED/ IM 6568. FOR ALL SAC COMDRS. RE OURMSG IM 3806 DTD 15 JAN 55. DUE TO QUERIES RCVD CMA FOLO ADD INFO IS FURN CLN 1. PARA B OF SUBJ MSG CHANGED TO READ CMA QUOTE ONLY OUTSTANDING TOS AS DEFINED ABOVE W/B CARRIED ON AF FORM 1. NO OTHER TOS W/B CONSD OUTSTANDING ON ANY OTHER FORM OR REPT. BOTH OUTSTANDING AND NOT DUE FOR COMPLIANCE TOS CMM AS DEFINED ABOVE CMM W/B ENTERED IN AF 60 SERIES FORMS. ALL OTHER ROUTINE TOS CMM BOTH WG/BASE AND DEPOT LEVEL COMPLIANCE CMM WILL NOT BE ENTERED IN AF FORM 60 SERIES OR AF FORM 1 UNTIL THEY MEET THE RQRMTS SET FORTH ABOVE. ALL AF DOS 1 AND AF 60 SERIES FORMS W/B CORRECTED ACCDLY. UNQUOTE 2. INTERNAL WG/BASE PROS W/B ESTBLD TO INSURE BASE SUP COORD WITH WG MAINT CON AND BASE,FIN TO PERMIT TIMELY RQN AND/OR FAB OF KITS AND PARTS FOR T OSE TOS HELD IN BASE SUP PENDING 80 PERCENT KIT AVAL. 3. FOR INFO ALL CONCERNED CMM WE RECOG ABOVE IS DEVIATION FR TO 00-20A-1 AND 00-5-1J AND HAVE DISCUSSED SUBJ WITH HQ AMC. HQ AMC PROMISES EARLY REV OF TO 00-5-1J AND AMNDMT OF 00-20-1 TO REFLECT TOC POLICY RECENTLY AGREED TO BETWEEN AMC AND SAC. THIS MSG XMITTED TO ALL UNITS OF THIS COMD.
26/22232 JAN

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EXHIBIT "I"

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COMMRADIV 38 HUNTER AFB GA

COMDR OCAMA TINKER AFB OKLA

OTIG, USAF, NORTON AFB CALIF

COMDR AMC WRIGHT-PATTERSON AFB OHIO

COMDR WADC WRIGHT-PATTERSON AFB OHIO

COMDR SAC OFFUTT AFB NEBR

COMDRAF 2 BARKSDALE AFB LA

COMDR WRAMA ROBINS AFB GA

/UNCLASSIFIED/308DMM 1-4501 SUBJ: USAF REPT. (Special handling Required IAW Part II, SEC II, TO 00-35D-54) OCAMA, AMC, and WRAMA, for Directorate MAINT Engineering. SAC, For DMMS.

A. 308BW 55-11, 3 JAN 55

B. Improper Torque of Bus Connection

C. Not APPL

D. Boeing (Tulsa, OKLA)

E. B-47E 52-043

F. None

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G. During ACCP FLT, NR 3 generator would not parallel.

H. An investigation revealed that wire terminals for wire NRS 3P52F000, 3P52S000, 3P52Q000, and 3P52H000, were severely burned for approximately 6 inches on SA side of the left WG terminal junction panel, Part NR. 5-32867-1, located beneath the left WG break access panel. Further investigation revealed loose connections on the NR 3 generator buss bar, Part NR. 8-4970-502, which resulted in an arcing COND, causing high resistance, and a voltage drop of approximately 4 volts.

I. Improper torquing of bus connections, Part NR. BAC-S12X-6-32, and inadequate quality CON inspection at the factory.

J. All ACFT are being inspected for similar difficulty. ACFT with wires burned are bing rewired and all connections are being inspected and re-torqued.

K. RECOM and IMMED one-time inspection be performed on all B-47 type ACFT to determine if similar deficiency exists.

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In ADD, HSCM this item be made a periodic VIS inspection on B-47 type ACFT.

ADD IEFOL Out of 40 ACFT inspected, 6 ACFT are similarly affected: 2 have burned wiring, and 4 have loose bus connections.

L. 385:10

LT COLONEL G. C. AVRIETT 4 Jan 55 0800

308DM4/jw 29361

EXHIBIT "J"

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COMDRADIV 38 HUN ER AFB GA UNCLASSIFIED

PRIORITY

COMDR OCAMA OKLAHOMA CITY OKLA

COMDR AMC DIRECTOR MAINT ENG

WRIGHT PATTERSON AFB OHIO

COMDR WADC
WRIGHT PATTERSON AFB OHIO

COMDR SAC OFFUTT AFB NEB

COMDRAF 2 BARKSDALE AFB LA

COMDR WRAMA WARNER ROBINS AFB GA

/UNCLASSIFIED/308DMM 1-5263 (EMERGENCY UR)

A. UR 308BW 55-263

B. Gasket Main Oil Screen - 02H

C. 0235-26789

D. Pratt and Whitney

E. Aircraft KC-97E 51-237

Engine # 3 position R-4360-35C P6212

F. Non recoverable and disposed of accordingly

G. During engine run-up after post flight inspection oil was discovered leaking from the main oil screen gasket on # 3

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H. Investigation revealed that gasket, P/N 26739 was leaking.

I. Gasket is too thin.

J. Defective gasket assembly was removed and disposed of accordingly

K. Recommend gasket, P/N 125754 be made available immediately

L. 00:15

ADD Info: 2AFMSC SAM-TKE-3B-1-90-K has been complied with and DC-4 compound was used in addition to washers being installed under the hold down belt heads. Gasket still leaked with 105 inch pounds of torque applied and engine idling.

LT COLONEL GILES C. AVRIETT 31 Jan 55 1730

308DMAC/dq/Capt Haddock. 28601

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HEADQUARTERS 308TH BOMB WING (M)
HUNTER AIR FORCE BASE, GEORGIA

ANNEX F

TO

OPERATIONS PLAN 7-55

"OPEN MIND"

ADMINISTRATIVE & LOGISTICS MATTERS

GENERAL INSTRUCTIONS

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EXHIBIT "Y"

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TABLE OF CONTENTS

ANNEX F

TO

OPERATION PLAN 7-55

ADMINISTRATION AND LOGISTICS

ANNEX F - - - - - -Administrative & Logistical Matters

APPENDIX 1 - -Recap of Personnel & Materiel

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ANNEX F
TO
OPERATIONS PLAN 7-55
"OPEN MIND"

SECTION I GENERAL

1. PURPOSE. To disseminate administrative and logistical instructions that normally apply to air movements of forces of this command to bases outside the Zone of Interior.

2. APPLICABILITY. These instructions have been made applicable by specific references to this regulation in paragraph 4 of the SAC operations orders directing this air movement.

3. EXCEPTIONS. Exceptions to these instructions will be included in the operations or administrative orders.

SECTION II SUPPLY

4. Commands and agencies responsible for logistical support of bases through and to which SAC forces deploy will furnish supplies and service support required by these forces to the extent available.

5. SAC forces, as specified in the appropriate operations order, will move with and will receive supply support in accordance with one or more of the following:

a. Not Applicable.

b. Not Applicable.

c. Not Applicable.

d. Not Applicable.

(1) Not Applicable.

(2) Not Applicable.

(3) Not Applicable.

e. Supply support during the TDY period will be through normal theater channels.

f. "AOCP/ANPE requirements w/b obtained from Post-Strike Base and/or Depot Assets."

g. Not Applicable.

h. Consumption data of all issues from base stocks will be recorded, received and forwarded to this headquarters within ten days after return of unit to home station.

6. "Complete built-up power packs w/b obtained from Post-Strike Bases and/or Depot Assets."

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7. Not Applicable.

a. Not Applicable.

b. Not Applicable.

8. Reparable items generated during TDY period will be evacuated as follows:

a. Items which are not listed as critical by Headquarters Air Materiel Command, Headquarters Strategic Air Command, or the base accountable officer at the home station will be evacuated within 72 hours through theater supply channels.

b. Critical items will be turned in to theater base supply without delay for immediate evacuation by most expeditious means to the theater depot. Shipping documents will indicate that the item is critical and should be evacuated by air to ZI depots.

c. Not Applicable.

9. All personnel will deploy with mess kits and canteens. Flight lunches will consist of the food packet, individual, combat, in-flight, or precooked frozen meal, individual, as applicable. Flight lunches will be provided by the home or TDY station in sufficient quantities to provision personnel moving in military aircraft to final destination. When commercial airlift is provided and subsistence is contractor-furnished, SAC commanders will ascertain that such subsistence is in sufficient and nutritional quantities for troop movement. When subsistence is not contractor-furnished, SAC commanders will insure that subsistence will be provided as indicated above.

9.1 POL Requirements:

B-47 REQUIREMENTS

JP4 fuel: - - - - - - - - - -	37,000 gal.	AR #1
	51,000 "	AR #2
	51,200 "	Post or AR #3
	44,400 "	AR Return #4
TOTAL	183,600	

Oil for B-47's: - - - - - - - - Spec. No. 1005, 55 gal. Post-Strike Base.

ADI for B-47's: - - - - - - - - Not Applicable

KC-97 REQUIREMENTS

NOTE: Requirements computed on premise that KC-97 aircraft "Post-Strike" refuel before return to home station.

Gasoline, Octane 115/145 - - -	18,000 gal.
Oil, Spec. No. 1110 - - - - -	300 gal.
ADI Fluid - - - - - - - - - - -	216 gal.

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SECTION III ARMAMENT ELECTRONICS

10. All personnel will carry their authorized weapon and one basic load as prescribed in SAC Reg. 136-9.

11. Where aircraft are required in accordance with paragraph 3 of the operations order to deploy on peacetime rotations with combat type ammunition loaded in the gunnery system, unit commanders will insure that the same ammunition is retained and returned with tactical aircraft. Ammunition "lot" number identification will be maintained.

12. Not Applicable.

(1) Not Applicable.

(2) Not Applicable.

(3) Not Applicable.

13. Not Applicable.

14. Maintenance support required enroute will be provided from the resources of the organization, as determined by the organization commander.

15. Post-Strike Staging Maintenance Support w/b provided by the in place rotational bomb wing.

16. Maintenance support required, which is beyond the combined capability of the SAC and local forces at any point, will be reported to this headquarters in accordance with SAC Reg. 65-15.

17. The SAC maintenance activity at the forward bases will be organized and operated as prescribed in SAC Reg. 66-12.

18. SAC aircraft commanders, or designated representatives, will perform a security check at all enroute and/or operating stations to insure that fuel, oil, and ADI fluid for servicing aircraft are clear of contamination and that fuel and oil are of the grade specified by applicable TO's. A clean galss, paper, or metal container will be used to obtain a sample from each servicing unit, for a thorough visual inspection for contamination prior to servicing each aircraft. Minor time element is required to perform this check.

19. Commanders of units deploying with jet powered aircraft are responsible for assuring compliance with TO 02J-J1-17, as concerns determination of policing status of parking areas, runways, taxiways, etc, at enroute bases.

20. Necessary action will be taken to assure that prepositioned equipment at enroute and forward operating stations receives proper care and maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of appropriate responsible personnel at the enroute or forward operating stations.

SECTION V TRANSPORTATION

21. B-47's will deploy with 4th crew member as crew chief.

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22. Not Applicable.

23. Personnel transported in unit aircraft will be limited by SAC Reg. 60-10.

24. Not Applicable.

a. Not Applicable.

b. Not Applicable.

25. Not Applicable.

a. Not Applicable.

b. The provisions of paragraph 4g(2), SAC Reg. 75-4, 23 Mar 53, will apply.

SECTION VI MEDICAL

26. Not Applicable.

27. Personnel involved in the movement will be immunized in accordance with the provisions of AFRs 160-101, as amended, and 160-102 and SAC Reg. 160-1.

28. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at destination. In an emergency and if determined necessary by the surgeon, evacuation through use of available aircraft may be effected if a qualified attendant is furnished to accompany the patient(s).

SECTION VII PERSONNEL

29. Upon deployment, personnel to accompany the unit will be those assigned to the wing air echelon and staging teams by the wing mobility plan, as limited by the operations order.

30. Personnel deploying will have sufficient retainability to insure that the duration of TDY will be completed. Personnel who will become eligible for separation under current directives subsequent to the return of the unit must have additional service remaining to complete processing for separation.

31. Personnel on leave who must accompany the unit may be recalled at the discretion of the organization commander concerned.

32. Personnel in the following categories will not normally accompany the unit upon deployment:

a. Officers who have submitted resignation under the provisions of paragraph 6 or 7, AFR 36-12, 28 Feb 52, as amended.

b. Officers who have been recommended for elimination under AFRs 35-66, as amended, or 36-2, as amended.

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c. Officers who have been nominated as principal or alternate for assignment to one of the service schools, including USAFIT and pilot training, unless it can be determined that personnel will be available for such assignment on the established reporting date.

d. Personnel undergoing investigation or awaiting trial by court-martial.

e. Airmen who are considered tentatively qualified for aviation cadet training. These airmen as follows:

(1) Airmen who have made application and have successfully passed the AC-OC examining board and are high school graduates.

(2) Airmen who have made application and have successfully passed their physical examination for flying and possess two or more years of college.

f. Airmen who have made application for OCS and meet the provisions of AFM 35-7, 1 Apr 53.

g. Personnel granted deferment under the provisions of AFR 35-39, as amended.

h. Personnel attending formal or technical training courses. Key personnel may be recalled from schools only upon approval of this headquarters. Commanders considering such withdrawal necessary to meet operational commitments will forward complete justification to this headquarters in each case.

33. RESCINDED.

34. Units which are the sole users of an assigned mobile training detachment will report to this headquarters the date MTD training is to be interrupted and the date the MTD will be ready for reassignment, if applicable.

35. Personnel on whom action has been initiated under AFR 35-62, as amended, as security risks will be reassigned from deploying units.

36. Uniform Compliance. a. Personnel will conform to uniform regulations of the theater to which deployed.

b. SAC commanders may authorize the wearing of suit, working, when the performance of tasks enroute, "for which Class 'A' uniform is not suitable," is necessary.

37. Personnel will be briefed concerning the following:

a. Customs and courtesies of the country to which deployed.

b. Prohibitions and penalities relative to illegal commercial and black-market activities.

38. Personal affairs and casualty reporting will be in accordance with AFRs 30-11, as amended, and 34-43 and SAC Regs. 30-3 and 34-8.

39. Personnel records will be processed and forwarded in accordance with current directives and SAC Reg. 35-3, as amended.

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SECTION VIII ADJUTANT

40. Orders covering movement of individuals will indicate TDY and will be prepared in accordance with paragraph 18, Chapter 3, AFM 30-3, 1 Apr 53. CIPAP will be included in the travel orders. Orders will be unclassified, regardless of classification of the operations order, unless otherwise stated.

41. "Orders directing SAC peacetime deployment will quote the following statement verbatim to define the purpose of the TDY, "Purpose-SAC Air Operations."

42. "In accomplishing SAC rotations and air operations Per Diem is payable in the same manner as for ordinary TDY."

a. Per diem is authorized for the entire period of TDY. Travel is not in support of U.N. activities.

b. Not Applicable.

43. MAIL. a. Applicable parts of AFR 182-4 will apply.

b. Not Applicable.

c. Mail will be held at home station pending return of affected personnel.

SECTION IX COMPTROLLER

44. Not Applicable.

45. All personnel will be given a thorough briefing on the following matters:

a. Not Applicable.

b. Finance service available enroute.

c. Pertinent foreign currency data, including restrictions on use, import and export, and exchange procedures.

46. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2, and 171-4.

47. Expense summary reports for the units concerned will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, Jul 51, as amended, and AFL 177-4.

48. SAC funding number OM-102 will apply to all units. Pass to budget and accounting.

49. Not Applicable.

50. Not Applicable.

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SECTION X JUDGE ADVOCATE

51. Air Force personnel of Strategic Air Command units who are assigned or attached for temporary duty with the 5th Air Division, or any component thereof, are under the jurisdiction of the Commander, 5th Air Division, for purposes of courts-martial and UCMJ, Article 15.

52. Air Force personnel of Strategic Air Command units who are assigned or attached for temporary duty with the 7th Air Division, or any component thereof, are under the jurisdiction of the Commander, 7th Air Division, for purposes of courts-martial and UCMJ, Article 15.

53. Not Applicable.

54. In geographical areas not under the command jurisdiction of SAC or the commander of the SAC unit may request the commander exercising general courts-martial jurisdiction over the base upon which his unit is tenanted to exercise jurisdiction in accordance with paragraphs 2a(1) and/or 2a(2); AFR 11-40 7 Jul 52. Exercise of jurisdiction in accordance with paragraph 2a(1), AFR 11-40, includes the exercise of authority under UCMJ, Article 15.

55. Personnel of returning units may, at the discretion of the commander exercising general court-martial jurisdiction temporarily over the unit, be retained if under investigation, pending trial by court-martial or review, or required as a material witness in court-martial proceedings.

SECTION XI SECURITY

56. The SAC Security Intelligence Digest, Volume I, Number 1, 25 January 1954, and all subsequent issues will be used as a guide in determining the subversive situation in enroute, staging, and forward operating areas.

57. Security inspections of aircraft will be conducted in accordance with the provisions of SAC Reg. 205-8, as amended.

58. Unit security officers will monitor unit security procedures during the movement to and from forward areas in accordance with SAC Reg. 205-11 and will insure that personnel have been cleared in accordance with AFR 205-6, as amended.

59. SAC Restricted area badges will be used by participating SAC personnel in conjunction with the badge system in effect at the forward base concerned.

59. 1 a. Not Applicable.

b. Not Applicable.

c. Under normal rotational training, guards for the aircraft will be furnished by the using organization during normal working hours.

d. The base will be responsible for security of aircraft during non-duty hours, area security for flyaway kits and all other internal security (air base defense, passive defense) and law enforcement functions.

e. The air police will furnish one air police radio equipped vehicle per tactical or tanker squadron on a 24-hour basis.

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f. Appropriate plans or SOPs at SAC bases will clearly indicate security responsibilities.

59. 2 a. Not Applicable.

b. Not Applicable.

c. Under normal rotational training, guards for the aircraft will be furnished by the using organization during normal duty or working hours.

d. The Provost Marshal of the non-SAC base will have operational control of the security forces and provide the services indicated in Revised Section II, BOP 2 1954. These services include:

(1) Guards for the close-in protection of deployed aircraft and radio vehicular patrols.

(2) Not Applicable.

(3) Administrative and logistical support for the attached security personnel.

(4) Rigid control pass system.

(5) All other internal security, air base defense, passive defense and law enforcement functions.

e. The requirements for access to SAC aircraft will be established by the senior SAC commander.

59. 3 ENROUTE BASES. a. The security of SAC aircraft and equipment staging through non-SAC enroute bases will normally be provided by the air police component of the staging team designated for that station.

b. The security of SAC aircraft and equipment staging through SAC bases will be the responsibility of the host SAC base. Additional air police will not normally be provided by the staging organization.

59.4 Not Applicable.

59.5 The safeguarding and destruction of classified matter will be as directed in AFR 205-1 and SAC Reg. 205-15.

59.6 Security of special weapons will be as prescribed in SAC atomic SOPs.

SECTION XII MISCELLANEOUS

60. BURIAL AND GRAVE REGISTRATION. Burial and grave registration will be in accordance with existing directives of the theater to which deployed. In the absence of theater directives, the provisions of AFRs 30-11, as amended, 35-21, as amended, and 143-6, as amended, and AFM 143-1, 1 Nov 53, will be followed.

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61. REGULATIONS, TECHNICAL ORDERS, AND OTHER DIRECTIVES. The unit will move with the necessary regulations, technical orders, stock lists, SAC forms, and other directives that are required for effective operation while on TDY within the weight limitation as set forth in SAC Manual 400-1, as amended, and/or SAC-approved wing mobility plans.

62. INSECT CONTROL. Aircraft, other than fighter-type, will carry a minimum of two aerosol bombs. Aircraft will be completely sprayed 30 minutes prior to landing at the first stop subsequent to crossing the United States boundary.

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APPENDIX 3

CH-1
31 January 1955

TO

308TH BOMB WING

OPERATIONS PLAN 7-55

"OPEN MIND"

ORGANIZATION	NO. OF PERS.	WGHT (LBS) MAT
373d Bomb Squadron	6	
374th Bomb Squadron	6	
375th Bomb Squadron	6	
308th Air Rflg Squadron	48 (a)	
TOTAL	66	

(*) Cargo requirement in form of equipment and spares is zero except for weight of ECL Kits (Mechanics Tool Kits) and/or such other cargo as may be specified in basic operations order.

(a) One (1) aircraft crew chief AFSC utilized as 8th Crew Member.

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MINUTES OF THE 308TH FLYAWAY KIT REVIEW BOARD

Members Present

Name	Grade	AFSN	Organization
R. C. Jenkins	Col	8533A	Hq Sq 308th Bomb Wing
G. C. Avriett	Lt Col	7195A	Hq Sq 308th Bomb Wing
P. R. Menzies	Lt Col	A0389743	308th Air Rflg Sq
C. V. Wakeman	Major	11922A	375th Bomb Sq
J. F. Dorondo	Major	6231A	Hq Sq 308th Bomb Wing
G. A. Meuse	Capt	A0820799	308th Air Rflg Sq
D. E. Craven	Capt	A0709508	373rd Bomb Sq
J. E. Favor	Capt	A0590711	308th Armt & Elec Sq
H. D. Davis	1st Lt	A01853009	804th Supply Sq
K. G. Kamens	1st Lt	A02232696	Hq Sq 308th Bomb Wing
L. P. Mullins	1st Lt	A01864789	374th Bomb Sq

The above Flyaway Kit Review Board Members and/or alternates met in the 308th Bomb Wing Conference Room on 31 January 1955, at 0900 hours. This board was convened in compliance with and under the provisions of Par 5a, 2d Air Force Reg. 65-1, dated 3 Mar 53.

The special order establishing representation is quoted: Par. 6, 38th Air Division Special Order 66, dated 20 Mar 54.

Herewith follow the minutes of the meeting:

Colonel R. C. Jenkins, the Board President, opened the meeting by asking the Flyaway Kit Officer the present status of the 308th Wing's FAK. The following percentages were given by Lt. Davis based on overall percentages as of this date:

373BS		95.22
Pre-Strike Package	99.18	
Post-Strike Package	99.37	
374BS		93.93
375BS		92.94
308ARS		96.48

The above percentages are overall percentages, the average being 96.18, which is over the SAC minimum of 95%.

Percentages on the critical classes were given as follows:

373BS	87.17	375BS	85.02
374BS	89.16	308ARS	90.06

The critical class average for the four kits involved was computed as 87.85%.

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EXHIBIT "X"

0800

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Lt Davis continued with the following statement: A new book was being published containing lists for pre/post-strike residue kits with authorizations based on individual aircraft. The book will be published during January for B-47 and KC-97 aircraft.

Reference Consumption Data: Lt Davis.

A summary of ARS consumption during the last TDY was forwarded to 2d Air Force. The recommendations for changes, however, have not been submitted.

Colonel Avriett stated that he thought the recommendations for changes would be accomplished before the next FAK meeting.

Reference Procedure for Submitting FAK Change Requests: Col Jenkins.

All requests for changes to the FAK will be submitted to the Supply Liaison Section of Maintenance Control, along with recommendations, and the Supply Liaison Section will process the requests.

The FAK's have been purified of the B-47B parts. There is no effort underway to reduce the number of J-47 engines in the FAK. The number is still 27.

Reference Repackaging Program: Lt Davis.

A test had been scheduled in the FAK Section in which the old style bin was to be loaded in a B-47 bomb bay of the 2nd Bomb Wing. This was postponed.

The Base Director of Materiel - Transportation Section has developed a chain to stabilize the FAK's on flat beds during movement of bins to either Bomb Wing marshaling area.

No written instructions have been received regarding the repackaging of FAK materials. A great many items will have to be taken from the original package containers and repackaged in shock absorbing material and thence into bins, according to 2d Air Force Inspectors. This will make a considerable difference as far as weight is concerned. Lt. Davis requested that the 308th Bomb Wing send representatives to the FAK Section to determine if the items are being repackaged and/or rebinned to their satisfaction.

Col Jenkins at this point stated that there had been no problems as far as damage in transit was concerned; however, as a precautionary measure, A & E and FMS Instrument Shop would send people to the FAK Section to look over the packaging and repackaging project underway.

Post-Strike FAK Book: Lt Davis.

A TWX was received which indicated that the Post-Strike FAK Book would be published during January. Generally, a distribution of 60 copies to each Wing could be anticipated. There copies would be distributed by the FAK Section as soon as they were received.

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Col Jenkins reckoned that there was no necessity for the tactical squadrons to maintain FAK Books. Books are furnished the squadrons primarily for their information only.

Code 1 and Code 5 Items in the FAK Book: Lt Davis.

The FAK Section needs assistance in defining certain Code 1 and Code 5 items in the FAK book.

Colonel Avriett stated that if the FAK Section would send a list of the items that cannot be resolved to him, 308th Maintenance Control, he would "carry on" from there.

Maintenance of Separate Stock Lists for the Wings: Lt Davis.

There was a general discussion as to whether the FAK Section should maintain a separate set of stock lists for the two wings.

The conclusion relative the above reached was that separate stock lists were definitely needed for the wings in the event both wings TDY at the same time to different bases. Furthermore, under the new Task Force concept, the FAK Section is to perform more research than heretofore.

Reference Modular Cases: Major Dorondo.

Disposition instructions on the "B" units as used by FAK and the "A" units as used by the organizations are forthcoming from Headquarters, SAC. We don't know how we stand as a result of a conference with AMC with regard to adoption. The 308th Bomb Wing recommended that these modular cases not be adopted in their present configuration. Major Dorondo suggested to Colonel Mason that if there was a container comparable to the split FAK bin with wings given permission to configure same to their own organizational UME needs, that this would be the nearest thing to the desired type container for organizational mobility purposes. The various maintenance activities could live out of these bins in everyday work and they could be readily prepared for out-movement.

Reference EWP: Col Jenkins.

Col Jenkins asked the Flyaway Kit Officer if he is adequately informed on EWP.

Lt Davis, the FAK Officer, stated that his principal source of information in this regard has been Major Dorondo, the Wing Logistics Officer. He, Lt Davis, further stated that he thought that he was adequately informed on this subject.

For EWP purposes, arrangements have been made for personnel to deploy in KC-97G aircraft at the rate of one FAK member per aircraft where FAK cargo is being airlifted.

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Reference Pre and Post Strike Packages: Maj Dorondo.

There has been discussion as to what Pre and Post Strike Kits consist of and how they are associated with some of the tactical squadron FAK's. There seems to be some question, especially within the organizations, as to whether or not their particular kit, specifically the 373rd, is comprised of the pre-strike and post-strike portion and nothing else and what about the residue of such a squadron's FAK? Major Dorondo believed that the pre and post-strike concept was to build up the two special staging type kits up and above the FAK belonging to the squadron.

Lt Davis: Assets of pre and post-strike packages come from the 373rd FAK. Therefore, the 373rd will be the smallest FAK reducing the authorization in the 373rd by the number of items being transferred. The 375th kit is authorized 27,000 pieces; the 373rd on the other hand would be authorized only 24,000 pieces. The remainder 3,000 items comprise either the Pre or the Post-strike kits.

Col Jenkins: Under current operations, a single squadron would not deploy by itself. We will operate as a wing. If we go TDY we will probably take the whole kit, including Pre and Post-strike packages. On any other type maneuver some part of the kit only will go. In the case of a Leap Frog type operation, Post-Strike FAK would be deployed to support 45 aircraft.

Maj Dorondo: With reference to total weight of the Post-Strike FAK, and specifically due to the depackaging program, the Post-Strike Kit will amount to four (4) bins for the Division or two per wing with approximately 4,000 pounds of bulky items for each wing.

AMC is interested in getting the drawings from Lt. Tuller on the proposed pallet box for possible acceptance throughout SAC. Lt. Tuller developed this item in the FAK Section sometime ago. Likewise, if there are any problems with regard to FAK, those problems, drawings and recommendations of any kind should be forwarded through channels to AMC.

Reference Hand Tools for the FAK Section: Lt Kamens.

Lt Kamens, Wing Staff Supply Officer, will designate a Squadron to furnish necessary hand tools to the FAK Section as requested by Lt. Davis.

Reference Status of Activities in the FAK Section: Lt Davis.

The kits are straightened out based on new authorizations. Most of the excess property has been turned in as a result of reductions in authorizations. Considerable work has been done on the TOC program, verifying dates on TOC type items and replacing those items that have expired.

Markings for Pre and Post-Strike packages have been secured from Logistics.

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The FAK Section has gone into the "depackaging" program in the ARS FAK Kit. The program will cut down considerably on the weight of the packages.

The FAK Section has had a few personnel changes. Base Supply has allocated four additional 64151's to the FAK Section, giving a total of one (1) officer and eighteen (18) airmen, or nine (9) airmen per wing. However, the level of experience of the personnel is still quite low.

The Board was adjourned at 1000 hours by the Board President, Col R. C. Jenkins.

John F. Dorondo.

JOHN F. DORONDO
Major, USAF
FAK Review Board
Recorder

DISTRIBUTION:

3080	1	DM	2
Each Conferee	2	EM	2
3081WS	1	EMA	1
Historical File	5	2LM	3

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

27

308DP 7 February 1955

SUBJECT: Ground Safety

TO: Ground Safety Officer
Attn: Mr. Wardlaw
Hunter Air Force Base
Savannah, Georgia

1. A meeting of Squadron Ground Safety Officers was conducted by the undersigned on 7 February 1955. The following squadrons failed to have representatives at the meeting:

a. 375th Bombardment Squadron

b. 308th AGE Maintenance Squadron

c. 308th Periodic Maintenance Squadron (this squadron was not represented last month either).

This headquarters has repeatedly emphasized the importance of each squadron having representatives at this meeting and squadrons are notified in advance, the time, date and place of these meetings. It is mandatory that Ground Safety Officers and NCO's attend these montly Ground Safety Meetings.

2. The following old business was discussed:

a. B-47 Fuel Cells: It is important that regulations pertaining to B-47 Fuel Cells be complied with. Action: Those Concerned

b. Fire Extinguishers: Efforts are being made by Base Ground Safety to alleviate the shortage of fire extinguishers.

c. Progress has been made concerning speeding in Wherry Housing. A committee has been appointed to work on this problem and all violations are brought to the attention of the committee by the Air Police.

d. Safe Driving on Base: Safe Driving on Base cannot be stressed enough. Violations consist of not only speeding but also breaking of parking regulations. It is requested that this be brought up in every squadron meeting.

e. Grounding of Aircraft at SPR Pits: It was brought out in the Wing Staff Meeting that aircraft are not being properly grounded

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while being refueled. The Wing Commander wants names and dates concerning this problem. All Squadron Ground Safety Officers and NCO's have been requested to stress the importance of proper grounding while refueling.

f. Accidents: The 308th Bomb Wing came out best on the base for 1954, but for the month of January this wing was on the top with five accidents and eight injuries. All personnel should become familiar with AFM 32-3. If this Manual is not available at the squadron it can be obtained from the Base Ground Safety Office. All Ground Safety personnel have been requested to emphasize the dangers of driving while drinking (also riding with someone is drinking), driving while fatigued and speeding. At the rate the Wing is going now we will be top in accidents again in February.

3. New Business:

a. Wing Regulation 32-1, "Ground Safety", has been sent down to all organizations and all personnel are requested to become familiar with its contents.

b. Jacks in Hangar: It has been brought to the attention of this headquarters that the jacks in the hangars are leaking hydraulic fluid on the floor. These jacks can and <u>must</u> be repaired. Action: Those Concerned.

c. Check List on Refueling B-47 and Other Aircraft: Check lists are not being used for refueling B-47 and other aircraft. These lists are available and there is no reason why they can't be used. In future violations of this nature, names of persons responsible will be turned in and direct action will be taken.

d. "The League of Frightened Men" is the new Ground Safety Film that is available to all squadrons and units. "Killers on the Hi-Way" is still available and both of these films can be obtained by contacting Base Ground Safety. A projector is also available. Ground Safety is an educational program to prevent accidents. It is our responsibility to make all pertinent information available to all personnel, civilian and military, in the 308th Bomb Wing.

e. Flying Safety Signs: It is recommended that flying safety signs that obstruct view while driving be lowered or moved to alleviate this condition. It is also recommended that the safety signs on the base be repaired.

f. It is recommended that the street by 373rd Operations be repaired. This street is so low that after a rain it collects a large amount of water that stays for days. It is hazardous in that it wets brakes on cars passing down this street.

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Hq 308th Bom Wg M, Hunter AFB, Ga., Subj: Ground Safety

8. It was brought out in this meeting that in the sheet metal shops, stands are rammed into the aircraft. The personnel maneuvering the stand are at fault, but the design of the stand is at fault too. Powder spilled on stands should be cleared immediately. Action: Those Concerned.

Robert L. Francis
ROBERT L FRANCIS
Major, USAF
Director of Personnel

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WING REGULATION)
NUMBER 32-1)

HEADQUARTERS 308TH BOMBARDMENT WING H
HUNTER AIR FORCE BASE, SAVANNAH, GEORGIA
27 January 1955

GROUND SAFETY

Ground Safety Meetings

1. PURPOSE - To insure compliance with Second Air Force Regulation 32-3, and Base Regulation 32-1, as amended.

2. SCOPE - The provisions of this Regulation apply to all organizations assigned this Wing.

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3. PROCEDURE - a. Unit Ground Safety Officers and Non-Commissioned Officers will insure that all personnel, both military and civilian, attend a Ground Safety Meeting - every 60 days for people involved in hazardous duty or in training and every 90 days for office type personnel. Aircraft maintenance shop personnel, AIC, Petroleum, Keeper and line Personnel will attend Ground Safety Meetings every thirty days.

b. A report of these meetings will be submitted to the Wing Ground Safety Officer, indicating date, number attending and subjects covered.by a Disposition Form, DA Form 95, in four copies, within five working days after the meeting. (RCS-1-AF-X-9(SAC-1) PartI).

c. Unit Ground Safety Officers and Non-Commissioned will attend a monthly Wing Ground Safety Meeting or be represented if unable to attend. These meetings will be scheduled by the Wing Ground Safety Officer.

4. RESPONSIBILITY - Commanders of all organization assigned this Wing are responsible to insure compliance with this regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HENRY E JOHNS
Captain, USAF
Adjutant

ISAC S McALLISTER JR
1STLT, USAF
Asst Adjutant

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308TH BOMBARDMENT WING (M) JET

NON SIBI SED ALLIS

HUNTER A.F.B.
SAVANNAH, GEORGIA

HISTORY

MARCH 1955

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HISTORY

OF

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Auth: CO 308th Bomb Wg.
13 May 55
Date Init.

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

— FOR —

March 1955

JOHN F BATJER
Colonel, USAF
COMMANDER

Organizations Assigned:
308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Aflg Sq
308th Per Maint Sq
308th Fld Maint Sq
308th Armt & Elect Maint Sq
308th Tactical Hosp

GLENN E NATIONS
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY T/Sgt Carl R Atkinson

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

15 Mar	- Changeover from blues to Khaki.
16 Mar	- B-47, serial number 52-46, crashed and burned at a total loss after expending all fuel. This was the first major aircraft accident in 23 consecutive months and 30,000 hours of flying.
19 Mar	- Wing Review held.
21 - 26 Mar	- SAC Inspection of 38th Air Division, including both the 2d and 308th Wings.
30 Mar	- Advance echelons began departing Hunter for the Azores and Sidi Slimane in preparation for "Operation Poor Shot."
Mar	- 1677 hours were flown this month.
Mar	- The Deputy Wing Commander, Colonel Thompson, departed the wing for duty with the Directorate of Operations, Second Air Force. Colonel Britt, 308th Director of Operations, became Deputy Wing Commander. Lieutenant Colonel Cammack, 373d Squadron Commander, became the Director of Operations. He was replaced in the squadron by Lieutenant Colonel Turner.
Mar	- Colonel Batjer, Wing Commander, attended a Second Air Force Conference at Pinecastle AF Base, Florida.

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CHAPTER
I
ORGANIZATION
AND
ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION.

Re-assignments and Transfers. As anticipated in the February History, a big shuffle occurred in the wing this month. The Deputy Wing Commander, Colonel James H Thompson, 4023A, left for duty with the Directorate of Operations, Second Air Force,[1] being replaced by Colonel Jimmie W Britt, 3646A, Director of Operations this wing.[2] Coming in to fill Colonel Britt's assignment in Operations was Lieutenant Colonel Vernon K Cammack, 10070A, Commander, 373d Squadron.[3] Still from resources of this wing, Lieutenant Colonel Vernon R Turner, 10145A, 374th Squadron, was assigned duty as Commander, 373d Squadron.[4] Further re-assignments included Major Cecil H Dawkins, Wing Flying Safety Officer, who was given duty with the 804th Operations Squadron, this base.[5] And replacing him, tentatively at this time, was Captain Waldo N Blackmon, Wing Operations Officer.

Off-Base Temporary Duty. On TDY this month were Colonel John F Batjer, 1328A, Wing Commander, who attended a Second Air Force Conference at Pinecastle Air Force Base, Florida,[6] and Lieutenant Colonel Perry P Menzies, AO 389743, Commander, 308th Air Refueling Squadron, who attended a course in KC-97 Physiological Training at MacDill Air Force Base, Florida.[7]

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1 History, 308th Bombardment Wing, Feb 1955, p 1.
2 G O 2, Hq 308BW, 14 Mar 1955, Exhibit 1.
3 Ibid
4 SO 28, Hq 308BW, 25 Feb 1955, par 7.
5 SO 48, Hq 38AD, 26 Feb 1955, par 13.
6 SO 60, Hq 38AD, 12 Mar 1955, par 5.
7 SO 51, Hq 38AD, 2 Mar 1955, par 40.

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Operation "Poor Shot". As the month came to a close, bigger preparations were in the making for a massive Leap Frog type maneuver to Europe. This would entail participation in by certain elements of the whole base, involving all aircraft of both wings (tankers and bombers). Starting 30 March, the advance echelons of both "Alpha" and "Bravo" Task Forces departed for Sidi Slimane N. A. and the Azores, respectively.

Title Change for SAC Commander. A message received this month from Second Air Force brought forth news that the title of Commander, Strategic Air Command, would be referred to henceforth as Commander-in-Chief, Strategic Air Command.[8] Correspondence procedures were changed accordingly.

Uniform Change. In line with the new policy on uniform changeover, all personnel at Hunter officially discarded the blue uniform this month in favor of the cooler Khaki uniform. This changeover was effective here at Hunter on 15 March.

Correction. Inasmuch as the operational concept of "Operation Open Mind" was canceled last month (February), orders dispatching personnel to Sidi Slimane in support of this mission were also canceled.[9]

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8 Twx, Hq 2AF to Comdr 38AD, ADJ 22612, 23 Mar 1955, filed 308A.
9 History, 308th Bombardment Wing, Feb 1955, p 2.

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Wing Review. A wing review, held 19 March, was conducted for the first time this year. Stopped at a half way point, the troops were stood at ease while Wing Chaplain Lieutenant Mathis lectured on character and morals. Captain Henry B Johns, Adjutant, was Commander of Troops, leading the ceremonies in a commendable manner. Passing in review, led by the Hunter Band, the 308th looked like a well disciplined marching unit. The Wing Commander, Colonel Batjer, and his staff gave the unit praise for its performance that day. No awards were presented at the review; however, honors went to the best marching unit, the Headquarters Section.

Awards Bestowed on 308th Bomb Wing. Awards and honors earned by the 308th Wing's predecessor, the 308th Bombardment Group, during World War II were bestowed on the 308th Wing effective 1 December 1954.[10]

Another honor bestowed on the wing, earned by exhibiting a year's record of accident free flying, was its entrance into SAC's Flying Safety Hall of Fame. Only 18 other SAC Units hold this coveted position.[11]

Inspection. During the period 21 - 26 March, an overall inspection was conducted of 38th Air Division. This included

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10 GO 1, Hq 308BW, 8 Mar 1955, Exhibit 2; GO 2, Hq SAC, 4 Jan 1955, Exhibit 3.

11 Editorial "308th Bomb Wing in SAC Flying Safety Hall of Fame," Hunter Herald, 9 Mar 1955, p 1.

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an inspection of the E W P capabilities of both wings, the 2d and 308th. In comparison with the 2d Bombardment Wing, the 308th made a very poor showing but much improvement should be seen in the future.[12]

12 Report, "Inspection Report," 2 Apr 1955, Hq SAC, Exhibit 4.

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CHAPTER

II

PERSONNEL

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PERSONNEL.

Manning. As of 31 March, 391 officers were assigned the wing compared to 443 authorized. The number of airmen authorized were 1727; 1704 were assigned.[1] Included in the above figures were the B-47 Cadre. Fifteen officers were authorized the Cadre while only four were assigned. Of the 129 airmen authorized, 118 were assigned.

Airmen. Body manning for March decreased from 109 percent in February to 98.5 percent in March. This was caused from reassignments and discharges. Effective manning increased, however, as critical areas were aided by upgradings and assignments. Effective manning increased to 81.2 percent compared to 79 percent for February.[2]

Career Field	Body Manning Feb	Body Manning Mar	Effective Manning Feb	Effective Manning Mar
321 (Bom Nav Sys)	115%	113%	66%	72%
323 (Gun Laying Sys)	176%	167%	76%	82%
40 (Instr Repair)	100%	96%	80%	73%
42 & 43 (Acft & Eng Maint)	108%	97%	83%	82%
70 & 73 (Pers & Admin)	79%	76%	65%	68%

Officers. Body manning dropped slightly from 88.4 percent for February to 88.3 percent for March 1955. Effective manning

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1 Form, "Wing Personnel Strength," Mar 1955, Exhibit 5; Report, "SAC Management Control System Statement for Quarter Ending 31 Mar 1955, RCS: 2-AF-U2," Prep by 308CR, Exhibit 6.
2 Report, Hq 308BW to Comdr 38ADiv, "RCS: P-6 Report," 31 Mar 1955, filed 308DP.

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increased from 76.5 percent for February to 77.2 percent for March 1955.[3]

Classification and Assignment. Airmen. The number of personnel to be upgraded continued at a high rate as 96 airmen were upgraded in their respective career fields, which resulted in raising our effective manning for the second consecutive month. In addition to the above, 97 airmen were placed on the job training (OJT) for the award of the next higher AFSC. This would aid our effective manning considerably as personnel would be upgraded to fill those positions which would be opened due to losses during the next three months. Twenty-eight reassignment projects for overseas and state-side were received during the month of March, a decrease of eight during the previous month. However, a considerable number of personnel were withdrawn for these projects.[4]

Officers. A total of 26 requests for officer classifications were received and processed during the month. This was a sharp decrease over the preceding month.[5]

B-47 Cadre. Out of 129 positions, 118 were filled during the month of March for the B-47 Cadre. This wing was commended by the 38th Air Division for action taken to train and form a Cadre. Several meetings were held with the units to iron out any wrinkles in the

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3 Report, Hq 308BW to Comdr 38ADiv, "RCS: P-6 Report," 31 Mar 1955, filed 308DP.
4 Files, "Classification and Assignment Section," Mar 1955, 308DP.
5 Ibid.

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Cadre. The officers projected for this wing were transferred to the 2nd Wing who assumed the responsibility for training the officers. We have filled the Cadre wing-wide and have been able thus far to fill our commitments to the best of the wing's ability.[6]

Combat Crews. Combat Crew Status as of 31 March 1955:[7]

308th Air Refueling Sq.	On Crew	Assigned
Pilots	48	62
Navigators	24	45

(20 Combat Ready, four Non-Combat Ready, Total: 24 crews)

373d Bombardment Squadron.		
Pilot AOB	18	21
Pilot Bomb	14	18
Nav Bomb	16	19

(Six lead, Nine combat ready, One non-combat ready, (Training Pool), Total: 16 crews)

374th Bombardment Squadron.		
Pilot AOB	16	18
Pilot Bomb	14	16
Nav Bomb	15	19

(14 combat ready, One non-combat ready, Total: 15 crews)

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6 Files, "Office of Director of Personnel," Mar 1955.
7 Report, "RCS: 2AF-P2 Report," Mar 1955, prep by & filed 308DP; Ltr, Hq 308BW to Comdr 38ADiv, "Request for Crew Personnel," 11 Mar 1955, Exhibit 7.

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375th Bombardment Squadron.	On Crew	Assigned
Pilot AOB	17	19
Pilot Bomb	11	13
Nav Bomb	14	18

(Seven lead, Seven combat ready, Total: 14 crews)

Recapitulation of combat crews as of 31 March 1955:

	Lead Crews	Combat Ready	Non-Combat Ready	
373d Bomb Sq	6	9	1 (Tng Pool)	
374th Bomb Sq		14	1	
375th Bomb Sq	7	7	—	
	13	30	2	Sub-total: 45 crews
308th Air Rflg Sq		20	4	Sub-total: 24 crews
				Total: 69 crews

Schools. Airmen. For the month of March 1955 the 308th Wing continued to receive its share of school quotas. The month of March 1955 showed a decrease in the number of airmen going to school. Nineteen airmen were sent to school in March 1955 compared to 30 airmen sent to school in February 1955, a decrease of 11.[8]

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8 Files, "Airmen School Section," M ar 1955, 308DP.

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The following breakdown includes airmen sent to school in a TDY status during the month of March 1955:[9]

Number of Airmen Sent to School	Course and Course Number	Duration
1	Special Training, A-12D auto Pilot, Course No. SS42350-5	20 days
1	K-Series Radar and Interconnection Equipment Technician, Course No. AA32171L(C)	130 days
2	Aircraft Maintenance Technician, Course No. AA43171	90 days
1	Personnel Technician, Course No. AA73270	55 days
1	Special Training, Avien Fuel Gauging System, Course No. SS42250-15	5 days
1	Special Training, B-3/B-4 Turbo Regulator, Course No. SS43154-2	15 days
1	Aircraft Electronic Navigation Equipment Maintenance Technician, Course No. AA30171	95 days
3	Special Training, AN/ARC-21, Course No. SS30170-6	25 days
1	AN/APG-T1A Fundamentals Course No. SS34400-1 with subsequent entry into AN/APG-T1A Training F&P Maintenance, Course No. SS32351-2	125 days
1	Special Training, Collins 18S-4 Transmitter, Course No. SS30170-11	15 days
1	Maintenance of B-47 Ground Powered Equipment, Course No. SS47155-7	15 days
4	Special Training, Engine Conditioning on Reciprocating Engines, Course No. SS43251-11	15 days

9 Files, "Airmen School Section," Mar 1955, 308DP.

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Number of Airmen Sent to School	Course and Course Number	Duration
1	F & O Special Training, Aircraft Hydraulic Mechanic, Course No. SS42152-5, with con-current PCS to 93rd Bomb Wing, Castle AFB, Calif.	20 days

Officers. Major Jasper C Holcomb, AO 706868, departed 16 March for a 65-day TDY to attend Air Weapons Course, Class 55B, at Maxwell AF Base, Alabama.

Lieutenant Colonel Thomas W Bennett, Jr., 9175A, a B-47 Cadre Officer, was selected to attend Staff Officers NCK Indoctrination Course No. 302000, class starting 1 March at Keesler Air Force Base, Mississippi. TDY was for eight days.

Major Jay J Jordan, 10581A, also a B-47 Cadre Officer, was selected to attend the same course, class starting 29 March.

Major Alvin A Warren, Jr., AO 531050, and First Lieutenant John C Kennon, AO 1911249, were selected to attend Class 55J, Advanced Flying School (Medium Bomb Jet, B-47), starting 23 March at McConnell Air Force Base, Kansas. TDY was for approximately 103 days.

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING.

Flying Hours Accomplished. During the month of March, the last month of the training quarter, the 308th Wing flew a total of 1677 hours. The flying time, broken down by squadrons, was as follows:[1]

373d Bomb Sq.

Actual	371:35 hours
Test	7:40 hours
Ferry	2:05 hours

374th Bomb Sq.

Actual	392:50 hours
Test	4:05 hours
Ferry	0:00 hours

375th Bomb Sq.

Actual	533:05 hours
Test	4:35 hours
Ferry	2:10 hours

308th Air Refueling Sq.

Actual	543:05 hours
Test	15:45 hours
Ferry	0:00 hours
Total:	1676:55 hours

The time flown was expended in fullfilling what remained of SAC Regulation 50-8 requirements. Two Globetrotter Missions were accomplished. One aircraft went on a temporary duty mission to

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1 Form, "Squadron Flying Time," Mar 1955, prep by 308CR & filed 308CR.

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Loring Air Force Base, Maine, on a Special Weapons Training mission.[2]

At the end of the training quarter, the 308th Wing had completed 85 percent of its training requirements in accordance with provisions of SAC Regulation 50-8.[3] The 308th Air Refueling Squadron completed 95 percent of its 50-8 requirements.

During March, the tactical squadrons lost 18½ hours of flying time because of weather, either low ceilings or high winds. The Air Refueling Squadron lost 21 hours of flying time because of bad weather.

The 308th Wing Directorate of Operations opened its new control room for operation during the month of March. It has been under construction since January. It was designed by operations staff personnel and embodies many new features which should facilitate the control and direction of aircraft in flight.

Flying Safety. After flying for 23 consecutive months and 30,000 hours, one of the 308th's aircraft finally met with a major accident. This accident resulted in the total loss of a B-47 aircraft.

When the facts were in, it was found that pilot error was the primary cause. With fuel running low, the Aircraft Commander, elected to make five passes at the field (Hunter Air Force Base) before proceeding to his alternate. On his way to the alternate base at

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2 Ops Ord 243B-55, Hq 308BW, 26 Feb 1955, Exhibit 8.
3 Report, "Report of Training Under SAC Regulation 50-8, 804ABG Form 344A," Mar 1955, prep by & filed 308DOA.

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Charleston, South Carolina, the aircraft gave out of fuel. The crew bailed out with no resultant injury, other than minor abrasions.

Since the cause of the accident was made up within the traffic pattern, drastic corrective measures were taken to prevent future accidents of this type. In addition to forbidding any aircraft commander to make more than two passes at the field during foul weather before proceeding to his alternate, measures were taken to improve ground supervision. Teletalk communications were established between the control tower and both wing control rooms. GCA and tower operators now challenge every go-around from an intended full stop landing. And Operations Memorandums covering Weather and Fuel Minimums were revised and re-written for better clarification.[4]

Alert Plan. Since an enemy attack against the United States might be launched at any time without warning, a plan of retaliation must be in effect. Such a plan was written in January 1955, the mission of the 308th Wing being to alert itself when the first warning comes, to evacuate aircraft, combat crews, EWP equipment and personnel, re-assemble these forces and prepare to execute deployment or strike plans. The initial objective would be to save the aircraft, therefore the aircraft should be capable of taking off within one hour after the first warning. The ultimate objective

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4 Twx, Comdr 48th ARSQ to Comdr Hunter AFB, 8C-96, 16 Mar 1955, Exhibit 9; Twx, Comdr 38ADiv to Comdr SAC, 308C 6046, Exhibit 10; 1st Ind, Hq 308BW to Comdr 38ADiv, 7 Apr 1955, to ltr, Hq 374th Bomb Sq to Comdr 308BW, "Review of Aircraft Accident Report of B-47 52-46, 16 Mar 1955," 4 Apr 1955, Exhibit 11; Photos, "Aircraft Accident, B-47 52-46," Mar 1955, Exhibit 12.

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then would be to execute deployment or strike plans in the current EWP configuration.[5]

Ground Training. The Ground Training status of the wing as of 31 March stood at 47.1 percent complete, a significant jump over the 35.5 percent figure of 28 February.[6]

A B-47 Electronics Mobile Training Detachment moved onto the base during the month and has planned to begin operating around the first of April. The B-47 Mechanical Detachment has terminated its operations, preparatory to moving off the base.

The Block Training Program has been operating on the base of at least one crew per week since it started in February. As of 31 March, 67 percent of combat crew members have completed Block Training. This left 33 percent remaining to be trained during the free training month of April. The percentage would have been higher had Block Training been started on 1 January 1955 rather than 1 February.

Chemical, Bacteriological, Radiological (CBR). The CBR Section held 16 separate classes for Passive Defense Team personnel during the month of March. All the DT/60 personnel dosimeters in the wing were read and initial dosages recorded. Methods of distribution

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5 Amend #1 to Ops Plan 10-55, Hq 308BW, 9 Mar 1955, Exhibit 13; Amend #2 to Ops Plan 10-55, Hq 308BW, 21 Mar 1955, Exhibit 14; Amend #3 to Ops Plan 10-55, Hq 308BW, 28 Mar 1955, Exhibit 15; Ops Plan 10-55, Hq 308BW, 1 Jan 1955, Exhibit 16.

6 Report, "Report of Ground Training Accomplishments, RCS: 2AF-T4," 11 Apr 1955, prep by 308DOT, Exhibit 17.

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for radiological equipment and protection of personnel and equipment were set up in a new SOP for the wing mobility plan.

Also conducted were 15 classes for crews, with Air Refueling Squadron personnel receiving their annual two-hour refresher training and tactical squadron personnel receiving Annex II and III training.

Five classes were held for crew chiefs and assistant crew chiefs to forward the tactical radiological countermeasures program in the wing. It had been hoped to train 100 percent of the maintenance men in this subject but cancellation of many classes by the tactical squadrons forstalled this.

Training completed was as follows:

2AF Regulation 50-6, Suppl VII
(Six hour Indoctrination)..... 70 percent

Annual Refresher ..... 43 percent

Annex I, Passive Defense Teams ..... 75 percent
(142 trained)

Annex II, Monitor Course ..... 75 percent
(70 crew chiefs and assistant crew chiefs trained)
(37 pilots have 2-4 hours completed)

Annex III, General Course for crews.
(61 A/C's and Observers have two hours completed)

Special Weapons. The month of March showed a big improvement over previous months in the Special Weapons Field. Training of combat crews under 50-8 was accomplished with the exception of BC Refresher Training (excluding two combat crews on TDY status).

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The 308th Wing was visited by two inspection teams during this month. It was the concensus of the inspectors that the account of combat crews inspected were above the average in Second Air Force.[7]

Thirty-eight special bomb loadings were accomplished during the month of March.

Intelligence. Personnel-wise, March was a relatively stable month. As of 31 March this section had a total of seven officers and seven airmen. Of this number, one officer was TDY to the Squadron Officers' Course. This reporting period reflected a personnel strength well under two-thirds of the authorized level.

Activities of this section for the month of March were fourfold. 1. Briefings continued under Second Air Force Operations Plan 50-55. They covered refreshers in Air Order of Battle, Radar Order of Battle, Survival Intelligence and Reporting. 2. The CPX held under SAC and Second Air Force Operations Order 6-55 required the preparation of canned combat mission reports, part of which were carried to Benguerir and Adana by two of the officers in this section. The purpose of this operation was to test communications facilities under simulated EWP conditions. 3. Under Second Air Force Operations Order 20-55, two officers were dispatched to Sidi Slimane Air Base, French Morocco on 30 March to handle the interrogation and reporting from that base. This operation had just begun as of 31 March.

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7 Report, "Inspection Report," 2 Apr 1955, Hq SAC, Exhibit 4.

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There were 23 Globetrotter Missions reports submitted during March by the Reports Control Section of the Wing Intelligence Section.

Training. Combat crew training during March centered around EWP study. That training under SAC Regulation 50-27 was conducted in conjunction with Base Survival School under the supervision of 2d Bombardment Wing Intelligence Personnel. Combat crew intelligence training as of 31 March was completed.

IBDA training was finalized for four intelligence personnel in March. Intelligence personnel training as of 31 March was 40.6 percent complete.

Targets. Operation "Poor Shot" folders were prepared during this reporting period. In addition, supplementary materials, such as IBDA, TAAR's, AOF and ROF, were prepared for "Poor Shot" deployment.

A large quantity of AOF materials which were incorporated with the AOF folders and applicable materials were received and set up in EWP Folders.

New IP's on existing EWP targets were received. These required extensive plotting and chart work.

Project "Northcliff" film was forwarded to proper stations. It has been returned for use in later projects.

Target plates on Second Air Force Operations Order 50-55 were forwarded to Second Air Force, and 14 new target plates for Second Air Force Operations Order 50A-55 were received from Second Air Force.

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CHAPTER

IV

MATERIEL

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MATERIEL.

Maintenance. Production of the Wing Maintenance Control Organization resulted in 543:05 KC-97 mission hours and 1297:30 B-47 mission hours. The total flying time for the month was 558:50 hours for KC-97 aircraft, of which 15:45 hours were test flights. Total time for B-47 aircraft was 1318:05 hours of which 16:20 hours were test flights and 4:15 ferry time. The ratio of flying time for aircraft possessed at duration of the month was 27 hours per B-47 aircraft and 27 hours per KC-97 aircraft.[1]

Aircraft Status. As of 31 March, 21 KC-97 aircraft were assigned and 21 aircraft possessed. Forty-nine B-47's were assigned and 48 possessed. The remaining B-47's were TDY to Douglas Aircraft Corporation, Tulsa, Oklahoma, for modification of wing drag angle. Two aircraft returned from DACT on 16 March, B-47 52-975 and B-47 52-095. One B-47 aircraft, serial number 52-046, was lost on March 15 due to flying accident (It crashed and burned at a total loss).[2]

The aircraft status for the month was as follows: In commission rate for B-47's: 71.9 percent; for KC-97's: 67.5 percent. AOCP rate for B-47's: 5.5 percent; for KC-97's: 13.7 percent; and AOCM rate for B-47's: 22.6 percent; for KC-97's: 18.8 percent. Three B-47E aircraft were gained from the 2nd Wing: aircraft 52-264 on 10 March, aircraft 52-262 on 25 March, and aircraft 52-267 on 28 March.

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1 Report, "Daily Report of Aircraft Status and Selected Flight Operations, RCS: 1-AF-A1," 31 Mar 1955, prep by 308DMMC, filed 308DMMC; Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," Mar 1955, prep by 308DMMC, filed 308DMMC.

2 Reports, "Combat Availability Reports, RCS: SAC-V1's," Mar 1955, filed 308CR.

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Aborts and Malfunctions. Final outcome from the abort and malfunction board were: B-47 aircraft flew 159 sorties with 51 aborts, of which 27 were air aborts and 24 ground. KC-97 aircraft flew 78 sorties with 14 aborts, of which seven were air and seven ground, at the rate of 17.9 percent.

Technical Order Compliance Rate (TOC). The TOC rate dropped considerably compared to the last month report of .9 for B-47's and 4.0 for KC-97's. The outstanding rate this month as of 15 March was .7 for B-47's and 2.9 for KC-97's. The decrease in TOC rate was credited to the maintenance team from WRAMA. The sheet metal and electric team have returned to their home station which leaves one man on extended duty at Hydraulic shop for further assistance.

During the past month, 2218 hours were expended on TOC, 1483 man-hours by Field Maintenance, 509 man-hours by Armament and Electronics Maintenance, 8.7 man-hours by the tactical squadrons, and 18 man-hours by the air refueling squadron. The reason for the low man-hours indicated by the squadrons was due to the SAC Form 327 not indicating the actual man-hours expended on TOC.

New Man-hour Accounting System. The man-hour data was computed by the new electrical man-hour accounting system. This would give a more accurate account of overall time expended for the month which has reached a total of 16,668.7 hours for the entire wing. Field Maintenance expended 4885.5 man-hours, the 374th Squadron 559.6

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man-hours, the Armament and Electronics Maintenance Squadron 4549.9 man-hours, Periodic Maintenance Squadron 1892.8 man-hours, 373d Bomb Squadron 1409.3 man-hours, 375th Squadron 2089.8 man-hours, and the 308th Air Refueling Squadron 1194.3 man-hours.

Unsatisfactory Reports. The Quality Control Section edited and submitted 280 routine action unsatisfactory reports (UR) and one emergency UR, dated 26 March, on Self Aligning Bearing Assembly. During preflight Inspection of Control Surface it was discovered that when pilots' aileron control wheel was turned approximately 30 degrees to the right, the entire pilots' control column was felt to shift to the right and upon returning, the pilots' aileron control went to the neutral position; the control column was felt to shift back to its original position. The Quality Control Section also conducted 11 Periodic Inspections and 15 25 percent Inspections. Twenty-five Test Flights were accomplished and seven aircraft completed weight and balance. There were three housekeeping inspections. Six engines were lost when B-47 52-946 crashed, one engine was lost with B-47 aircraft 52-268. There were 23 engine changes for the month, 16 more from B-47 aircraft and seven engines from KC-97 aircraft.

Supply Liaison was under the supervision of CWO Joseph J Zeider and has been since Captain Walter J Lankanau was transferred to 804th Supply Squadron. The Aircraft Out of Commission for Parts (AOCP) rate was 5.5 percent for this month and the ANFE rate has stayed about the same at 49.5 percent.

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Written Evaluation of Mechanics Proficiency (WEMP) Tests. The Standardization Team were still giving WEMP Tests on K-System for B-47 aircraft. The specialized maintenance test for supervisors has been completed and the wing average was 80 percent. The squadron averages were as follows: 373d Squadron: 85 percent; 374th Squadron: 84 percent; 375th Squadron: 87 percent; 308th Air Refueling Squadron: 85 percent; Periodic Maintenance Squadron 75.6 percent; Field Maintenance Squadron: 69.8 percent; Headquarters Squadron: 83.7 percent. The passing grade for this test was 70 percent. Airmen who failed the test would be considered in need of training in the future when the quota became available. One complete cycle of WEMP test would be completed by the end of April.

Logistics. The major part of the month of March was devoted to development of Annex "E" to Operations Plan 20-55, nicknamed "Poor Shot", 115 copies of which were distributed to various interested agencies. Those copies forwarded to Forward Base Commanders were stamped "Confidential" in accordance with higher headquarters instructions.

The above annex was developed (with certain modifications) to reflect logistical requirements supporting the 38th Air Division "Leap Frog" strike maneuver, identified under the same name as above. The document was published to avoid use of times, places and/or routes, thereby permitting its printing, distribution and use in the ZI as an "Unclassified" document.

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Considerable progress was made toward finalizing the 308th Wing Mobility Plan during this reporting period. A projected date for completion was given as 30 April 1955.

A total of 90 work-hours overtime was recorded for this section during March.

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CHAPTER

V

MISCELLANEOUS

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MISCELLANEOUS.

Tactical Hospital Operations. Operations continued at the fixed Medical facility at Hunter Air Force Base during March 1955. At the end of the period 78 hospital beds were occupied, 49 of which were military patients and 29 of which were dependent patients.[1] During the month the obstetrical service performed 88 deliveries. The out-patient service completed 207 physical examinations, 3737 immunizations of various types, and rendered 10,255 treatments of the dispensary and clinical service to military and their dependents.[2]

1 Report, "Beds and Patients Report, RCS: AF-M2," Prep by USAF Hospital, Hunter AFB, Ga., March 1955.
2 Report, "Out-patient Report, RCS: AF-M3," Prep by USAF Hospital, Hunter AFB, Ga., Mar 1955.

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KEY PERSONNEL

The following personnel occupied key positions within the wing as of 31 March 1955:

Colonel John F Batjer	Wing Commander
Colonel Jimmie W Britt	Deputy Wing Commander
Captain Henry E Johns	Wing Adjutant
Major Robert L Francis	Director of Personnel
Lt Colonel Vernon K Cammack	Director of Operations
Colonel Ralph C Jenkins	Director of Materiel
Lt Colonel John W Gordon	Wing Comptroller
Captain Guy A Reem, Jr.	Wing Intelligence Officer
Major Haywood C Vaughan	Commander, Headquarters Squadron
Lt Colonel Vernon R. Turner	Commander, 373d Bombardment Squadron
Lt Colonel John F Harvey	Commander, 374th Bombardment Squadron
Major Coyd V Wakeman	Commander, 375th Bombardment Squadron
Lt Colonel Perry P Menzies	Commander, 308th Air Refueling Squadron
Major Leslie R McKee	Commander, 308th Periodic Maintenance Squadron
Lt Colonel Ralph C Schneck	Commander, 308th Field Maintenance Squadron
Major Edgar H Main	Commander, 308th Armt and Elect Maint Squadron
Lt Colonel Donald M Kennett	Commander, 308th Tactical Hospital

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4. Files and History of Directorate of Operations.
5. Files and History of Directorate of Materiel.
6. History of 373d Bombardment Squadron.
7. History of 374th Bombardment Squadron.
8. History of 375th Bombardment Squadron.
9. History of 308th Air Refueling Squadron.
10. History of 308th Periodic Maintenance Squadron.
11. History of 308th Field Maintenance Squadron.
12. History of 308th Armt & Elect Maintenance Squadron.
13. History of 308th Tactical Hospital.

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LIST OF EXHIBITS

1 GO 2, Hq 308BW, 14 Mar 1955.

2 GO 1, Hq 308BW, 8 Mar 1955.

3 GO 2, Hq SAC, 4 Jan 1955

4 Report, "Inspection Report," 2 Apr 1955, Hq SAC.

5 Form, "Wing Personnel Strength," Mar 1955

6 Report, "SAC Management Control System Statement for Quarter Ending 31 Mar 1955, RCS: 2-AF-U2," Prep by 308CH.

7 Ltr, Hq 308BW to Comdr 38ADiv, "Request for Crew Personnel," 11 Mar 1955.

8 Ops Ord 243B-55, Hq 308BW, 26 Feb 1955.

9 Twx, Comdr 48th ARSQ to Comdr Hunter AFB, 8C-96, 16 Mar 1955.

10 Twx, Comdr 38ADiv to Comdr SAC, 308C 6046.

11 1st Ind, Hq 308BW to Comdr 38ADiv, 7 Apr 1955, to ltr, Hq 374th Bomb Sq to Comdr 308BW, "Review of Aircraft Accident Report of B-47 52-46, 16 Mar 1955," 4 Apr 1955.

12 Photos, "Aircraft Accident, B-47 52-46," Mar 1955.

13 Amend #1 to Ops Plan 10-55, Hq 308BW, 9 Mar 1955.

14 Amend #2 to Ops Plan 10-55, Hq 308BW, 21 Mar 1955.

15 Amend #3 to Ops Plan 10-55, Hq 308BW, 28 Mar 1955.

16 Ops Plan 10-55, Hq 308BW, 1 Jan 1955.

17 Report, "Report of Ground Training Accomplishments, RCS: 2AF-T4," 11 Apr 1955, prep by 308DOT.

18 Wg Maint Pol #32-2, Hq 308BW, 12 Mar 1955.

19 Wg Maint Pol #66-4, Hq 308BW, 1 Mar 1955.

20 Wg Maint Pol #66-6, Hq 308BW, 8 Mar 1955.

21 Wg Maint Pol #66-13, Hq 308BW, 10 Mar 1955.

22 Wg Maint Pol #66-14, Hq 308BW, 12 Mar 1955.

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List of Exhibits (Cont'd)

23 Wg Maint Pol #66-18, Hq 308BW, 12 Mar 1955.

24 Wg Maint Pol #66-23, Hq 308BW, 12 Mar 1955.

25 Wg Maint Pol #66-28, Hq 308BW, 12 Mar 1955.

26 Wg Maint Pol #66-29, Hq 308BW, 4 Mar 1955.

27 Wg Maint Pol #66-33, Hq 308BW, 14 Mar 1955.

28 Wg Maint Pol #66-37, Hq 308BW, 12 Mar 1955.

29 Wg Maint Pol #66-54, Hq 308BW, 18 Mar 1955.

30 Maint Tech Info Ltr 30, Hq 308BW, 1 Mar 1955.

31 Maint Tech Info Ltr 31, Hq 308BW, 2 Mar 1955.

32 Maint Tech Info Ltr 32, Hq 308BW, 4 Mar 1955.

33 Maint Tech Info Ltr 33, Hq 308BW, 10 Mar 1955.

34 Maint Tech Info Ltr 34, Hq 308BW, 11 Mar 1955.

35 Maint Tech Info Ltr 35, Hq 308BW, 15 Mar 1955.

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APPENDIX

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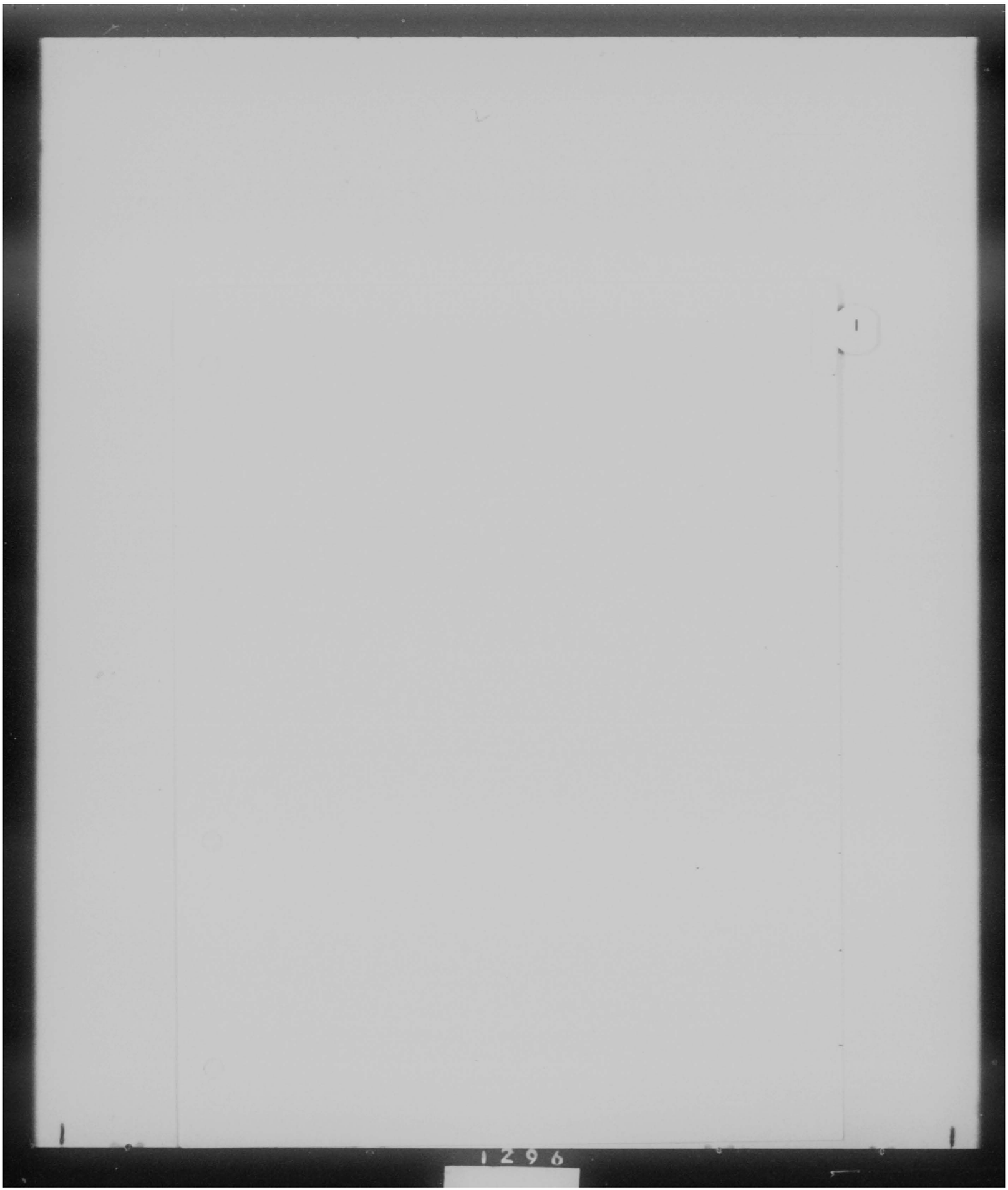

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HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 2)

14 March 1955

1. STAFF ASSIGNMENT - 1, COLONEL JIMMIE W BRITT, 3646A, this Headquarters, is assigned duty as Deputy Commander, effective this date, vice COLONEL JAMES H THOMPSON, 4023A, this Headquarters, relieved.

2. LIEUTENANT COLONEL VERNON K CARLACK, 10070A, this Headquarters, is assigned duty as Director of Operations, effective this date, vice COLONEL JIMMIE W BRITT, 3646A, this Headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

WILLIAM H WHITE
Captain, USAF
Assistant Adjutant

HENRY E JOHNS
Captain, USAF
Adjutant

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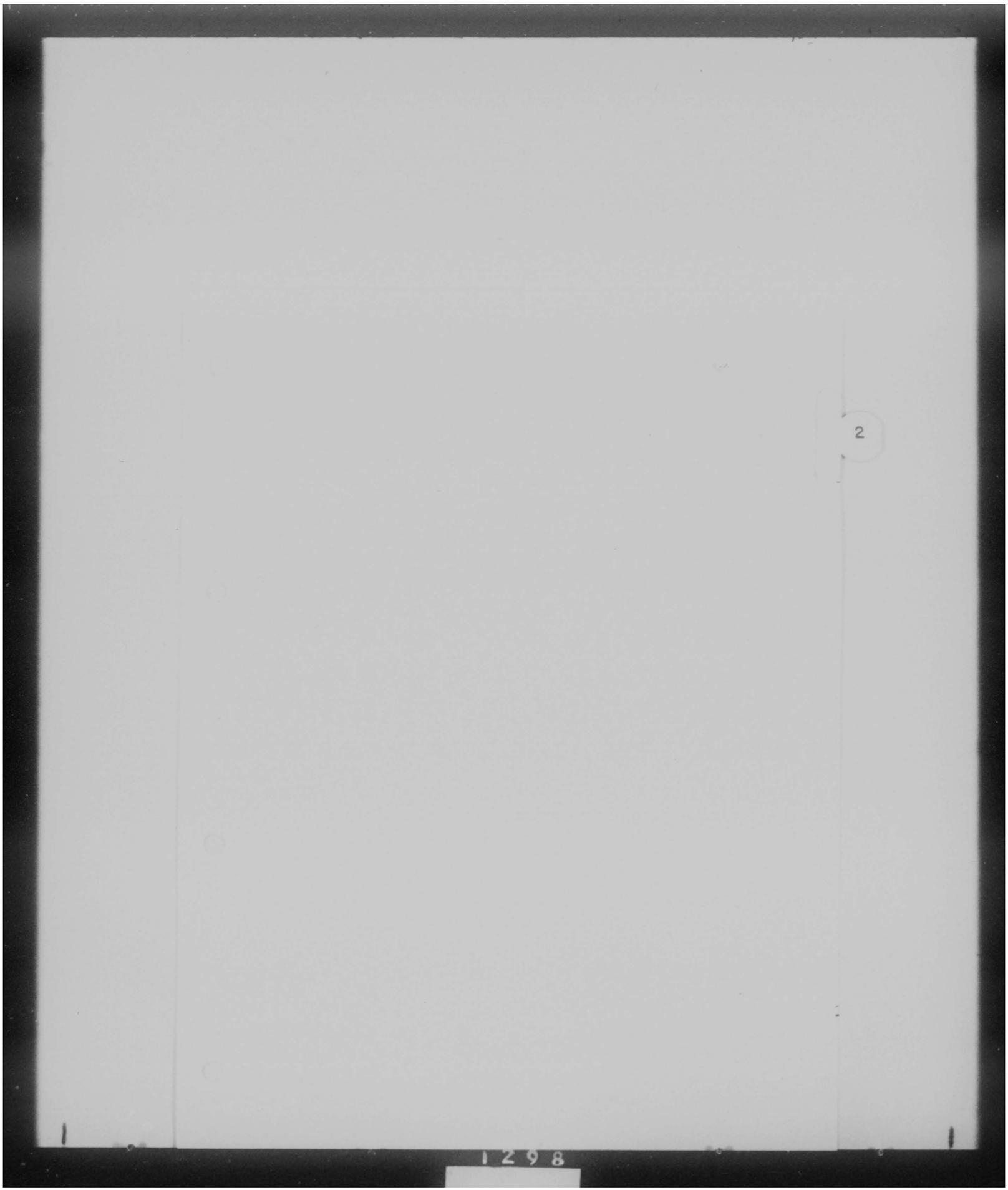

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GENERAL ORDERS 35, dated 12 Nov 54 is the last GENERAL ORDER of the 1954 series

HEADQUARTERS
308TH BOMBARDMENT WING, MEDIUM (SAC)
Hunter Air Force Base
Savannah, Georgia

GENERAL ORDERS)
NUMBER 1)

8 March 1955

AWARDS BESTOWED ON THE 308TH BOMBARDMENT WING, MEDIUM ----------I
STAFF ASSIGNMENT ----------II

I. AWARDS BESTOWED ON THE 308TH BOMBARDMENT WING, MEDIUM - 1. The following awards of the 308th Bombardment Group are bestowed on the 308th Bombardment Wing, Medium:

a. Distinguished Unit Citations - (paragraph 7, AFR 35-75, 29 January 1954)

Place	Dates of Action	Authority
China	21 Aug 43	WDGO 109, 24 Nov 45
China	24 May 44 to 28 Apr 45	WDGO 3, 7 Jan 46

b. Battle Honors - (paragraph 17, AFR 35-75, 29 January 1954)

Campaign	Authority
Air Offensive	WDGO 12, 1 Feb 46
China Defensive	WDGO 12, 1 Feb 46
China Offensive	WDGO 12, 1 Feb 46
India-Burma	WDGO 12, 1 Feb 46
Western Pacific	WDGO 12, 1 Feb 46

2. Separate service streamers, embroidered with the placed of action or the campaign designation, are authorized for the distinguished unit citations and the battle honors listed in paragraph 1a and 1b above. These represent unit participation in combat operations in the Asiatic-Pacific Theater. (See paragraph 16, AFR 35-75, 29 January 1954.)

3. Streamers for the awards indicated in paragraph 1a and 1b, above, may be requisitioned through normal supply channels for display on the organizational flag or guidon on ceremonial occasions.

4. Authority: 1st Indorsement, Department of the Air Force, Headquarters USAF, Washington 25, D. C., dated 3 March 1955, to Letter, this Headquarters, Subject: Request for Historical Information on 308th Bombardment Wing, dated 14 January 1955.

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II. STAFF ASSIGNMENT - LIEUTENANT COLONEL WALTER L. McALLISTER, 8493A, this Headquarters, is assigned duty as Wing Inspector, effective 10 March 1955, vice LIEUTENANT COLONEL JOHN O. VICK, 6858A, this Headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HENRY E JOHNS
Captain, USAF
Adjutant

HENRY E JOHNS
Captain, USAF
Adjutant

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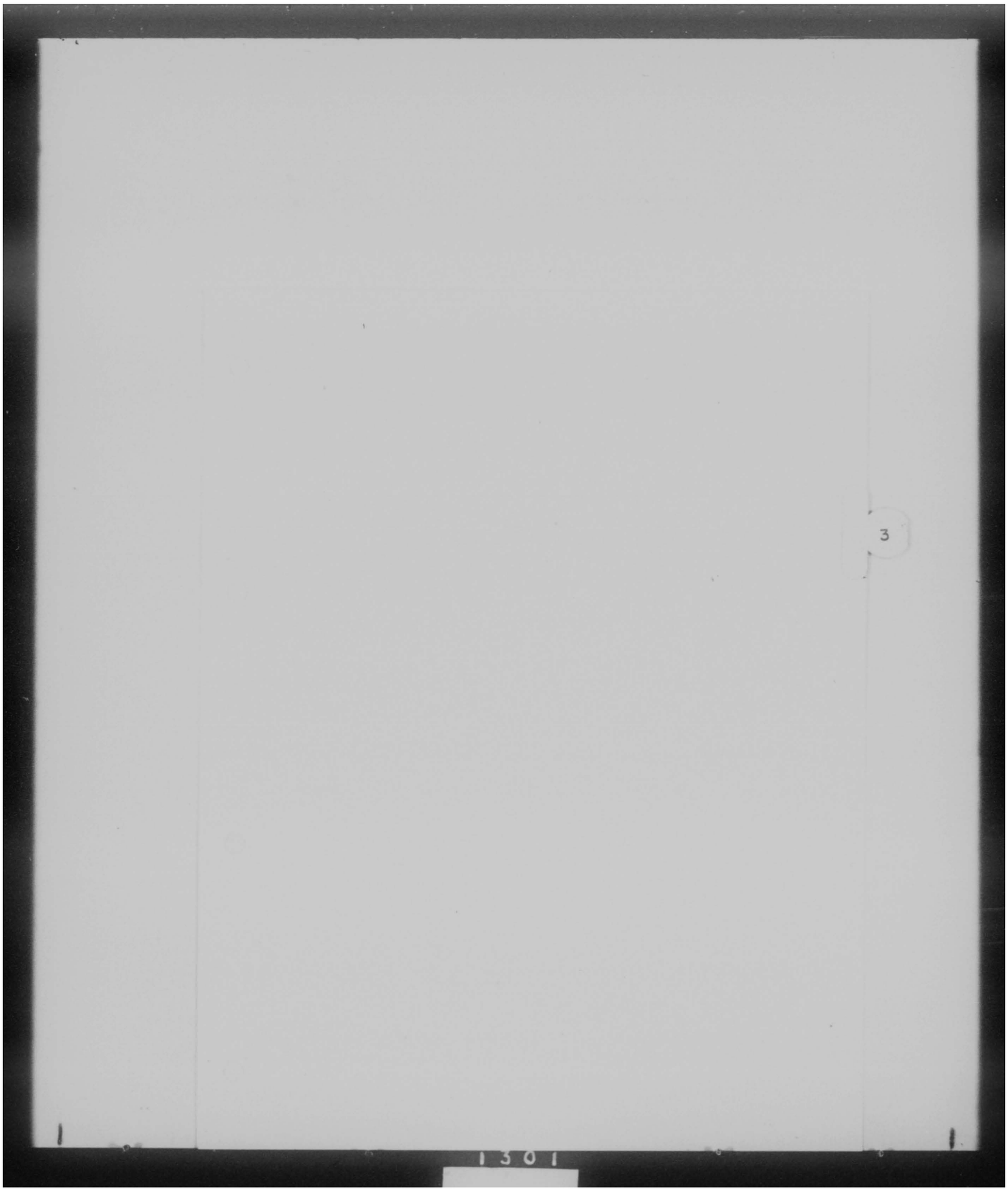

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 2)

4 January 1955

BESTOWAL OF HISTORY, BATTLE HONORS, AND COLORS. 1. The history, battle honors, and colors earned by the following inactivated United States Air Force groups, are hereby bestowed on the respective similarly numbered United States Air Force wings, effective 1 December 1954:

Inactive United States Air Force Group	Date of Inactivation	Active United States Air Force Wing
2D Bombardment Group, Medium	16 June 1952	2D Bombardment Wing, Medium
26TH Reconnaissance Group	27 June 1949	26TH Strategic Reconnaissance Wing, Medium
19TH Bombardment Group, Medium	1 June 1953	19TH Bombardment Wing, Medium
68TH Strategic Reconnaissance Group, Medium	16 June 1952	68TH Bombardment Wing, Medium
44TH Bombardment Group, Medium	16 June 1952	44TH Bombardment Wing, Medium
72D Reconnaissance Group	27 June 1949	72D Strategic Reconnaissance Wing, Heavy
31ST Fighter-Escort Group	16 June 1952	31ST Strategic Fighter Wing
301ST Bombardment Group, Medium	16 June 1952	301ST Bombardment Wing, Medium
305TH Bombardment Group, Medium	16 June 1952	305TH Bombardment Wing, Medium
306TH Bombardment Group, Medium	16 June 1952	306TH Bombardment Wing, Medium
308TH Bombardment Group, Medium	16 June 1952	308TH Bombardment Wing, Medium
321ST Bombardment Group, Light	27 June 1949	321ST Bombardment Wing, Medium
340TH Bombardment Group, Light	19 August 1949	321ST Bombardment Wing, Medium
376TH Bombardment Group, Medium	16 June 1952	376TH Bombardment Wing, Medium

Air Force-SAC, Offutt O-81855

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Inactive United States Air Force Group	Date of Inactivation	Active United States Air Force Wing
508TH Fighter Group, Single Engine	25 November 1945	508TH Strategic Fighter Wing
91ST Strategic Reconnaissance Group, Medium	28 May 1952	91ST Strategic Reconnaissance Wing, Medium

2. Upon inactivation of the headquarters of any of the wings listed above, the above action in its application to such specific wing is rescinded.

3. Wing commanders will take immediate action to secure the unit history by direct correspondence to the United States Air Force Historical Division, Air University, Maxwell Air Force Base, Alabama. Battle honors and colors will be immediately secured by direct correspondence to the Director of Military Personnel, Personnel Services Division, Awards Branch, Washington 25, D. C.

4. Authority: Letter, Department of the Air Force, AFOMO 453j, subject: "(Unclassified) Bestowal of History, Battle Honors and Colors," 24 November 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

GLENN P. NELL
Colonel, USAF
Adjutant

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plus
30 - HEDUSAF, AAG (ATTN: PUB DIV), WASHDC
2 - ACOFS, G-3, GSUSA (ATTN: Chief, ORG & TNG DIV), WASHDC
2 - ACOFS, G-4, GSUSA (ATTN: Chief, MOV BR, SERGRU), WASHDC
2 - COMAMC (ATTN: MCMSXO2), Wright-Patterson AFB, Ohio
25 - each active WG listed
2 - MIL Air DIV, HQ Sixth Army, Room 112, BLDG 38, Presidio of SFRAN
2 - COMDR, Topeka AF Depot, Topeka, KANS
5 - COMDR, 831ST SPEC Depot, Shelby, Ohio
2 - AF Liaison REP, Kansas City REC CEN, 601 Hardesty Avenue, KSC

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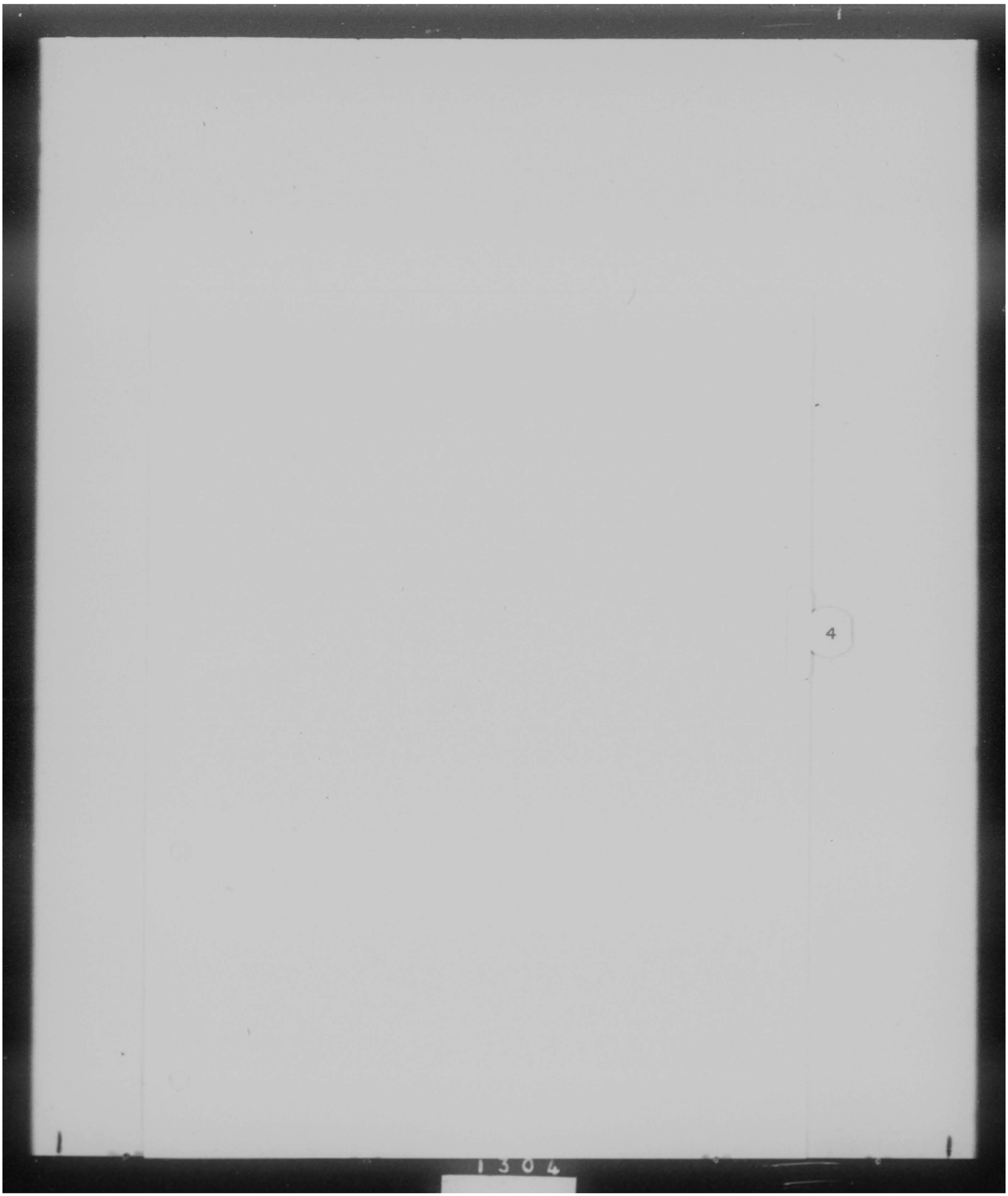

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Monthly Strength Report
Hunter Air Force Base
Savannah, Georgia

	OFFICERS			AIRMEN			As of 2400 31 March 1955
SQUADRONS	AUTH	ASGD	PFD	AUTH	ASGD	PFD	
Headquarters	51	52	41	118	120	116	
373rd Bomb	79	68	56	114	113	100	
374th Bomb	78	59	50	114	105	96	
375th Bomb	79	58	49	115	111	97	
Periodic Maint.	6	4	4	170	145	134	
Field Maint.	8	7	7	383	414	383	
A. & E. Maint.	15	9	8	366	366	291	
Medical Group	27	21	21	95	96	91	
Air Refueling	100	111	92	250	260	236	
Wing Total	443	389	328	1725	1704	1544	

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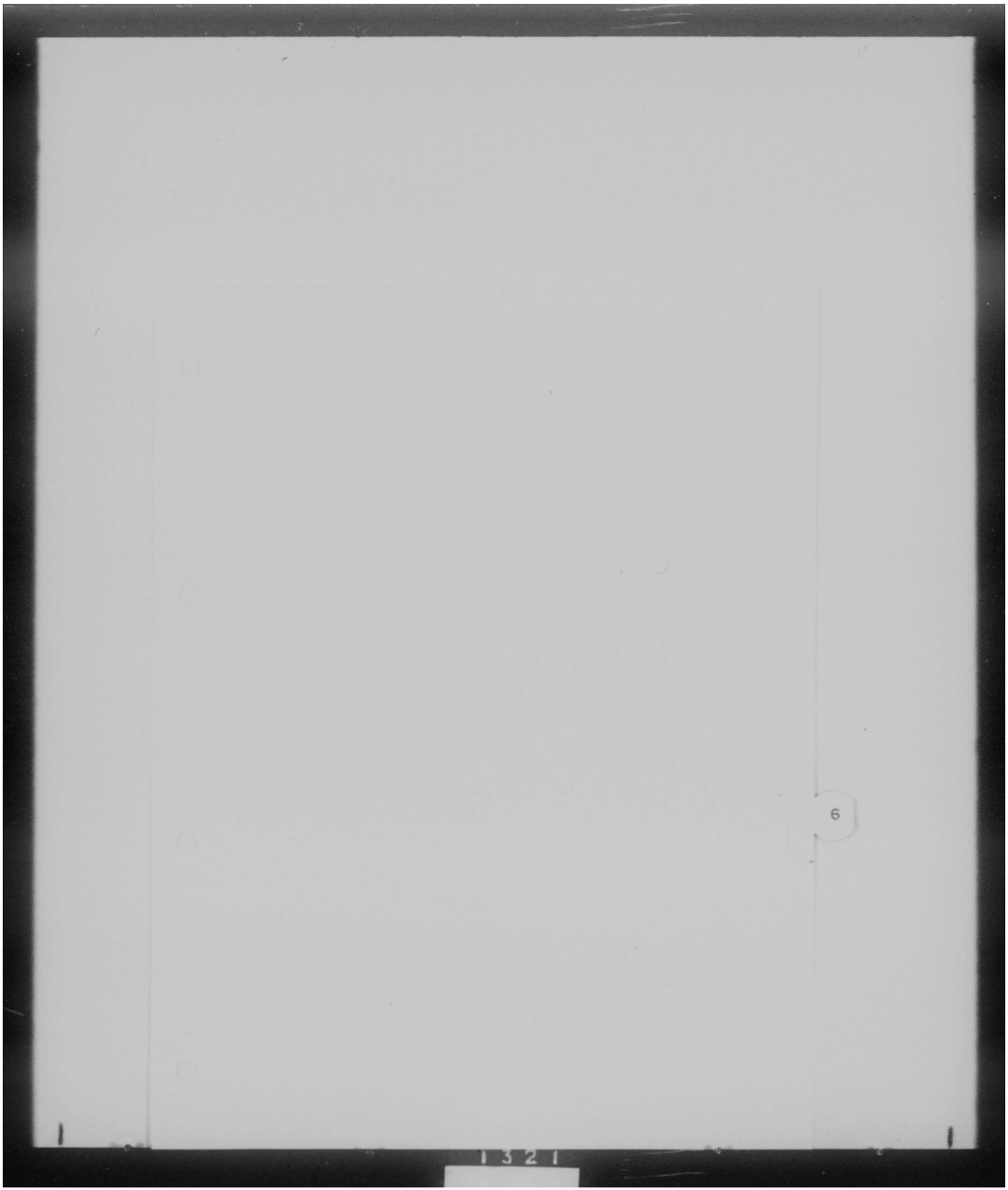

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HEADQUARTERS 308TH BOMBARDMENT WING
OFFICE OF THE COMPTROLLER
HUTCHINSON AIR FORCE BASE
HUTCHINSON, KANSAS

SECRET
Auth: CO 308th Bomb Wg.
13 April 55 JWG
Date Int.

5 April 1955

308 BOMBARDMENT CONTROL SYSTEM
STATISTICS FOR QUARTER ENDING 31 MARCH 1955
RCS: 2-AF-U2

Section I - General

a. Personnel - 320 points

	Max Score	% of Max Score	Points Earned	Points Lost	% of Points Lost of Total
1. Manning in required specialties:					
a. Officers	30	20	6	24	2.1
b. Airmen:					
(1) Direct Support Skills	150	20	30	120	10.6
(2) Indirect Support Skills	25	50	12.5	12.5	1.2
2. AWOL Rates Per M/S	30	100	30	0	-
3. Ground Safety	25	15	3.8	21.2	1.9
4. Reenlistment Rate	40	20	8	32	2.8
5. MD Utilization	20	64.3	12.9	7.1	.6
TOTAL	320	32.3	103.2	216.8	19.2

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B. Materiel – 290 points

	Max Score	% of Max Score	Points Earned	Points Lost	% of Points Lost of Total
1. Flying Hours Delivered as % of Reqd	60	79.1	47.5	12.5	1.1
2. Manhour Utilization Acft Maintenance	*100	NOT RATED – NO SCORING CRITERIA			
3. Reports of Survey	20	60	12	8	.7
4. Technical Order Compliance	* 60	NOT RATED – NO SCORING CRITERIA			
5. Supply Consumption	* 50	NOT RATED – NO SCORING CRITERIA			
TOTAL	80	74.4	59.5	20.5	1.8

C. General Items – 250 points

1. Cost Per Flying Hour	* 50	NOT RATED – NO SCORING CRITERIA			
2. Flying Safety	50	90	45	5	5
3. Motor Vehicle Utilization	* 50	NOT RATED – NO SCORING CRITERIA			
4. USCM Effectiveness	100	85.1	85.1	14.9	1.3
Points Reserved	* 70				
TOTAL	150	86.7	130.1	19.9	1.8

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D. Operations – 670 points

	Max Score	% of Max Score	Points Earned	Points Lost	% of Points Lost of Total
1. Training Minimums					
a. Bombardment	150	82	123	27	2.4
b. Tanker	50	94.8	47.4	2.6	.2
2. Flying Hour Utilization	100	73.5	73.5	26.5	2.3
3. Wing Proficiency:					
a. RBS Radar Bombing	40	79.1	31.6	8.4	.7
b. RBS Visual Bombing	25	87	21.8	3.2	.3
c. Night Celestial Navigation	20	96.5	19.3	.7	.1
d. ECM	* 40	NOT SCORED			
e. Flight Engineering	15	95.1	14.3	.7	.1
f. Gunnery	20	66.7	13.3	6.7	.6
g. Air Refueling, Wet Hookups	20	94	18.8	1.2	.1
h. Air Refueling, Radar Rendezvous	20	94.9	18.9	1.1	.1
4. Probation Status – S/L Crews	50	70	35	15	1.3
5. EWP Target Examination	* 50	NOT SCORED – NO SCORING CRITERIA			
6. Combat Ready Crews					
a. Bombardment	40	80	32	8	.7
b. Tanker	10	100	10	0.0	-

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	Max score	% of Max score	Points earned	Points lost	% of points lost of total
7. Physical Conditioning	20	70	14	6	.5
TOTAL	580	81.5	472.9	107.1	9.5
GRAND TOTAL	1130	67.8	765.7	364.3	

* Not included in total points possible.

JOHN J. GORDON
Lt Col, USAF
Wing Comptroller

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A. PERSONNEL:

1. Manning in Required Specialties.

(a) Officers - Under current manning documents the 308th Bomb Wing is authorized a total of 443 officers which includes a B-47 Cadre consisting of 15 officers in various AFSC's. During March there were 391 officers assigned, representing a body manning percentage of 88.3. Of the 391 assigned officers, 337 are effectively manned resulting in an effective manning percentage of 76.1. During February there were 339 officers effectively assigned and when compared to the 337 officers effectively assigned during March, it indicates that losses among effectively manned officers over balances gains in effective manning by 2 people. This loss can be attributable mainly to one of two reasons: (1) Reassignments of officers within the wing, an area which we can control and (2) withdrawals by higher headquarters to fill quotas, an area which we can only protest. When manning figures are combined for the quarter (Jan, Feb and March) the average effective manning produced is 94.8 percent which earns 20 percent of maximum score or 6 points. Generally the major shortages preventing the wing from a higher score are as follows: 34 1234B or 1245, 4 1435's, 13 1525B, 22 1525P and 12 Medical Corps Officers.

(b) Airmen.- The SAC Manning Authorization Program was recently implemented into the Wing Reporting System, as a result, the effective manning figures were greatly increased over the previous quarter as follows:

(1) Direct Support - During March there were 1184 Direct Support AFSC's authorized in the 308th Bomb Wing and 941 are effectively assigned against the authorization. This produces a 79.5 percent effective manning for March, which earns 40 percent of maximum score. 40 percent of score was also earned in February, but when January is included to determine the quarterly score, the maximum that can be earned is 76.4 percent effectively manned which generates 20 percent of maximum. While body manning in the direct support area is sufficient to earn a much higher score, shortages at the 5 and 7 level in the 43 career field and in the 321X0 and 32340C fields are holding down the score. Continual OJT among the lower grade airmen will eventually lift the wing to a higher score in this area if losses are held to a minimum.

(2) Indirect Support - There are 543 Indirect Support AFSC's authorized in the Wing with 448 airmen effectively assigned producing a 82.5 percent effective manning which earns 60 percent of maximum score. When Jan, Feb, and March are lumped together, an effective manning percentage of 81.5 percent is produced which is sufficient to earn 50 percent of maximum score for the quarter. Shortages holding the Wing from a higher score are at the 5 and 7 level in the 60, 702, 92, 73, and 64 career fields.

2. AWOL Rate - No comment since Wing is earning 100 percent of maximum score.

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3. Ground Safety - A total of21 accidents, including 6 in December, 4 in January, 4 in February, and 7 In March combined to produce an average ground safety index for the scoring period of 9.78 per hundred thousand man-hours of exposure. There were 2 government vehicle accidents during March which give a rate per hundred thousand miles of 5.84; however, when all 4 months of the scoring quarter are combined this rate drops to 1.63. The total accident cost for March is $2854.00 which results in a cost per assigned person of $1.35. As a result of the number of accidents during the scoring period, a high accident index is produced. Further, by virtue of 2 fatalities in February the cost index for the quarter is high, all of which, when combined produces 15 percent of maximum score.

4. Reenlistment Rate - Thirteen reenlistments in December, 13 in January, 6 in February and 10 in March combined with 99 dischargees in December, 42 in January, 34 in February and 44 in March produce a scoring period reenlistment rate of 19.2. This rate produces 20 percent of maximum score. March was the worst month during the quarter producing a 22.7 rate.

5. MTD Utilization: Out of 14000 manhours available for utilization in the MTD during the scoring period 8995 hours were actually utilized. This represents a 64.3 percent utilization which produces 12.9 points. Utilization during March was only 40.3 percent which was the worst month of the quarter. The poor March showing is mainly attributable to all out efforts to complete 50-8 requirements and preparation for "Poor Shot" both of which when combined left very little time for officers and airmen to attend MTD.

B. MATERIEL:

1. Flying Hours as a Percent of Required: No comment as score produced is 79.1 percent of maximum.

2. Manhour Utilization Aircraft Maintenance - Not scored. Points possible deducted from total.

3. Reports of Survey - The scoring period average dollar cost per survey applied with the survey index of 1.76 produces 60 percent of maximum score. March figures indicate an increase of 20 percent over February due mainly to the fact that one survey registered in February cost $1328.00. Fifteen surveys during the scoring period produces an index of 1.76 which is sufficient to earn maximum score but the average cost per survey of $191.18 drops the score.

4. Technical Order Compliance - No scored. Points possible deducted from total.

5. Supply Consumption - Not scored. Points possible deducted from total.

C. GENERAL UTILITY:

1. Flying Safety: One major aircraft accident in March produces an aircraft accident rate of 14.6 per hundred thousand hours flying time. The accident rate is sufficient to earn 90 percent of score.

2. Cost Per Flying Hour - Not scored. Points possible deducted from total.

3. Motor Vehicle Utilization : Not scored. Points possible deducted from total.

4. USCM - From best information available locally this item earns 85.1 percent of score. It does not include the reporting portion of the USCM scoring procedure which is worth ten percent. When reporting is considered the final score should be a few points higher.

D. OPERATIONS - No comment as all areas earned 60 percent of score or a bit greater.

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SECTION III – SAC MANAGEMENT CONTROL SYSTEM – DETAIL

A. PERSONNEL – 320 points

1. Manning In Required Specialties:

	Rec'd	IRS	% IRS	% of Max Score
(a) Officers				
Jan	443	316	71.3	20
Feb	443	339	76.5	30
Mar	443	337	76.1	30
QTR TOTAL	1339	992	74.8	20
(b) Airmen				
(1) Direct				
Jan	1184	833	80.4	10
Feb	1134	941	79.5	40
Mar	1184	941	79.5	40
QTR TOTAL	3552	2715	76.4	30
(2) Support				
Jan	509	434	79.9	40
Feb	543	448	82.1	50
Mar	543	446	82.5	50
QTR TOTAL	1689	1328	81.5	50

2. AWOL Rate Per "M":	Dec	Jan	Feb	Mar	Total for Qtr
No. AWOLs	3	2	4	4	13
Strength	2153	2153	2142	2115	8562
Rate Per M	1.39	.93	1.87	1.89	1.52
% of Max Score	100	100	100	100	100

3. Ground Safety:	Dec	Jan	Feb	Mar	Total for Qtr
No. of Disabling Injuries	4	6	4	7	21
Mil Man Day Exposure	66,991	66,712	59,696	65,565	258,964
Mil Injury Rate	4.97	8.99	6.70	10.67	8.1
Civ Lost Time Acct	0	0	0	0	0
Civ Manhours Exposure	516	504	480	552	2052
Civ Injury Rate	0.0	0.0	0.0	0.0	0.0
Gov't Veh Acc	0	0	0	0	0
Gov't Veh Mileage	25,601	32,580	29,914	34,238	122,333
Gov't Veh Acc Rate	0.0	0.0	0.0	0.0	0.0

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	Dec	Jan	Feb	Mar	Total for Qtr
Grd Safety Index	4	6	4	7	21
Accd't Cost	$792.00	$3,044.00	$5,142.00	$2,854.00	$71,832.00
Mean Strength	2151	2152	2135	2118	9566
Accd't Cost Index	0.37	1.41	30.51	1.35	8.39
% of Max Score	80	50	45	30	.15

4. Reenlistment Rate:	Dec	Jan	Feb	Mar	Total for Qtr
Reenlistments	13	13	6	10	42
Discharges	39	42	34	44	219
Rate	13.2	31.0	17.6	22.7	19.2
% of Max Score	10	30	20	20	20

5. MTD Utilization:	Dec	Jan	Feb	Mar	Total for Qtr
B-47 Required Utilization	3,500	3,500	3,500	3,500	14,000
B-47 Actual Utilization	2,535	2,442	2,608	1,410	8,995
% of Utilization and Max Score	72.4	70.0	74.5	40.3	64.3

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B. MATERIEL - 290 points

1. Flying Hours as a Percent of Required

FLYING HOURS REQUIRED

	Jan	Feb	Mar	Total
B-47	1514	1441	1738	4943
KC-97	686	709	687	2082
TOTAL	2200	2150	2425	7025

FLYING HOURS ACCOMPLISHED

B-47	1348	1227	1288	3873
KC-97	488	642	555	1685
TOTAL	1836	1869	1853	5558
% of Utilization and Max Score	83.5	79.5	74.9	79.1

2. Manhour Utilization - Acft Maintenance Not Rated - No Scoring Criteria

3. Reports of Survey:

	Dec	Jan	Feb	Mar	Total for Qtr
No. Repts Survey	4	2	3	6	15
Dollar Amount	$226.88	$91.02	$1,907.98	$641.77	$2,867.65
Avg Dollar Cost Per Survey	$56.72	$45.51	$635.99	$106.96	$191.18
Mil EM Strength	2153	2172	2142	2090	8527
Civ EOM Strength	3	3	3	3	12
Total Population	2156	2155	2135	2093	8539
Rpt Sur Per "M"	$1.86	$ .93	$ 1.41	$.86	1.76
% of Max Score	95	100	85	75	60

4. Technical Order Compliance: NOT RATED - NO SCORING CRITERIA

5. Supply Consumption: NOT RATED - NO SCORING CRITERIA

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C. GENERAL ITEMS - 250 points

1. Cost Per Flying Hour: NOT RATED - NO SCORING CRITERIA

2. Flying Safety:

	Dec	Jan	Feb	Mar	Total for Qtr
B-47 Fly Hrs	854:25	1,390:50	1,[illegible]:40	1,318:05	4,838:00
KC-97 Fly Hrs	347:05	498:05	590:35	559:50	1,994:35
Total Hours	1,201:30	1,[illegible]:55	1,865:15	1,[illegible]:55	6,832:35
A/C Accd't Rate	0.0	0.0	0.0	53.3	14.6
% of Max Score	100	100	100	5	90

3. Motor Vehicle Utilization: NOT RATED - NO SCORING CRITERIA

4. USCM Effectiveness:

1. Unit Simulated Combat Mission Computation of report attached an inclosure.

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D. OPERATIONS - 670 points

1. Training Missions

a. Bombardment

(1) Number of crews	373	374	375	Total
Category # 1 - Combat Ready Crews	8	10	6	24
Category # 2 - Select and Lead Crews	6	2	5	13
Category # 3 - Squadron Standboard	1	1	1	3
Category # 4 - MCA Crews	0	2	1	3
TOTAL	15	15	13	43

Crew L-67 A/C Stockton, 37538, is not held for training and not included above.

BOMBING:

373 $\frac{332 - 111}{332}$ = 66.6 X 35 = 23.3

374 $\frac{324 - 45}{324}$ = 86.1 X 35 = 30.1

375 $\frac{260 - 64}{260}$ = 75.4 X 35 = 26.4

Wing $\frac{916 - 220}{916}$ = 76 X 35 = 26.6

NAVIGATION:

373 $\frac{134 - 24}{134}$ = 80.1 X 25 = 20.5

374 $\frac{128 - 15}{128}$ = 88.3 X 25 = 22.1

375 $\frac{105 - 5}{105}$ = 95.2 X 25 = 23.8

Wing $\frac{367 - 44}{367}$ = 88.0 X 25 = 22.0

FLIGHT ENGINEERING:

373 $\frac{37 - 0}{37}$ = 100 X 10 = 10.0

374 $\frac{35 - 1}{35}$ = 97.1 X 10 = 9.7

375 $\frac{29 - 1}{29}$ = 96.6 X 10 = 9.7

Wing $\frac{101 - 2}{101}$ = 98 X 10 = 9.8

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[illegible]:

373 $\frac{122 - 74}{147}$ = 58.2 X 25 = 14.6

374 $\frac{153 - 92}{159}$ = 39.2 X 25 = 9.8

375 $\frac{141 - 36}{141}$ = 74.5 X 25 = 18.6

Wing $\frac{471 - 203}{471}$ = 56.9 X 25 = 14.2

GUIDED:

373 $\frac{45 - 10}{45}$ = 77.8 X 10 = 7.8

374 $\frac{39 - 4}{39}$ = 89.7 X 10 = 9.0

375 $\frac{36 - 5}{35}$ = 86.1 X 10 = 8.6

Wing $\frac{130 - 12}{130}$ = 84.2 X 10 = 8.4

ATOMIC WEAPONS:

373 $\frac{165 - 23}{165}$ = 86.1 X 10 = 8.6

374 $\frac{143 - 17}{143}$ = 88.1 X 10 = 8.8

375 $\frac{132 - 16}{132}$ = 87.9 X 10 = 8.8

Wing $\frac{440 - 56}{440}$ = 87.3 X 10 = 8.7

MISCELLANEOUS:

373 $\frac{137 - 21}{137}$ = [illegible]

374 $\frac{165 - 13}{165}$ = [illegible]

375 $\frac{140 - 6}{149}$ = 94.6 X 15 = 14.4

Wing $\frac{501 - 55}{501}$ = 89.0 X 15 = [illegible]

FLYING TIME:

373 $\frac{360 - 0}{360}$ = 99.4 X 20 = 19.9

374 $\frac{270 - 1}{270}$ = 99.6 X 20 = 19.9

375 $\frac{375 - 0}{375}$ = 100 X 20 = 20.0

Wing $\frac{1005 - 3}{1005}$ = 99.7 X 20 = 19.9

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Total Points Earned and Percent of Training Minimums

	B	N	FE	AR	G	AW	M	FT	TOTAL	% of Trng Min
373	23.3	20.5	10.0	14.6	7.8	8.6	12.0	19.9	116.7	77.8
374	30.1	22.1	9.7	9.8	9.0	8.8	13.9	19.9	123.3	82.2
375	26.4	23.8	9.7	18.6	8.6	8.8	14.4	20.0	130.3	86.9
Wing	26.6	22.0	9.8	14.2	8.4	8.7	13.4	19.9	123	82

b. Tanker

(1) Number of Crews

Category # 1 - Combat Read. Crews 18

Category # 2 - NGA Crews 2

TOTAL 20

WEP HOOKUPS AND [illegible]:

$\frac{306 - 11}{306} = 89.9 \times 15 = 13.5$

NAVIGATION:

$\frac{198 - 4}{198} = 98 \times 10 = 9.8$

FLIGHT ENGINEERING: $\frac{54 - 2}{54} = 96.3 \times 5 = 4.8$

[illegible]: $\frac{328 - 22}{328} = 93.3 \times 10 = 9.3$

FLYING TIME: $180 - 0 = 100 \times 10 = 10$

Total Points Earned: 47.4

Percent of Training Minimums: 94.8

2. Flying Hour Utilization:

373 $\frac{864.8}{1180} \times 100 = 73.7$

374 $\frac{1025.2}{1327} \times 100 = 76.7$

375 $\frac{944.9}{1361} \times 100 = 69.4$

AMS $\frac{1711.9}{1620} \times 100 = 74.8$

Wing $\frac{2933.5 - 1211.9}{3886 - 1620} \times 100 = 73.5$

3. Wing Proficiency:

a. RBS Radar Bombing	373	374	375	WING TOTAL
Number of Runs	88	175	130	393
Number Acceptable	72	131	108	311
% of Runs Acceptable	81.8	74.9	83.1	79.1
% of Max Score	81.8	74.9	83.1	79.1

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b. ABS Visual Bombing:	373	374	375		WING TOTAL
Number of Runs	39	42	39		121
Number Acceptable	51	42	47		140
% of Runs Acceptable	86.4	87.5	87		87
% of Max Score	86.4	87.5	87		87
c. Night Celestial Navigation:	373	374	375	AFS	WING TOTAL
Number of Legs Flown	44	51	50	82	227
Number Acceptable	41	48	48	82	219
% of Legs Acceptable	95.3	94.1	96	98.8	96.5
% of Max Score	95.3	94.1	96	98.8	96.5
d. EOM: Not applicable					
e. Flight Engineering:	373	374	375	AFS	WING TOTAL
Number of Missions	63	79	81	60	283
Number Acceptable	56	79	74	60	269
% of Mission Acceptable	88.9	100	91.4	100	95.1
% of Max Score	88.9	100	91.4	100	95.1
f Gunnery:	373	374	375		WING TOTAL
Number of Missions	30	27	33		90
Number Acceptable	21	17	22		60
% of Missions Acceptable	70	62	66.7		66.7
% of Max Score	70	62	66.7		66.7
g. Air Refueling-Wet Hookups:	373	374	375	AFS	WING TOTAL
Number of Wet Hookups	54	46	51	150	300
Number Acceptable	50	45	47	140	282
% of Wet Hookups Acceptable	94.3	97.8	92.2	93.3	94
% of Max Score	94.3	97.8	92.2	93.3	94
h. Air Refueling-Radar Bond	373	374	375	AFS	WING TOTAL
Number of Radar Rendezvous	49	57	54	192	352
Number Acceptable	49	52	52	181	334
% of Radar Rendezvous Acceptalbe	100	91.2	96.3	94.3	94.9
% of Max Score	100	91.2	96.3	94.3	94.9

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4. Probation Status, Select and Lead Crews

373 $\frac{22}{10}$ = 81.8% = 60% X 50 = 30

374 $\frac{5}{5}$ = 100% = 100% X 50 = 50

375 $\frac{20}{19}$ = 95% = 90% X 50 = 45

[illegible] 47 = 89.4% = 70% X 50 = 35

5. IMP Target Examination - NOT LISTED - NO OBJECTIVE CRITERIA

6. Combat Ready Crews:	373	374	375	Total	Max
Number of C/R Crews	15	14	14	43	20
% of Max Score				80	100

7. Physical Conditioning	373	374	375	Area	MUNS TOTAL
Number of Crew personnel assigned	50	49	42	140	281
Number of crew personnel participating	42	43	32	116	233
% of Crews participating	84	87.8	76.2	82.9	82.9
% of Max Score	80	90	50	70	70

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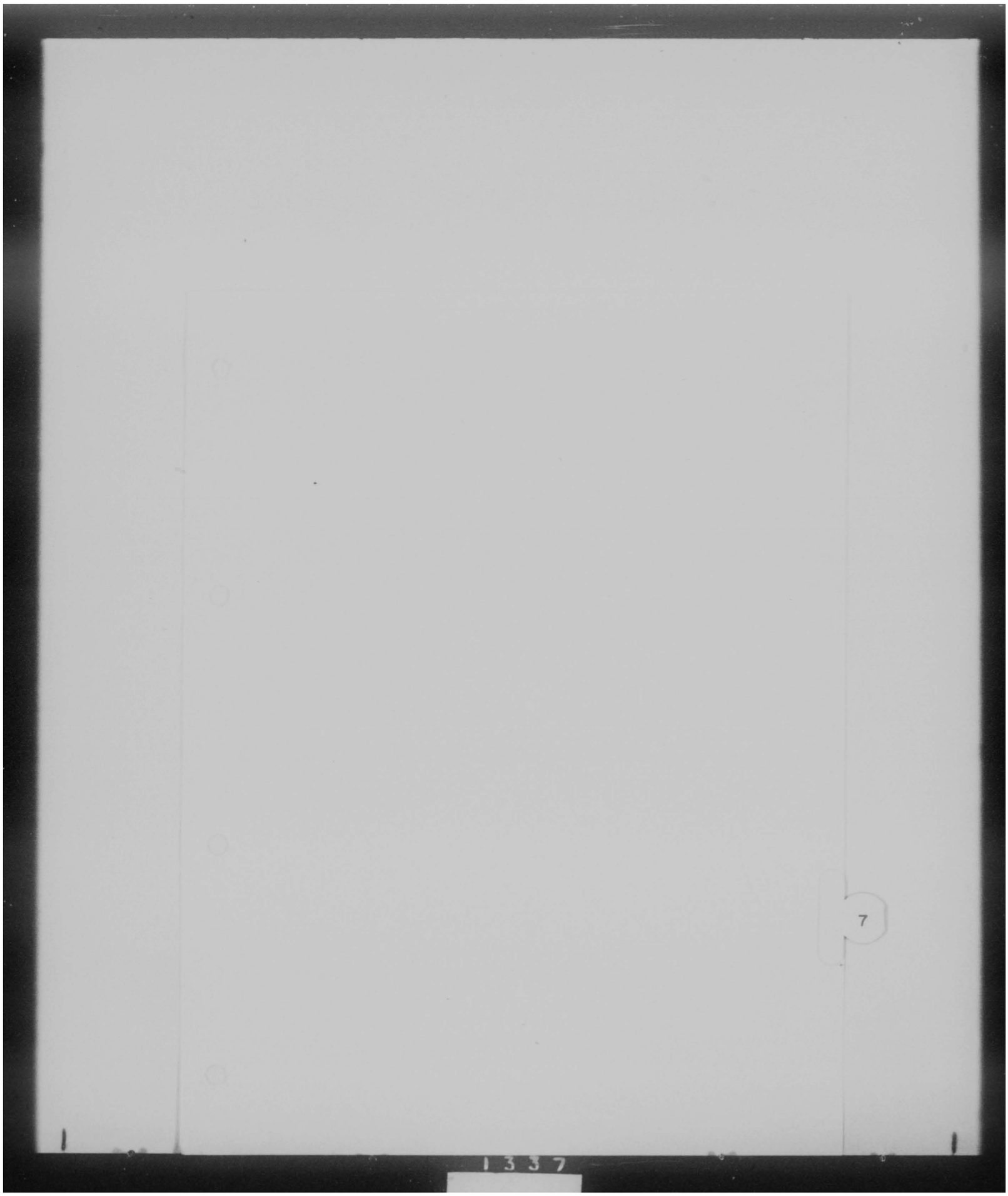

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

308C 11 Mar 1955

SUBJECT: Request for Crew Personnel

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia

1. The recent increase in crew to aircraft ratio from 1.25 to 1.5 resulted in a requirement to form twelve (12) more B-47 crews and five (5) additional KC-97 crews.

2. The KC-97 Personnel Picture. Personnel inputs, training, and classification actions will help alleviate the problem of forming the additional KC-97 crews. There is a requirement for two (2) Aircraft Commanders, six (6) Pilots, and three (3) Flight Engineers, to form the additional crews to bring us to thirty (30) KC-97 crews. In November 1954, when the authorization was increased, the 308th Bomb Wing had twenty-two (22) KC-97 crews. We now have twenty-four (24) KC-97 crews and with the personnel indicated above the 308th could form the additional six (6) KC-97 crews authorized.

3. The B-47 Personnel Picture. When the authorization was increased to sixty-six (66) crews, the 308th Bomb Wing had fifty (50) B-47 crews. In January 1955, one of these crews was reassigned to Pinecastle Air Force Base, Florida. Since then a non-combat ready crew was regressed due to the reassignment of the co-pilot to the 373rd Bomb Squadron as Squadron Commander. As of 9 March 1955, we have forty-eight (48) B-47 crews assigned. One of the forty-eight (48) has been nominated to Second Air Force for reassignment to Pinecastle Air Force Base, Florida, and if selected will leave this wing only forty-seven (47) B-47 crews which is only 71% of the B-47 combat crews authorized.

4. Observers. The Wing presently has two spare observers both of whom will soon be assigned to crews which will lose their observers. Actually, there are four (4) spare observers but two (2) are presently

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hospitalized and will be non-effective for quite some time. Therefore, a requirement exists for a minimum of nineteen (19) observers to man the sixty-six (66) authorized B-47 crews. This will still leave a requirement for one (1) more observer (Staff Observer) per squadron which may be filled at a later date. It is requested that as many of the eighteen (18) as possible be trained prior to their arrival to preclude the loss of time due to the delayed action when requesting quotas, waiting for the allotment of quotas, and finally waiting for the officer to complete training and begin flying as a member of a crew.

5. B-47 Pilots. Upon their return from Advanced Flying School Course Number 1231003, we will be able to form four (4) additional crews provided their are four (4) observers available. That would bring us to fifty-one (51) crews leaving a minimum requirement for nine (9) Pilots AOB and twenty-one (21) Pilots Bombardment.

/s/t/ JOHN F RATJER
Colonel, USAF
Commander

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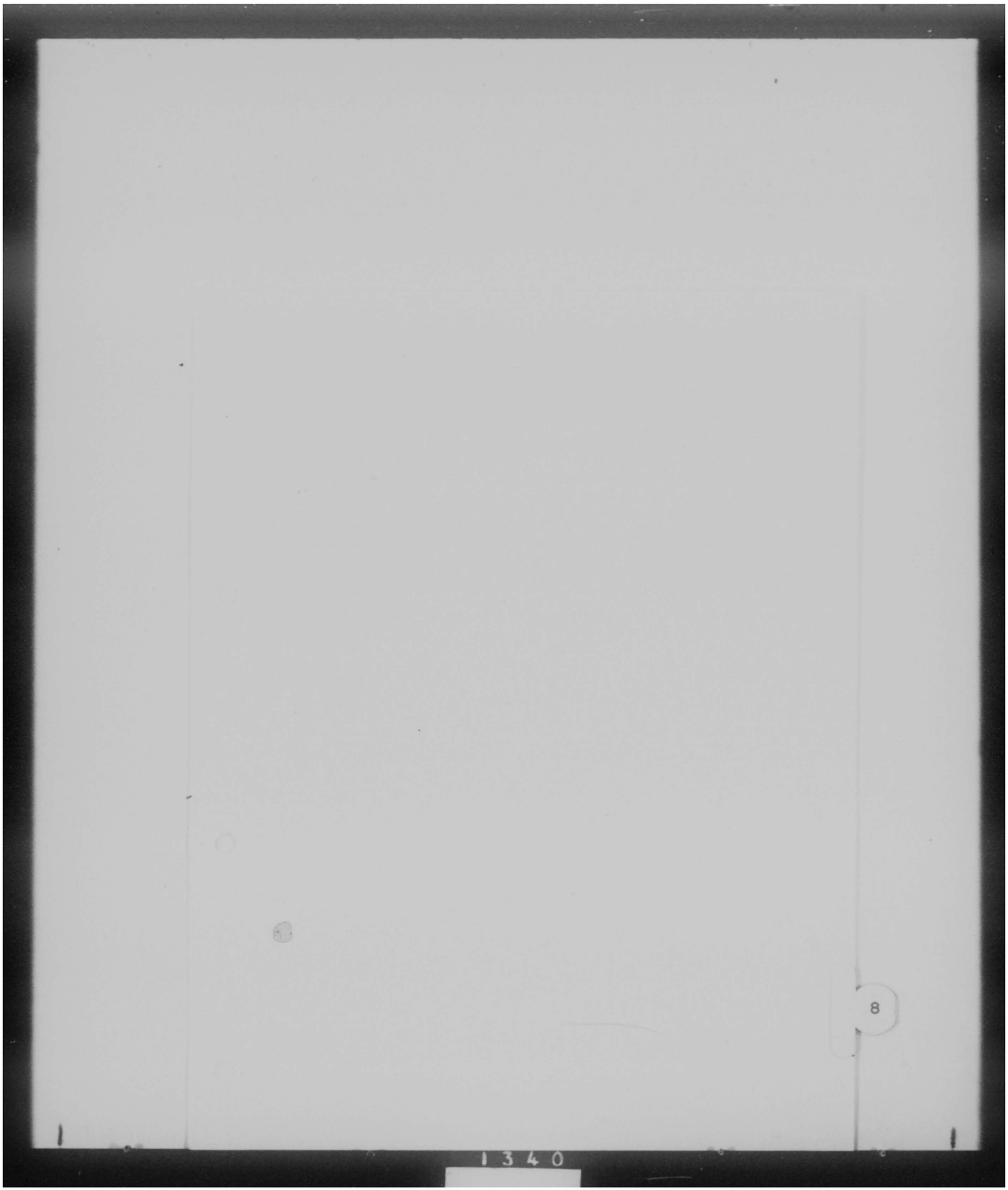

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H E A D Q U A R T E R S

306TH BOMBARDMENT WING (M) JET

Operations Plan

2433-55

26 February 1955

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
26 February 1955

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308th Bom Wg
Ops Plan 243B-55
26 February 1955

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
26 February 1955

OPERATIONS PLAN)

NUMBER 243B-55)

CHARTS AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

373rd Bombardment Squadron M	LT COL V. K. CARMACK
374th Bombardment Squadron M	LT COL J. F. HARVEY
375th Bombardment Squadron M	MAJOR C. V. WAKEMAN
308th Air Refueling Squadron	LT COL P. P. MENZIES
308th Headquarters Squadron	MAJOR H. C. VAUGHAN
308th Armament and Electronics Squadron	MAJOR E. H. [illegible]
308th Field Maintenance Squadron	LT COL R. H. COMBOK
308th Periodic Maintenance Squadron	MAJOR L. R. MCKEE
308th Tactical Hospital	MAJOR D. M. [illegible]ETT

1. GENERAL SITUATION: For the month of March this organization will fly eight (8) Globetrotter Missions, support the 305th Bombardment Wing for air refueling, and utilize all available time in accomplishing SAC Regulation 50-8 requirements.

2. MISSION: The basic objective for the month of March is to train crews so that they are fully capable of performing the Wing War Mission. This can be attained by completing the SAC Management Control System (50-8) Quarterly Requirements in their entirety for all combat ready crews, necessary training for non-ready crews, and other deversified essential training. Along with this major requirement, sufficient Air Refueling Training

308TH BOM WG
OPS PLN 243B-55
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to qualify recently assigned airmen as Air Refueling Technicians, completion of Globetrotter Missions by each Lead Crew, and the training of additional crew members to compensate for withdrawals and anticipated losses due to discharge, must be accomplished.

3. TASKS FOR SUBORDINATE UNITS:

a. 373rd Bombardment Squadron - Reference Appendix I Annex A, and Annex B.

b. 374th Bombardment Squadron - Reference Appendix II Annex A, and Annex B.

c. 375th Bombardment Squadron - Reference Appendix III Annex A, and Annex B.

d. 308th Air Refueling Squadron - Reference Appendix IV Annex A, and Annex B.

e. 308th Headquarters Squadron - Reference Annex B.

f. 308th Armament and Electronics Squadron - Reference Annex B and C.

g. 308th Field Maintenance Squadron - Reference Annex B and Annex C.

h. 308th Periodic Maintenance Squadron - Reference Annex B and Annex C.

i. 308th Tactical Hospital - Reference Annex B.

x. GENERAL INSTRUCTIONS:

(1) Orders of Execution will be issued by the tactical squadrons in the form of Flight Orders (each Flight Order will designate the aircraft commander as such.)

(2) Requests for maintenance will be made by work order from Maintenance Control.

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(3) All commitments from higher headquarters known at this time have been considered and included in this plan.

(4) Transportation for flight crews during duty hours will be obtained by calling Extension 28571; after duty hours transportation of flight crews becomes a squadron responsibility.

(5) Necessary changes to this plan will be coordinated through the Squadron Commanders, Maintenance Control and the Chief of Operations and Training.

4. LOGISTICAL MATTERS: Reference Annex C.

5. COMMAND AND COMMUNICATIONS MATTERS: Omitted.

ANNEXES:

A - Operations

B - Ground Training

C - Logistics

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DISTRIBUTION:

COMDR, 308TH AIR REFUELLING SQUADRON	- 9	Copies 1 thru 9
COMDR, 373RD BOM SQUADRON	- 8	Copies 10 thru 17
COMDR, 374TH BOM SQUADRON	- 8	Copies 18 thru 25
COMDR, 375TH BOM SQUADRON	- 8	Copies 26 thru 33
COMDR, 308MS	- 2	Copies 34 and 35
COMDR, 308MSS	- 2	Copies 36 and 37
COMDR, 308FMS	- 2	Copies 38 and 39
COMDR, 308PMS	- 2	Copies 40 and 41
COMDR, 308TH	- 2	Copies 42 and 43
INFO:		
COMDR, SECOND AIR FORCE	- 2	Copies 44 and 45
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308DO	- 10	Copies 50 thru 59
308EN	- 3	Copies 60 thru 62
308MMC	- 5	Copies 63 thru 67
308CR	- 1	Copy 68
804ABG	- 10	Copies 69 thru 78
Wing Historian	- 4	Copies 79 thru 82

OFFICIAL:

R.TYLER
Colonel, USAF
Commander

JIMMIE W. PRITT
Colonel, USAF
Director of Operations

308TH BOM WG
OPS PLN 2433-55
26 FEB 55

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
26 February 1955

ANNEX "A"

TO

OPERATIONS PLAN 243B-55

PART I OPERATIONS

1. Wherever possible, crews will be scheduled to fly their assigned aircraft.

2. Squadron Operations Staffs will insure that the maximum training possible is accomplished on each flying sortie.

3. During the first two weeks of the month aircraft will fly by tail number as they appear on the monthly schedule. Exception: Higher Headquarters directed missions, or ordered evacuation. During the last two weeks of the month adjustments may be made by coordination between the Director of Operations and the Director of Materiels; these adjustments will be reflected in the weekly flying schedule, and approved by the Deputy Wing Commander. Examples of reasons for adjustments: B-47 drag angle modification, AOCP of aircraft coming out of the docks, major structure repair. The weekly flying schedule will then be flown without deviation.

4. Each Wednesday at 1400 hours a Weekly Schedule meeting will be held in the Wing Conference Room attended by the Director of Materiel, Chief of Maintenance, Director of Operations, Squadron Commanders and Operations Officers. The flying training accomplishments of the previous week will be reviewed, the coming weeks portion of the monthly flying training program

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confirmed and the flying schedule finalized.

5. The weekly flying schedule will be submitted to the Wing Flight Scheduling Officer no later than 0900 on the day following the Weekly Scheduling Meeting.

6. For flights scheduled Tuesday thru Friday, all necessary changes to mission requirements such as bomb loads, fuel, cameras and other allied equipment will be approved solely by Wing Operations not later than 1100 the date prior to the scheduled flight; and not later than 1100 on Friday for aircraft scheduled to fly Monday. When Saturday is the last flying day, mission requirements for Monday will be confirmed by 1100 Saturday. Wing Flight Operations will coordinate and confirm changes with Maintenance Control by 1100 each day.

7. No take-offs will be scheduled before 1200 hours on the first flying day following an authorized non-duty day, without prior approval of Maintenance Control and Operations and Training.

8. Standard station time for B-47 aircraft is two hours prior to take-off. For KC-97 aircraft, a standard station time is two hours prior to take-off for a non-refueling mission, and three hours for a refueling mission.

9. In the event an aircraft is not in commission at aircrew station time, a two hour delay is authorized, provided the aircraft starts taxi within two hours of scheduled taxi time.

10. Test flights called into Wing Control up to 0900 will have an aircrew station time of 1300 the same day. Test flights called in after 0900, and before 1700, will have an aircrew station time of 0900 the following day. Normally, test flights will not be flown on non-flying days or after-dark.

PART I TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 2438-55
26 FEB 55

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11. Aircraft becoming available for scheduling before the projected time may be added to the schedule immediately. Example: Aircraft 073 returns from drag angle modification eight days early. It may be scheduled and flown immediately after postflight.

12. Each load crew will have completed a Globetrotter Mission during this quarter ending 31 March. Necessary mission and refueling coordination will be accomplished at the Weekly Scheduling Meeting.

13. Two load crews from the 373rd Bombardment Squadron will report to SES approximately 14 March for initial evaluation. A firm date will be announced later.

14. The 308th Air Refueling Squadron will furnish airlift approximately 14 March for the maintenance personnel supporting those crews in SES.

15. The 308th Air Refueling Squadron will be required to furnish training support to the 305th Bombardment Wing.

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
26 February 1955

ANNEX "A"

TO

OPERATIONS PLAN 243B-55

PART II SPECIAL WEAPONS

1. In order to accomplish 50-8 training requirements for this quarter, the following training must be accomplished.

a. 373rd Bombardment Squadron.

(1) Loadings - 9.

(2) Ops Missions - 15.

(3) BC Refresher - 29.

b. 374th Bombardment Squadron.

(1) Loadings - 13.

(2) Ops Missions - 15.

(3) BC Refresher - 24.

c. 375th Bombardment Squadron.

(1) Loadings - 11.

(2) Ops Missions - 15.

(3) BC Refresher - 26.

2. IFI - Will be given in conjunction with the above training.

PART II TO
ANNEX "A" TO
308T BOM WG
OPS PLAN 243B-55
26 FEB 55

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
26 February 1955

ANNEX "A"

TO

OPERATIONS PLAN 243B-55

PART III B-47 PLANNING FACTORS

1. The following minimums will be utilized in the preparation of requirements and planning individual flights:

a.	Transition	5 Hours
b.	Pilot Proficiency	3 Hours
c.	Long Range Cruise Control	7 Hours
d.	Standard Training Missions	6 Hours
e.	Standboard - Pilot Phase	6 Hours
	- Observer Phase	6 Hours
f.	Special Missions	As Required
g.	Staff Flights	5 Hours

2. B-47 aircraft from 37hth Bombardment Squadron to Loring AFB, must be in place NLT 1700Z, 7 March for 3 days TDY.

3. Night refuelings for the 308th Air Refueling Squadron are a necessity and will be a priority item. Receivers will be scheduled so as to afford the air refueling squadron the opportunity of meeting their required 43 night transfers.

4. Each load crew will have completed one (1) Globetrotter by the end of March.

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5. Aircraft Commanders will complete the reverse side of each mission accomplishment form as outlined in Disposition Form, 308D00 dated 4 Mar 55.

6. Non-Combat Ready Crew flying training will continue to be a priority item. A minimum of 25 hours will be flown by each available non-ready crew.

7. Operations Officers will pay carefull attention to properly utilizing aircraft equipped with Tip Tanks to obtain 190,000 pound transfers

8. Upon receipt of mission routes, the mission schedule for all SIS flights will be forwarded to the individual squadron operations for proper mission planning.

9. The following hourly and sortie requirements exist:

a. 373rd Bombardment Squadron - 82 sorties, 477 hours.

b. 374th Bombardment Squadron - 77 sorties, 523 hours.

c. 375th Bombardment Squadron - 88 sorties, 557 hours.

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
26 February 1955

ANNEX "A"

TO

OPERATIONS PLAN 243B-55

PART IV KC-97 PLANNING FACTORS

1. The following minimums will be utilized in the preparation of requirements and planning individual flights.

a.	Transition	5 Hours
b.	Pilot Proficiency	3 Hours
c.	Long Range Cruise Control	8 Hours
d.	Navigation	8 Hours
e.	Air Refueling	5 Hours
f.	Standboard - Transition Phase	4 Hours
	- Air Refuel & Navigation Phase	5 Hours
g.	Special Missions	As Required
h.	Staff Flights	As Required

2. Formation flights will be conducted in conjunction with mass air refueling - both night and day. Coordination of flights will be accomplished at the weekly scheduling meeting.

3. Aircraft will be scheduled to double fly at weekly scheduling meetings to accomplish air refueling and pilot proficiency requirements.

4. Sortie requirements levied by higher headquarters will normally be absorbed by the monthly schedule with no additional aircraft authorized.

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5. Policy on Friday Long Range Cruise and Navigational Flights will continue. Aircraft designated will be scheduled for early morning Air Refueling. Take-offs for Navigation will be scheduled at Air Refueling Squadron discretion, after Air Refueling Missions. Ramey flights will take off no earlier than 1800 and return Sunday.

6. 305th Bombardment Wing will be supported as follows:

a. 7 - 11 March 3 sorties.

b. 21 - 25 March 2 sorties.

NOTE: Missions cancelled or aborted by the Air Refueling Squadron will be rescheduled.

7. Second Air Force Regulation 55-2 Alert will be during the following periods:

a. 0800 28 Feb - 0800 7 March.

b. 0800 14 Mar - 0800 21 Mar.

c. 0800 28 Mar - 0800 4 Apr.

8. Non-combat ready crew flying will be a priority item.

9. Tentative Long Range Flights are as follows:

a. 4 March - Kirtland AFB.

b. 11 March - Ramey AFB.

c. 18 March - March AFB.

d. 25 March - Ramey AFB.

10. The following hourly and sorties requirements exist: 120 sorties, 671 hours.

PART IV TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 243B-55
26 FEB 55

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HQ, MARTINS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
26 February 1955

ANNEX "A"

TO

OPERATIONS PLAN 243B-55

PART V - DUTY ASSIGNMENTS

1. SENIOR DUTY OFFICER - 5 March thru 15 March.

5 Mar - Major Keenan, C. E. - 373rd Bombardment Squadron

6 Mar - (0730 - 1630) Major Gililland , L. A. - 374th Bom Squadron

6 Mar - (1630 - 0730) Major Lemons, J. P. - 308th Air Refueling Squadron.

7 Mar - Major Oppelt, A. L. - 374th Bom Squadron

8 Mar - Major Derondo, J. F. - 308th Headquarters Squadron

9 Mar - Major Turri, R. M. - 308th Air Refueling Squadron

10 Mar - Major Alton, C. W. - 308th Field Maintenance Squadron

11 Mar - Major Clodfelter, T. C. - 308th Headquarters Squadron

12 Mar - Major Sabourin, R. D. - 375th Bom Squadron

13 Mar - (0730-1630) - Major Pence, S. M. - 375th Bom Squadron

13 Mar - (1630-0730) - Major Cunningham, L. O. - 373rd Bom Squadron

14 Mar - Major Erickson, O. H. - 308th Headquarters Squadron

15 Mar - Major Weller, R. K. - 308th Headquarters Squadron

2. AIRDROME OFFICER - 1 March - 14 March & 29 March - 14 April.

308th Air Refueling Squadron - 1, 2 and 15 March.

373rd Bom Squadron - 3, 4, 5, 6, and 7 March.

374th Bom Squadron - 8, 9, 10, 11 and 29 March.

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AIRDROME OFFICER (CONTINUED)

375th Bom Squadron - 12, 13, 30 and 31 March.

308th Headquarters Squadron - 14 March

3. WING CONTROL ROOM OFFICER

308th Air Refueling Squadron - 1, 2, 3, 4 March - 1645 - 0800

373rd Bom Squadron - 5 March 0800 - 0800 7 March
7, 8, 9, 10, and 11 March - 1645 - 0800

374th Bom Squadron - 12 March 0800 - 0800 14 March
14, 15, 16, 17 and 18 March - 1645 - 0800

375th Bom Squadron - 19 March 0800 - 0800 21 March
21, 22, 23, 24, 25 March - 1645 - 0800

308th Air Refueling Squadron - 26 March 0800 - 0800 28 March.
28, 29, 30 and 31 March 1645 - 0800

4. OFFICER OF THE DAY - 15 March 1955 - 28 March 1955

308th Air Refueling Squadron - 15, 16, 17, 18 and 19 March

373rd Bom Squadron - 20 and 21 March.

374th Bom Squadron - 22, 23 and 24 March.

375th Bom Squadron - 25, 26 and 27 March.

308th Headquarters Squadron - 28 March.

5. TOWER OFFICER

374th Bom Squadron - 1, 2 and 3 March

375th Bom Squadron - 4, 5 and 6 March

NOTE: Officer scheduled for tower will report to the Base Operations Officer 1LT 0745 hours on the day scheduled for duty.

NOTE: Names of officers scheduled for Wing Control Room Officer must be submitted to the Wing Control Room ATLEAST 48 hours prior to scheduled tour. Names will be submitted to include the entire squadron tour block

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6. MISCELLANEOUS DETAILS (Escort Officer)(Requires single officers, company grade)

308th Headquarters Squadron - 22 March.

308th Air Refueling Squadron - 24 and 25 March.

373rd Bom Squadron - 29 March.

375th Bom Squadron - 31 March.

7. SPS NOMINEES - Tentative Reporting Date 24 March 1955.

373rd Bom Squadron - Primary L01 Capt Stearns
- Primary L04 Capt Clark

375th Bom Squadron - Alternate L82 Capt Townsend
- Alternate L79 Major Rogers

8. STANDARDIZATION CHECKS.

(1) B-47 - R03, L-14, R-15, L-16, R41, R42, R43, R50 and R51.

(2) KC-97 - T01, T05, T06, T12, T14, T17 and T20.

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
26 February 1955

ANNEX A

TO

OPERATIONS PLAN 243B-55

PART IV RBS SCHEDULE

Schedule not received from Second Air Force as of this date. Information will be forwarded as soon as received.

PART VI TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 243B-55
26 FEB 55

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CREW	M 28	T 1	W 2	T 3	F 4	S/S	M 7	T 8	W 9	T 10	F 11	S/S	M 14	T 15	W 16	T 17	F 18	S/S	M 21	T 22	W 23	T 24	F 25	S/S	
STEARNS BURKMAN DODGEN	FLY 081	073	/-AVON PK-/	/BC /-BC	REF/ REF/		/--BC---/ /--BC---/ /--BC---/						/				S.E.	S.-					WG PLN "		
KEEZLEY MASON JENNINGS		FLY 073			FLY 044			FLY 043			FLY 100		WG PLNS "			FLY 220			FLY 042			FLY 042			
CLARK PARKER WAGENSELLER	FLY 043	BC		FLY 043			/--BC---/ /--BC---/ /--BC---/			/BC " "	REF/ " "		(							S	& S	-			
SAVOCA NISSEN MARSHART	FLY 249			FLY 249		WCRO/	/ - BLOCK " "	GND " "	TNG " "	- -/ " "			WG PLNS	FLY 249			FLY 249	/OD					FLY 249		
KLEMAN MALONEY MIRACK				FLY 100	(AO)			FLY 100		FLY 093			FLY 220		FLY 100				FLY 100			FLY 100	WG PLNS		
BRYAN WASSIL KLINERT	(-FLIGHT SIMULATOR -						/ --BLK GD TNG - - - /										FLY 075								
SORENSEN SPENCER LANE	FLY 043 U	FLY 073				AO) /AO		WCRO		FLY 270		FLY 042 Sat	WG PLNS		FLY 270					FLY 270			FLY 220		
RAYMER DILLS GARROTT	(- - - - - - - - - - - -		Code				- - - - INSTRUMENT SCHOOL -						WG PLNS						(REF "	SURVIVAL "	-				
O'NEAL AUDD PARNELLE	(		SES					SES							SES						)	FLY 099			
THOMPSON WHITEHEAD DAVIS		FLY 042			FLY 042	/WCRO		S3 FLY 249		S B FLY 220			(AVON PARK - -				(075)	)	(B C	)	(075)		WG PLNS		
SULLIVAN SAVAGE ARNOLD	(BLOCK GND TNG				)		FLY 220		FLY 044		WG PLNS	FLY 044 Sat			FLY 044				FLY 044			FLY 044			
DONNELLY HENRY ROHDE			FLY 093	(INST S.)			FLY 093				WCRO		WG PLNS		FLY 042										
DULOW HIRR PAYNE			FLY 220	AO				FLY 081	WCRO		FLY 249		WG PLNS	FLY 093		FLY 275				FLY 275			FLY 275		

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CREW	M 28	T 1	W 2	T 3	F 4	S/S	M 7	T 8	W 9	T 10	F 11	S/S	M 14	T 15	W 16	T 17	F 18	S/S	M 21	T 22	W 23	T 24	F 25
MATTHEWS ROBINSON ERSE		FLY 278			FLY 278		AO WCRO		FLY 278		WG PLNS	FLY 278 Sat									FLW 093		
HANDLEY CHENDIER ANDERSON			FLY 217				FLY 217				WG PLNS		(BLOCK GND TNG				)			FLY 220		(INST SC)	
KEPLINGER WILLIAMS GUIDOTTI		FLY 044		FLY 081			(MC	)			WG PLNS		(AVON PK			)	FLY 269				FLY 269		
LACLEY WAYNE BEHLAU										WCRO			(AVON PK			)	FLY 093						
POLWOLSKY	B-47 TRANSITION, WICHITA																						
GODFREY	28th Feb - 2 Apr																						
KENNON	28th Feb - 2 Apr																						
SANDIFORD	B-47 TRANSITION, WICHITA																						
SULLIVAN N P						WCRO													OD				
BENNETT	EDM	KEESLAR																				INST SCH	
ROWE																							
CALDWELL	MAINT. OFFICERS COURSE, CHANUTE																					INST SCH	
CRAVEN																							
SNEDDEN																							
CUNNINGHAM						SDO/						SDO											
RICK						WCRO																	
CRABBE																							
CREMEANS																							
STANLEY																							

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374TH BOMBARDMENT SQUADRON H

MARCH CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	T 1	W 2	T 3	F 4	S 5	S 6	M 7	T 8	W 9	T 10	F 11	S 12	S 13	M 14	T 15	W 16	T 17	F 18	S 19	S 20	M 21	T 22	W 23	T 24	F 25	S 26	S 27	M 28	T 29	W 30	T 31
MILLSAP		F					F		AO		F			BLOCK TRAINING								F				F		Tgt Study			F
BIRD	SLS	PREPARATION					F				F					F									F			Tgt Study		F	
ARMSTRONG	F			F				Tgt Study	BLOCK	TRAINING						F							OD			F			AO		
PETTY	BLOCK TRAINING							F		AO		F					F				Tgt Study		F					F			
GHILLAND	F		F					F		F				F			F						F		Tgt Study						
CHANDLER	F	F		F				Tgt Study	F		AO					F		F			BLOCK TRAINING						F			F
CHARLTON	BLOCK TRAINING							Tgt Study	F		F				F						F								F	
GIBSON	(---------ADVANCED SURVIVAL---------)																	F			Tgt Study			F			BLOCK TRAINING			
MATSON			F				F		F					Tgt Study	F						F		F		F		BLOCK TRAINING			
OPPELT		F								F											F				F		Tgt Study			
BAILEY	F		F					Tgt Study						BLOCK TRAINING									F							
COFFRAN	F			F			F	Tgt Study														F				F				F
LEE																								OD			Tgt Study		F	
SANDERS		F							F						F							F			Tgt Study					
LAMPP								F				F					F						F						F	
GRISWOLD								AO		F				F		F		F						F	Tgt Study				F	
HOLLRD										F				F		F		F						F					F	

APPENDIX IIA TO ANNEX A
308TH BW OPS PLAN 243B-55
26 FEB 55

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375TH BOMBARDMENT SQUADRON M
MARCH CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	T 1	W 2	T 3	F 4	S/	M 7	T 8	W 9	T 10	F 11	S	S	M 14	T 15	W 16	T 17	F 18	S	M 21	T 22	W 23	T 24	F 25	S	S	M 28	T 29	W 30	T 31
PEACE	Std bd Exm	259	SIM	BWP Sty			047			047					047		080		(---Ground Sch---)								F		264
FROST			090	BWP Sty		254		095		090	F	SC			090				047			047						C/P Air Drm	
STEIN	F			080		BWP Sty F	080		F					076			088		076			076	F				Air Drm C	
WRIGHT										SLS												BWP Sty					049		
SCHOBERT																													
SAECURIN		DUTY CREW					Std bd Exm		092 GT		F			GROUND SCHOOL					BWP Sty	219							DUTY CREW		
WEBER	038		047	BWP Sty		088	040							092			C 2		225			092				092	266		
TOWNSEND		GROUND SCHOOL		C/P TO		BWP Sty 090			088	Air Drm C				DUTY CREW							083					088		080	
HAW	254			219		BWP Sty F			254					254		264	F				254					F			
TUTT																													
ROGERS	272			BWP Sty		F			272					272			272				272								
UTZ		049		BWP Sty	C/P TO		DUTY CREW			F							049 G.T			040			F						049
ROBBINS				092		BWP Sty	253 F			F				F			253			253		097				GROUND SCHOOL			
WOOD		266		225			GROUND SCHOOL							080		225				DUTY CREW									
SCOTT	225		Std bd Exm	BWP Sty		SIM	264			225				095			F				095			Ob. CD					
STOUFFER						BWP Sty														F									
WAKELIN																													

APPENDIX III TO ANNEX A
308TH BW OPS PLAN 243B-55
26 FEB 55

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308TH AIR REFUELING SQUADRON
MARCH CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	T 1	W 2	T 3	F 4	S 5	S 6	M 7	T 8	J 9	T 10	F 11	S 12	S 13
HUTCHINSON	919							919				206	
NELSON		209									215		
KORDICK			218					215		232			
SHUFORD			206										
JAMES	920		239					918		237			
ADAMS												222	
WHITE		240					209		206		218		
THOMPSON	237												
HEWATT	-(BLOCK TRAINING)----							218		238			
PRICE		232					223		206		228		
KARSONOVICH	223			222			232		222		239		
MORGAN		233					(BLOCK TRAINING)--------						
GREEN	---(BLOCK TRAINING)---								233				
LIVESAY	918		208				237		236		917		
BULL		915		920			240			920		235	
POTTER													
LEMONS			236	228			-(BLOCK TRAINING)-------						
O'BRIEN			917					917		240			
REILING													
DUBOSE				235									
PAYNE													
LECHNER													
BALL													

APPENDIX IV.1 TO ANNEX A
308TH OPS PLAN 243B-55
26 FEB 55

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308TH AIR REFUELING SQUADRON
MARCH CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	M 14	T 15	W 16	T 17	F 18	S 19	S 20	M 21	T 22	W 23	T 24	F 25	S 26
HUTCHINSON			915					- (BLOCK TRAINING)----------					
NELSON		208										237	
KONIECK			206					- BLOCK TRAINING) ----------					
SHUFORD		215			215			200			219		
JAMES	920		917							209			
ADAMS	209							215		215			
WHITE	236			218				235					
THOMPSON				209						220			
HEWITT		232											
PRICE												915	
KARSNOVICH	240		235		220			237			223		
[illegible]			238		233								
GROBEN		233		222						228			
LIVESAY													
BULL					236							918	
POTTER									222		233		218
LYONS				228					206			206	
CHERRY			918										
RHILING	-(BLOCK TRAINING)----------								210		236		
DUBOSE		237			210			918		239		235	
PAYNE	-(BLOCK TRAINING)----------								232				226
LECHNER									238		240		238
BALL				239									

APPENDIX IV TO ANNEX A
308TH OPS PLAN 243B-55
26 FEB 55

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308TH AIR REFUELING SQUADRON
[illegible] CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	S 27	M 28	T 29	W 30	T 31	F
HUTCHINSON						
NELSON					915	
VOELKER				208		
SHUFORD			209			
JAMES					917	
ADAMS			215			
WHITE			223			
THOMPSON		-(BOOM TRAINING)				
HEWITT						
PRICE		206		918		
MARKOVICH		-(BOOM TRAINING)				
MORGAN						
GROBEY					216	
LIVESAY						
BULL			210			
POTTER		222		233		
LEMONS					226	
O'BRIEN			919			
REILING					238	
DUBOSE						
PAYNE		232		235		
LOCHNER		239		236		
BALL						

APPENDIX TWA TO ANNEX A
308TH OPS PLAN 2438-55
26 FEB 55

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
26 February 1955

ANNEX "B"

TO

OPERATIONS PLAN 243B-55

GROUND TRAINING

PART I - OFF BASE TRAINING

1. Advance Survival - Stead AFB, Nevada: Personnel will report to Stead AFB NLT 1200 hours the day preceding the class starting date. Transportation pickup dates and times will be furnished by Headquarters Second Air Force. Request for special orders will be submitted by the Wing Training Section at least 12 days prior to the date of departure. Personnel scheduled for this training will be briefed by the Squadron Training Officer as to the Personnel equipment they need to take (Ref SAC Reg 53-1) and will have in their possession a certificate of completion of Basic Survival. Rosters of scheduled personnel will be forwarded to 308DOTG at least two weeks prior to the date of departure and will include the name, rank, AFSN, security clearence, crew position, crew number and will indicate whether or not personnel are on separate ration. The following quotas have been approved by Headquarters Second Air Force:

CLASS 55E - 14 Mar 55

The following named personnel have been selected to attend this class:

NAME	RANK	ORGANIZATION
Livesay, Ross D.	Capt	308 ARS
Morris, Harold F.	1/Lt	308 ARS
Swiger, Robert B.	M/Sgt	308 ARS
Craik, Robert B.	S/Sgt	308 ARS
Odom, Donald J.	T/Sgt	308 ARS
Spenard, Robert K.	S/Sgt	308 ARS

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CLASS 55F - 31 Mar 55

The following named personnel have been selected to attend this course:

NAME	RANK	ORGANIZATION
Muroski, Ronald L.	1/Lt	375 BS
Timmons, Eugene E.	1/Lt	375 BS

2. Basic Survival - Camp Stewart, Georgia: This is a 5 day course and must be completed prior to attendance at Advance Survival. Roster will be submitted to 308DOTG 2 days prior to class starting date. Class starts 0800 hours, 7 March 55 in Bldg 232:

NAME	RANK	ORGANIZATION
Larson, Richard A.	Capt	374 BS
Bishop, W.H.	1/Lt	308 ARS
Wickens, R.H.	1/Lt	308 ARS
Gunnewick, J.S.	A/2c	308 ARS
Boyer, J.R.	T/Sgt	308 ARS
Swearingen, E.P.	S/Sgt	308 ARS
McAfee, E.W.	A/1c	308 ARS
Bernard, R.H.	A/3c	308 ARS
Rogers, M.	A/3c	308 ARS
Rogan, J.J.	A/3c	308 ARS
Lockridge, C.A.	A/1c	308 ARS
Mattox, C.G.	S/Sgt	308 ARS
Long, A.A.	A/3c	308 ARS
Leasure, A.	S/Sgt	308 ARS

3. Refresher Survival School - Camp Stewart, Georgia: This is a three (3) day course required annually for all aircrew members who have completed Advance Survival. A roster indicating the name, rank, AFSN, and security clearance of all scheduled personnel will be forwarded to 308DOTG 2 working days prior to the class starting date. The following named personnel have been selected to attend this training starting 0800 hours, 21 March 55 in Bldg 232:

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NAME	RANK	ORGANIZATION
Garrett, Oard C.	Capt	373 BS
Dills, Keith C.	1/Lt	373 BS
Hewatt, A.E.	Maj	308 ARS
Allison, D.F.	Capt	308 ARS
Dague, R.V.	M/Sgt	308 ARS
Knorr, L.L.	S/Sgt	308 ARS
Frame, E.	S/Sgt	308 ARS

4. OG Gunnery Training - Avon Park, Florida:

a. The following personnel have been selected to attend Gunnery Training in accordance with SAC Reg 50-43 (2½ day course) on dates indicated:

CLASS STARTING 2 Mar 55

Burkman, Malcolm R.	1/Lt	373BS
Koehler, Earl E.	1/Lt	375BS

CLASS STARTING 14 Mar 55

NAME	RANK	ORGANIZATION
Whitehead, Raymond A.	Capt	373BS
Williams, Richard D.	1/Lt	373BS
Erwin, John J.	1/Lt	375BS

b. The following named personnel have been selected to attend Gunnery Training in accordance with SAC Reg 50-8 (1 day) on dates as indicated below:

CLASS STARTING 17 Mar 55

Robertson, James H.	2/Lt	375BS
Dollard, Oakley J.	1/Lt	375BS

5. Physiological Training - MacDill AFB, Florida: The following named personnel have been selected to attend this training on the 8th of March:

NAME	RANK	ORGANIZATION
Brandt, Joseph B.	Capt	308 ARS
Menzies, Perry P.	Lt Col	308 ARS
DuBose, Bernice A.	Capt	308 ARS
Potter, William D.	1/Lt	308 ARS
Howell, Kelly P.	1/Lt	308 ARS

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5. Physiological Training - (Cont'd):

B-47 Class Starting 22 Mar 55

Name	Rank	Organization
Mervenne, David H.	A/2c	374 BOMRON
Knauf, Norman C.	A/2c	374 BOMRON
Turner, Arvis B.	A/2c	375 BOMRON
Sewell, Billy J.	A/2c	375 BOMRON
Gallups, Robert C.	S/Sgt	375 BOMRON
Buzbee, Clyde W.	A/3c	373 BOMRON
Barbee, Clarence R.	A/3c	373 BOMRON
Beach, William L.	A/3c	373 BOMRON

Personnel will handcarry Helmet and Oxygen Mask for B-47 Model Aircraft, and are no longer required to carry AF Form 702.

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BASE SCHOOLS

PART II

1. Instrument School: One Pilot Instrument Course will be conducted on 3 and 4 March in building 1288 beginning at 0800 hours. It will also be conducted on the 24 and 25 March. Pilots whose instrument cards expire within the next 60 days will be scheduled for this training. Names of personnel selected to attend will be forwarded to 308DOTG NLT 1 March 1955.

2. Management Training: Airmans course will be conducted 0800-1000 hours, 4th of March thru 18th of April in Bldg 916 with 7 spaces to fill. Officer's course will be conducted 0800-1200 hours, starting the 8th of March lasting 5 weeks with 4 spaces to fill. The criteria for selection will be supervisory responsibility rather than rank, grade or AFSC. Personnel who have previously received and applied this training will not be required to attend. Supervisors with less than 6 months retainability after completion will not be accepted. Training Officers will submit name, rank, organization and supervisory capacity of personnel selected to attend to 308DOTG NLT 1 March 1955.

3. Morning Report School: This course will be conducted each Thursday at 1400 hours in building 916 by the Base Statistical Services Officer. This is a mandatory for your Morning Report clerk on each day. Review and test on each Saturday.

4. Coleman Operators School: Personnel scheduled for this training must be 21 years of age or older and will report to the Base Motor Pool, Dispatch Office Building at 0800 hours each Monday.

308th Bom Wg
Ops Plan 243B-55
26 February 55

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Personnel desirous of getting checked out on the Coleman who do not have a Coleman licence must first obtain a Hunter AFB GI Drivers Licence and then be enrolled in subject course. Arrangements may be made by calling Ext. 21801 for the purpose of obtaining a GI Drivers Licence. All requests for the Coleman School will be routed thru 308DOTG indicating name, rank, age and AFSN of personnel desiring training NLT WED of week preceding the MON starting date.

5. Supply School: Incorporated in Block Training for Aircrews. Non-flying personnel on Tuesday and Friday from 0800-1700 hours in Bldg 1288.

6. Radar Maintenance: In-flight "K" Maintenance will be conducted every MON, WED and FRI from 0800 - 1100 hours in Bldg 1288. Training will be conducted by "K" system Tech Reps and one subject will be covered each week. Training Officers will schedule their Observers so that each can obtain their required 8 hours per month.

NOTE: ~~308th Tech Rep will conduct classes during the weeks 7 thru 11 March and 21 thru 25 of March 55. 2nd Bomb Wing Tech Rep will conduct classes during the other weeks.~~

7. Handling of Aviation Fuels: Training not available.

8. Basic Weapons: All squadrons are reminded that personnel are required to fire the individual weapon for familiarization once each year. Squadron Range Officers will schedule their personnel for the firing range by calling Sgt Baker, Phone 2-4501. Each man scheduled to fire will carry a weapon, 2 empty clips, and fifty rounds of ammunition. It is recommended that a full canteen be worn, since water is unavailable at the range.

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CBR Training

PART III

1. 50-6 Suppl VII: 6 hour one time indoctrination and 2 hour refresher course will be given by squadron CBR officers. Crews will receive the refresher course during Block Training.

2. Annex I for Passive Defense Teams:

a. DT-60 Teams (Formerly Security Teams) will receive instruction in the CBR classroom, Bldg 1201 according to the following schedule:

Squadron	Date	Time
373 BS	2 Mar	1500-1700
374 BS	4 Mar	0800-1000
375 BS	9 Mar	1500-1700
308 MMS	11 Mar	0800-1000
308 MAS	16 Mar	1500-1700
308 MS	18 Mar	0800-1000
308 PMS	23 Mar	1500-1700
308 FMS	25 Mar	0800-1700
308 TS	28 Mar	0800-1700

Each team will bring all DT-60's on hand in their squadron supply rooms. Bomb Squadrons will not bring DT-60's issued to crew members.

b. Squadron Monitor Teams: Training for Squadron Monitors will be held on the 10th of March in the CBR classroom in Bldg 1201 at 0800-1400 hours.

c. First-Aid and Evacuation Training: Both the First-Aid and Evacuation teams will receive First-Aid. Personnel can attend the class on the 21st of March in classroom 26 in the Block Training Bldg from 1300-1500 hours.

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3. Annex II Co-pilots, Crew Chiefs, Asst Crew Chiefs 10 Hour

a. Initial Course: The following dates and times will be left open for training crew chiefs and asst crew chiefs, at the CBR classroom in Bldg 1201:

1 Mar	0800-1400
8 Mar	0800-1400
15 Mar	0800-1400
22 Mar	0800-1400
29 Mar	0800-1400

b. The following dates and times will be left open for Co-pilots to supplement the course given during block training. It will be held in the CBR classroom, in Bldg 1201:

4 Mar	1000-1200
11 Mar	1000-1200
18 Mar	1000-1200
25 Mar	1000-1200

Co-pilots will bring their crew's MT-60's.

4. Annex III Pilots and Observers: 5 hours one time course. CBR courses received during Block Training will be credited by the CBR office to Annex II and III of Suppl VII.

5. Special Weapons:

a. BC Refresher: Incorporated in Block Training.

b. MOD 6 Indoctrination Course: This is a required one time course of four (4) hours duration. One lead crew per squadron will report to the Special Weapons Area at 0745 hours on dates as indicated:

2nd, 9th, 16th, 23rd, [illegible] of March 1955.

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c. OPS Missions (ULT) and IFI & IFE: The schedule for this training is as follows: (Periods are available at 0800, 1000, 1300 and 1500 hours).

373 BOMRON - - - 1st, 4th, 9th, 14th, 17th and 22nd of Mar 55.
374 BOMRON - - - 2nd, 7th, 10th, 15th, 18th, and 23 Mar 55.
375 BOMRON - - - 3rd, 8th, 11th, 16th, 21st and 24th of Mar 55.

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Physical Conditioning

PART IV

1. Phase I Conditioning:

Time	MON	TUES	WED	THURS	FRI
1300-1400	ARS	ARS	ARS	ARS	ARS
	374	374	374	374	374
1400-1500	ARS	ARS	ARS	ARS	ARS
	375	375	375	375	375
1500-1600	ARS	ARS	ARS	ARS	ARS
	373	373	373	373	373

Date	1600-1700	Date	1600-1700
28	373	14	375
1	374	15	ARS
2	375	16	373
3	ARS	17	374
4	373	18	375
7	374	21	ARS
8	375	22	373
9	ARS	23	374
10	373	24	375
11	374	25	ARS
		28	373
		29	374
		30	375
		31	ARS

2. Phase II (Judo): Judo Training will be resumed on 1 March. The above schedule for Phase I conditioning will also apply to Judo.

3. Phase III Sports & Games: This training will be scheduled within each squadron under the supervision of the PT Officer of WOO. Reference Paragraph 9c, S.C Reg 50-2, a projectd schedule of controlled sports available to crewmembers will be prominently posted in each squadron. All participants will bring their own towels to the Physical conditioning Unit.

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Synthetic Trainers

PART V

1. Link Trainers:

a. C-11 Jet Link Trainer:

375 BOMRON - - - - - - - 0800-1000 - - - - - - - MON-FRI
373 BOMRON - - - - - - - 1000-1200 - - - - - - - MON-FRI
374 BOMRON - - - - - - - 1300-1500 - - - - - - - MON-FRI

1500-1700 hours daily MON thru FRI - Period reserved for B-47 Aircrew Familiarization.

b. P-3 Link Trainer:

308th Air Refueling Squadron - - 1000-1200 hours Mon & Fri.

c. C-8 Link Trainer:

308th Air Refueling Squadron - - 0800-1000 hours Mon & Fri.

2. Ultrasonic Trainers:

a. T-3 Ultrasonic - Observer with Pilot.

Date	0800-1000	1000-1200
28 Feb	375	373
1	374	375
2	373	374
3	375	373
4	374	375
7	373	374
8	375	373
9	374	375
10	373	374
11	375	373
14	374	375
15	373	374
16	375	373
17	374	375
18	373	374

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2. T-3 Trainer (Cont'd)

Date	0800-1000	1000-1200
21	375	373
22	374	375
23	373	374
24	375	373
25	374	375
28	373	374
29	375	373
30	374	375
31	373	374

b. T-2A (Observer Only):

Date	0800-1000	1000-1200
28 Feb	375	373
1	374	375
2	373	374
3	375	373
4	374	375
7	373	374
8	375	373
9	374	375
10	373	374
11	375	373
14	374	375
15	373	374
16	375	373
17	374	375
18	373	374
21	375	373
22	374	375
23	373	374
24	375	373
25	374	375
28	373	374
29	375	373
30	374	375
31	373	374

3. Loran Trainer - Still AOR

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4. T-1A Gunnery Trainer - Two CO-Pilots:

375 BOMRON - - - - 0800-0900 - MON-FRI
373 BOMRON - - - - 0900-1000 - MON-FRI
374 BOMRON - - - - 1000-1100 - MON-FRI

Date	1100-1200	Date	1100-1200
28	375	17	373
1	373	18	374
2	374	21	375
3	375	22	373
4	373	23	374
7	374	24	375
8	375	25	373
9	373	28	374
10	374	29	375
11	375	30	373
14	373	31	374
15	374		
16	375		

5. Flight Simulator:

a. Emergency Procedures Course:

28 Feb - 4 Mar - - 373 BOMRON - - MON-FRI - 1000-1200 plus 1400-1600 TUES
7 Mar - 11 Mar - - 2nd BOM WG - -
14 Mar - 18 Mar - - 374 BOMRON - - MON-FRI - 1000-1200 plus 1400-1600 TUES
21 Mar - 25 Mar - - 2nd BOM WG - -
28 Mar - 1 Apr - - 375 BOMRON - - MON-FRI - 1000-1200 plus 1400-1600 TUES

b. Stand Board Checks:

Date	1200-1400	Date	1200-1400
28 Feb	373	16	373
2	374	17	374
3	375	18	375
4	373	21	373
7	375	23	374
9	374	24	375
10	373	25	373
11	374	28	374
14	375	30	375
		31	373
		1 Apr	374

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MTD Training & Target Study

PART VI

1. Aircrew Familiarization Course: A class will start on 28 Feb. 1955. Classes will be scheduled 0800-1200 daily in Bldg 1288.

2. Seat Ejection for Maint Personnel: Training will be conducted in Bldg 1288 on the following date:
9 - 11 March at 1300-1700 hours and there will be 8 spaces to fill.

3. Seat Ejection for Aircrew Personnel: Training will be conducted in Bldg 1288 from 0800-1200 hours on the foolowing dates:
18 March and the 21 March in which 1 pilot from each Bomb Squadron will attend.

4. Hydraulics Specialist Course: This training will be conducted in Bldg 1288, 1300-1700 hours on the 7th of March and 8 spaces will be needed to be filled.

5. Engine Specialist Course: This training will be conducted in Bldg 1288, 0800-1200 hours on the 8th of March and will be filled accordingly.

6. Landing Gear Specialist Course: This course will be conducted on the 7th,14th and 21st of March from 1300-1700 hours. This is a three day course.

7. IFR Course: - Incorporated in Block Training.

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8. Target Study Schedule:

373 BOMRON

11 March	14 March	25 March
Capt Keplinger	Capt Sorensen	Capt Stearns
Capt Handley	Capt Donnelly	Maj Keenan
Capt O'Neal	Capt Beezley	Capt Thompson
Capt Sillivan	Capt Savoca	
Capt Matthews	Capt Bulow	
	Capt Raymer	

374 BOMRON

14 March	21 March	25 March	28 March
Capt Watson	Capt Gibson	Capt Sanders	Capt Lee
	Capt Petty	Maj Gililland	Capt Bird
		Capt Griswold	Maj Millsap
			Maj Oppelt

375 BOMRON

4 March	7 March	21 March
Maj Peace	Capt Schobert	Maj Sabourin
Capt Frost	Capt Stein	
Maj Weber	Capt Townsend	24 March
Maj Rogers	Capt Robbins	
Capt Uhelt	Capt Stockton	Capt Wright
Capt Scott		
		25 March
		Capt Row

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BLOCK TRAINING

PART VII

373 BOMBRON

1st Week	2nd Week	3rd Week
Capt Sullivan	Capt Savoca	Capt Handley
1/Lt Savage	1/Lt Nisseu	Capt Oberdier
Capt Arnold	1/Lt Maushart	Capt Anderson
	Capt Wassil	

374 BOMBRON

1st Week	2nd Week	3rd Week	4th Week
Capt Petty	Capt Armstrong	Maj Millsap	Capt Chandler
1/Lt Livingstone	Capt Hall	Capt Summey	Capt Thompson
Capt Arveson	Capt Dahlquist	Capt Payne	Capt Arnold
		Capt Baily	
		Capt Lehn	
		1/Lt Warrington	

5th Week

Capt Gibson
1/Lt Posey
Capt Kata
Capt Watson
1/Lt Doss
Capt Sable

375 BOMBRON

1st Week	2nd Week	3rd Week	4th Week
Capt Townsend	Capt Wood	Maj Sabourin	Maj Peace
Lt Gutshall	1/Lt Wanserski	1/Lt Vincent	1/Lt Hild
Capt Latte	Capt Olivo	1/Lt McIntyre	Maj Melvin

5th Week

Capt Robbins
1/Lt Muroski
Capt Scroggie

308 ARS

1st Week

Maj Hewitt and crew
Lt White and crew

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
25 February 1955

ANNEX "C"

TO

OPERATIONS PLAN 243B-55

LOGISTICS

1. Aircraft will enter the docks for periodic maintenance by tail number and at the time indicated on the dock schedule.

2. During the first 2 weeks of the month aircraft by tail number will fly as they appear on the monthly schedule. Exception: Higher Headquarters directed missions, or ordered evacuation. During the last 2 weeks of the month, adjustments may be made by coordination between the Director of Operations and the Director of Material. These adjustments will be reflected in the Weekly Flying Schedule, and will be approved by the Deputy Wing Commander. Examples of reasons for adjustment: B-47 drag angle modifications; ACCP of aircraft coming out of docks; major structural repair. The weekly flying schedule will then be flown without deviation.

3. The weekly flight schedule will be submitted to Maintenance Control not later than 1500 on Thursday of the preceding week. It will contain detailed requirements such as bomb load, fuel load, K-system requirements, station times, take-off times, etc..

5. Changes to mission requirements such as bomb loads, fuel, cameras, and other allied equipment etc., will be confirmed to Maintenance Control by

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Wing Operations not later than 1100 hours the day prior to scheduled flight, for flights cheduled Tuesday thru Friday, and not later than 1100 hours on Friday, for aircraft scheduled to fly Monday. When Saturday is the last flying day, mission requirements for Monday will be confirmed by 1100 Saturday.

6. In those cases where the K-system is out, and is certain to remain out on a scheduled aircraft (AFFE, depot repair, etc), the mission may be re-planned. This situation must be made available to Wing Operations by 1100 the day preceding the mission to allow for briefing time.

7. In the event an aircraft is not in commission at aircrew station time, a two hour delay is authorized, provided the aircraft is airborne within two hours of scheduled take-off time; e.g. If briefed station time is 1000, start engine time will be 1140, taxi time 1150, take-off time 1200. The maximum allowance will be two hours after scheduled take-off time which would mean the new start engine time will be 1340, taxi time 1350, maximum late take-off time 1400

8. The Armament and Electronics Squadron will notify the bomb squadron concerned when scheduled aircraft are ready for K-system preflight.

9. Test flights called into Wing Control up to 0900 will have an aircrew station time of 1300 the same day. Test flights called in after 0900, and before 1700, will have an aircrew station time of 0900 the following day. Normally, test flights will not be flown on non flying days or after dark.

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10. When an aircraft goes AWPE for APS-23/K components after 1100 and before station time, the scheduled mission may be flown, provided: that sufficient accomplishments can be secured in the briefed mission to make the flight worthwhile. Example: a mission is scheduled for RBS, day celestial and grid. APS-23 goes AWPE; the mission can be flown. Additional example: A mission is scheduled for RBS and night celestial; APS-23 goes AWPE. The mission must be cancelled for lack of possible accomplishments. Final example: A mission is scheduled for RBS and day navigation, and the K-system is not in commission by station time and does not come in by scheduled take-off time plus 1 ½ hours. The mission will be cancelled to allow time to complete the repair of the K-system.

11. Aircraft appearing on the monthly schedule as available aircraft must be firmed up by Wing Control with Maintenance Control not later than 1200 the day preceding flight, for aircraft available Tuesday thru Saturday, and not later than 1200 Friday for aircraft available for Monday flying. Aircraft not utilized will be available to maintenance for TO Compliance, weighing, and other delayed maintenance.

APPENDIXES

I - Periodic Maintenance Schedule
II - K - Deck Maintenance
III - Shop Man hour Requirements and Capabilities

ANNEX "NO" TO
308TH BW WB
OPS PLAN 243B-55
26 FEB 55

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PERIODIC MAINTENANCE

DATE	T 1	W 2	T 3	F 4	S 5	S 6	M 7	T 8	W 9	T 10	F 11	S 12	S 13	M 14	T 15	W 16	T 17	F 18	S 19	S 20	M 21	T 22	W 23	T 24	F 25	S 26	S 27	M 28	T 29	W 30	T 31
P-47 SCHEDULE																															
089	H 56	H 64	B L	T H						F					A						F				F					A	
076	H 20	H 28	H 36	H 44			H 52	H 60	H 68	S L	T H				F						F			F					F		
275	H 12	H 20	H 28	H 36			H 44	H 52	H 60	H 68	S L	T H					F					F			F				F		
269		H 1300	H 4	H 12			H 20	H 28	H 36	H 44	H 52	H 60		H 68	B L	T H		F					F			F				F	
217		Forms F	0800				F	PD 1330	H 1300	H 4	H 12	H 20		H 28	H 36	H 44	H 52	H 60			H 68	H B L	T H			F			Hot OK 0800		F
266		F		Forms 0830					PD 1330	H 1300	H 4	H 12		H 20	H 28	H 36	H 44	H 52			H 60	H 68	B L	T H						F		
278	F			F				Forms 0800	F		PD 1330	F		H 1300	H 4	H 12	H 20	H 28			H 36	H 44	H 52	H 60	H 68	B L			T H			
386				F						F					Forms 0800	F					PD 1330	H 1300	H 4	H 12	H 20	H 28		H 36	H 44	H 52	H 60
090			F					F			F			Hot OK 0800		F		Forms 0830				PD 1330	H 1300	H 4	H 12	H 20		H 28	H 36	H 44	H 52
100			F					F			F					F					F		Forms 0800	F	PD 1330	H 1300		H 4	H 12	H 20	H 28
KC-97 SCHEDULE																															
238	H 8	H 16	H 24	H 32			B L	T H		F						F						F			F					F	
915	Forms 0830	F		PD 1330			H 0800	H 8	H 16	H 24	H 32	B L		T H		F					F			F						F	
223	F			Forms 1300			F				PD 1330	H 0800		H 8	H 16	H 24	H 32	B L			T H			F				F			
917			F					F			F			Forms 0830		F	PD 1330	H 0800			H 8	H 16	H 24	H 32	B L	T H					F
920	F			F						F				F				F			Forms 0830		F	PD 1330	H 0800	H 8		H 16	H 24	H 32	B L
237	F						F			F					F						F			Forms 0830	F			PD 1330		H 0800	

PD = Pre Dock

APP I TO ANNEX "C"
308TH OPS PLAN 243-55
26 FEB 55

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K-DOCK MAINTENANCE

B-47

AIRCRAFT NUMBER	REMARKS
52-219	In "K" Docks
52-046	In "K" Docks
*52-049	Awaiting "K" Docks
*52-275	Awaiting "K" Docks
*52-048	Awaiting "K" Docks
*52-047	Awaiting "K" Docks
*52-093	Awaiting "K" Docks
*52-224	Awaiting "K" Docks
*52-080	Awaiting "K" Docks
*52-075	Awaiting "K" Docks
*52-098	Awaiting "K" Docks

* - These aircraft will be deleted from the monthly schedule as space becomes available in the "K" Docks.

APPENDIX II TO
ANNEX "C" TO
308TH BMW NG
OPS PLAN 2438-55
26 FEB 55

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SHOP MANHOUR REQUIREMENTS AND CAPABILITIES

ARMAMENT AND ELECTRONICS SQUADRON

308 AES	ASSIGNED	AVAILABLE	DIRECT	INDIRECT	ENGINEERING TCC
Post Flight	3474	2519	1196	1416	
A-5 Line	5240	3656	1628	2393	
Periodic	2616	1858	1442	472	
Field	1032	880	974	90	
Auto Pilot - Line	2020	1643	643	1079	
Periodic	956	613	223	398	
Field	688	598	592	66	
Bomb Release - Line	2920	1764	685	1199	
Periodic	683	481	321	174	
Camera - Line	876	677	479	290	
Periodic	172	156	111	48	
K System - Line	10160	7600	3722	4133	1186
Periodic	2716	2455	1642	872	
Field	3320	2331	2360	172	
Nav - Line	1880	1158	684	607	108
Field	1128	1080	1221	100	
Radio - Line	2656	2190	1351	1087	206
Periodic	1772	1306	837	504	
Field	1308	1194	1398	65	
Special Weapons	172	339	87	282	
TOTAL AES	69,606	53,474	29,212	26,446	

APPENDIX III
ANNEX "C" TO
308TH BOM WG
OPS PLAN 2433-55
26 FEB 55

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SHOP MANPOWER REQUIREMENTS AND CAPABILITIES

FIELD MAINTENANCE SQUADRON

MANHOURS TO SUPPORT FLYING SCHEDULE

308FMS	ASSIGNED	AVAILABLE	DIRECT	INDIRECT	BACKLOG TOC
Air Frame	3128	1802	813	1249	544
Fuel Cell	1504	977	744	358	
	8072	6305	4510	1854	
Electric	8372	6325	5067	1833	505
Jet Engine Build Up	3204	2298	1525	826	
Jet Minor Repair	2736	1950	1485	554	
4360 Build Up	2928	3432	1834	662	
Unit Change	2304	1936	910	1043	
Hydraulic	2510	1862	1000	1009	287
Instrument	5088	3401	1325	2156	36
IFR	2460	2146	1017	1348	141
Tire Ship	1672	870	583	295	
Machine	1204	1092	565	513	
Paint & Dope	1396	1164	642	551	
Prop	936	665	443	401	20
Sheet Metal	6876	5303	2332	3387	235
TOTAL FMS	53,832	41,758	22,543	22,218	

APPENDIX III TO
ANNEX "C" TO
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OPS PLAN 2438-55
26 FEB 55

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SHOP MAN-HOUR REQUIREMENTS AND CAPABILITIES

PERIODIC MAINTENANCE AND EQUIPMENT SQUADRONS

	ASSIGNED	AVAILABLE	DIRECT	INDIRECT
373rd Bombardment Squadron	16,464	11,979	6323	6043
374th Bombardment Squadron	14,420	10,572	7205	3564
375th Bombardment Squadron	15,594	10,001	7105	3056
Air Refueling Squadron	19,930	15,051	9146	6368
Periodic Maintenance Sq	22,648	20,499	10,720	9968

APPENDIX III TO
ANNEX "C" TO
308TH BOMB WG
OPS PLAN 2439-55
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FM COMDR 48TH ARSQ EGLIN AFB FLA
JESHN/COMDR HUNTER AFB GA

8C-96 PD MSN 5-48-30-15 MAR 55 PD OPEN 15 MAR 55 PD FLT PLAN PD
AF52046/B-47/WATS/DEPT SAVANNAH IFR ROUND ROBIN DEST SAVANNAH/AS 425
UMF/DEPT 1706Z/ ETE 9/FUEL 12/ PILOT REPORTED OUT OF FUEL, GLIDING
AND PREPARING TO BAIL CREW IN VICINITY OF CHARLESTON SAC. FLIGHT SERVICE
ADVISED 48 ARS AT 152250Z PD WX CONDITIONS BELOW IFR AND HELICOPTERS AT
CHARLESTON UNABLE TO TAKEOFF PD STATE HIGHWAY PATROL AND S.C. CAP ALERTED
TO DISPATCH MOBILE UNITS INTO FIELD PD RESCUE AIRCRAFT ON STANDBY PENDING
SEARCH WEATHER PD PILOT LOCKED KEY IN TURN TO LEFT JUST NORTH OF
CHARLESTON AND AIRCRAFT WAS PLOTTED BY GCI TO A POINT 3313-8037 WHERE
AIRCRAFT DISAPPEARED FROM SCOPE PD OBSERVER OF THREE MAN CREW CALLED
HUNTER AFB AT 2355Z STATING HE HAD BAILED IN VICINITY OF WHERE GCI LOST
RADAR CONTACT AND OBSERVER STATED HE WAS FIRST MAN TO BAIL PD HE STATED
OTHERS BAILED OUT AFTER HIM TO HIS KNOWLEDGE AND WOULD HAVE LEFT
AIRCRAFT PRIOR TO CRASH PD CRASH LOCATED AT 3340L PD AP ON SCENE
TO GUARD WRECKAGE PD HELMET OF ONE CREW MEMBER LOCATED AT SCENE OF
WRECKAGE HOWEVER INVESTIGATION OF WRECKAGE BY SHAW AFB PER INDICATES
NO PERSONNEL ARE IN WRECKAGE PD LAST AVAILABLE INFO RECD FROM OBSERVER
AT 160315L INDICATED THAT AIRCRAFT WAS AT 4000 FT ON A GENERAL HEADING
OF 300 DEG WHEN HE BAILED OUT PD ADVANCE BASE OF OPERATIONS WILL
BE CHARLESTON S.C. PD ADDRESSES LISTED INDICATE AIRCRAFT WILL BE
AVAILABLE FOR SEARCH FROM THEIR STATIONS AS WX PERMITS PD CAMPT GORDON
ASSGN FOLG SEARCH AREA 3345-8115, 3330-8115, 3300-8045, 3318-8025,
3350-8100 PD SEARCH ALTITUDE 500 FT PD SHAW AFB HELICOPTER SEARCH AREA
ASSIGNMENT WILL BE 3315-8045, 3315-8030, 3340-8100, PD ALTITUDE
300 FT PD HUNTER AFB SEARCH AREA FOR H-5 LIAISON AND TWIN ENGINE AIRCRAFT
SAME AS CAMP GORDON AREA AT 800 FT OR ASSUME CAMP GORDON AREA IN EVENT
THAT INSTALLATION CANNOT MEET COMMITTMENT IN WHICH CASE CAPT GORDON
ALTITUDE WILL BE ASSUMED PD WX FORECAST REPORTED AS ZERO CONDITIONS
UNTIL 161000L HAVE CHANGED AS OF 160400L AND HUNTER HEREBY REQ TO
PUT ONE TWIN ENGINE AIRCRAFT ON ROUTE SEARCH BETWEEN KNOWN BAILOUT
POSITION AND CRASH AREA TO SEARCH FIVE MILES EITHER SIDE OF COURSE FOR
FLARE OR LIGHT OR NIGHT SIGNAL WHICH WOULD INDICATE SURVIVOR LOCATION
AND TO PLACE ONE KC-97 ON ORBIT AT A 3000 FT BETWEEN BAIL OUT AND CRASH AREA
TO MONITOR AND RELAY COMMUNICATIONS AND REPORTS OR LIGHT TYPE AIRCRAFT
AND HELICOPTERS UNTIL SA-16 WITH MISSION COMMANDER AND PARA RESCUE
TEAM CAN BE PLACED ON SCENE PD S.C. CAP CAN BE UTILIZED AS NECESSARY
TO BE ON LOOKOUT ALSO FOR SIGNS OF A MISSING PILOT FROM A T-33 FLIGHT WHO
WAS INADVERTENTLY LOST DURING A SPIN ON 13 MAR AND COULD POSSIBLY BE
IN THE PRESENT B-47 INCIDENT AREA PD ARS MISSION COMMANDER CAPT RAY WILL
BE LOCATED AT BASE OPERATIONS CHARLESTON AFB PD
16/1032Z MAR JESGL

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		OPERATIONAL IMMEDIATE	PRIORITY
COMDR AIRDIV 38 HUNTER AFB GA			X
COMDR SAC OFFUTT AFB NEBR	X		
			X

COMDRAF 2 BARKSDALE AFB LA

/CONFIDENTIAL/ 308C 6046. RCS: AF-F3 COMMANDERS 24 HR REPT MAJ ACFT ACDT B-47E 52046, 16 Mar 55. 1. CAPT Watson returned to Hunter from a routine 50-8 TNG MSN and started his penetration for landing at 2214 eastern standard time, with 16,000 pounds of fuel, at which time he cancelled his IFR FLT plan. Base WEA was then reporting the following WEA based on their 2228 sequence: 30,000 thin broken, 5 miles VIS with smoke. Temperature 63, dew PT 61, wind from the south at 5 KT, altimeter setting of 30.07. CAPT Watson made 5 unsuccessful GCA attempts to land on runway 09. At 2317 upon failing to land from his fifth GCA and with 6,000 pounds of fuel, he departed for Charleston. Approximately 2300 PLT aboard another ACFT asked the tower to verify the WEA conditions; this triggered the following INFO: 400 FT scattered 30,000 thin broken 2 miles with fog and smoke, wind calm. This INFO was relayed to the tower at 2323 eastern standard time. 2. Charleston's WEA at 2230 was reported as 30,000 thin broken, 5 mile smoke, temperature 53, dew PT 61. It was on the basis of this REPT that CAPT Watson elected to go to Charleston. 3. At 2330 Charleston put out a special sequence as follows: Measured 500 feet broken, 3 miles fog and smoke, temperature 60, dew PT 59, wind from the south at 7 KT. At 2323 he requested a CLN C from Savannah Approach Control DIR Charleston 2500 FT with further CLNC for a straight in approach. 4. At 2334 CAPT Watson made a POSIT REPT over Beaufort, SC and at 2344, after receiving the 2330 Charleston WEA, and unable to see the FLD, he declared an EMERG. CAPT Watson placed the ACFT on AUTO PLT at 4000 FT and slowed the ACFT to 150 IAS. The crew bailed out the main entrance door in the order of observer, co-pilot and ACFT COMDR. All bailouts were successful, no injuries. 5. In my opinion this ACDT was caused by poor judgement on the part of CAPT Watson in that he made 5 attempts before proceeding to his ALTN. WEA was a contributing factor in that low scud and smoke was not FCST and was not reported early enough. 6. All crew members were in excellent health and had no unusual activities during the preceding 24 HR PD. They were at their respective homes by 2000 hours on the 14th of MAR. CAPT Sable states he slept for 10 hours, CAPT Watson 8 1/2 hours and LT Doss slept for 8 hours. The crew reported to squadron operations at 1300 hours the 15th for a scheduled 9 HR FLT, proposed take off time 1606. Take off was delayed until 1806 due to K difficulties. After ABN the radar set became inoperative causing CAPT Watson to cancel his tanker RDVU. From take off to start of penetration the crew was ABN for 4 hours.

A TRUE COPY:

GLENN E NATIONS, Captain, USAF, Adjutant

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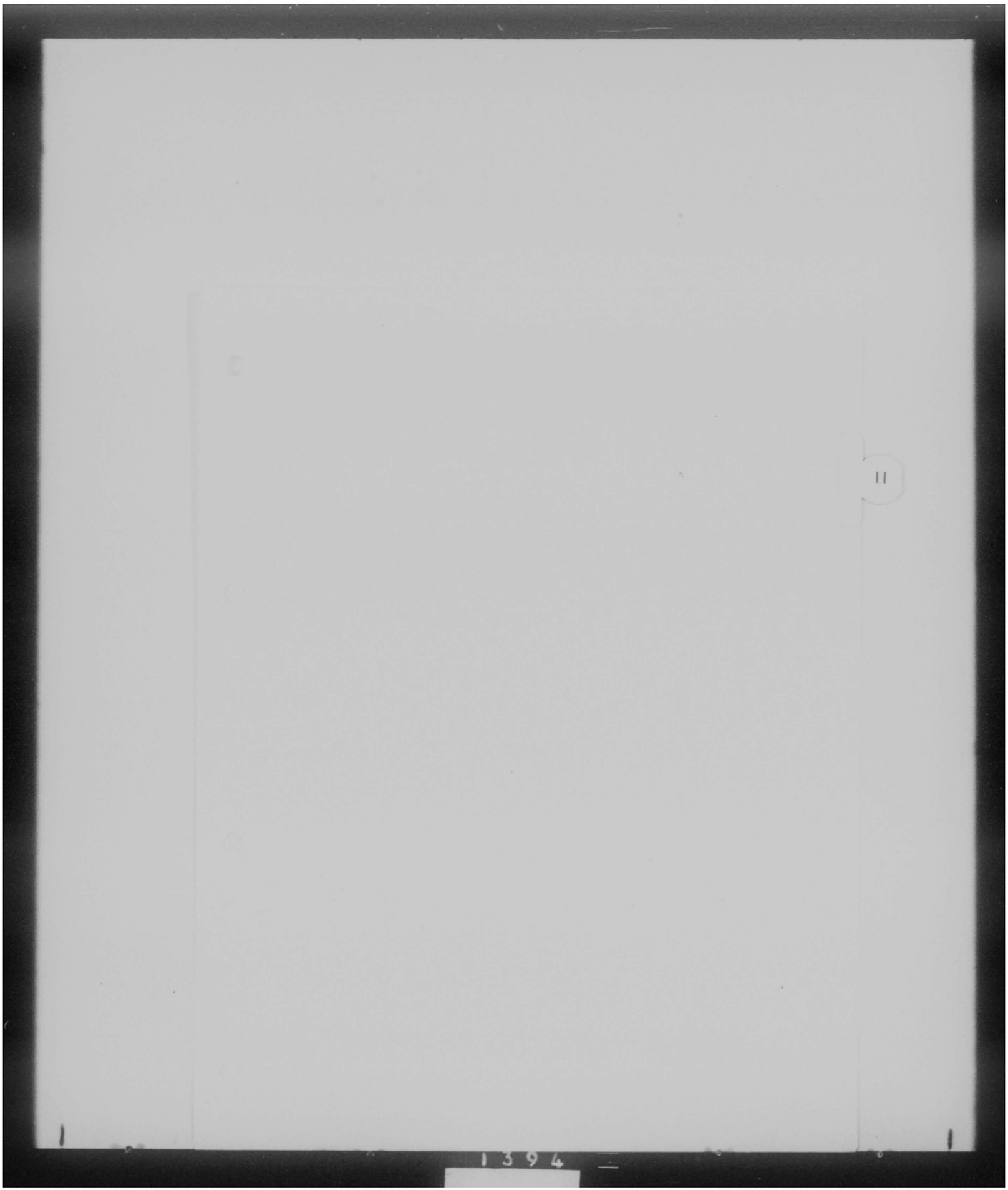

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374th Bom Sq, 308th Bomb Wg M, Hunter AFB, Ga., Subj: Review of Acft Rept of B-47 52-46, 16 Mar 55

308DP (4 Apr 55) 1st Ind

HEADQUARTERS 308TH BOMBARDMENT WING M, Hunter Air Force Base, Savannah, Georgia 7 Apr 1955

TO: Commander, 38th Air Division, Hunter Air Force Base, Savannah, Georgia

1. In my ppinion the accident investigation was adequate and the findings correct.

2. Although not brought out by the investigation board, a more alert ground supervision might have prevented this accident. I have taken the following action to prevent similar accidents or incidents in the future:

a. Teletalk communications have been established between the control tower and both wing control rooms. This is in addition to the base telephone.

b. Both the GCA and tower operators are now challenging every go-around from an intended full stop landing. They are now required to question the aircraft commander on the reason for the go-around, the fuel remaining, and the aircraft commander's intentions. They are further required to pass this information to the appropriate wing control room. In the 308th Wing, my aircraft commanders are further charged with reporting this same information directly to my control room as soon as they can safely switch from the traffic frequency.

c. For the 308th Wing I have raised the fuel minimum at penetration from 12,000 to 15,000 lbs; if at or near this minimum, my aircraft commanders understand that they will make a single attempt to land and then proceed to their briefed alternates. In no case, regardless of the amount of fuel on board, will an aircraft commander in this Wing make more than two passes if weather is in any way involved.

d. 38th Air Division Operations Memorandum 62-4 is being revised to require the tower officer to take his post in the control tower at any time the temperature-dewpoint spread is less than 4 degrees. Notification of the tower officer to this effect is a responsibility of the Base Weather Forecaster. I have also charged my control room duty officer with this responsibility.

e. Wing Operations Memorandums 51-16 (Weather Minimums), 51-32 (Fuel Minimums) have been re-written for better clarity and detail and brought to the attention of all flying personnel.

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374th Bom Sq, 308th Bom Wg M, Hunter AFB, Ga., Subj: Review of Acft Mept of B-47 52-46, 16 Mar 55

3. Action in accordance with paragraph 9a(1)(a), of Air Force Regulation 36-57 dated September 1954, has been initiated to determine Captain Watson's qualifications as a B-47 Aircraft Commander. Pending this action, Captain Watson's crew B-45 has been disbanded.

4. I have already presented a narrative account of this accident in person and in the form of a personal letter to the Commander, SAC. I am inclosing a copy of that letter as required by SAC Regulation 62-4.

1 Incl
Cy ltr to Gen LeMay

s/t/ JOHN F BATJER
Colonel, USAF
Commander

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374TH BOMBARDMENT SQUADRON
308th Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

374BSC 4 April 1955

SUBJECT: Review of Aircraft Accident Report of B-47 52-46, 16 March 1955

TO: Commander
308th Bombardment Wing M
Hunter Air Force Base
Savannah, Georgia

1. The findings of the Accident Investigation Board reflect the lack of judgement on the part of Captain Watson. This is particularly true as pertains to his delayed decision to proceed to his alternate base.

2. The findings of the Board dictates that action be initiated in accordance with Par 9a(1)(a), of AFR 36-57 dated September 1954, to determine the overall qualifications of Captain Watson as a B-47 airplane commander.

3. An investigation has been initiated in accordance with AFR 60-2 to determine why Lt. Doss let his instrument card expire and what supervisory personnel allowed this situation to exist or go unnoticed.

s/t/ JOHN F HARVEY
Lt Colonel, USAF
Commander

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

31 March 1955

General Curtis E LeMay
Commander
Strategic Air Command
Offutt Air Force Base
Nebraska

Dear General LeMay:

Captain Watson and his crew reported to Squadron Operations at approximately 1300 hours on 15 March 1955 to fly a routine (but re-scheduled) 50-8 mission in aircraft 52-046. Each crew member had a full nights sleep prior to reporting for duty. During the preceding 24 hours all activity was normal, food intake normal, and each crew member spent the evening in normal family activity. His scheduled take off time was 1605, however a K system malfunction caused a two (2) hour delay. Scheduled for accomplishment on the revised mission, take off time of 1805 was made good but precluded meeting the RBS schedule; the principle item of training then remained the air refueling portion. Take off and climb to altitude was accomplished and a radio control with the tanker, his radio receiver was intermittent and his rendezvous equipment was not operating. In any event he could not effect a rendezvous with the tanker and elected to abort the refueling portion of the mission. He so notified Texas Control (308th Bomb Wing Control Room) and further explained that he would "burn off his fuel and land". This was the last contact he made with Texas Control.

At this point, approximately 1930, he replanned his mission to include a grid navigation leg terminated by strange camera attacks on Jacksonville and Savannah. This replanned portion of the mission was accomplished during the ensuing two hours and half without incident other than the intermittent radio reception. After completing the camera attack on Savannah, he reported to Savannah Approach Control at 2202 requesting permission to descend to 20,000 feet. At 2208 he was cleared by Savannah Approach to descend to 20,000 feet and hold. At 2214, he advised Savannah Approach that his altitude was then 15,000 feet at which time he was cleared for his penetration. At this time conservative calculations indicate his fuel reserve could not have been less than 17,000 lbs. He was to report leaving 15,000 and to contact

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GCA on Channel 17. At 2225 Hunter GCA upon query from Savannah Approach Control advised them by interphone that they had Captain Watson on cross wind leg. At 2228 he cancelled his IFR flight plan through Hunter GCA.

In my opinion this accident was created in the local traffic pattern. A description of the events in the traffic pattern during the next one hour follows:

From 2225 until 2317 Captain Watson made five (5) unsuccessful attempts to land at Hunter, each intended as a full stop GCA. Weather was a factor on all runs. On the first two (2) Captain Watson did not have visual reference to the runway and his GCAs were unsuccessful; had his GCA runs been successful (had he been lined up with the runway) he would have had visual reference in sufficient time to complete the landing safely. On the last three (3) runs, the low scud, consisting of fog, smoke and haze, had moved in so close that a safe landing would not have been possible using runway 09. During this time, 2225 to 2317, the local weather at Hunter was being reported as 30,000 thin scattered, visibility five (5) miles. My Control Room, the Tower, and the GCA shack were all operating under their VFR SOPs.

During the period 2210 to 2330, in addition to Captain Watson (in Texas 32) there were four (4) other B-47s in the GCA pattern:

> Derby 35 began his first GCA at 2210 and completed his fifth and last at 2301 at which time he departed the area and landed at Pinecastle.
>
> Texas 41 began his one approach at 2230 and landed at 2244. He reported on difficulty and a good run. He later estimated the ceiling and visibility to have been 500 feet and one (1) mile.
>
> Texas 62 made three unsuccessful low approaches, beginning the first at 2247. At 2300, he reported the bad weather at the approach end of the runway to GCA, called for a special sequence, and asked that the weather at surrounding alternates be broadcast. It was for this reason that he broke off his third approach before reaching the glide path: the surrounding weather was being broadcast on guard channel and blocked out the directions from GCA. Passing over the field, Texas 62 observed very little weather at

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the East end of the runway. He asked for and received a PPI assist to runway 27. Texas 62 landed on runway 27 at approximately 2330.

The fifth airplane in the pattern, Texas 56, made one approach, pulled up at 2314 and departed immediately to an alternate.

The area to the West and South of Hunter Air Force Base is a swamp. There are no houses or other lights to use as visibility check points. It now appears from the testimony that some fairly thick smoke and fog built up in that area and moved in. This type of local weather is normal at Hunter and all pilots have been briefed to expect it. While I concede that weather contributed to this accident, it appears that the few people who did know the actual weather were the people in the pattern. The decisions by four other aircraft commanders based on their fuel reserves were acceptable. Captain Watson had sufficient fuel as late as the end of his third run to have safely reached his briefed alternate. His failure to proceed to his briefed alternate before his fuel became too low is the principal cause of this accident.

On his fourth run Captain Watson announced to GCA that he was "low on fuel". In the pattern on his fifth he declared an emergency to GCA at 2310, and asked for the Travis and Charleston weather. It was transmitted to him. At 2317 he pulled up from his fifth attempt and departed Hunter for Charleston 2500 feet direct.

At 2320 the tower called Base Operations about the low visibility. The Airdrome Officer proceeded immediately to the tower to hold down the Tower Officer's duties until the Tower Officer arrived. The 2314 special sequence was received in the tower at 2323. Shortly after his arrival at the Control Tower, approximately 2328, the Airdrome Officer called out the alert tanker. At about 2330, Control Room received both the 2314 special weather sequence and the information that Captain Watson was proceeding to Charleston as his selected emergency alternate the standby tanker (he did not know it had already been called) and began his series of emergency notification to key personnel. The tanker was ready to go in very short order, however, by that time, midnight, Texas 32 had already announced that he was bailing out. In view of the then existing Hunter weather I did not allow the tanker to take off. At 2334 Texas 32 advised Savannah Approach that he was over Beaufort, South Carolina and had 6,000 lbs of fuel and did not believe he could make it to Charleston. Savannah Approach Control assumed this to be an emergency and acted accordingly. At 2336 Texas 32 established contact with Charleston tower and learned that the Charleston weather

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(2330 sequence) was 500 broken 3 miles, fog and smoke. Captain Watson did reach Charleston Omni but had no visual contact and elected at this time to bail out.

The balance of Captain Watson's flight makes interesting reading but has no bearing on the cause of the accident.

I consider this accident to have been an avoidable one and an inexcusable one. The principal cause was error in judgement on the part of Captain Watson. I have already taken the following action:

1. I have downgraded and disbanded Captain Watson's crew. I have initiated preliminary investigative action leading to Flying Evaluation Board proceedings on Captain Watson.

2. All pilots have been briefed that any time the local weather is other than that being reported, they will immediately notify the tower, GCA and 308th Bomb Wing Control Room, and if unable to contact 308th BW control room, they will instruct the tower personnel to relay this information to the 308th Control Room. If the reported change brings the weather down to instrument or marginal VFR conditions, the Control Room Officer or Duty Officer will immediately alert the Tower Officer and will relay this information to inbound 308th aircraft. The Control Room Officer or Duty Officer will also advise the Weather Forecaster of this information and request that he publish the pilot report so that the tower can broadcast it until a special sequence can be effected.

3. I am this week bringing the details of fuel management and of this accident to the attention of all aircraft commanders and all crew personnel in this Wing through the quickest media at my disposal.

4. I am revising Wing Ops Memo #51-13 dealing with instrument flights to more clearly define the limits below which 308th Wing aircraft will not descend, unless they have broken out.

I am taking a good hard look at my scheme of supervision. In spite of the fact that Captain Watson did not announce he was in trouble until it was too late, there were indications that things were not all right in the traffic pattern which could have been picked up earlier, --specifically, the number of pull-ups from intended full stop GCA's. I have my best people now developing a supervisory arrangement which will locate and shoot out of the traffic pattern people like Captain Watson early enough to prevent an accident. Our present control room officer and tower officer arrangement cannot do this, or at best, did not. If it necessitates at least one of my key supervisory people in the tower or GCA shack all the time, the price is cheap compared to the cost of an accident. As soon as I arrive at a workable arrangement, I will let you know.

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Letter to General Curtis E LeMay

A review of Captain Watson's testimony before the board and the facts of this accident demonstrate that he is not emotionally stable in an airplane, could not make a relatively simple decision and should not be an aircraft commander. I summarize Captain Watson's record briefly:

1. He was commissioned in January '44 flew 30 missions out of the United Kingdom in B-24's in World War II and was released from active duty in July '45. He volunteered and was recalled in February '51. He flew 26 combat missions with the 307th Wing as an Aircraft Commander and joined the 308th at Hunter in July '52. He went immediately to ACB School and shortly after his return from that, he went to CCTS at Wichita as a Student Aircraft Commander. He accomplished his 51-19 check out in March 1954 and became combat ready in October 1954. It is interesting to note here that Captain Watson was the 4th crew member on one of our two non-stop aircraft during the Leap Frog Exercise in August 1954.

2. Prior to this accident, I would have categorized Captain Watson as not too strong, but coming along nicely. He was standboarded in December 1954 and deminstrated good performance on all counts except his actual touch down technique; he was given additional instruction, rechecked on 4 January 1955 and found proficient.

3. It now appears that about a month ago Captain Watson went to the hospital and complained that he was tense, apprehensive, and was having trouble with his stomach. He was examined, given treatment and therapy but the matter was disposed of then and there by the newly assigned Aviation Medical Examiner and was not brought to my attention or the Squadron Commander's attention. I am particularly concerned in this matter because since October I have removed four other aircraft commanders and all because of tendencies toward bad judgement, indecision, or emotional instability. Two of these removals came as an out growth of information originally passed to me by my flight surgeon. I have directed the flight surgeon of this wing to insure that each significant detail affecting rated people in the 308th Wing is brought to my immediate attention in the future. Had this been done in Captain Watson's case, this accident may have been prevented.

I intend to take disciplinary action. It turned out that the co-pilot had let his instrument card lapse in February. I have already set in motion the action outlined in AFR 60-2 reference possible flying Evaluation Board Action. I fully intend to find out who, in addition to the co-pilot himself, knowlingly allowed him to fly with his regularly assigned crew after his card had expired, and to take appropriate displinary action.

A TRUE COPY:

s/t/ JOHN F BATJER
Colonel, USAF
Commander

GLENN E NATIONS
Captain, USAF
Adjutant

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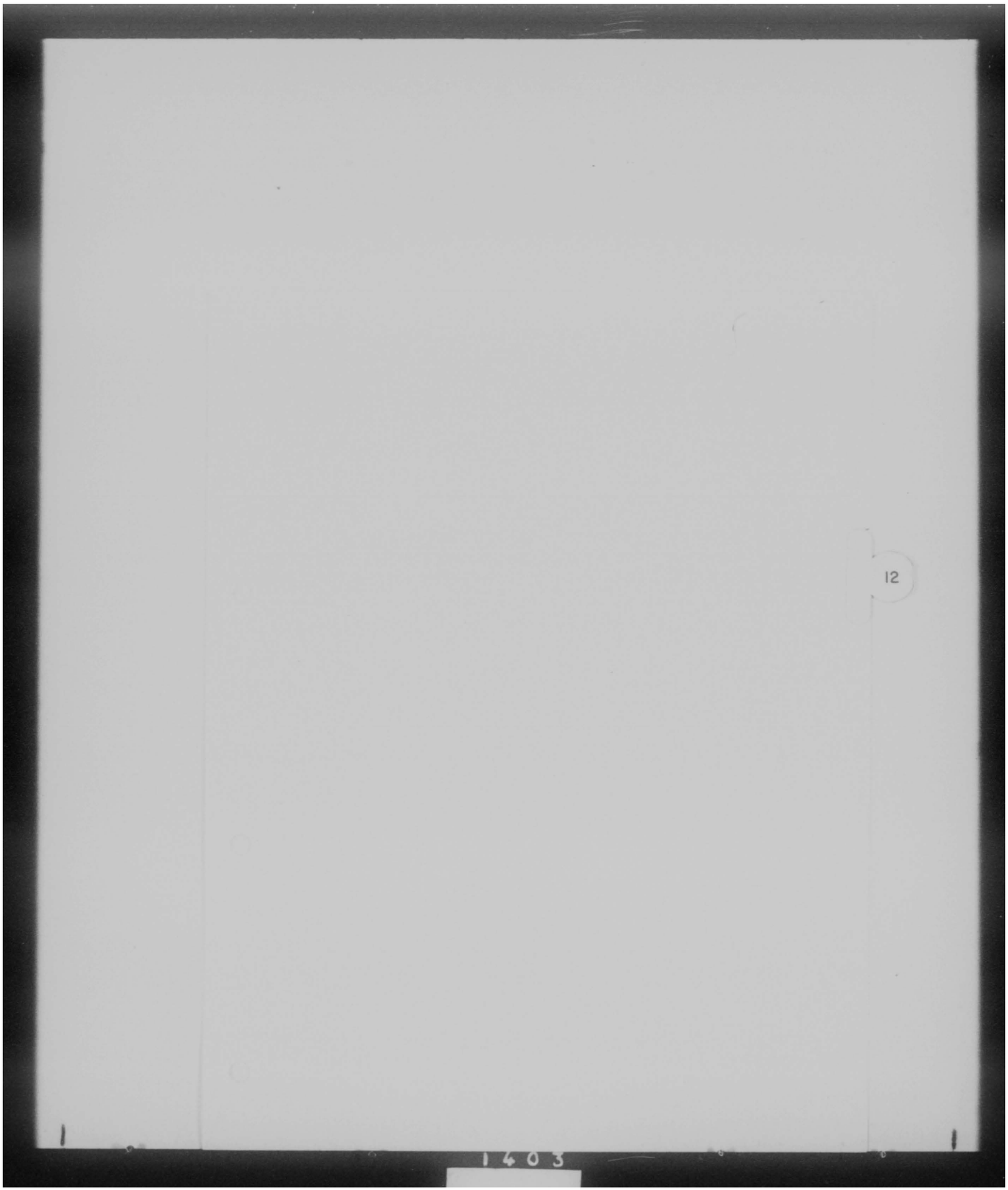

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AIRCRAFT ACCIDENT - B-47 52-46

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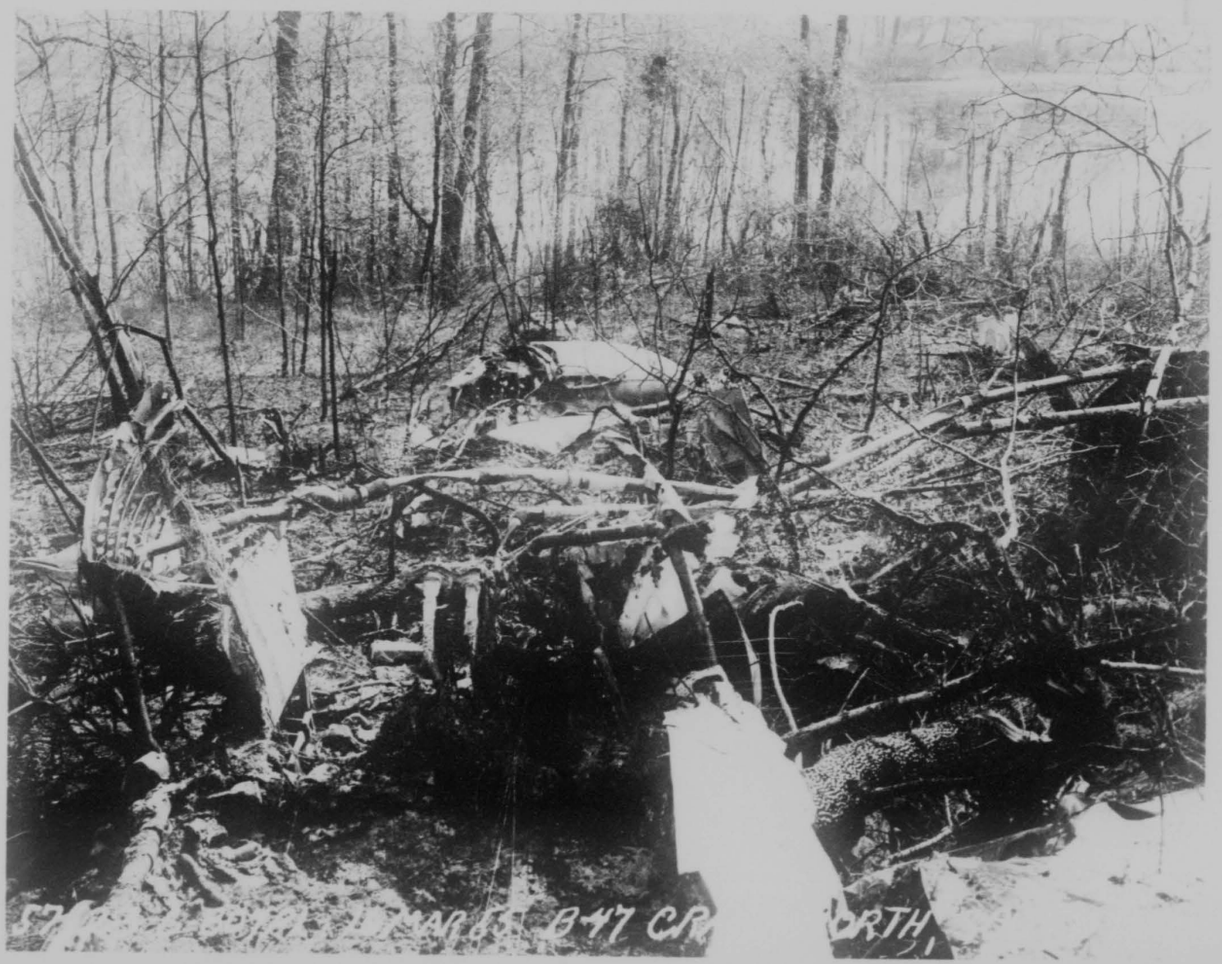

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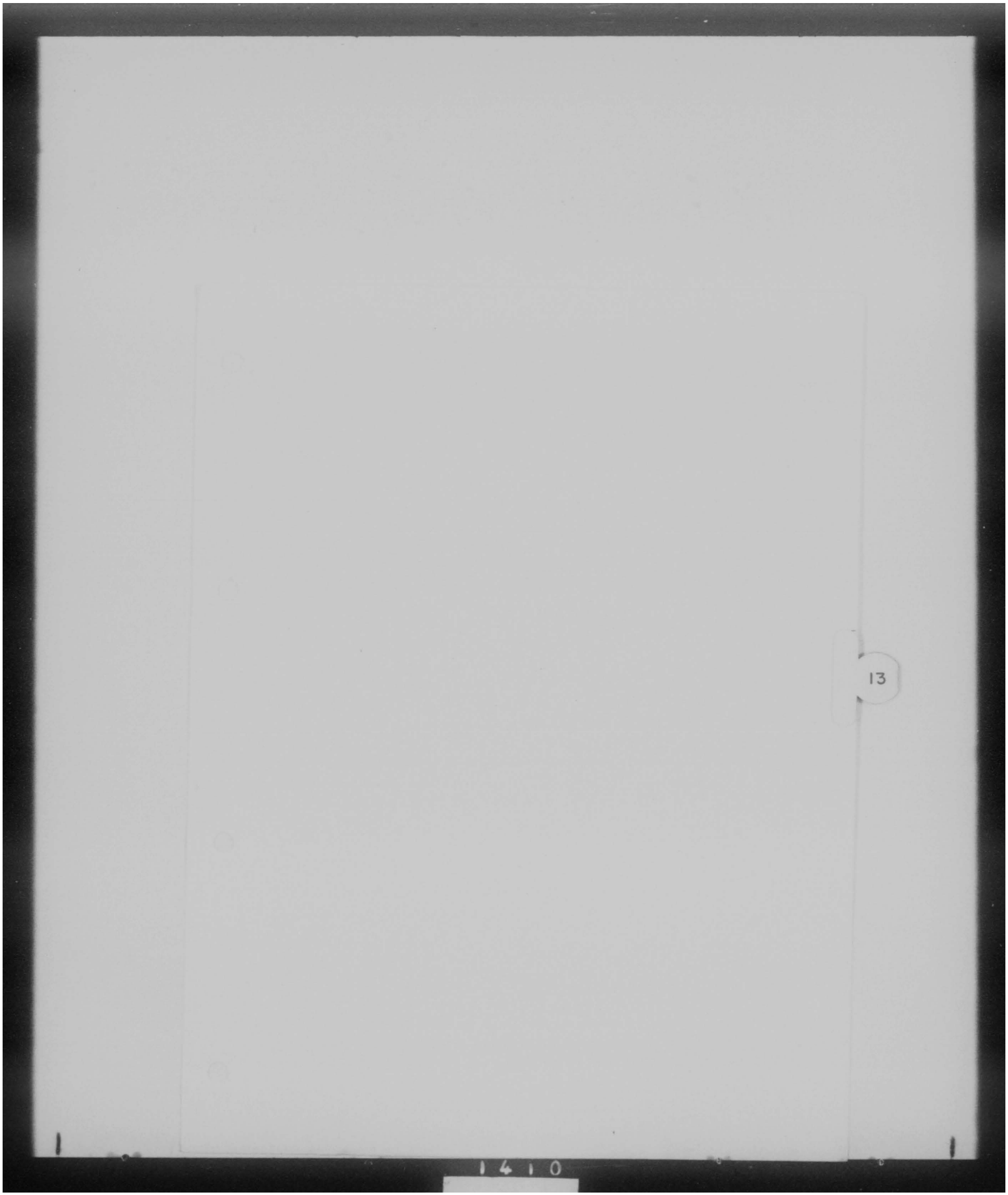

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AUTH: COMIR 308BW
DATE: 16 Mar 55
NAME: Erickson

HEADQUARTERS 308TH BOMBARDMENT WING
HUNTER AIR FORCE BASE, GEORGIA
9 MARCH 1955

AMENDMENT NUMBER ONE TO 308TH BOMB WING OPERATIONS PLAN 10-55

1. This is amendment #1 to 308th Bombardment Wing Operations Plan 10-55 and is effective upon receipt.

2. Superceded or rescinded pages will be destroyed in accordance with AFR 205-1 and attached certificate of destruction forwarded to this headquarters.

Item 1: Annex A - Remove pages 4 and 10 and insert new pages 4 and 10.

Item 2: Appendix 1, Annex A - Remove pages 2 and 4 and insert new pages 2 and 4.

Item 3: Attachment 1, Appendix 1, Annex A - Remove and insert new Attachment 1.

Item 4: Attachment 2, Appendix 1, Annex A - Remove and insert new Attachment 2.

BATJER
Colonel, USAF
Commander

DISTRIBUTION:
Same as basic plan

OFFICIAL:

JIMMIE W BRITT
Colonel, USAF
Director of Operations

Amend No 1
308BW
Opr Plan 10-55
9 Mar 55

SECRET

550-4341

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ENTRY AND DESTRUCTION CERTIFICATE

FROM: _____

SUBJECT: Amendment Number One to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of pages dated 9 March 1955 as follows:

Annex A	2 and 10
Appendix 1, Annex A	2 and 4
Attachment 1, Appendix 1, Annex A	New Attachment
Attachment 2, Appendix 1, Annex A	New Attachment

has been received and entered in 308th Bombardment Wing Operations Plan 10-55, Copy Number _____, dated _____ by _____.

2. After entry of this amendment, document consists of _____pages. The following pages have been removed and destroyed in accordance with AFR 205-1

Annex A, pages 2 and 10; Appendix 1, Annex A, pages 2 and 4; and Attachments 1 & 2 to Appendix 1 to Annex A.

3. I acknowledge receipt for the superseded pages listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superseded pages listed in par 2, above, have been destroyed in accordance with AFR 205-1, as amended, on _____
(Date)

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

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ENTRY AND DESTRUCTION CERTIFICATE

FROM: _____

SUBJECT: Amendment Number One to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of pages dated 9 March 1955 as follows:

Annex A	2 and 10
Appendix 1, Annex A	2 and 4
Attachment 1, Appendix 1, Annex A	New Attachment
Attachment 2, Appendix 1, Annex A	New Attachment

has been received and entered in 308th Bombardment Wing Operations Plan 10-55, Copy Number _____, dated _____ by _____.

2. After entry of this amendment, document consists of _____pages. The following pages have been removed and destroyed in accordance with AFR 205-1

Annex A, pages 2 and 10; Appendix 1, Annex A, pages 2 and 4; and Attachments 1 & 2 to Appendix 1 to Annex A.

3. I acknowledge receipt for the superseded pages listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superseded pages listed in par 2, above, have been destroyed in accordance with AFR 205-1, as amended, on _____
(Date)

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

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ENTRY AND DESTRUCTION CERTIFICATE

FROM: _____

SUBJECT: Amendment Number One to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of pages dated 9 March 1955 as follows:

Annex A	2 and 10
Appendix 1, Annex A	2 and 4
Attachment 1, Appendix 1, Annex A	New Attachment
Attachment 2, Appendix 1, Annex A	New Attachment

has been received and entered in 308th Bombardment Wing Operations Plan 10-55, Copy Number _____, dated _____ by _____.

2. After entry of this amendment, document consists of _____pages. The following pages have been removed and destroyed in accordance with AFR 205-1

Annex A, pages 2 and 10; Appendix 1, Annex A, pages 2 and 4; and Attachments 1 & 2 to Appendix 1 to Annex A.

3. I acknowledge receipt for the superseded pages listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superseded pages listed in par 2, above, have been destroyed in accordance with AFR 205-1, as amended, on _____
(Date)

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

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c. Red Alert: Attack is imminent. Hostile aircraft are operating within or adjacent to air defense sections. The announcement of a red warning will be accompanied by instructions from this headquarters.

d. White Alert: All is clear. This notification will be given when the danger of either yellow or red alert is over. Public announcement will be made of a white alert. The announcement of a white alert will be accompanied by instructions from Second Air Force.

e. Evacuation criteria based on condition of aircraft and crew status.

(1) Immediate objective aircraft: Aircraft can be evacuated with one jet (B-47) or one reciprocating (KC-97) engine inoperative and/or minimum crew.

(a) Minimum crew: B-47 — 1 A/C, 1 Ground Crew Member.
Minimum Crew: KC-97 — 1 A/C, 1 Engineer, or Crew Chief, 1 Crew Member or Ground Crew Member.

(2) Ultimate objective aircraft: Aircraft are operationally ready in accordance with 308th Bomb Wing Operations Plan 40-55 and Annex A of the Wing Mobility Plan.

(a) B-47 aircraft will be loaded in the configuration required by 308th Bomb Wing Operations Plans 50-55 and 40-55.

(b) KC-97 aircraft will be loaded in the configuration required by 38th Air Division Operations Plan 40/50-55, and the 308th Bomb Wing Mobility Plan.

f. Orbit Area: A designated reference point on the ground over which an aircraft can hold.

(1) Myrtle Beach OMNI Range (Primary) B-47
(2) Florence OMNI Range (Secondary) B-47
(3) Charleston OMNI Range (Primary) KC-97

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b. Dispersal Base Control Officers:

(1) Controllers will be designated by the Directorate of Operations as required. ///

(2) Surveys will be conducted once each quarter in accordance with the format outlined in Annex G, Second Air Force Operations Plan 10-55. Upon completion of each survey, the Controller will submit a report to the 36th Air Division, ATTN: Director of Operations, and one copy to the 308th Bombardment Wing Director of Operations which will be filed in the Wing Plans Office. In addition, the survey accomplished during the first quarter of 1955 will be forwarded to Second Air Force for review.

c. Squadron Commanders:

(1) Squadrons will prepare and maintain a current "Evacuation" briefing folder for each aircraft assigned. Subject folders will be classified SECRET and contain:

(a) Location of orbit area and procedures for entering, departing and flying over orbit areas in all weather conditions. (See Appendix 1, Annex A)

(b) Let-Down procedures and facilities available at the dispersal bases.

(c) Instructions as to parking, dispersing and guarding aircraft after arrival at the dispersal bases.

(d) Communications procedures. (See Annex B)

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(3) All routes will be flown "Bomber Stream".

(4) Orbit Area Altitudes:

(a) B-47 aircraft will be stacked up at 1,000 feet intervals /// from 21,000 feet thru 35,000 feet. The 20,000 feet level /// will be kept clear for emergencies and penetration. ///

(b) KC-97 aircraft will be stacked up at 500 feet intervals /// from 5,500 feet thru 15,000 feet. ///

(c) The altitude between 15,000 feet and 19,500 feet will be reserved for cross traffic and emergencies.

(5) B-47 aircraft primary orbit will be filled first. The entire stack will then be shifted to the secondary orbit and the primary orbit refilled. There is no secondary orbit for KC-97 aircraft.

(6) Aircraft corridors are ten miles wide, five miles either side of route listed in paragraph 3.

(7) B-47 Performance: Airspeeds for B-47's will be for best endurance as listed in Figure A-72 of Technical Order 1B-47E-1. Engines will be shut down commensurate with weight and altitude as shown in Figures A-77 and A-78 of Technical Order 1B-47E-1.

2. ORBIT AREAS:

a. Type Aircraft	Primary Orbit	Secondary Orbit
B-47	Myrtle Beach OMNI	Florence OMNI
KC-97	Charleston OMNI	

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a. When the primary orbit is filled, the control room will instuct the flight commander to shift the entire stack to the secondary orbit. Altitude will remain the same.

6. B-47 SECONDARY ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 1 thru 15)

Take-Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude
1	Florence OMNI	Texas Golf	21,000
2	"	"	22,000
3	"	"	23,000
4	"	"	24,000
5	"	"	25,000
6	"	"	26,000
7	"	"	27,000
8	"	"	28,000
9	"	"	29,000
10	"	"	30,000
11	"	"	31,000
12	"	"	32,000
13	"	"	33,000
14	"	"	34,000
15	"	"	35,000

7. B-47 PRIMARY ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 16 thru 30)

Take-Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude
16	Myrtle Beach OMNI	Texas Hotel	21,000
17	"	"	22,000
18	"	"	23,000
19	"	"	24,000
20	"	"	25,000
21	"	"	26,000
22	"	"	27,000
23	"	"	28,000
24	"	"	29,000
25	"	"	30,000
26	"	"	31,000
27	"	"	32,000
28	"	"	33,000
29	"	"	34,000
30	"	"	35,000

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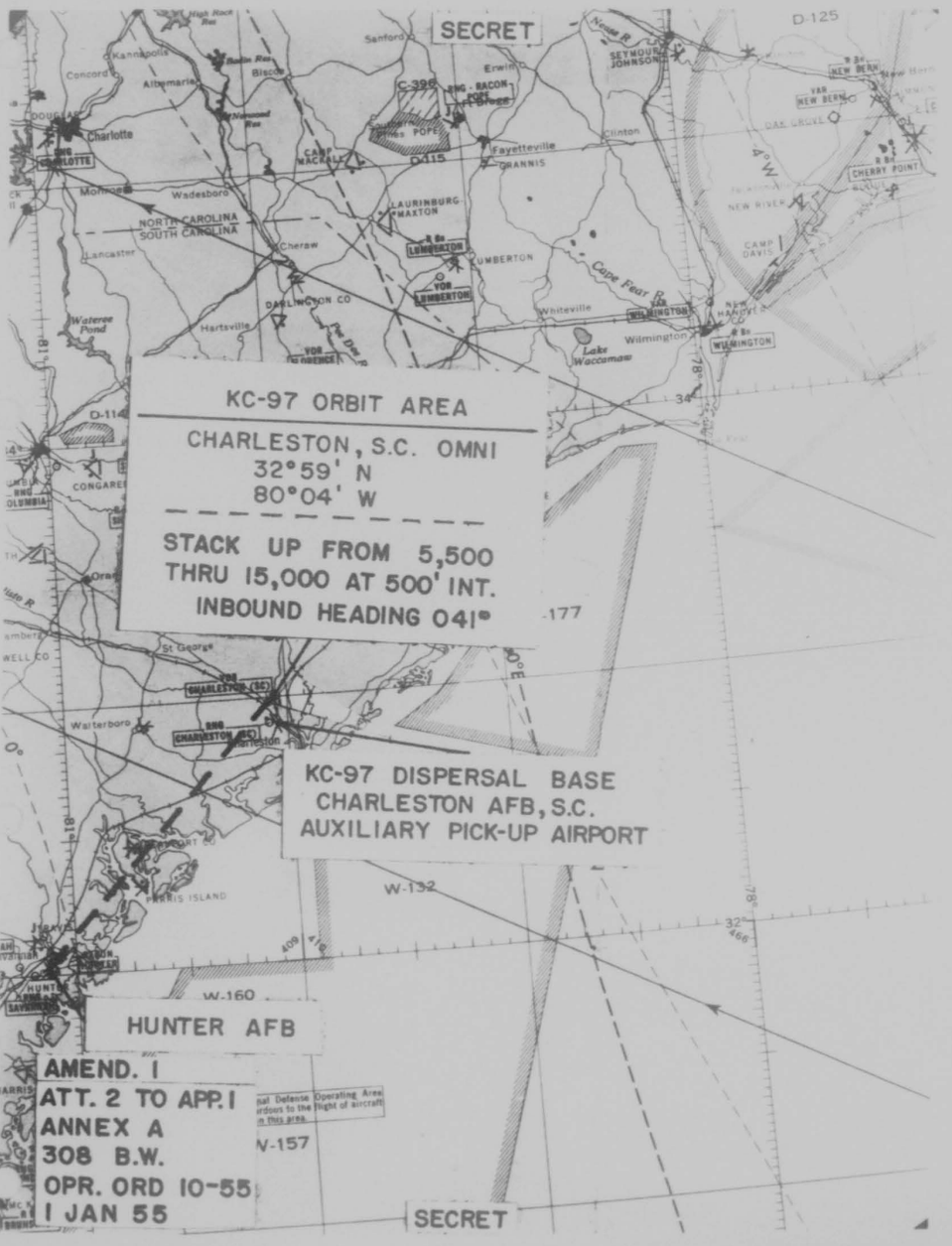

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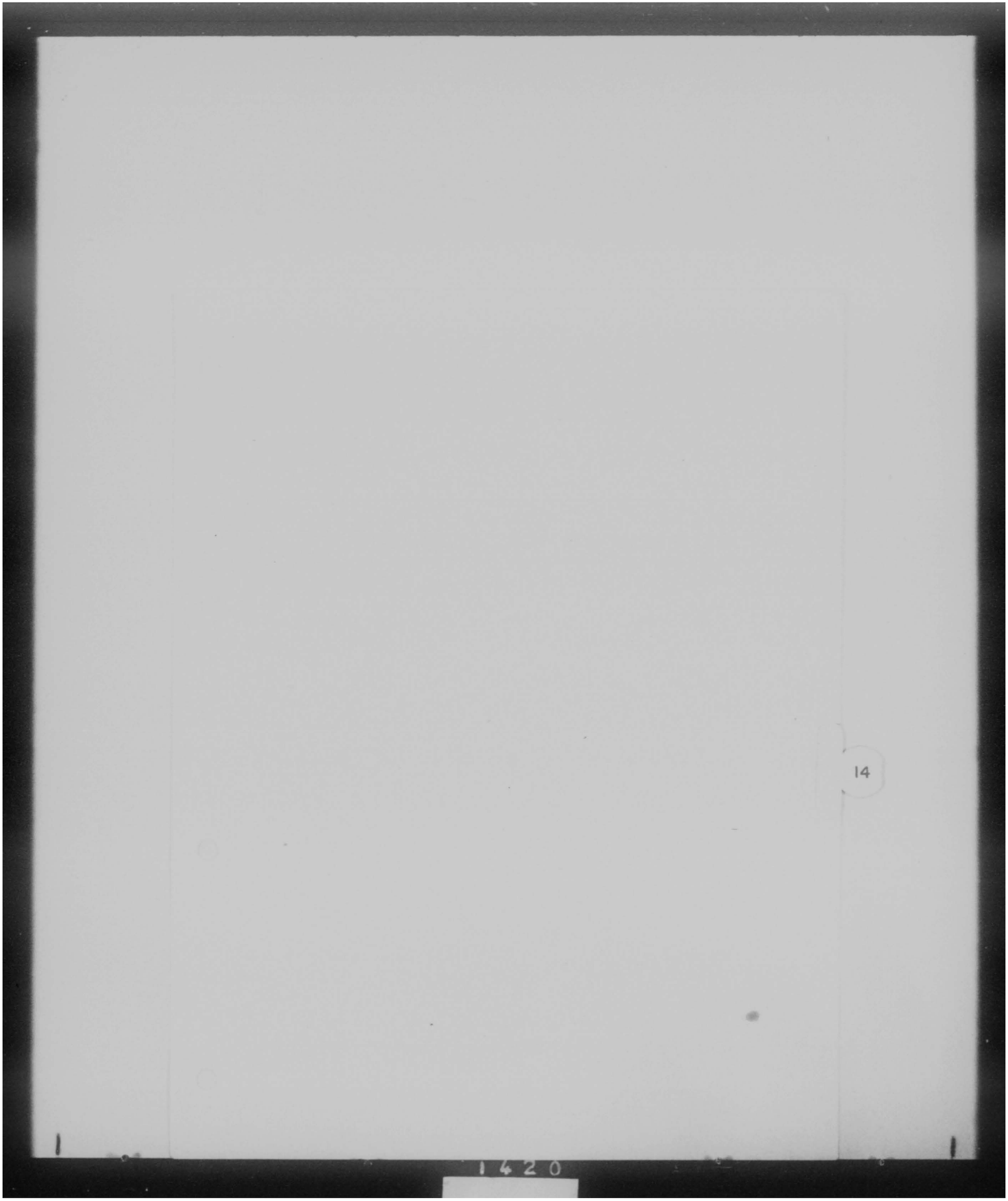

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
21 MARCH 1955

AMENDMENT NUMBER TWO TO 308TH BOMBARDMENT WING OPERATIONS PLAN 10-55

1. This is Amendment #2 to 308th Bombardment Wing Operations Plan 10-55, dated 21 March 1955, and is effective upon receipt.

2. Reference Amendment #1, dated 9 March 1955, Attachment #1, Appendix 1 to Annex A was omitted. The inclosed Attachment #1, to Appendix 1 to Annex A will be substituted.

3. Superseded or rescinded pages will be destroyed in accordance with Air Force Regulation 205-1 and attached certificate of destruction forwarded to this headquarters.

Item 1: Att 1, App 1 to Annex A, Remove old page and insert new page.

RATJER
Colonel, USAF
Commander

DISTRIBUTION:
Same as basic plan

OFFICIAL:

for VERNON K. CAMMACK
Lt. Col., USAF
Director of Operations

SECRET

Amend 2
308BW
Opr Ord 10-55
21 Mar 55

55D-4369

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ENTRY AND DESTRUCTION CERTIFICATE

FROM:_____

SUBJECT: Amendment Number Two to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of one page dated 1 Jan 55 as follows:

Attachment 1, Appendix 1, Annex A New Attachment

has been received and entered in 308th Bombardment Wing Operations Plan 10-55, Copy Number _____, dated _____by_____.

2. After entry of this amendment, document consists of _____pages. The following pages have been removed and destroyed in accordance with Air Force Regulation 205-1.

Attachment 1, Appendix 1, Annex A Old Attachment

3. I acknowledge receipt for the superceded page listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superceded page listed in par 2, above, has been destroyed in accordance with AFR 205-1, as amended on _____.

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

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ENTRY AND DESTRUCTION CERTIFICATE

FROM:_____

SUBJECT: Amendment Number Two to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of one page dated 1 Jan 55 as follows:

Attachment 1, Appendix 1, Annex A New Attachment

has been received and entered in 308th Bombardment Wing Operations Plan 10-55, Copy Number _____, dated _____by_____.

2. After entry of this amendment, document consists of _____pages. The following pages have been removed and destroyed in accordance with Air Force Regulation 205-1.

Attachment 1, Appendix 1, Annex A Old Attachment

3. I acknowledge receipt for the superceded page listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superceded page listed in par 2, above, has been destroyed in accordance with AFR 205-1, as amended on _____.

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

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ENTRY AND DESTRUCTION CERTIFICATE

FROM:_____

SUBJECT: Amendment Number Two to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of one page dated 1 Jan 55 as follows:

Attachment 1, Appendix 1, Annex A New Attachment

has been received and entered in 308th Bombardment Wing Operations Plan 10-55, Copy Number _____, dated _____by_____.

2. After entry of this amendment, document consists of _____pages. The following pages have been removed and destroyed in accordance with Air Force Regulation 205-1.

Attachment 1, Appendix 1, Annex A Old Attachment

3. I acknowledge receipt for the superceded page listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superceded page listed in par 2, above, has been destroyed in accordance with AFR 205-1, as amended on _____.

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

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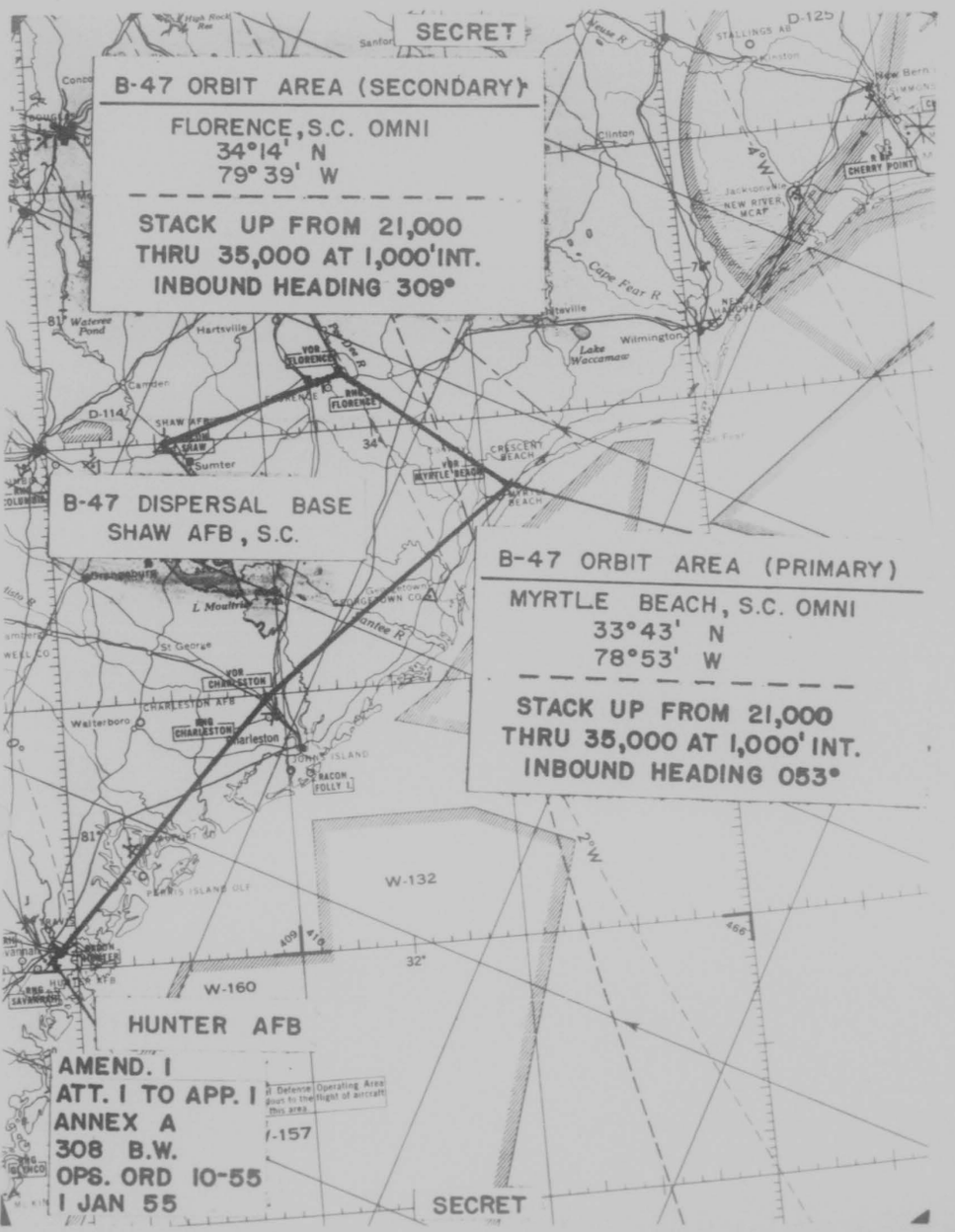

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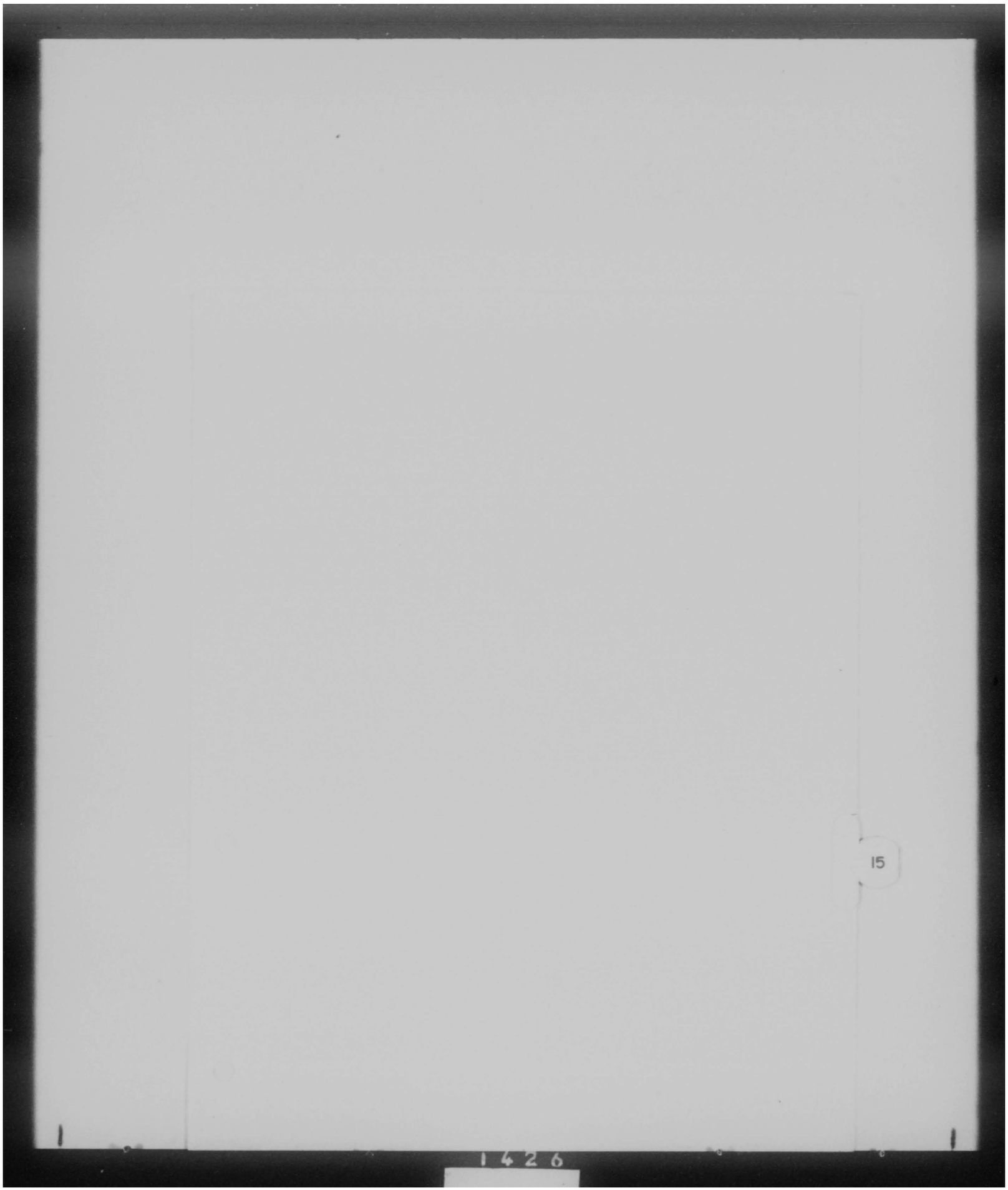

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
28 MARCH 1955

AMENDMENT NUMBER THREE TO 308TH BOMBARDMENT WING OPERATIONS PLAN 10-55

1. This is amendment #3 to 308th Bombardment Wing Operations Plan 10-55, dated 28 March 55, and iseffective upon receipt.

2. Superseded or rescinded pages will be destroyed in accordance with Air Force Regulation 205-1. Attached certificate of destruction will be accomplished and forwarded to this headquarters, Attn: Classified Documents Section.

Item 1. Appendix 1 to Annex A - remove pages 2,3,4 & 5 and insert new pages 2,3,4 & 5.

Item 2. Attachments 1 and 2 to Appendix 1, Annex A - remove and insert new attachments 1 and 2.

Item 3. Appendix 1 to Annex B - remove page 1 and insert new page 1.

BATJER
Colonel
Commander

DISTRIBUTION:

Same as basic plan.

OFFICIAL:

Vernon K. Cammack

VERNON K. CAMMACK
Lt. Colonel, USAF
Director of Operations

SECRET

Amend 3
308BW
Opr Plan 10-55
28 Mar 55

SSD-4470

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ENTRY AND DESTRUCTION CERTIFICATE

FROM:_____

SUBJECT: Amendment Number Three to 308th Bombardment Wing Operations Plan 10-55.

TO: Commander
308th Bombardment Wing M
ATTN: Classified Documents Section
Hunter Air Force Base
Savannah, Georgia

1. Subject change consisting of pages dated 28 March 1955 as follows:

App 1 to Ann A	2,3,4 & 5
App 1 to Ann B	1
Att 1, App 1 to Ann A	New Attachment
Att 2, App 1, Ann A	New Attachment

has been received and entered in 308th Bombardment Wing Operations plan 10-55, Copy Number _____, dated _____by_____.

2. After entry of this amendment, document consists of _____ pages. The following pages have been removed and destroyed in accordance with Air Force Regulation 205-1.

App 1, Annex A, pages 2,3,4 & 5; App 1 to Annex B, page 1; and Attachments 1 & 2 to App 1 to Annex A.

3. I acknowledge receipt for the superseded pages listed above dated 1 January 1955.

_____ _____
(Signature of Receiving Officer) (Date)

4. I certify that the superseded pages listed in par 2, above, have been destroyed in accordance with Air Force Regulation 205-1, as amended, on_____.
(Date)

_____ _____
(Signature of Destroying Officer) (Signature of Witnessing Officer)

_____ _____
(Typed Name and Rank) (Typed Name and Rank)

55D-4470

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HEADQUARTERS 308TH BOMBARDMENT WING
HUNTER AIR FORCE BASE, GEORGIA
28 MARCH 1955

APPENDIX 1

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

CALL SIGNS

1. VOICE CALL SIGNS: (For use in Air/Air, Air/Ground, and Point-to-Point)

   a. 308th Bombardment Wing B-47's: Permanent aircraft tactical call sign.

   b. 308th Air Refueling Squadron: Permanent aircraft tactical call sign.

   c. 308th Control Room: TEXAS

   d. Orbit Areas:

      (1) Charleston - COPPER FOXTROT. ///

      (2) Florence OMNI - COPPER GOLF. ///

      (3) Myrtle Beach OMNI - COPPER HOTEL. ///

   e. Dispersal Bases:

      (1) Shaw AFB — COTTERPIN METRO

      (2) Charleston AFB — COTTERPIN NECTAR

   f. Off-Base Dispersal Sites:

      (1) Ridgeland, S.C. — COTTERPIN PAPA

      (2) Harris Neck, Ga. — COTTERPIN QUEBEC

      (3) Pooler, Ga. — COTTERPIN ROMEO

   g. Auxiliary Pick-Up Airport:

      (1) Charleston — COTTERPIN WHISKEY

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(3) All tracks will be from "Number Three".

(4) Orbit Area Altitudes:

(a) B-47 aircraft will be stacked down at 1,000 feet intervals from 35,000 feet to 21,000 feet. The 20,000 feet level will be kept clear for emergencies and penetration. ///

(b) KC-97 aircraft will be stacked down at 500 feet intervals from 15,000 feet to 5,500 feet. ///

(c) The altitude between 15,000 feet and 19,500 feet will be reserved for cross traffic and emergencies.

(5) B-47 aircraft primary orbit will be filled first. The entire stack will then be shifted to the secondary orbit and the primary orbit refilled. There is no secondary orbit for KC-97 aircraft.

(6) Aircraft corridors are ten miles wide, five miles either side of route listed in paragraph 3.

(7) B-47 Performance: Airspeeds for B-47's will be for best endurance as listed in Figure A-72 of Technical Order 1B-47E-1. Engines will be shut down commensurate with weight and altitude as shown in Figures A-77 and A-78 of Technical Order 1B-47E-1.

2. ORBIT AREA:

a. Type Aircraft	Primary Orbit	Secondary Orbit
B-47	Myrtle Beach OMNI	Florence OMNI
KC-97	Charleston OMNI	

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3. ROUTES:

a. B-47: Hunter via Charleston Omni to Myrtle Beach Omni, direct Florence Omni, direct Shaw AFB.

b. KC-97: Hunter direct Charleston Omni, direct Charleston AFB.

4. HOLDING PATTERN:

a. Myrtle Beach Omni, Right Hand Pattern, 2 minute legs with 2 minute turns with an inbound heading of 053°. Holding will be at Best Endurance Airspeed.

b. Florence Omni: Right hand pattern, 2 minute legs with 2 minute turns with an inbound heading of 309°. Holding will be at Best Endurance Airspeed.

c. Charleston Omni: Right hand patter, 2 minute legs with 2 minute turns with an inbound heading.of 041°. Holding will be at Best Endurance Airspeed.

5. B-47 PRIMARY ORBIT AREA & ALTITUDE ASSIGNMENT: (Aircraft 1 thru 15)

Take Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude	
1	Myrtle Beach Omni	Texas Hotel	35,000	///
2	"	"	34,000	///
3	"	"	33,000	///
4	"	"	32,000	///
5	"	"	31,000	///
6	"	"	30,000	///
7	"	"	29,000	///
8	"	"	28,000	///
9	"	"	27,000	///
10	"	"	26,000	///
11	"	"	25,000	///
12	"	"	24,000	///
13	"	"	23,000	///
14	"	"	22,000	///
15	"	"	21,000	

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a. When the primary orbit is filled, the control room will instruct the flight commander to shift the entire attack to the secondary orbit. Altitude will remain the same.

6. B-47 SECONDARY ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 1 thru 15)

Take-Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude	
1	Florence CMNI	Texas Golf	35,000	///
2	"	"	34,000	///
3	"	"	33,000	///
4	"	"	32,000	///
5	"	"	31,000	///
6	"	"	30,000	///
7	"	"	29,000	///
8	"	"	28,000	///
9	"	"	27,000	///
10	"	"	26,000	///
11	"	"	25,000	///
12	"	"	24,000	///
13	"	"	23,000	///
14	"	"	22,000	///
15	"	"	21,000	///

7. B-47 PRIMARY ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 16 thru 30)

Take-Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude	
			35,000	///
16	Myrtle Beach CMNI	Texas Hotel	34,000	///
17	"	"	33,000	///
18	"	"	32,000	///
19	"	"	31,000	///
20	"	"	30,000	///
21	"	"	29,000	///
22	"	"	28,000	///
23	"	"	27,000	///
24	"	"	26,000	///
25	"	"	25,000	///
26	"	"	24,000	///
27	"	"	23,000	///
28	"	"	22,000	///
29	"	"	21,000	///
30	"	"		

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8. KC 97 ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 1 thru 20)

Take Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude	
1	Charleston Omni	Impart Foxtrot	15,000	///
2	"	"	14,500	///
3	"	"	14,000	///
4	"	"	13,500	///
5	"	"	13,000	///
6	"	"	12,500	///
7	"	"	12,000	///
8	"	"	11,500	///
9	"	"	11,000	///
10	"	"	10,500	///
11	"	"	9,500	///
12	"	"	9,000	///
13	"	"	8,500	///
14	"	"	8,000	///
15	"	"	7,500	///
16	"	"	7,000	///
17	"	"	6,500	///
18	"	"	6,000	///
19	"	"	5,500	///
20	"	"		

9. Orbiting aircraft may be instructed to land at "Dispersal Bases" or return to Hunter Air Force Base. ///

DISTRIBUTION:
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70 Copies for Crew Flimsy Material.

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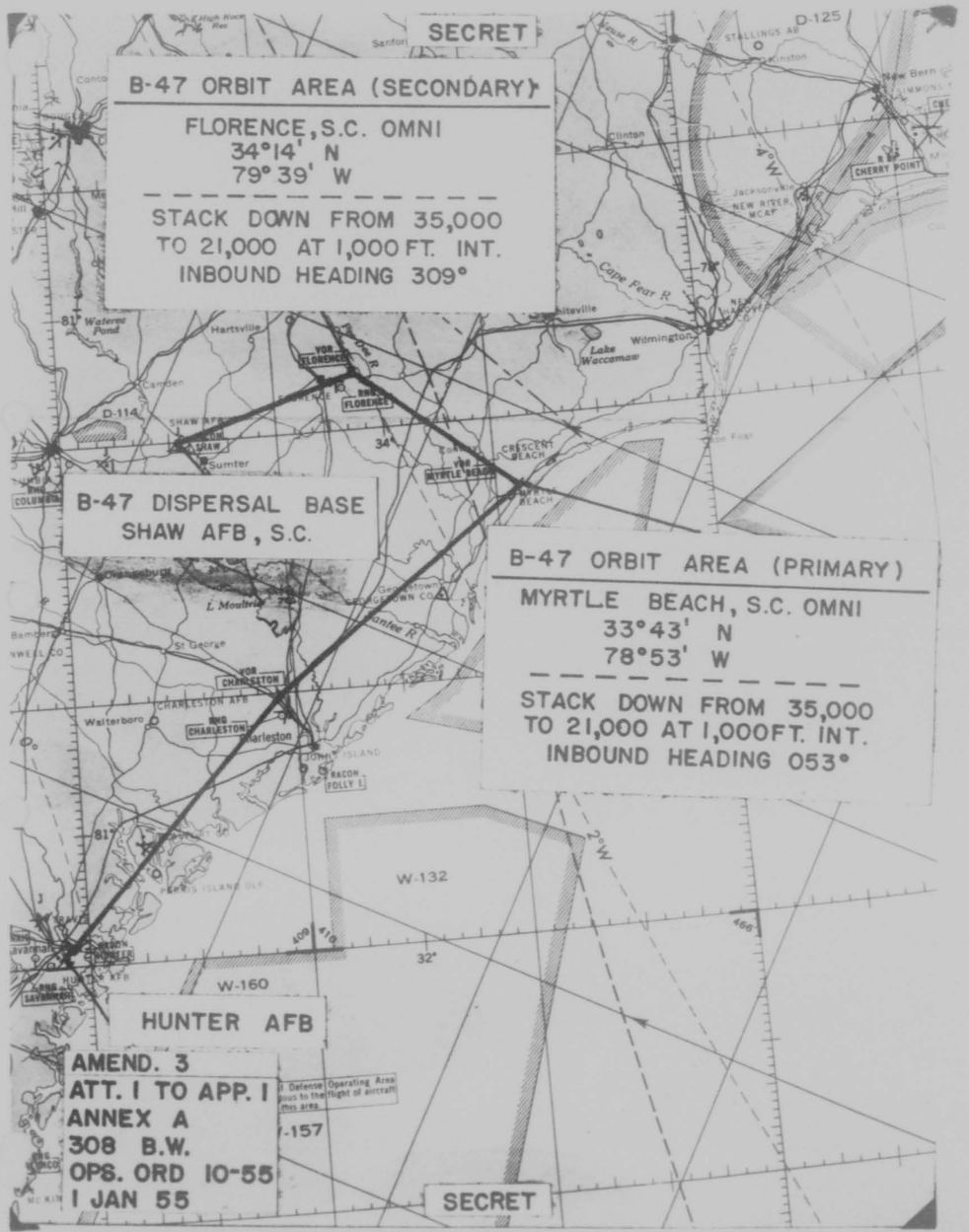

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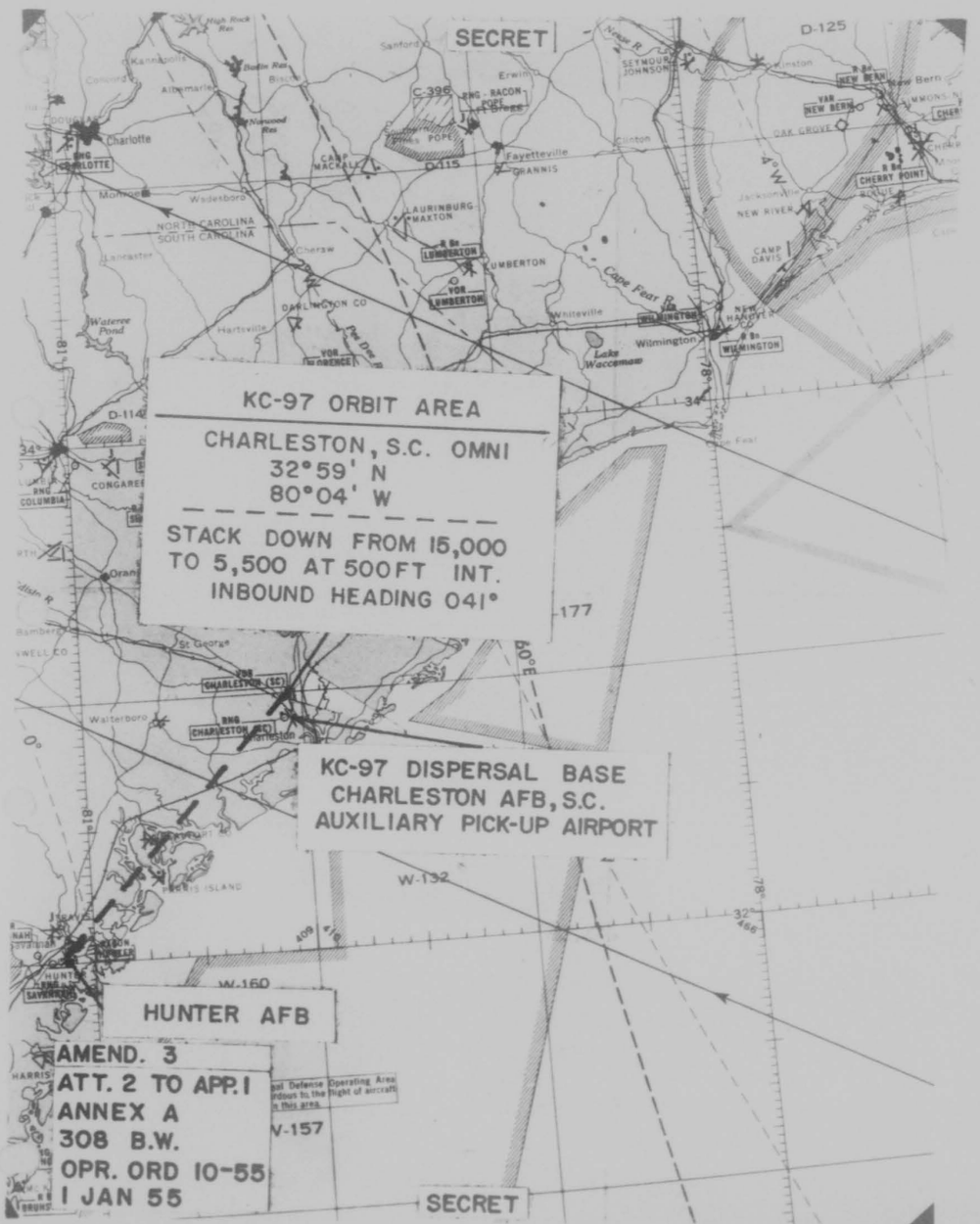

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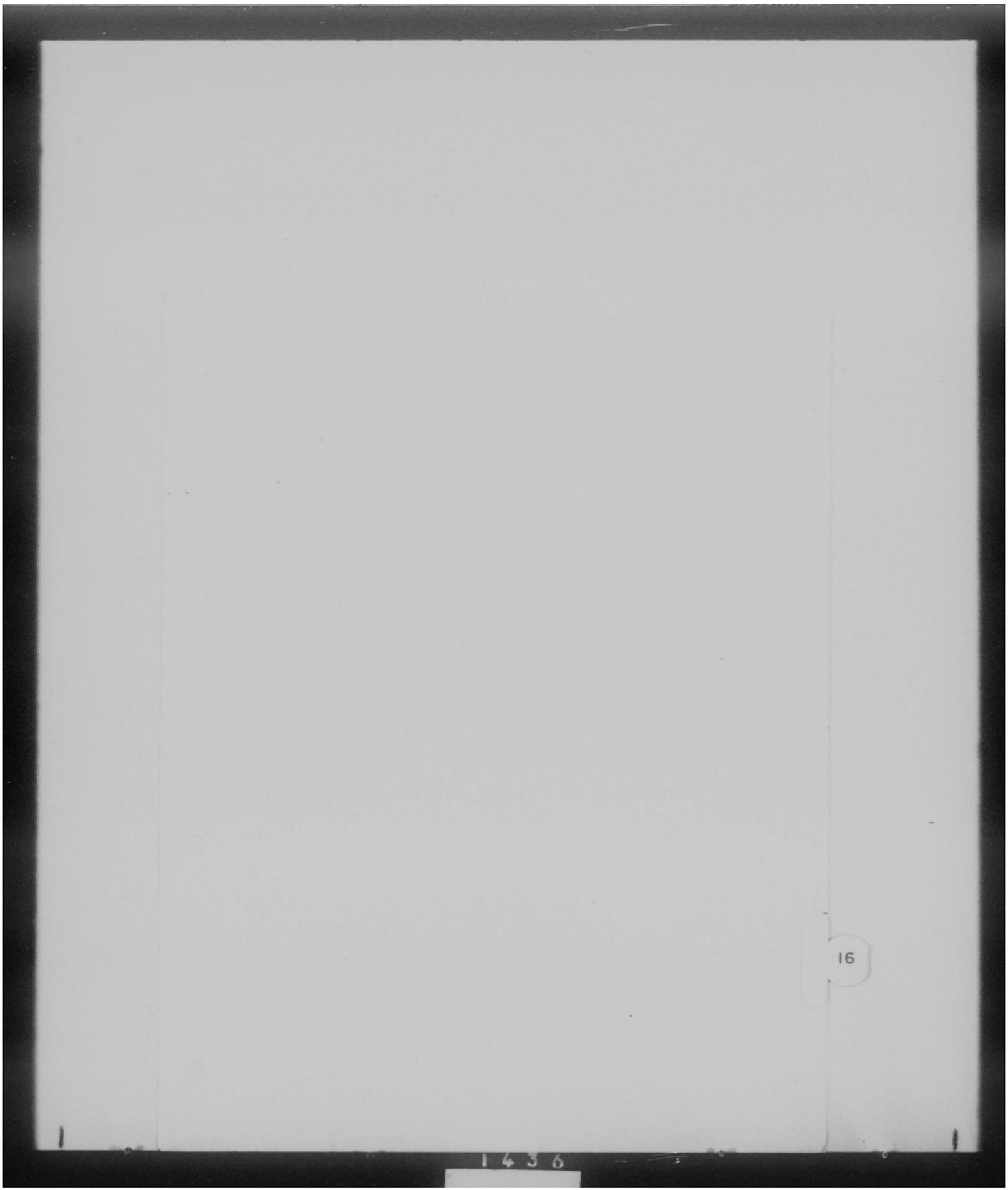

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308TH
BOMBARDMENT WING MEDIUM

OPERATIONS PLAN 10-55

1 JAN 55

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RECORD OF AMENDMENTS			
NUMBER	MESSAGE OR FILE NUMBER	DATE POSTED	SIGNATURE

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

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    Attachment 2 - KC-97 Orbit Area & Dispersal Base
    Attachment 3 - Dispersal Site & Auxiliary Pick-up Airport
    Attachment 4 - B-47 Flight Plan (1 thru 15)
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308BW
Opr Plan 10-55
1 Jan 55

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CLASS: S E C R E T
AUTH : Comdr 308BW
Date : 1 JAN 55
NAME :

HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

OPERATIONS PLAN SERIAL NO 10-55

CHARTS AND MAP REFERENCES:

a. World Aeronautical Charts: 466, 409, and 410

b. Sectional Charts: Jacksonville, Savannah, and Charlotte

c. Jet Navigation Charts: 45

d. Standard State Road Map: Georgia and South Carolina

e. Current Radio Facility Chart: United States; VOR and LF/MF Editions

f. Current USAF Pilots Handbook: East United States; Conventional and Jet Editions

TASK ORGANIZATIONS:

a. Tactical Squadrons:

373rd Bombardment Squadron	LT COL	V.[illegible] [illegible]MACK
374th Bombardment Squadron	LT COL	J.F. [illegible]EY
375th Bombardment Squadron	MAJ	C.V. WAKEMAN
308th Air Refueling Squadron	LT COL	P.P. MENZIES

b. Support Squadrons:

308th Armament & Electronics Squadron	MAJ	E.H. MAIN
308th Field Maintenance Squadron	LT COL	R.H. SCHNECK
308th Periodic Maintenance Squadron	MAJ	L.R. McKEE
308th Headquarters Squadron	MAJ	H.C. VAUGHN
308th Tactical Hospital	MAJ	D.M. KENNET

308BW
Ops Plan 10-55
Jan 55

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1. GENERAL SITUATION: An enemy attack may be launched against the United States at any time. A primary target of such an attack will be the resources of the Strategic Air Command. In the event of war the mission of this Wing is to participate and support the retaliatory strike of the Strategic Air Command.

a. Intelligence: Reference Section III, Volume I, BIPG, Headquarters Strategic Air Command, dated 1 February 1954, as revised.

b. Friendly Forces:

(1) Air Defense Command:

(a) 35th Air Division, Dobbins Air Force Base, Georgia

(2) Tactical Air Command:

(a) Shaw Air Force Base, South Carolina - B-47 Dispersal Base.

(b) Charleston Air Force Base, South Carolina - KC-97 Dispersal Base.

(3) 804th Air Base Group

(4) 26th Weather Squadron, Detachment #4

(5) Auxiliary Pick-Up Airports:

(a) Charleston Air Force Base, South Carolina - Tactical

(b) Waycross-Ware County Airport, Georgia - Municipal

(c) Statesboro Airport, Georgia - Municipal

(6) Local Civil Defense Forces:

(a) Savannah, Georgia

(b) Pooler, Georgia

(c) Ridgeland, South Carolina

(d) Harris Neck, Georgia

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c. Assumptions: The time spread between the advance warning of probable enemy attack and the actual attack on any Strategic Air Command base is unknown, however; the times may be no greater than one hour.

2. MISSION: To alert the 308th Bombardment Wing and to evacuate the 308th Bombardment Wing aircraft, combat crews, EWP Equipment and EWP personnel in the minimum length of time, re-assemble these resources at home or at the dispersal bases, and prepare to execute current deployment or strike plans.

a. The initial objective is to save aircraft. The first flyable aircraft manned by a minimum crew should be capable of becoming airborne one hour after the receipt of an alert.

b. The ultimate objective is the evacuation of aircraft with full combat crews and in the configuration which will permit the successful implementation of the 308th Bombardment Wing deployment or strike plans. This requires:

(1) The air evacuation of aircraft in the current EWP configuration.

(2) The ground evacuation to dispersal sites of other personnel and equipment required to support these plans.

3. TASKS FOR SUBORDINATE UNITS:

a. The Tactical Squadrons Will:

(1) Issue a "Recall Notice" to all personnel when directed.

(2) Prepare all tactical aircraft for immediate evacuation with minimum crew requirements as outlined in Annex A.

(3) Implement Annex B of 308th Bombardment Wing Mobility Plan.

(4) Be prepared to implement Annex A of 308th Bombardment Wing Mobility Plan.

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(5) Hold all aircraft and crews in "Standby" status until ordered to evacuate or until "All Clear" notice is issued.

(6) Upon receipt of an order to evacuate all tactical aircraft, provisions in Annex A will apply to include the dispersal of other personnel and equipment to an "Off Base Dispersal Site".

(7) Be prepared to execute the 308th Bombardment Wing deployment or strike plans from any combination of the various "Dispersal Sites, "Dispersal Bases", and Home Base.

b. All Other Subordinate Squadrons:

(1) Issue a "ReCall Notice" to all personnel when directed.

(2) Utilize all personnel and equipment to furnish the tactical squadrons the full support required to comply with provisions of paragraph 3a(3) and 3a(4) of basic order.

(3) Implement Annex B to 308th Bombardment Wing Mobility Plan.

(4) Be prepared to implement Annex A to 308th Bombardment Wing Mobility Plan.

(5) Ensure that all personnel and equipment not to be evacuated by aircraft are prepared for ground dispersal or evacuation.

x. GENERAL INSTRUCTIONS:

(1) Alert and evacuation: See Annex A

(2) This plan is primarily concerned with avacuation and/or dispersion of military personnel, aircraft, and equipment.

(3) Maximum load per aircraft will be governed by the EWP column in Stragegic Air Command Regulation 60-10.

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(4) After combat crews have been assembled on base and aircraft loaded in the EWP confiuration, the Wing Commander may schedule crew rest on station to minimize crew fatique in case aircraft are evacuated to orbit areas and dispersal bases or deployed on the EWP mission.

(5) On the receipt of "MAD HOUSE" message, Class C Control teams will be dispatched to the dispersal bases. (Ref: SAC Regulation 55-16)

(6) Dispersal base control officer accompanied by security and communications personnel, will survey dispersal bases, once each quarter for the purpose of coordinating support requirements and facilities as listed in Annex C, Second Air Force Operation Plan 10-55.

(7) ISO:

(a) No information concerning any movements will be released when this plan is executed under conditions of national emergency.

(b) No release of information will be made when this plan is executed for test purposes. The following statement may be made in reply to press queries: "This is part of a routine mobility training exercise."

(8) Dispersal site and auxiliary pick-up airport will be designated by the 38th Air Division when evacuation of personnel and equipment is directed.

(9) This Operations Plan supersedes 308th Bombardment Wing Operations Order 10A-55, dated 25 April 1954 which will be destroyed in accordance with applicalbe regulations. It is requested that all recipients forward one copy of the Certificate of Destruction to this headquarters addressed for the ATTENTION of 308DOP.

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4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Administration:

(1) This plan supersedes 308th Bombardment Wing Operations Order 10A-53, dated 25 April 1954 and will become effective upon receipt. This plan becomes an order upon receipt of Second Air Force Message "MAD HOUSE", Strategic Air Command Message "PREPARE TO EXECUTE OPERATIONS PLAN 10-55, or an Air Defense Command "RED" or "YELLOW" alert notification.

(2) All squadrons will restrict dissemination of information concerning this plan, even in TOP SECRET planning circles, only to those who must know the contents to accomplish essential planning.

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) Strategic Air Command, Offutt Air Force Base, Nebraska

(2) Commander, Second Air Force, Barksdale Air Force Base, Louisiana

(3) Commander, 38th Air Division, Hunter Air Force Base, Georgia

(4) Commander, 308th Bombardment Wing, Hunter Air Force Base, Georgia

b. Command Posts:

(1) Strategic Air Command will maintain a command post in the Operations Control Room during all alerts and air raids. Alternate Command Post will be Second Air Force Control Room, Barksdale Air Force Base, Louisiana.

(2) Second Air Force will maintain a Command Post in the Operations Control Room during all alerts and air raids.

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(3) Commander, 38th Air Division has designated the Second Bombardment Wing Control Room as Primary Command Post. Alternate Command Post will be Dobbins Air Force Base, Georgia.

(4) The Control Room of the 308th Bombardment Wing, Director of Operations, is designated as Wing Command Post. Alternate Command Post will be Shaw Air Force Base, Georgia.

(5) A Command Post will be maintained at each "Dispersal Base".

(a) Shaw Air Force Base, South Carolina

(b) Charleston Air Force Base, South Carolina

The "Dispersal Base" Control Officer will maintain communications with the Wing Command Post. If unalbe to maintain contact with the Wing Command Post, he will establish and maintain contact with the Command Post at Second Air Force Control Room.

c. Control Post:

(1) The 308th Bombardment Wing Mobility Control Post in the Office of the Logistics Officer, Building #1201.

(2) The several Wing Mobility Posts specified in the Mobility Plan.

(3) The Maintenance Control Officer.

(4) The Office of the Wing Adjutant

(5) The 373rd, 374th and 375th Bombardment Squadrons and the 308th Air Refueling Squadron Operations Offices.

(6) The 308th Armament & Electronics Squadron Orderly Room.

(7) The 308th Field Maintenance Squadron Orderly Room.

(8) The 308th Periodic Maintenance Squadron Orderly Room.

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(9) The 308th Headquarters Squadron Orderly Room.

(10) The 308th Tactical Hospital.

(a) All instructions from this headquarters will be issued to the Command Posts specified in (b) above as applicable.

d. Commanders:

(1) One Aircraft Commander will be designated as the Flight Leader for all B-47 aircraft orbiting in each orbit area.

(2) One Aircraft Commander will be designated as the Flight Leader for all KC-97 aircraft orbiting in the orbit area

(3) A Task Force Commander will be designated for each Dispersal Base. He will serve in the event that the orbiting aircraft land at one of the Dispersal Bases.

e. Communications: See Annex B.

BATJER
Colonel, USAF
Commander

ANNEXES:
A - Alert and Evacuation
B - Communications and Electronics
C - Security
D - Reports
E - Tests
F - Logistics

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DISTRIBUTION:

Commander, Second Air Force	Cys 1 & 2
Commander, 38th Air Division	Cy 3
Commander, 804th Air Base Group	Cy 4
Commander, 308th Bombardment Wing	Cy 5
Director of Operations 308th Bombardment Wing	Cy 6
Director of Personnel	Cy 7
DOP, 308th Bombardment Wing	Cys 8 & 9
DOI, 308th Bombardment Wing	Cy 10
Director of Materiel, 308th Bombardment Wing	Cys 11 & 12
373rd Bombardment Squadron	Cys 13 & 14
374th Bombardment Squadron	Cys 15 & 16
375th Bombardment Squadron	Cys 17 & 18
308th Air Refueling Squadron	Cys 19 & 20
308th Armament & Electronics Squadron	Cy 21
308th Periodic Maintenance Squadron	Cy 22
308th Field Maintenance Squadron	Cy 23
308th Headquarters Squadron	Cy 24
308th Wing Historian	Cys 25, 26, 27, & 28
B-47 Dispersal Base Control Room	Cy 29
KC-97 Dispersal Base Control Room	Cy 30

OFFICIAL:

for JIMMIE W BRITT
Colonel, USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX A

TO

OPERATIONS PLAN

SERIAL NO 10-55

ALERT AND EVACUATION

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX A

TO

OPERATIONS PLAN

SERIAL NO 10-55

ALERT AND EVACUATION

1. INTRODUCTION:

a. All personnel assigned or attached to this wing will be briefed on this Operations Plan quarterly.

2. PURPOSE:

a. To prescribe the alerting and evacuation procedures to be followed in the event of an attack or threat of an attack on Hunter Air Force Base.

b. To designate "Dispersal Base", "Orbit Area", "Auxiliary Pick-up Airports", and "Dispersal Sites" to be utilized by 308th Bombardment Wing if required, after evacuation from Hunter Air Force Base.

3. GENERAL:

a. 2nd Bomb Wing Control has been designated the Primary Control Room on Hunter Air Force Base for the receipt of alert and emergency instructions from Headquarters, Second Air Force. These messages will be relayed to 308th Bomb Wing Control Room.

b. Notification of an alert will be initiated as rapidly as possible by the Wing Control Room, as outlined in 308th Bomb Wing Alert Plan, 250A-53.

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c. Notification of an alert does not necessarily mean the execution of the evacuation portion of this plan.

d. Following the alert message "MadHouse", and dependent upon the situation and time assumed to be available, one of the following courses of action may be directed:

(1) Execution of Evacuation Plan from Hunter AFB,

(2) Execution of 308th Bomb Wing Operations Plans 40-55 and 50-55 from Hunter AFB.

(3) Execution of 308th Bomb Wing Operations Plan 50-55 from Shaw AFB.

(4) Execution of 308th Bomb Wing Operations Plan 40-55 from Charleston AFB.

e. If a breakdown of communications prevents contact betweeen Second Air Force and 308th Bomb Wing Control Room, the commander 308th Bomb Wing may direct execution of any phase of the plan at his discretion based on the latest information available and local conditions.

f. The suffix TYE will be used in lieu of Air Force by all airborne aircraft of the 308th Bomb Wing for the purpose of expediting return to Hunter Air Force Base. This applies to aircraft inflight at time of alert and those which become airborne to return to Hunter AFB. This suffix will be used during air refile of the flight plan or in other air/ground communications concerning return to proper base. This suffix will not be used in air/ground communications except when returning to home base during execution of this plan. Upon arrival at Hunter AFB, TYE suffixed aircraft may be instructed to:

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(1) Land.

(2) Proceed to orbit area and an assigned altitude.

(3) Proceed to dispersal base for landing.

(4) Any diversionary instructions issued to airborne aircraft by ADC or CAA will be followed.

g. The recall order issued by Second Air Force may direct any of the following courses of action:

(1) Return only such personnel required to continue evacuation of aircraft and equipment which was abandoned on Hunter Air Force Base following receipt of the abandon base order.

(2) Return only such personnel and equipment as will be necessary to continue preparation for execution of 308th Bomb Wing Operations Plan 40-55 and 50-55.

(3) Return all evacuated aircraft, personnel and equipment to Hunter Air Force Base.

4. DEFINITIONS:

a. Messages:

(1) "MAD HOUSE": Alert message.

(2) "HOT SEAT": Evacuate aircraft.

(3) "OVER BOARD": Abandon base.

b. Yellow Alert: Attack is likely. Hostile aircraft appear to be over or enroute to the North American Continent. The announcement of a yellow warning will be accompanied by instructions from Second Air Force.

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d. White Alert: All is clear. This notification will be given when the danger of either yellow or red alert is over. Public announcement will be made of a white alert. The announcement of a white alert will be accompanied by instructions from Second Air Force.

e. Evacuation criteria based on condition of aircraft and crew status.

(1) Immediate objective aircraft: Aircraft can be evacuated with one jet (B-47) or one reciprocating (KC-97) engine inoperative and/or minimum crew.

(a) Minimum crew: B-47 1 A/C, 1 Ground Crew Member.
Minimum crew: KC-97 1 A/C, 1 Engineer, or Crew Chief, 1 Crew Member or Ground Crew Member.

(2) Ultimate objective aircraft: Aircraft are operationally ready in accordance with 308th Bomb Wing Operations Plan 40-55 and Annex A of the Wing Mobility Plan.

(a) B-47 aircraft will be loaded in the configuration required by 308th Bomb Wing Operations Plans 50-55 and 40-55.

(b) KC-97 aircraft will be loaded in the configuration required by 38th Air Division Operations Plan 40/50-55, and the 308th Bomb Wing Mobility Plan.

f. Orbit Area: A designated reference point on the ground over which an aircraft can hold.

(1) Myrtle Beach OMNI Range (Primary) B-47

(2) Florence OMNI Range (Secondary) B-47

(3) Charleston OMNI Range (Primary) KC-97

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g. Dispersal Base: A selected base which could be utilized by 308th Bomb Wing aircraft in the event Hunter Air Force Base is untenable or non-operational.

(1) Shaw Air Force Base, S.C. B-47.

(2) Charleston Air Force Base, S.C. KC-97.

h. Off-Base Dispersal Site: A suitable off-base location to which personnel and equipment can be evacuated.

(1) Ridgeland Airport, S.C.

(2) Pooler Grammer School, Ga.

(3) Harris Neck Airport, Ga.

i. Auxiliary pickup Airport: A selected airport which is near Hunter Air Force Base, and is considered adequate for operations by cargo type aircraft.

(1) Charleston Air Force Base, S.C.

(2) Waycross, Ware Co. Airport, Waycross, Ga.

(3) Statesboro Airport, Ga.

j. Class "C" Control Team:

(1) Composition:

Number	Specialty	AFSC
1	Controller	1416
1	Operations Specialist	60170
1	Communications Officer	3034
1	Cryptographic Technician	29250 or 29270
1	Aircraft Maintenance Officer	4344

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5. OUTLINE OF EVENTS:

a. Alert message "MADHOUSE" will be given to all Second Air Force bases simultaneously by contact SOCS to the Primary Control Rooms, followed by a confirmation wire. Upon receipt of Second Air Force message "MADHOUSE" from Second Bomb Wing Control Room the following sequence of events will occur:

(1) 308th Bomb Wing Notification Plan 250M-53 will be put into effect.

(2) Aircraft will be manned for evacuation flight under the immediate objective criteria as defined in paragraph 4c(1).

(3) Weapons will be loaded in accordance with Annex D, 308th Bomb Wing Operations Plan 40-55.

(4) Equipment and personnel not essential to the preparation and loading of aircraft as outlined in Wing Mobility Plan will be prepared for surface movement to an off-base dispersal site. Priorities are outlined in Annex B of Wing Mobility Plan.

b. Following message "MADHOUSE" and dependent upon the international situation and time assumed to be available, Second Air Force message "HOT SEAT" may be received at any moment after initial alert. When message "HOT SEAT" is received:

(1) Aircraft ready for evacuation flight, under either the immediate or the ultimate aircraft evacuation friteria, will be dispatched to orbit areas and/or dispersal bases in accordance with Appendix 1 to this Annex.

(2) Loading of aircraft will cease and all equipment not yet aboard will be diverted to the off-base dispersal sites.

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(3) All personnel, except those required to continue the moving of essential equipment off-base, personnel required to ready and dispatch aircraft, and personnel necessary for minimum essential security and communications, will be evacuated to off-base dispersal sites.

c. Complete abandonment of the base may follow. Upon receipt of the abandon base order, Second Air Force message "OVERBOARD", the following will take place:

(1) Evacuation of equipment will cease:

(2) All remaining personnel, except minimum control room personnel, will be evacuated to off-base dispersal sites. Communications facilities and control rooms will continue to be manned as long as necessary to provide communications between Headquarters, Second Air Force, ADC and Hunter Air Force Base.

5. PROCEDURES AFTER RECEIVING NOTIFICATION OF ALERT:

a. Control Room:

(1) Implement Wing Alert Plan.

(2) Submit required reports as outlined in Annex D, this Oplan.

(3) Dispatch dispersal base control teams to their assigned bases in base flight aircraft with the lease practicable delay.

(4) Transmit a notice of the alert and specific instructions to all airborne aircraft and to all crews on the ground away from Hunter Air Force Base.

(5) Collect all clearances and flight plans and complete the necessary coordination with CAA and 35th ADC.

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b. Squadron Commanders:

(1) Prepare to dispatch all available aircraft.

(2) Direct all necessary personnel to report to their duty station in accordance with squadron alert plan.

(3) Assign crews to aircraft for pre-flight and loading, even in the absence of key operational personnel.

(4) Issue crew members authorized fire arms, ammunition, mess kits, canteens and day's supply of in-flight rations.

(5) Issue and deliver to each aircraft all personal equipment required for crew members and/or any passengers that may be scheduled to deploy by B-47 and/or KC-97 aircraft.

(6) Issue applicable Aircraft Commanders their crew folders for this Operations Plan.

(7) Insure that all Aircraft deliver a Form F, loading list, and a IFR clearance to squadron operations, who will in turn forward them to Control Room as soon as possible.

6. PROCEDURES TO BE FOLLOWED WHEN AIRCRAFT ARE TO BE EVACUATED:

a. Control Room:

(1) Dispatch all available aircraft in accordance with Appendix 1 to this Annex.

(2) Maintain communications contact with airborne aircraft, dispersal base, off-base dispersal sites, auxiliary pick-up airports and Headquarters, Second Air Force.

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(3) Control movements of aircraft from primary orbit to secondary orbit areas and to dispersal bases and/or Hunter Air Force Base by relaying directions to orbit control aircraft.

(4) Submit required reports as outlined in Annex D.

(5) Insure that aircraft which cannot be evacuated are dispersed on base as much as possible.

(6) In case of emergency after aircraft are airborne, Control Room will direct aircraft to land at Hunter Air Force Base, dispersal base or such other landing field as the situation may require.

(7) If aircraft land at the Dispersal Base or another alternate and a Control Officer is not present, the Senior Officer present will assume command and perform the duties of a Controller.

7. RESPONSIBILITIES:

a. Directorate of Materiel:

(1) Designate three airmen supply personnel to accompany first load of equipment departing for off-base dispersal sites. Duties to be performed by these personnel at Dispersal Site are:

(a) Insure that Wing equipment arriving at the site is not mixed with equipment from other organizations.

(b) Insure that equipment is handled and stored in a manner to preclude damage.

(c) Arrange equipment in an orderly manner that will permit selective re-shipment.

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b. Dispersal Base Control Officers:

(1) Controllers are designated in paragraph 3x, basic plan.

(2) Surveys will be conducted once each quarter in accordance with the format outlined in Annex G, Second Air Force Operations Plan 10-55. Upon completion of each survey, the Controller will submit a report to the 38th Air Division, ATTN: Director of Operations, and one copy to the 308th Bombardment Wing Director of Operations which will be filed in the Wing Plans Office. In addition, the survey accomplished during the first quarter of 1955 will be forwarded to Second Air Force for review.

c. Squadron Commanders:

(1) Squadrons will prepare and maintain a current "Evacuation" briefing folder for each aircraft assigned. Subject folders willbe classified SECRET and contain:

(a) Location of orbit areas and procedures for entering, departing and flying over orbit areas in all weather conditions. (See Appendix 1, Annex A)

(b) Let-Down procedures and facilities available at the dispersal bases.

(c) Instructions as to parking, dispersing and guarding aircraft after arrival at the dispersal bases.

(d) Communications procedures. (See Annex B)

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(e) List of navigation aids available during aircraft evacuation from Hunter Air Force Base, to orbit areas, to dispersal bases and return to Hunter Air Force Base.

(f) Aircraft Clearance Form (DD 175) with Part C (Flight Plan) completed insofar as possible.

(2) Folders will be maintained on file in squadron operations sections and will be issued to Aircraft Commanders only as required for tests and execution of this plan.

(3) Aircraft Commanders will be briefed on this operations plan within five days after receipt and quarterly thereafter.

BATJER
Colonel, USAF
Commander

APPENDIX:

1 - Tactics

DISTRIBUTION:

Same as basic plan

OFFICIAL:

JIMMIE W. BRITT
Colonel, USAF
Director of Operations

Annex A
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1 Jan 55

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

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APPENDIX 1

TO

ANNEX A

TO

OPERATIONS PLAN

SERIAL NO 10-55

FACTICS

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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

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APPENDIX 1

TO

ANNEX A

TO

OPERATIONS PLAN

SERIAL NO 10-55

TACTICS

1. GENERAL INFORMATION:

a. Dispersal Bases:

(1) Shaw Air Force Base, S.C. B-47.

(2) Charleston Air Force Base, S.C. KC-97.

b. Dispersal Sites:

(1) Ridgeland, S.C.

(2) Harris Neck, Ga.

(3) Pooler, Ga.

c. Auxiliary Pick-up Airports:

(1) Charleston Air Force Base, S.C.

(2) Waycross, Ware Co. Airport, Ga.

(3) Statesboro Airport, Ga.

d. Tactics:

(1) All clearances will be filed IFR.

(2) The facilities of ARTC and CAA will be used to the maximum extent possible consistent with security and control.

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(3) All routes will be flown "Track to Direct".

(4) Orbit area Altitudes

(a) B-47 aircraft will be stacked down at 1,000 feet intervals from 21,000 feet to 21,000 feet inclusive. The 20,000 foot level will be kept clear for emergencies and penetration.

(b) KC-97 aircraft will be stacked down at 500 feet intervals from 19,000 feet to 9,500 feet inclusive.

(c) The altitude between 19,500 feet and 19,500 feet will be reserved for transit traffic and emergencies.

(d) B-47 aircraft primary orbit will be filled first. The entire stack will then be shifted to the secondary orbit and the primary orbit refilled. There is no secondary orbit for KC-97 aircraft.

(e) Aircraft corridors are ten miles wide, five miles either side of route listed in paragraph 1.

(f) B-47 Performance altitudes for B-47's will be for best endurance as listed in Flight Data of Technical Order 1B-47E-1. Engines will be run-up accurate with weight and altitude as shown in Figure A-27 and A-28 of Technical Order 1B-47E-1.

2. ORBIT AREA

a. Type aircraft | Primary Orbit | Secondary Orbit

B-47 | Ignite Peaks OMNI | Florence OMNI

KC-97 | Charleston OMNI

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3. ROUTES:

a. B-47: Hunter via Charleston Omni to Myrtle Beach Omni, direct Florence Omni, direct Shaw AFB.

b. KC-97: Hunter direct Charleston Omni, direct Charleston AFB.

4. HOLDING PATTERN:

a. Myrtle Beach Omni, Right Hand Pattern, 2 minute legs with 2 minute turns with an inbound heading of 053°. Holding will be at Best Endurance Airspeed.

b. Florence Omni: Right hand pattern, 2 minute legs with 2 minute turns with an inbound heading of 309°. Holding will be at Best Endurance airspeed.

c. Charleston Omni: Right hand patter, 2 minute legs with 2 minute turns with an inbound heading of 041°. Holding will be at Best Endurance Airspeed.

5. B-47 PRIMARY ORBIT AREA & ALTITUDE ASSIGNMENT: (Aircraft 1 thru 15)

Take Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude
1	Myrtle Beach Omni	Texas Hotel	21,000
2	"	"	22,000
3	"	"	23,000
4	"	"	24,000
5	"	"	25,000
6	"	"	26,000
7	"	"	27,000
8	"	"	28,000
9	"	"	29,000
10	"	"	30,000
11	"	"	31,000
12	"	"	32,000
13	"	"	33,000
14	"	"	34,000
15	"	"	35,000

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a. When the primary orbit is filled, the control room will instruct the flight commander to shift the entire stack to the secondary orbit. Altitude will remain the same.

6. B-47 SECONDARY ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 1 thru 15)

Take Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude
1	Myrtle Beach Omni	Texas Golf	21,000
2	"	"	22,000
3	"	"	23,000
4	"	"	24,000
5	"	"	25,000
6	"	"	26,000
7	"	"	27,000
8	"	"	28,000
9	"	"	29,000
10	"	"	30,000
11	"	"	31,000
12	"	"	32,000
13	"	"	33,000
14	"	"	34,000
15	"	"	35,000

7. B-47 PRIMARY ORBIT AREA AND ALTITUDE ASSIGNMENT: Aircraft 16 thru 30)

Take Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude
16	Myrtle Beach Omni	Texas Hotel	21,000
17	"	"	22,000
18	"	"	23,000
19	"	"	24,000
20	"	"	25,000
21	"	"	26,000
22	"	"	27,000
23	"	"	28,000
24	"	"	29,000
25	"	"	30,000
26	"	"	31,000
27	"	"	32,000
28	"	"	33,000
29	"	"	34,000
30	"	"	35,000

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8. KC-97 ORBIT AREA AND ALTITUDE ASSIGNMENT: (Aircraft 1 thru 20)

Take Off Order	Orbit Area Location	Orbit Area Identifier	Assigned Altitude
1	Charleston Omni	Impart Foxtrot	5,500
2	"	"	6,000
3	"	"	6,500
4	"	"	7,000
5	"	"	7,500
6	"	"	8,000
7	"	"	8,500
8	"	"	9,000
9	"	"	9,500
10	"	"	10,000
11	"	"	10,500
12	"	"	11,000
13	"	"	11,500
14	"	"	12,000
15	"	"	12,500
16	"	"	13,000
17	"	"	13,500
18	"	"	14,000
19	"	"	14,500
20	"	"	15,000

9. Orbiting aircraft may be instructed to land at "Dispersal Bases" en return to Hunter Air Force Base.

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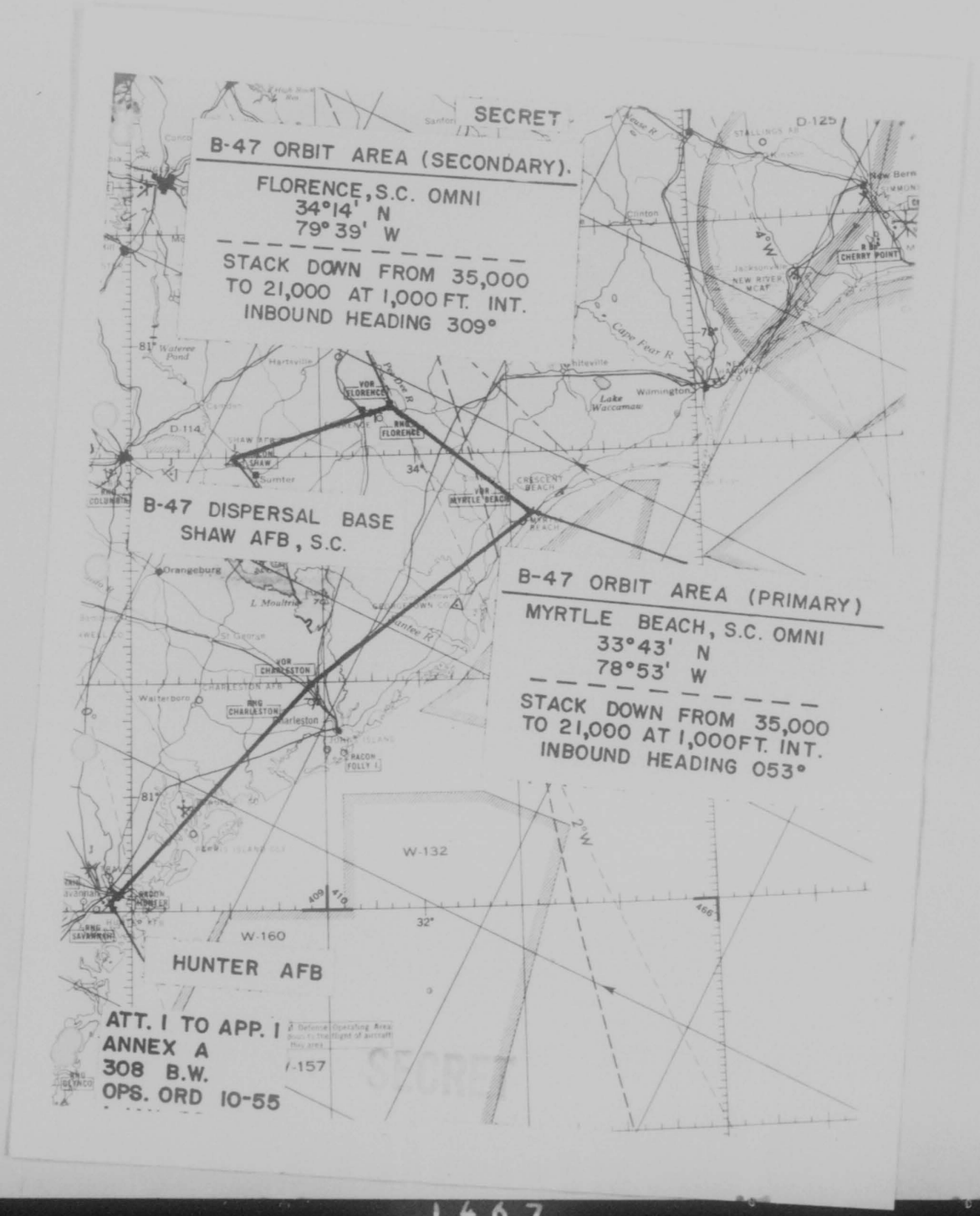

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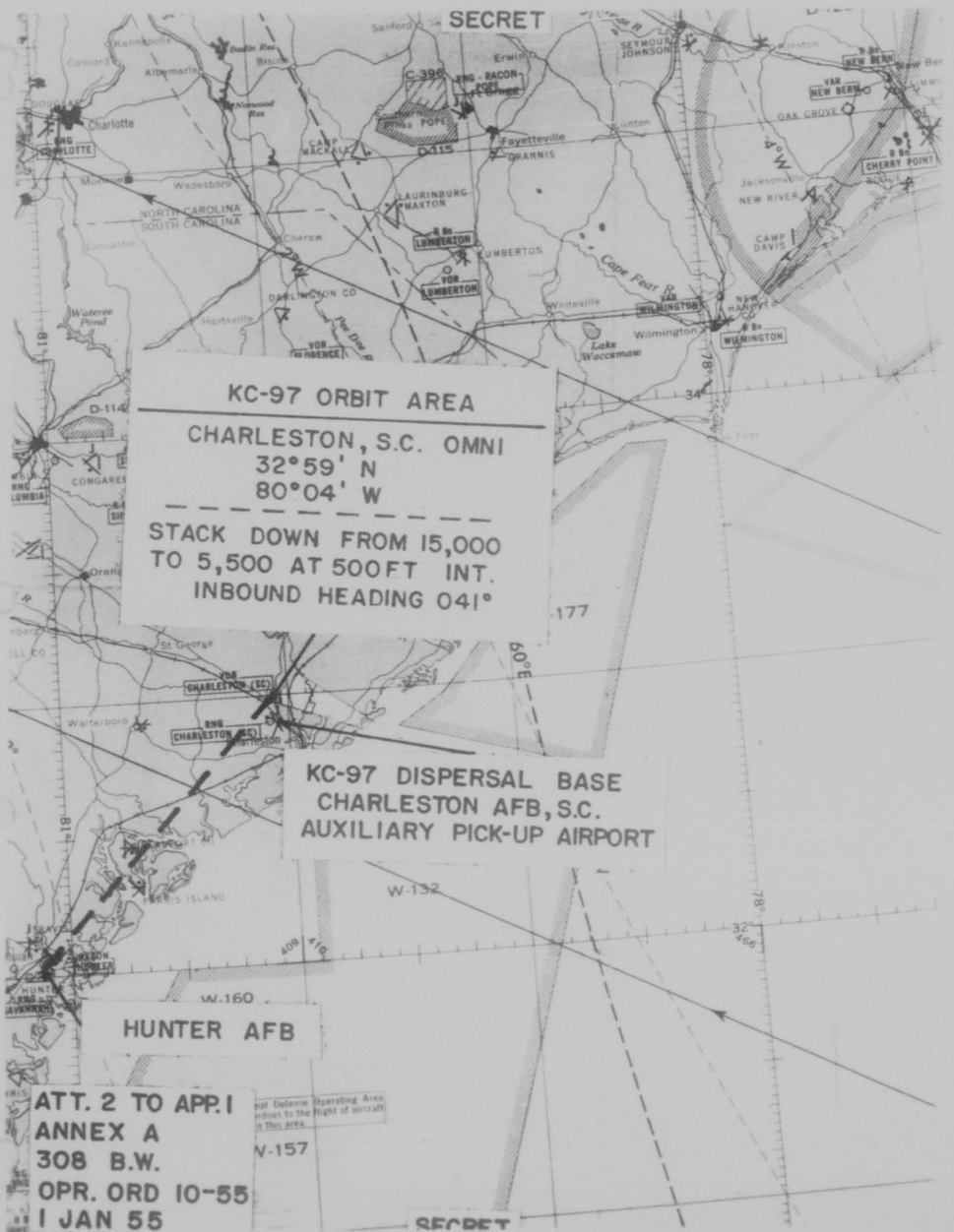

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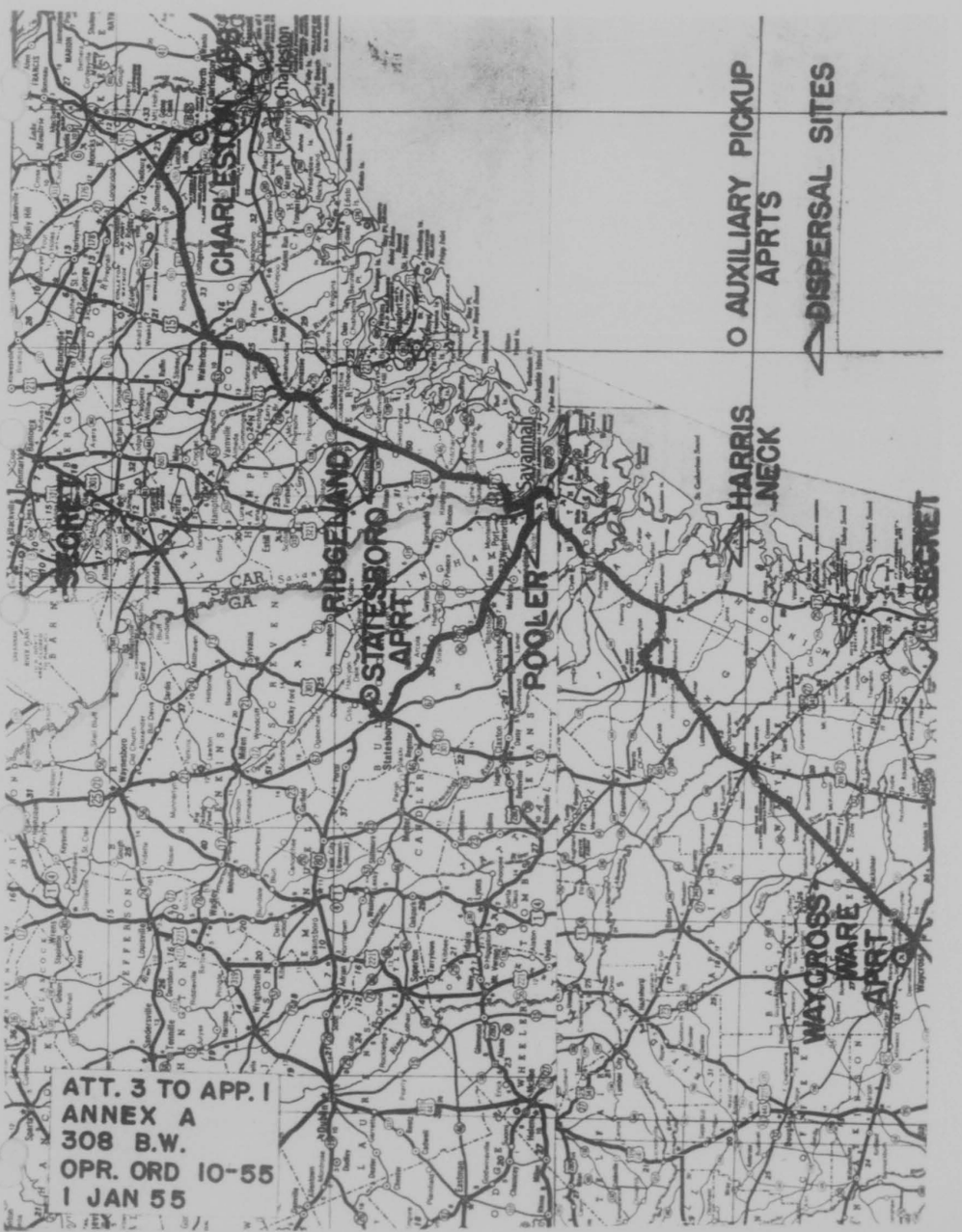

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T BOMBARDMENT
D RECONNAISSANCE
MISSION FLIGHT PLAN

SQUADRON | WING | AIR SEA | TYPE AND NO. | CREW NUMBER | ACFT C | (Name and Grade) | OBSERV (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Hunter AFB															82000	165173
Start, Taxi, T.O., Accel.							0				(10)	(:03)	(10)		4600	4600
															77400	160573
			272/12				0				54	:08	53		3700	3700
Level Off		041	-3	039	+2	041	21M	VAR	396	404	54	:08	53		73700	156873
Charleston OMNI		041	272/18 -1	039	+1	040	-11 21M	.74	465	477	23 77	:03 :11	23 76		1810 71990	1810 155163
Myrtle Beach OMNI		053	272/18 -1	052	+2	054	-11 21M	.74	465	480	74 151	:09 :20	70 146		1675 70215	1675 153488
Orbit Radially Inbound-F.C. 053		053						VAR	VAR	VAR	151	:48 1:08	146	6 Eng	7950 62265	7950 145538
Florence OMNI		309	272/18 -1	307	+2	309	-11 21M	VAR	315	300	49 200	:10 1:18	50 196	4 Eng	1560 60705	1560 143978
Orbit (4 Engine Endurance)		309						VAR	VAR	VAR		6:36 7:54		4 Eng	49625 11180	49625 94353
Shaw AFB		249	272/18 +1	250	+1	251	-11 21M	.60	380	363	44 244	:07 8:01	46 242	6 Eng	1180 10000	1180 93173
															60705	143928
Florence OMNI											200	6:20 7:38	146		46400 14305	46400 97578
Charleston OMNI		196	272/18 +3	199	+1	200	-11 21M	.60	380	375	28 228	:12 7:50	29 275		1250 13055	1250 96328
Hunter AFB		221	272/18 +2	223	+2	223	-11 21M	.60	380	367	27 355	:12 8:03	29 354		1225 11830	1225 95103

*ORBIT STANDARD RACETRACK PATTERN

2 min legs - 2 min turns.

IF BOMB AND AMMO ON BOARD, MAXIMUM ORBIT TIME IS 5:51.

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT 8:03

AIRCRAFT BASIC WT	82000	
CREW WT	750	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83173
FUEL WEIGHT: FWD	18260	
C.W.	18046	
AFT	21332	
FWD AUX	6168	
S.P.	14954	
ATO	3240	
EXT.		
TOTAL		82000
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		165173
START ENG AND TAXI FUEL ALW		3350
TAKE-OFF GROSS WT		161823

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
SL	10000'	100°F

CRITICAL FIELD LENGTH 10200

TAKE-OFF

DISTANCE	SPEED
8700	148

SPEED

CRITICAL ENG FAILURE	EMERG REST PLANE	LINE
119	163	93

Att 4 to App 1
Annex A
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Opr Plan 10-55
1 Jan 55

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#2

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

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	FUEL FLIGHT PLAN: GROSS WEIGHT
Hunter AFB															82000	165173
Start, Taxi, T.O., Accel.							°				(10)	(03)	(10)		4600	4600
Level			272/12				0* °				54	:08	53		77400	160573
Off		041	-2	040½	±2	041	21M	VAR	396	404	54	:08	53		3700	3700
Charleston			272/18				-11 °				23	:03	23		73700	156873
OMNI		041	-1½	039½	±1	040½	21M	.74	465	477	77	:11	76		1810	1810
Myrtle Beach			272/18				-11 °				74	:09	70		71990	155163
OMNI		053	-1	052	±2	054	21M	.74	465	478	151	:20	146		1675	1675
							°					7:10			70215	153488
Orbit		053	Radially Inbound									7:30			58000	58000
							°								12215	95488
							°									
											151	7:30	146			
Florence			272/18				-11 °				49	:08	51		930	930
OMNI		309	-1½	307½	±2	309½	21M	.60	380	366	200	7:38	197		11285	94558
Shaw			272/18				-11 °				44	:07	46		810	810
AFB		249	±1	250	±1	251	21M	.60	380	363	244	7:45	243		10475	93748
							°									
											151	:20	146		70215	153488
Maximum							°					6:50			57000	57000
Orbit												7:10			13215	96488
Departure							°									
Myrtle Beach											151	7:10	146		13215	96488
Charleston			272/18				-11 °				74	:12	76		1410	1410
OMNI		233	±2	235	±1	236	21M	.60	380	365	225	7:22	222		11805	95078
			272/18				-11 °				77	:12½	79		1450	1450
Hunter AFB		221	±2	223	±2	223½	21M	.60	380	367	302	7:34½	301		10355	93628
							°									
ORBIT STANDARD RACETRACK PATTERNS																
							°									
2 min legs - 2 min turns.																
							°									
IF BOMBS AND AMMO ON BOARD, MAXIMUM ORBIT TIME IS 6:36.																
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	82000	
CREW WT	750	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83173
FUEL WEIGHT: FWL	18260	
FUEL WEIGHT: CWL	18046	
FUEL WEIGHT: AWL	21332	
FUEL WEIGHT: FWD AUX	6168	
FUEL WEIGHT: A.R.	14954	
FUEL WEIGHT: ATO	3240	
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		82000
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		165173
START ENG AND TAXI FUEL ALW		3350
TAKE-OFF GROSS WT		161823

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
SL	10,000'	100°F

CRITICAL FIELD LENGTH: 13200'

TAKE-OFF

DISTANCE	SPEED
8700	148

SPEED

CRITICAL ENG FAILURE	EMERG BEST FLARE	LIFT
119	163	93

Att 5 to App 1
Annex A
308BW
Opr Plan 10-55
1 Jan 55

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KC-97 NAVIGATION FLIGHT PLAN (MISSION PLANNING)

SHEET 1 OF 1 SHEET

TERMINATION POINT	CO-ORDINATES	DESIG	T.C.	VAR	ALT.	TEMP	BAS	TAS (Avg)	DISTANCE ON LEG	DISTANCE TOTAL	TIME ON LEG	TIME ELAPD	REMARKS
Hunter Air Force Base													
Charleston Omni	32 59N 80 04W		041	~~E~~	15M			200	77	77	:23	:23	
Orbit radially inbound on True Course of 041°.			041								13:31	13:54	
Charleston Air Force Base	32 54N 80 02W		(Land at Dispersal Base)								:45	14:35	
Depart Orbit Area and												13:54	
Return to Hunter			221	~~E~~	1500						:45	14:35	
*Orbit Standard	Racetrack Pattern												
2 minute leg -	2 minute turns												

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KC-97s - Minimum Crew - Ma m Altitude - Landing may ade at Charleston AF. Hunter AFB from last orbit.

STAFF AIRCRAFT PERFORMANCE ENGINEERS COMBAT PROFILE FLIGHT PLAN *(NO WIND)*

AIRCRAFT TYPE AND MODEL DESIGNATION

TARGET DESIGNATION

PAGE NUMBER

MISSION PROFILE (Altitude Scale in thousands of feet)

SECRET

	1	2	3	4	5	6	7	8	9	10
CONDITION	RTO	CL #1	CR #1	Orbit #1	Orbit #2	Orbit #3	Orbit #4	Orbit #5	Orbit #6	Orbit #6
ALTITUDE	SL	10000	15000	15000	15000	15000	15000	15000	15000	15000
T.A.S. MACH	- -	188 -	228 -	226	224	223	221	218	216	216
TIME EACH CONDITION	:02	:13	:08	1:00	1:00	1:00	1:00	1:00	1:00	1:00
TIME TOTAL	:02	:15	:23	1:23	2:23	3:23	4:23	5:23	6:23	6:23
FUEL EACH CONDITION	1100	1677	370	2680	2560	2520	2420	2340	2240	2240
FUEL TOTAL	1100	2777	3147	5827	8387	10907	13327	15667	17907	17907
GROSS WEIGHT	122730	121053	120683	118003	115443	112923	110503	108163	105923	105923
DISTANCE EACH PERIOD		41	36	226	224	223	221	218	216	216
DISTANCE TOTAL		41	77							

MISSION PROFILE (Altitude Scale in thousands of feet)

	11	12	13	14	15	16	17	18	19	20
CONDITION	Orbit #8	Orbit #9	Orbit #10	Orbit #11	Orbit #12	Des #1	LD RT			
ALTITUDE	15000	15000	15000	15000	15000	8500				
T.A.S. MACH	212	210	208	205	205	182				
TIME EACH CONDITION	1:00	1:00	1:00	1:00	:54	:20	:15			
TIME TOTAL	8:23	9:23	10:23	11:23	12:17	12:37	12:52			
FUEL EACH CONDITION	2080	2000	1900	1760	1593	480	600			
FUEL TOTAL	22147	24147	26047	27807	29400	29880	30480			
GROSS WEIGHT	101683	99683	97783	96023	94430	93950	93350			
DISTANCE EACH PERIOD	212	210	208	205	205	182				
DISTANCE TOTAL							77			

REMARKS

SECRET

NON-EXPENDABLE DATA

BASIC WEIGHT		87000
CREW WT NO. / LBS EA		600
OIL WEIGHT		1230
AMMO WEIGHT (50%)		
MISCELLANEOUS WEIGHT		
MINIMUM LANDING WEIGHT		

EXPENDABLE DATA — FUEL QUANTITY AND WEIGHT

TANKS	GALLONS	
		8500
		8000
		8000
		8500
		33000
TOTAL		121830

BOMBS WEIGHT JP-4		2000
CHAFF WEIGHT		
AMMO WEIGHT (50%)		
WEIGHT OF EXT. TANKS, PYLONS, AND SHACKLES (Empty)		
ATO WEIGHT (Jettison or expendable weight)		
WATER INJECTION FLUID WEIGHT		
TAKE-OFF GROSS WEIGHT		123830

GENERAL DATA

FUEL

GRADE	DENSITY (lb per gallon)
115/145	5.75

LANDING RESERVE

WEIGHT	NUMBER OF GALLONS
2520	426

TOTAL MISSION DISTANCE (Nautical Miles): 82

FIELD ELEVATION (Feet above sea level)	OAT (Degrees centigrade)
SL	38° .88

GROUND ROLL DISTANCE (Ft)	CRITICAL FIELD LENGTH (Feet)	AVAILABLE RUNWAY LENGTH (Ft)
2850	N/A	10000

SPEED

LINE	TAKE-OFF
	112

CALCULATED

DATE: 9 Feb 55

Att 7 to App 1 to Annex A
308BW Opr Plan 10-55
1 Jan 55

SAC FORM 10 APR 54 301 REPLACES SAC FORMS 60-15A, 1 AUG 51, AND 60-15B, 1 AUG 51, WHICH MAY BE USED.

Air Force - SAC, OPlan 0-1132(50)

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HEADQUARTERS 308TH BOMBARDMENT WING
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS & ELECTRONICS

Annex B
308BW
Opr Plan 10-55
1 Jan 55

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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS AND ELECTRONICS

1. GENERAL SITUATION: This Annex contains communications instructions and procedures to be followed in the support of this plan in order to insure positive control of all participating units.

2. OPERATIONAL CONCEPT OF THIS PLAN:

a. The announcement of alert and/or execution of this plan will be made in the clear from Headquarters SAC Control System (SOCS), SACCOMNET, and if required, commercial facilities. This announcement will be followed by a confirming ZIPPO. Alert announcements may be anticipated through lateral communications channels from Air Defense Command.

b. During the in-flight and orbit phase, communications channels from the Wing Commander to aircraft will consist of VHF/UHF voice and/or HF voice or CW. Primary terminals will be the Wing Control Room for VHF/UHF, ground/air station for HF, and the control aircraft at the dispersal bases.

c. The primary means for communications at the dispersal bases will be commercial long distance telephone, AIRCOMNET (Teletype) and commercial TWX (Teletype) with HF radio as back-up.

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d. Primary means of communications to the off-base dispersal site and pick-up airport will be commercial telephone and commercial TWX where available. In the event neither are available, existing radio equipment of the home base will be re-located to provide communication.

e. During the execution of this plan, direct communication with Headquarters, SAC, is authorized at any time all efforts on the part of the dispersal units fail to establish communications with the Home Base Command Posts or Second Air Force.

3. ASSIGNMENT OF RESPONSIBILITIES:

a. 308th Bombardment Wing will:

(1) Conduct a periodic review of available communications facilities at the dispersal bases.

(2) Coordinate with the 804th Air Base Group periodically to determine the local availability and status of existing radio equipment which will be used to provide HF back-up to the dispersal bases. Spare parts and crystals for frequencies 6738 kcs and 4724.5 kcs must be available.

(3) After receipt of notification of alert dispatch one tanker aircraft, with operating HF, VHF, and UHF radio equipment and qualified radio operators aboard, to each of the dispersal bases. This aircraft will serve as a radio back-up terminal at the dispersal base for command control of dispersal aircraft.

(4) Maintain VHF and UHF radio equipment in state of operational condition.

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(5) Prior to execution and during the execution of this plan the Wing Communications Officer Will:

(a) Determine communications requirements dependant upon the existing situation.

(b) Analyse existing communications facilities.

(c) Provide additional and/or alternate communications system within the limitations of available facilities.

(d) Provide necessary communications operation instructions.

(e) Designate communications control station for this Wing.

(f) Provide the dispersal base commander with method of communication to the home base.

(g) Brief all aircrews on communications procedures applicable to this plan.

(h) Obtain latest data and brief all aircrew personnel on the SOAT Plan and CONELRAD Plan at the time of execution of this plan.

(i) Arrange for withdrawal of crystals for ES-6 Survival Radio and Diana Evasion Liberal one time pads (LOTP's) for shipment to dispersal base in event Operations Plan 50-55 is implemented from that base.

(j) In the event of evacuation make arrangements for the removal, packing, transportation of control room VHF, and UHF Radio equipment and subsequent relocation at dispersal bases.

4. PROCEDURES:

a. Between orbiting aircraft and Wing control Room:

(1) One aircraft will be designated control aircraft and another

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aircraft for each orbit area by the Control Room prior to departure. The control aircraft will maintain direct communications with the Wing Control Room on assigned UHF frequency for B-47 and either VHF or UHF for the tankers.

(2) As a back-up to VHF/UHF the control aircraft in the orbit area will contact the Hunter Ground/Air station on HF frequencies 4724.5 kcs or 6738 kcs. The Hunter Ground/Air will phone patch to the control room.

(3) Instructions from the control room to all orbiting aircraft will be relayed by the control aircraft on assigned frequency.

b. Between Orbiting Aircraft and Dispersal Base:

(1) Direct communications will not normally be established between aircraft in orbit areas and dispersal base except in compliance with established air traffic control procedures and for emergency communications. In the event communications fail between the dispersal base and the home base, communications will be established between the control aircraft on the ground at the dispersal base and the control aircraft in the orbit area on the same frequency as that listed for the Wing Control Room.

c. Between Wing Control Room and/or Off Base Dispersal Sites and Pick-Up Aircraft:

(1) Commercial long distance telephone and if available commercial TWX (Teletype).

(2) HF Radio as available from 804th Air Base Group resources.

(3) At pick-up airport using aircraft HF/LF command set to contact Hunter Tower or HF liaison equipment for contact with Hunter

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Ground/Air Station. This aircraft will maintain continuous listening watch once contact has been established.

(4) Runner.

d. Wing Control Room and Dispersal Base:

(1) Commercial long distance telephone.

(2) Commercial TWX (Teletype).

(3) Dispersal Base MARS Station on 4924.5 kcs or 6738 kcs.

(4) Aircraft Liaison radio.

e. Wing Control Room and Second Air Force:

(1) SOCS

(2) Commercial long distance telephone.

(3) SACCOMNET.

(4) Commercial TWX

(5) Second Air Force Command CW Net.

5. AUTHENTICATION:

a. All tactical, air/air, and air/ground transmissions will be authenticated using current edition of AFSAL [illegible].

6. CODES AND CIPHERS:

a. Classified messages may be sent in the clear when specifically authorized by the local commander in accordance with paragraph 405 ACP 122 (B) which reads in part: "In tactical operations when speed of delivery is so essential that time cannot be spared for encryption and the transmitted information cannot be acted upon by the enemy in time to influence current operations, message of any classification except TOP SECRET may be transmitted in the clear over any non-approved wire or radio circuit or combination thereof. Authorization must be separate for each message.

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b. Other than paragraph a above, classified messages will be handled in accordance with established procedures and in conjunction with the control team commander.

c. The current edition of air/ground code may be utilized in transmission between dispersal base and wing control room when the best interest of speed of communications will be served.

7. IDENTIFICATION AND RECOGNITION:

a. See Appendix 2 for B-47 aircraft.

b. See Appendix 3 for KC-97 aircraft.

8. CALL SIGNS:

a. See Appendix 1.

PATJER
Colonel, USAF
Commander

APPENDICES:
1 - Call Signs
2 - Comm Procedures for B-47's
3 - Comm Procedures for KC-97's
4 - Comm Procedures for Dispersal Base Control Room

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OFFICIAL:

/s/ Ingrid C. Holcomb
JIMMIE W BRITT
Colonel, USAF
Director of Operations

Annex B
308BW
Opr Plan 10-55
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HEADQUARTERS 308TH BOMBARDMENT WING
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

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APPENDIX 1

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO.10-55

CALL SIGNS

App 1, Annex B
308BW
Opr Plan 10-55
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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

APPENDIX 1

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

CALL SIGNS

1. VOICE CALL SIGNS: (For use in Air/Air, Air/Ground, and Point-to-Point)

   a. 308th Bombardment Wing B-47's: Permanent aircraft tactical call sign.

   b. 308th Air Refueling Squadron: Permanent aircraft tactical call sign.

   c. 308th Control Room: TEXAS

   d. Orbit Areas:

      (1) Charleston - IMPART FOXTROT

      (2) Florence OMNI - TEXAS GOLF

      (3) Myrtle Beach OMNI - TEXAS HOTEL

   e. Dispersal Bases:

      (1) Shaw AFB — COTTERPIN METRO

      (2) Charleston AFB — COTTERPIN NECTAR

   f. Off-Base Dispersal Sites:

      (1) Ridgeland, S.C. — COTTERPIN PAPA

      (2) Harris Neck, Ga. — COTTERPIN QUEBEC

      (3) Pooler, Ga. — COTTERPIN ROMEO

   g. Auxiliary Pick-Up Airport:

      (1) Charleston — COTTERPIN WHISKEY

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App 1, Annex B
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(2) WayCross COTTERPIN EXTRA

(3) Statesboro COTTERPIN YANKEE

h. Hunter Air/Ground Station: COTTERPIN

i. The orbit areas call signs above are geographic identifiers only and will not be used as call signs by the orbit area control aircraft. The orbit area control aircraft will use its respective unit tactical call sign.

j. The call signs of orbit areas, dispersal bases, off-base dispersal sites and auxiliary pick-up airports above, may be sent in the clear, but may not be used in communications with civil agencies.

2. CW CALL SIGNS: (Between Dispersal Base Control Aircraft and Hunter Air/Ground Station)

a. Shaw AFB Control Aircraft: GK8 (GOLF KILO EIGHT)

b. Charleston AFB Control Aircraft: GK8A (GOLF KILO EIGHT ALPHA)

c. Hunter AFB Station: 4I9 (FOUR INDIA NINE)

BATJER
Colonel, USAF
Commander

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HEADQUARTERS 308TH BOMBARDMENT WING
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

SECRET

APPENDIX 2

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS PROCEDURES FOR B-47

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308BW
Opr Plan 10-55
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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

APPENDIX 2

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS PROCEDURES FOR B-47

1. CALL SIGN:

   a. Permanent assigned aircraft tactical call signs.

2. FREQUENCIES:

   a. Normal UHF frequencies as listed in Radio Facility Chart Plus:

      (1) Wing Control Room and Intra-Phone: 341.4

      (2) Orbit Area Control Aircraft: 341.4

   b. Normal HF Channelization.

3. IDENTIFICATION AND RECOGNITION:

   a. Use AFSAL 5104 Authentication for recognition with fighter aircraft.

   b. IFF: Orbit Area Control Aircraft Mode #3, all others Mode #1.

4. MISSION RECALL WORD: None Assigned.

5. Orbit area control aircraft will guard 341.4 and relay instructions from Wing Control Room to aircraft in orbit areas and as necessary will relay messages between Wing Control Room and Dispersal Base Control Aircraft.

BATJER
Colonel, USAF
Commander

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APPENDIX 3

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS PROCEDURES FOR KC-97

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HUNTER AIR FORCE BASE, GEORGIA
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APPENDIX 3

TO

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TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS PROCEDURES FOR KC-97

1. CALL SIGN:

   a. Permanent assighed aircraft tactical call signs.

2. FREQUENCIES:

   a. Normal VHF/UHF frequencies as listed in Radio Facility Chart Plus:

      (1) Wing Control Room and Intra-Phone:

         (a) Primary 341.4

         (b) Secondary 133.56

      (2) HF Channelization to include 4724.5 kcs and 6738 kcs.

3. IDENTIFICATION AND RECOGNITION:

   a. Use Aldis Lamp in accordance with procedures in ACP 156 and ACP 158.

   b. IFF: Orbit area control aircraft Mode 3, all others Mode 1.

4. MISSION RECALL WORD: None assigned.

5. Orbit area control aircraft will guard the established wing control frequency and relay instructions from Wing Control Room to aircraft in orbit area and as necessary will relay messages between wing Control Room and dispersal base control aircraft.

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APPENDIX 4

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS PROCEDURES FOR DISPERSAL BASE CONTROL TEAM

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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

APPENDIX 4

TO

ANNEX B

TO

OPERATIONS PLAN

SERIAL NO 10-55

COMMUNICATIONS PROCEDURES FOR DISPERSAL BASE CONTROL TEAM

1. Communications will not be established with the orbiting control aircraft except in event of emergency or to relay messages to the Wing Control Room when other communications methods fail. The Dispersal Base Control Station will monitor communications between the orbiting control aircraft and the Wing Control Room.

2. The following communications systems, listed in order of performance, are available for use in communications with the Wing Control Room:

   a. Commercial long distance telephone

   b. Commercial TWX (Teletype)

   c. MARS

   d. Aircraft liaison radio equipment

3. Hourly reports will be made to the Wing Control Room.

4. Instructions for control station aircraft upon landing:

   a. Turn IFF off.

   b. Maintain continuous monitor of the following:

      (1) VHF Channel 133.56 mcs

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(2) UHF Channel 341.4 mcs SECRET

(3) HF Frequency 4724.5 kcs alternating with 6738 kcs.

5. GENERAL:

a. The current effective edition of Air/Ground code will be utilized between dispersal bases and wing control room if existing crypto facilities are determined to be inadequate from the standpoint of rapidity.

b. Refer to paragraph 6a, this Annex, for transmission of classified data in the clear.

c. If the dispersal base control officer is unable to maintain contact with the Wing Command Post he will establish and maintain contact with the Command Post at Second Air Force Control Room.

d. HF Facilities will be utilized only if landline, UHF and VHF communications fail.

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Colonel, USAF
Commander

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ANNEX C

TO

OPERATIONS PLAN

SERIAL NO 10-55

SECURITY

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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX C

TO

OPERATIONS PLAN

SERIAL NO 10-55

SECURITY

CHARTS OR MAPS: As required.

TASK ORGANIZATIONS: See basic operations plan.

1. GENERAL SITUATION:

a. Subversive Situation: See basic operations plan.

b. Friendly Forces: Omitted

c. Assumption: See basic operations plan.

2. MISSION:

a. Primary: The protection of all elements of the command required to accomplish the SAC Combat mission as outlined in basic plan.

b. Secondary: The accomplishment of normal law enforcement functions.

3. TASKS FOR SUBORDINATE UNITS:

a. See basic operations plan.

x. General Instructions:

(1) The following are the Air Police and other personnel requirements for:

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(a) The B-47 Dispersal Base:

1 Air Police will be dispatched to the B-47 dispersal base only if the following conditions exist:

a The B-47 aircraft actually land.

b The B-47 aircraft will deploy from the dispersal base.

2 When B-47 aircraft land and are expected to deploy from the dispersal base, Air Police will be air lifted from Hunter Air Force Base to the dispersal base in the following numbers to secure the launching activities.

a Two Air Police per B-47 aircraft on dispersal base.

b One Air Police supervisor per five B-47 aircraft.

c One Air Police officer per twenty aircraft or over.

d Each B-47 aircraft Commander will be responsible for the security of his aircraft and will designate one air or ground crewman as guard until the arrival of the air police.

3 Air Police personnel will be air lifted to the dispersal base.

4 Air Police will be returned to the home station upon departure of B-47 aircraft from the B-47 dispersal base.

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(b) The KC-97 Dispersal Base:

1 Forty Air Police as point guards (twenty aircraft, 2-12 hour shifts).

2. Two Air Police as relief, (one per shift).

3 Two Air Police supervisors (one per shift)

4 One Air Police Officer.

5 Two Unit personnel will accompany each support aircraft for security purposes.

6 Twelve Air Police as mobile patrols (two patrols, two men each for three shifts) (SAC Manual 400-1A)

7 Personnel to be airlifted:

a Fifty Air Police, (forty two guards, eight mobile patrol AP'S)

b Two Supervisors.

c One Officer Air Police.

d Four Unit Personnel (two each C-124).

8 Personnel (except four mobile patrol personnel and four C-124 guards), will be airlifted to the KC-97 Dispersal base via KC-97 aircraft, and will secure the aircraft immediately upon landing.

9 Two radio vehicles (½ ton truck), manned by two mobile patrol personnel each will depart via highway for the dispersal base upon implementation of this plan.

10 All Air Police will accompany the KC-97 aircraft to an overseas staging base in the event of deployment from the dispersal base.

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(c) Auxiliary Pick-up Airport, Location as directed:

1 Upon implementation of this plan the Provost Marshal will notify the local civilian law enforcement agencies of the convey routes and the desired traffic clearance assistance.

2 The Provost Marshal will dispatch one motor vehicle with five Air Police and one Air Police supervisor to secure the pickup area.

3 The convoy or convoys dispatched to the pickup area will be secured and guard enroute by one Air Police vehicles as point and one Air Police vehicle as rear guard.

4 Drivers of all vehicles will carry their basic weapon with basic load and will secure their vehicles enroute.

(d) Off-base dispersal site, location as directed.

1 Upon implementation of this plan the Provost Marshal will notify local civilian law enforcement agencies of the convoy route and desired traffice clearance assistance.

2 The convoy or convoys dispatched to the dispersal site will be guided and secured enroute by one Air Police vehicle as point and one air police vehicle as rear guard.

3 The Provost Marshal will dispatch one motor vehicle with five Air Polce and one Air Police supervisor to secure the off-base dispersal site. This vehicle may act as point or rear guard.

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4 Each convoy vehicle driver will be armed with the basic weapon and basic load, and will secure his own vehicle from sabotage action.

(2) Safeguarding classified Matter. The safeguarding and destruction of classified matter will be as directed in AFR 205-1 and SAC Reg 205-15.

(3) Censorship procedures as established in SAC Reg 205-10 will apply.

(4) All ground personnel will carry the SAC Restricted Area badge.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administration:

(1) See basic operations plan and SAC Regulation 400-3.

(2) When this Annex is removed or detached from the basic operations plan, it will bear the classification of CONFIDENTIAL.

b. Logistical:

(1) Reference SAC manuals 400-1 and 400-1A or approved unit Mobility Plan.

(2) Air Police Material requirements for Staging and deployment:

(a) Air Police will carry authorized clothing and personal equipment with them on staging operations. Other equipment needed by the deploying force at the staging base will be provided by the forward base. equipment needed for internal security, air base defense, passive defense and law enforcement functions

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at the staging base will be prepositioned (reference AFR 67-97 and 67-98) in the station kit or accounted for on the UAL of the installation concerned.

1 Two sets of the basic uniform for Air Police (Security and Training Duty) as outlined in SAC Regulation 35-11.

2 Two sets Class "A" uniform as outlined in Air Force Regulation 35-14 as amended.

3 All functional equipment listed in pargraph 4f of SAC Regulation 35-11.

4 Air Police officers will carry the 45 calibre pistol 1911A1 with basic load and one day's supply (reference SAC Regulation 136-9 and Air Force Regulation 355-4).

5 Airmen will carry the rifle, caliber .30 M-1, with the basic lead.

6 One fork, knife, spoon, mess corrosion resistant steel.

7 One can meat.

8 One duffel bag.

9 One intrenching tool combination.

5. COMMAND:

a. Air Police will be under the command of the Senior Air Police Officer or Non-Commissioned Officer present.

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6. COMMUNICATIONS: As prescribed by the operating base defense plans.

BATJER
Colonel, USAF
Commander

DISTRIBUTION:

Same as basic plan.

OFFICIAL:

for JIMMIE W. BRITT Major USAF
Colonel, USAF
Director of Operations

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX D

TO

OPERATIONS PLAN

SERIAL NO 10-55

REPORTS

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX D

TO

OPERATIONS PLAN

SERIAL NO 10-55

REPORTS

1. GENERAL: All reports outlined herein are required and will be submitted using the SAC Operation Control System SOCS, or other available communications as outlined in Annex B, this operations plan.

2. REPORTS:

a. Acknowledgement of notification of alert through command channels: Reference SAC Regulation 55-37, dated 3 July 1953. this call will be completed as soon as possible after control rooms have initiated alert within units.

b. Aircraft status report: The form prescribed in paragraph 3, this annex will be used:

(1) Initial report consists of lines 1,2 and 3 of form and will be submited within twenty minutes after initial alert.

(2) Subsequent reports will consist of lines 1 through 6 of form, asappropriate. They will be submitted every hour on the hour after initial alert. If the first subsequent report time, second aircraft status report, fall within the twenty minute peried permitted for the submission of the initial aircraft status report, the first subsequent report will be submitted the following hour on the hour. A fifteen minute grace period is permitted for the submission of these hourly reports.

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3. AIRCRAFT STATUS REPORT:

a. The form outlined below will be used between SAC Control Rooms to report the progress of preparations for evacuation of aircraft under this plan. The form is designed for brevity and security in reporting. It will standardize inter-control room reporting procedures. The form is SECRET when filled in, but information contained herein may be transmitted by telephone "in the clear" provided aircraft types and totals are referred to by line number only. Reports will be numbered in sequences and times of transmission will be recorded. All reports forwarded via TWX will be ZIPPO". The form outline is as follows:

This is Unit Controller reporting.

This is report # for Unit as of Zulu Time .

Line 1: Number Type .

Line 2. Number Type .

Line 3. Number Type .

Line 4. Number Type Geographic Identifier Cover Word.

Line 5. Number Type Geographic Identifier Cover Word.

Line 6. Number Type Location "In the Clear" .

(1) Line 1 will contain the number and type of all aircraft.

(2) Line 2 will contain the number and type of tactical aircraft capable of evacuation under the immediate objective aircraft evacuation criteria defined in Annex A. Aircraft airborne at time of alert meet this criteria.

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(3) Line 3 will contain the number and type of tactical aircraft capable of evacuation under the ultimate objective aircraft evacuation criteria defined in Annex A.

(4) Line 4 will contain the number and type of tactical aircraft dispatched to, and geographical identifier cover word of, orbit areas, dispersal bases or auxiliary pickup airparts.

(5) Line 5 will contain the number and type of tactical, aircraft and geographical identifier cover word of dispersal base or auxiliary pickup airport at which aircraft landed.

(6) Line 6 will contain the number and type of tactical, aircraft and the name of base at which aircraft are located "in the clear" if other than a dispersal base or auxiliary pickup airport for unit reporting.

c. Tactical aircraft will be reported as fulfilling either the immediate or ultimate objective aircraft evacuation criteria or Lines 2 or 3, but not both.

d. The alternate command post established at a dispersal base will forward aircraft status reports when orders to abandon base are received. This applies to actual alerts only.

e. Upon the order to recall, units will continue to render hourly aircraft status reports until all aircraft are on the ground. This applies to actual alerts only.

f. If units are unable to contact the Second Air Force Command Post, reports will be submitted directly to SAC Command Post. This applies to actual alerts only.

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g. Units will be prepared to report the number of complete and partial crews and their locations: home base, dispersal base, auxiliary pickup airport, etc., when so requested during test exercise. This information will be reported as line 7 to report during actual alerts.

h. An example of a complete status report is attached as Appendix 1.

4. TEST REPORT: A general and a security test report will be submitted by the 308th Bombardment Wing to reach Second Air Force Headquarters within five working days after termination of tests.

a. A general report, analyzing results of test, will be submitted. Report will include:

(1) A tabulation of the unit aircraft status reports by hour with full explanations.

(2) Total number of personnel and percentage of each priority of equipment which had been evacuated to "On Base" dispersal sites and the time required to effect such movements.

(3) Major problems or difficulties experienced during test alert and evacuation.

(4) Constructive criticisms, suggestions and recommendations relative to any phase of test alert and evacuation under this operations plan.

b. A security report describing the employment of Air Police during test maneuvers will be submitted. Report will answer applicable portions of the following format:

(1) An overall evaluation of the maneuver from a security viewpoint with criticisms, suggestions and recommendations to correct deficiencies revealed.

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(2) Personnel:

(a) Were sufficient Air Police assigned, and deployed to meet the security requirements of the maneuver. Would this force meet the requirements of SAC Manual 100-1A if the unit had been ordered to deploy or stage from the home base, dispersal base, the off-base dispersal sites, and/or the auxiliary pickup airport?

(b) Give number of Air Police dispatched and mode of travel to off-base dispersal sites, auxiliary pickup airports, and/or dispersal bases. Indicate proposed number of, planned mode of travel if plan was not fully implemented.

(c) Give number of Air Police remaining at home base after force was dispersed.

(d) Were Air Police in place prior to arrival of tactical aircraft at dispersal base? If not, state time lag, and reason for delay.

(3) List any security equipment deficiencies.

Operations:

(a) What system was used to protect aircraft and other EWP equipment.

(b) Were physical safeguards adequate? Explain.

(c) Were communications facilities adequate?

BATJER
Colonel, USAF
Commander

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Annex D
308BW
Opr Plan 10-55
1 Jan 55

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APPENDIX:

1 - Example Aircraft Status Report

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for JIMMIE W. BRITT
Colonel, USAF
Director of Operations

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1 JANUARY 1955

APPENDIX 1

TO

ANNEX D

TO

OPERATIONS PLAN

SERIAL NO 10-55

(Example Aircraft Status Report)

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APPENDIX 1

TO

ANNEX D

TO

OPERATIONS PLAN

SERIAL NO 10-55

(Example Aircraft Status Report)

This is 308th Bomb Wing Controller reporting to 38th Air Division.

This is report number 3 for the 308th Bomb Wing as of 1300Z.

Line 1. 43 B-47's, 21 KC-97's.

Airborne 2 B-47's.

Line 2. 18 B-47's, 6 KC-97's.

Airborne 2 B-47's.

Line 3. 5 B-47's, 2 KC-97's.

Line 4. 1 KC-97 COTTERPIN NECTAR.

Line 5. 1 B-47 COTTERPIN METRO.

Line 6. 2 B-47's MacDill AFB (in the clear).
1 KC-97 Ramey AFB (in the clear).

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1 JANUARY 1955

ANNEX E

TO

OPERATIONS PLAN

SERIAL NO 10-55

TESTS

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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

ANNEX E

TO

OPERATIONS PLAN

SERIAL NO 10-55

TESTS

1. GENERAL: The Strategic Air Command Headquarters will schedule a test of this plan once a year. Second Air Force will schedule a test of this plan once each training quarter. The test scheduled by SAC may be credited as a quarterly training requirement. The instructions in this Annex apply only to "test" exercises of this operations plan.

2. GROUND RULES: The following exceptions to procedures outlined in the operations plan will apply during the conduct of test exercises.

a. Test message contained in Appendix 1, this annex, will be used to conduct test.

b. Only telephone and runner will be used to expedite alert of required personnel.

c. No on-call circuits of the SAC Operational Control System, SOCS, will be activated.

d. Agencies, commands, and personnel outside of Second Air Force will not be notified.

e. Personnel will not be called back from leave, TDY, school, etc.

f. Aircraft will not be called back from missions, training flights, etc., which have already become airborne.

g. Aircraft will not take off on missions during tests.

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h. Squadron aircraft will be loaded to meet the ultimate objective aircraft evacuation criteria. (See Paragraph 2e, Annex A).

i. No attempt will be made to ready dock inspection aircraft for flight. Aircraft in a state of preparation for dock inspection will be included in test for reporting purposes only. Crews, AWP equipment, except bombs, and support personnel scheduled for deployment in dock inspection aircraft will be delivered to, but not loaded on thd dock inspection aircraft. Commanders will estimate dock inspection aircraft as meeting either the immediate or ultimate aircraft evacuation criteria and report them as such on Lines 2 or 3 in the hourly aircraft status report. This estimate will be based on the known mechanical condition of the aircraft at the time of alert and the capability of placing them in a flyable condition.

j. Aircraft clearance forms (DD 175) will be completed by Aircraft Commanders and turned into Wing Control Room, who will review and retain clearances until termination of test exercise, at which time clearances will be destroyed. Under no circumstances will clearances be passed to CAA or flight service.

k. Evacuation briefing folders will be issued to Aircraft Commanders and retained by them until test is terminated.

l. Control teams will be dispatched to dispersal sites and auxiliary pickup airports. Control teams will check in with Wing Control upon arrival at destination by placing a commercial telephone call to Hunter Air Force Base, Plan 62 will not be used for this purpose.

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m. Inclusion of security personnel in the control teams will be at the discretion of the wing commander. A survey of dispersal base and auxiliary pickup airports will be made and control team will return to Hunter Air Force Base. Survey may be credited as a quarterly visit. Control teams will be dispatched to destination consistent with weather conditions and flying safety.

n. Aircraft will not be evacuated. Operation under test will be terminated after eight hours except for loading of aircraft. Loading of aircraft will continue until the ultimate aircraft evacuation criteria is met. Exception: Special weapons will not be loaded during tests unless specificially directed by this headquarters.

o. All priority I equipment and personnel remaining after paragraph 2h, above, has been complied and all priority II equipment and personnel will be evacuated to on-base dispersal site on termination of test.

BATJER
Colonel, USAF
Commander

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APPENDIX:

1 - Test Messages

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for JIMMIE W. BRITT
Colonel, USAF
Director of Operations

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1 JANUARY 1955

APPENDIX 1

TO

ANNEX E

TO

OPERATIONS PLAN

SERIAL NO 10-55

TEST MESSAGES

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HUNTER AIR FORCE BASE, GEORGIA
1 JANUARY 1955

APPENDIX 1

TO

ANNEX E

TO

OPERATIONS PLAN

SERIAL NO 10-55

TEST MESSAGES

1. TEST MESSAGE "MAD HOUSE":

a. Addressees will be all applicable task organizations.

b. Priority: FLASH.

c. Format: /UNCLASSIFIED/ZIPPO_____. This is a test repeat test message "MAD HOUSE". Implement par 4c, Annex A, Second Air Force Operations Plan 10-55, as modified by Annex E, Second Air Force Operations Plan 10-55. Alert time (H Hour) is _____. Acknowledge receipt this message by ZIPPO message.

2. TEST MESSAGE "HOT SEAT":

a. Addressees will be all applicable task organizations.

b. Priority: FLASH.

c. Format: /UNCLASSIFIED/ZIPPO_____. This is a test repeat test message "HOT SEAT". Implement par 4d, Annex A, Second Air Force Operations Plan 10-55, as modified by Annex E, Second Air Force Operation Plan 10-55. E Hour is _____. Acknowledge receipt of this message by ZIPPO message.

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3. TEST TERMINATION MESSAGE:

a. Addressees will be all applicable task organizations.

b. Priority: FLASH.

c. Format: /UNCLASSIFIED/ZIPPO_____. Test terminated. All clear in effect. Resume normal operations as modified by Annex E, Second Air Force Operations Plan 10-55. Submit required reports as outlined in Annex D, Second Air Force Operations Plan 10-55.

BATJER
Colonel, USAF
Commander

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1 JANUARY 1955

ANNEX F

TO

OPERATIONS PLAN

SERIAL NO 10-55

LOGISTICS

(Refer to Annex B of Mobility Plan)

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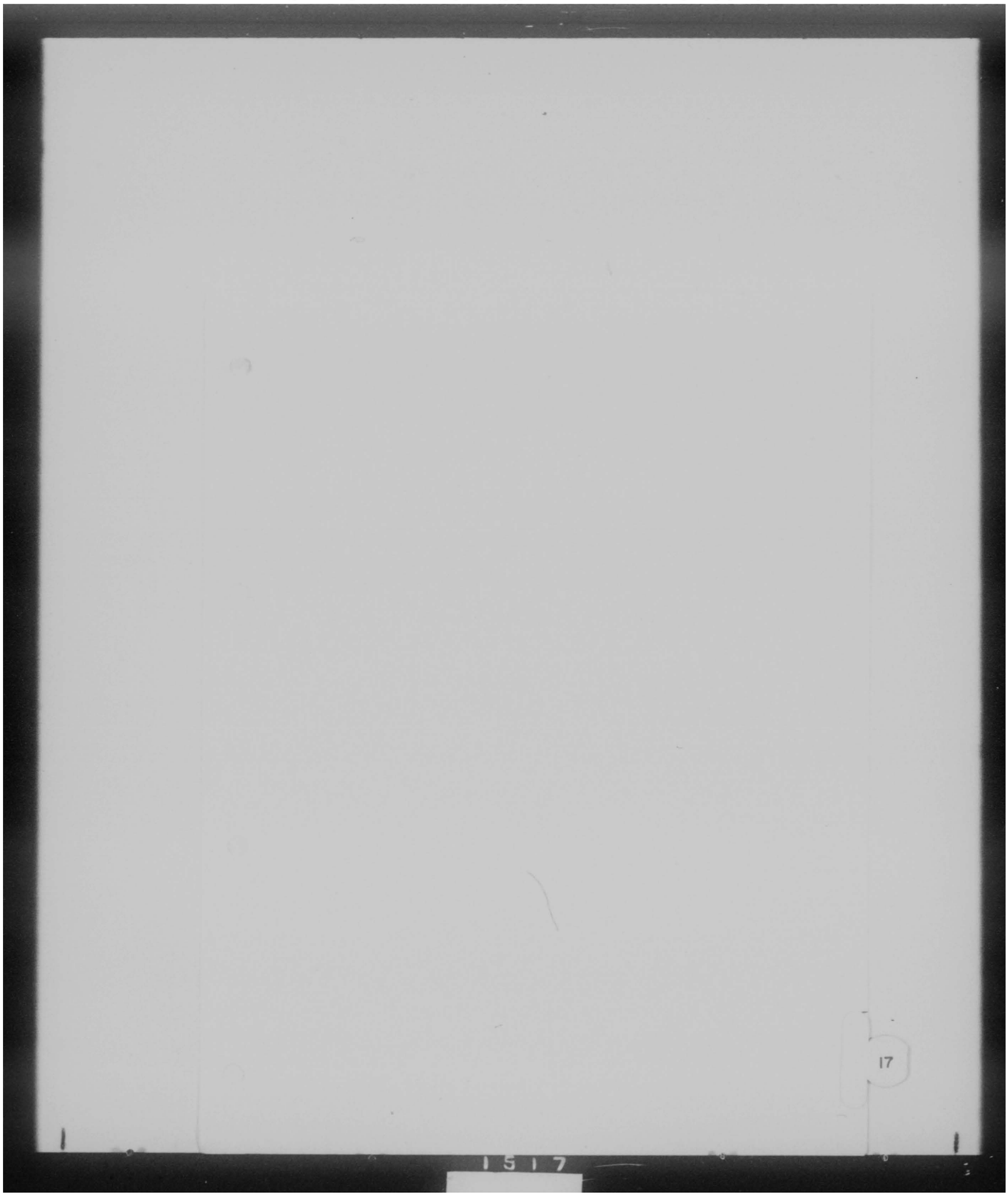

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(1) March REPORT OF GROUND TRAINING ACCOMPLISHMENTS RCS 2AF-T-4

(2) REPORTING ORGANIZATION
th Bombardment Wing (M), Hunter AFB

(3) REPORTING PERIOD FROM 1 January 1955 TO 31 March 1955

(4) DATE PREPARED 11 April 1955

(5) COURSE OR SUPPL NO.	(7) TITLE	(8) TOTAL APPLICABLE	(9) TOTAL TRAINED	(10) PERCENT TRAINED	(11) PERCENT PROJECTED NEXT PERIOD
I	Management	198	154	77.8%	77.8%
II	Physiological-Class II	488	411	84.2%	88. %
IV	Code-Part I	378	136	36.0%	
	Code-Part II	21	21	100.0%	100%
V	First Aid	308	223	72.7%	75 %
VII	CBR-Refresher	2494	731	29.3%	35 %
	CBR-Annex I	189	142	75.1%	80 %
	CBR-Annex II	143	70	49. %	65 %
	CBR-Annex III	96	12	12.5%	25 %
VIII	Basic Weapons	1918	1525	79.5%	85 %
IX	Aquatic Survival	363	0	0. %	5 %
X	Swimming	363	0	0. %	5 %
XI	Basic Survival	414	345	83.3%	90 %
XII	Refresher Survival	363	47	13. %	25 %
XIV	Security-Phase I	2032	1856	91.3%	95 %
[illegible]	Trainer, Instrument Flying	269	78	12.9%	20 %
	Flight Simulator-Semi-annual	26	5	19.2%	25%
	Flight Simulator-Annual	68	11	16.2%	20%
	Ultrasonic	98	48	15 %	20 %
	Gunnery	49	11	16.1%	20 %
XVI	Ammunition Loading	141	78	55.3%	
XVII	Nav Tng for VLR Ftr Crews	N/A	N/A	N/A	N/A
XVIII	ECM Training	N/A	N/A	N/A	N/A
[illegible]	Radar Maintenance	48	0	14.1%	20 %
XXI	Handling of Aviation Fuels	568	18	3.1%	6 %
XXVIII	Flight Steward Training	N/A	N/A	N/A	N/A

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6 COURSE OR SUPPL NO.	7 TITLE	8 TOTAL APPLICABLE	9 TOTAL TRAINED	10 PERCENT TRAINED	11 PERCENT PROJECTED NEXT PERIOD
XXXIII	K-System Training				
XXXIV	Specialized Weather	227	90	39.6%	50 %
XXXV	ECM indoctrination	154	108	70.1%	70.1%
XXXVI	Ejection Seat-Class I	196	39	20.9%	
	Ejection Seat-Class II	N/A	N/A	N/A	N/A
XXXXII	Radio Training	150	142	94.6%	95 %
XXXXIII	Brake Chute & Refueling	140	75	53.6%	60 %
XXXXIV	Supply	333	154	46.2%	54 %
XXXXV	Smoke & Flame	209	103	49 %	60 %
XVI	KB-29 Radar Operator				
XXXXVIII	Navigator-Bombardier Part III	46	46	100%	100%
	Advanced Survival	363	284	78.2%	80 %

12 GRAND TOTAL		
13 OVERALL PERCENT TRAINED	47.1%	
14 OVERALL PERCENT PROJECTED NEXT PERIOD		

REMARKS:

COMMANDER	SIGNATURE

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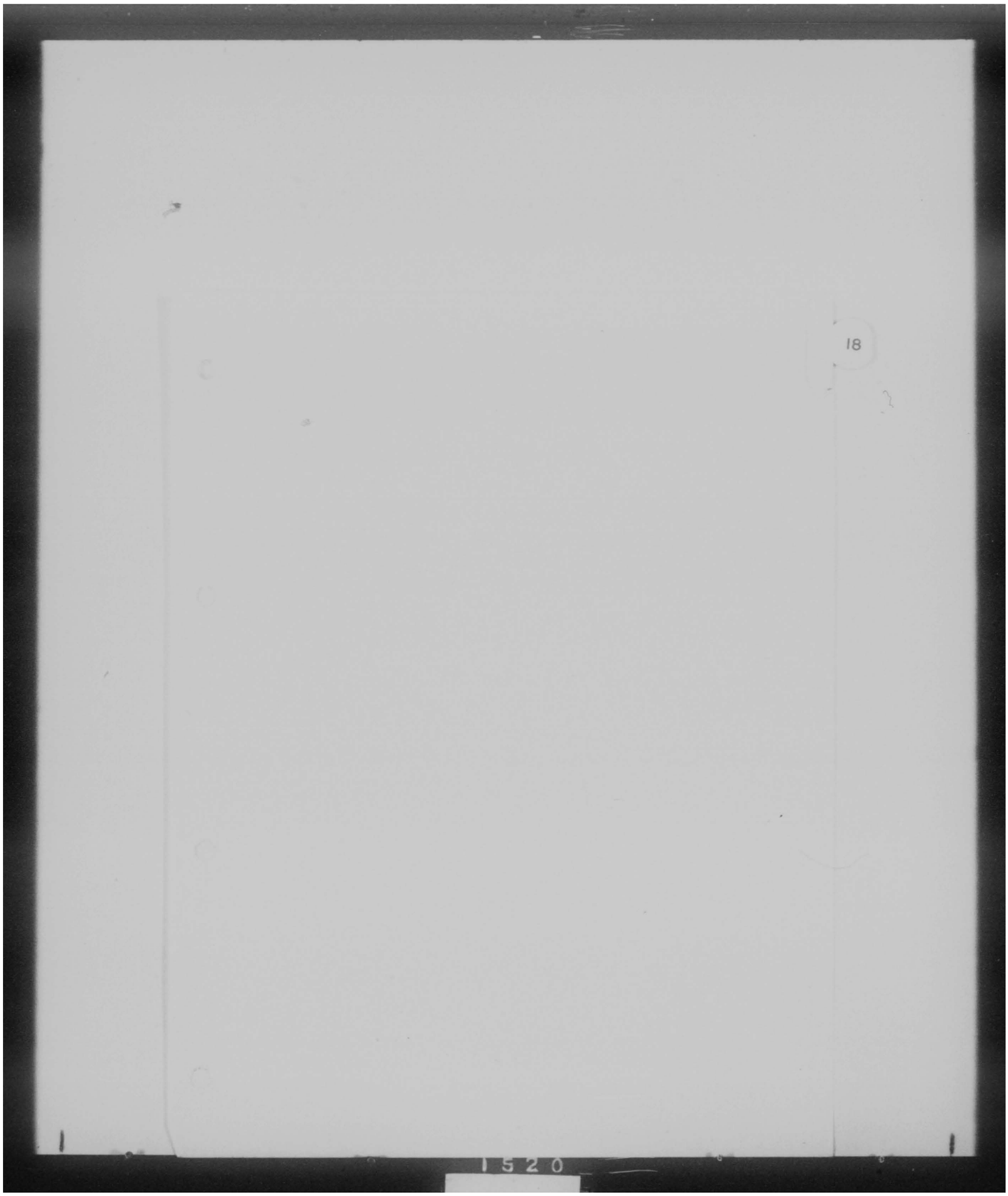

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WING MAINTENANCE)

POLICY NO. 32-2)

HEAD UARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
12 March 1955

GROUND SAFETY

Fire Prevention

(Supersedes Wing Maintenance Policy 32-3, 19 Aug 53)

1. PURPOSE: To reaffirm with all flight line personnel, both air and ground, the absolute necessity for maintaining a constant alertness and vigil aimed at the prevention of incidents and accidents due to fire caused either through negligence and carelessness or ignorance and neglect.

2. RESPONSIBILITY: All officers and airmen, regardless of rank or position, are a necessary part of and are responsible for the enforcement of an anti-fire program anywhere on the flight line. Everyone is concerned, everyone can be jeopardized or endangered by another's indifference to the rules of fire prevention or the application of good common sense.

3. PROCEDURE:

a. If you prefer to not embarrass yourself through a direct contact with a violator, report the incident personally to Quality Control. Your Quality Control Inspectors will carry the ball; it's their job to aid in making the flight line safe.

b. If you do have the program seriously in mind from a personal viewpoint, get the name, rank, and organization of the offender and give them to Quality Control. They'll do the leg work for you.

c. Here are a few helpful hints:

(1) An aircraft is washed with solvent, never with gasoline.

(2) A fire bottle should always be on the ramp near an airplane being worked on or prepared for flight.

(3) A ground power unit, when running, is always upwind from the aircraft with an operator standing by and a fire bottle at hand.

(4) Aircraft will not be in docks after work has definitely ceased.

(5) Smoking will be done only in places as designated by appropriate signs.

(6) Fuel and oil spillage will be reported immediately to the fire department. They, in turn, will wash down the ramp.

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(7) Report faulty wiring in buildings.

d. The "fire prevention" is as old as time and dull in itself, but so important in your business where high-priced aircraft and high-explosive fuel are all around you. Think about yourself, your family, your buddies, and your future and help wholeheartedly in eliminating fire hazards and hazardous practices on the flight line.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
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G. C. WRIGHT, Lt Colonel, USAF
Chief of Maintenance

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WING MAINTENANCE)

POLICY NO. 66-4)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Ga.
1 March 1955

MAINTENANCE

Ground Operations, Movement and Control of Aircraft

(Supersedes WMP 66-4, 7 Jul 52, WOP 32-4, 9 Apr 54, and replaces Wing Reg 62-1, 31 Oct 52)

1. PURPOSE: To establish a standing operating procedure for the ground control of 308th Bomb Wing aircraft at this station. This includes ground starting, run-up, taxi, parking and towing.

2. GENERAL: The present parking plan of 308th Bomb Wing aircraft on this station, made necessary by the continued construction program on the ramp areas, makes mandatory the need for exercising extreme caution in the ground operation and movement of aircraft.

3. PROCEDURE: To assure continued safe ground operation and movement of 308th Bomb Wing aircraft, the following safety measures will be practiced on this station:

a. Engine Start and Run-up.

(1) Engine start and run-up will be accomplished only by qualified line personnel and flight engineers as authorized on current squadron orders. Such orders will be posted in unit Maintenance Offices. Selection of personnel will be in accordance with AFR 62-10.

(2) Engine start and run-up of KC-97s will be accomplished by check list and with the authorized operator in the Engineer's position. Brakes will be set (minimum brake pressure - 500 PSI) and at least one man riding the brakes in pilot's compartment. A fire guard will insure that engine operation can be accomplished with no danger to aircraft in the vicinity. All maintenance equipment, cowling, etc., will be cleared of the area prior to engine operation. Chocks will be set in front and aft of both main gear. If doubt exists as to safety of aircraft forrun-up, aircraft will be moved to a safe run-up area. The same conditions will exist on B-47 aircraft except that qualified operators will be the pilot's and co-pilot's positions. The brake pressure will be maintained at 2700 to 3000 PSI. B-47 100% rpm run-up must be on run-up pad in FMS Backline area. No run-up in parking area will be above 60% rpm.

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b. Fire Protection.

(1) Currently inspection 50# fire bottles will be placed immediately in front of nose gear or forward main gear except when powered ground equipment is in operation, in which case, it will be adjacent to this equipment. At least one 50# bottle will be available at each maintenance dock.

(2) Line personnel will periodically be instructed in the use of fire bottles by qualified personnel under supervision of Flight Line Maintenance Officer.

(3) A qualified fire guard will stand by the power unit in accordance with SAC Regulation 66-17.

c. Ground Movement of Aircraft.

(1) Taxi of B-47 aircraft will be accomplished only by pilots qualified to taxi. Both pilot's and co-pilot's seats will be occupied during taxi. Engines 3 and 4 will be operated for taxiing. Both pilot's seats will be occupied during taxi of KC-97 aircraft with a qualified flight engineer at the control panel. A pilot qualified to taxi will accomplish the taxiing with the use of the inboard engines.

(2) Wing walkers will be used for taxiing and towing of aircraft both from and to parking hardstand while in congested area. Airplane commanders, when taxiing to and from parking spot before or after a mission, will be responsible for proper posting of wing walkers at all times. Wing walkers will utilize flashlights at night to insure maximum safe movement. Whenever a KC-97 aircraft is parked on the refueling pits, the wing to which that KC-97 belongs will station a ground crewman in such a position as to act as a wing walker for any aircraft being taxied or towed past that point.

(3) Towing of aircraft will be accomplished under direct supervision of the crew chief. He will be responsible for all aspects of towing and will be either in the cockpit or in the Coleman occupying the observer's seat. The extension cord and light are to be attached to the hand hold of the pilot's windshield in the B-47 cockpit. This extension cord is attached to a spring loaded switch in the Coleman. The light will be checked for operation prior to towing. This light will be used by the observer in the Coleman to signal the operator in the B-47 cockpit to apply brakes when a stop is to be made. Only a qualified airman over 21 years of age will be authorized to operate a Coleman.

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CAUTION: The Tractor (Coleman) operator will maintain a slight draw bar pull on tow bar after shear pin failure and aircraft and tractor will be stopped by use of aircraft brakes only. A qualified maintenance man must be in position to operate aircraft brakes. Wing walkers will be posted for clearing the aircraft at all times the aircraft is in motion. In addition, a qualified maintenance man will ride in the observer's seat of the Coleman facing the aircraft at all times. He will pass signals from the wing walkers to the Coleman driver. During turns, wing walkers will place themselves in a position to clear the aircraft and at the same time be in sight of the "safety" observer in the Coleman. When emergency towing may be required to clear a fire hazard, base fire fighting equipment will accompany aircraft to insure safe movements. When towing KC-97 type aircraft, the hand set and extension cord will be used for passing signals between the observer on the Coleman and the man riding the brakes.

d. Parking of Aircraft.

(1) Qualified line personnel will be present and control the parking of all 308th Bomb Wing tactical aircraft. Utmost caution will be used to insure that aircraft is parked exactly on the nose "spot" to insure proper clearance of taxi lanes. At night, line personnel will use parking flashlights for directing and signaling Aircraft Commander. Proper and correct hand signals will be used in accordance with AFR 62-10.

e. Hazards to Movement of Aircraft.

(1) Hazards and obstructions to movement of aircraft in the 308th Bomb Wing parking area will be immediately brought to the attention of the Squadrons Operations Officer who will in turn notify the Wing Flying Safety Officer. Wing Flying Safety will so notify the Air Installations Officer for immediate repair, removal, or marking as required.

(2) Hazards or obstructions to movement of aircraft outside 308th Bomb Wing parking area will be brought to immediate attention of the Base Operations Officer, who will notify Air Installations Officer for immediate repair, removal, or marking of such hazard.

f. Control of Ground Operation and Movement of Aircraft.

(1) Taxiing of tactical aircraft will be controlled by the Airplane Commander or pilot qualified to taxi as instructed by the tower.

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(2) Ground start and run-up on the line area will be controlled by the unit concerned. Operation of aircraft in the Periodic Maintenance Dock area and the back-line will be under the direct control of the Periodic Maintenance Officer.

(3) Towing of aircraft will be controlled by unit concerned.

4. RESPONSIBILITY: It will be the responsibility of each Unit Commander to insure that the provisions of this policy are complied with.

BY ORDER OF THE COMMANDER:

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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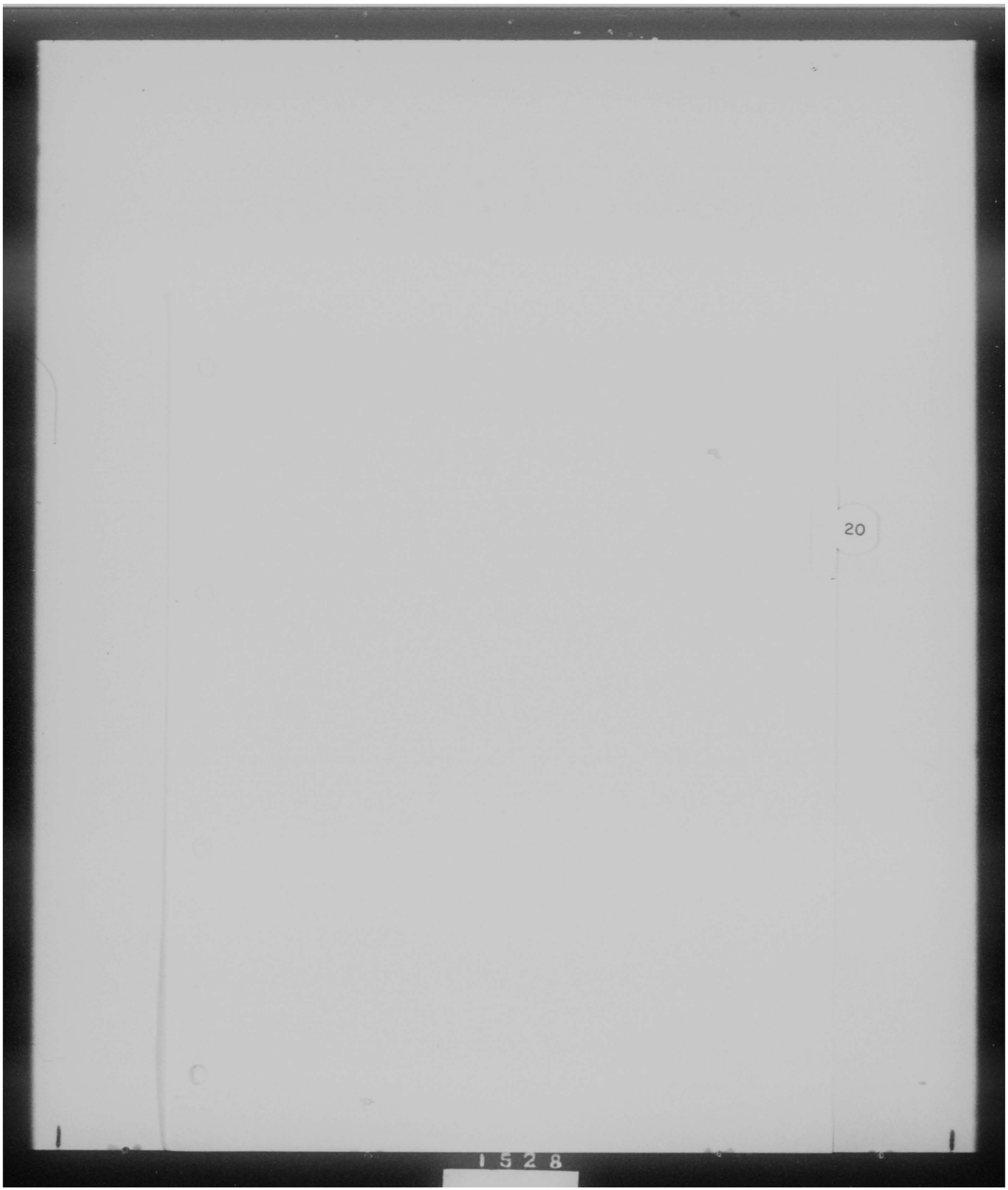

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WING MAINTENANCE)

POLICY 66-6)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
8 March 1955

MAINTENANCE

Submission and Processing of Unsatisfactory Reports.

(This policy superseded Wing Maintenance Policy 66-6, dated 22 Jan 54, and 66-6A, dated 9 Feb 54.)

1. PURPOSE: To establish a policy governing submission and processing of U.R.'s within the 308th Bomb Wing.

2. SCOPE: This directive applies to all personnel within the 308th Bomb Wing.

3. GENERAL:

a. It is the responsibility of all personnel within the 308th Bomb Wing to submit U.R.'s on all USAF property which does not serve the purpose intended. It is the responsibility of the U.R. Control Section (Phone 2-8601), to evaluate and process these U.R.'s to higher commands.

b. AF Form AFTO-29 (Unsatisfactory Report) will be utilized by personnel initiating U.R.'s which will be processed through the Squadron U.R. Expediters to the Wing U.R. Control Section. Supply of Forms AFTO-29 can be obtained at Wing clearing and control section. Squadron U.R. Expediters will be designated by Maintenance Officers concerned and will report to the U.R. Control Section for initial briefing.

c. In order to derive the maximum results from the U.R. System, it is essential that complete and accurate details concerning the unsatisfactory condition be recorded in each space provided. Reference SAC Message DA4E 894, dated 7 Jan 54, all incomplete U.R.'s received by Air Material Areas will be returned through command channels. It is obvious the undesirable effect these returned U.R.'s will have on the Wing.

4. PROCEDURE: The following procedures will be adhered to when U.R.'s are submitted on existing conditions or malfunctions as explained in TO. 00-35D-54, dated 1 Feb 55.

a. Tactical Squadrons:

(1) Crew Chiefs will be responsible for the submission of U.R.'s on equipment and accessories installed on their aircraft, which they repair or replace and support equipment utilized by them which is unsatisfactory in design, operation, etc. When a malfunction or unsatisfactory condition occurs, which does not require the assistance of Field Maintenance or Armament-Electronic Specialist, the Crew Chief will prepare AFTO Form 29 listing all required information without delay and after completely filling out

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the U.R. Form, will carry it by the most expeditious means to the Squadron U.R. expediter. When Field Maintenance or Armament-Electronics Specialists are required to diagnose the trouble concerning a malfunctionn but do not repair or replace the defective equipment, Crew Chiefs will obtain the necessary information required to complete the UR. Form from the Specialists while they are at the aircraft. Crew Chiefs will not be required to submit U.R.'s on equipment and accessories that specialists repair or replace.

b. Field Maintenance & Armament-Electronics Squadrons.

(1) Specialists from these squadrons will prepare AFTO Form 29s on all malfunctioning equipment and accessories which they remove from aircraft for bench check, repair, and/pr replacement, whether the aircraft is in the maintenance docks or on the flight line. Specialists will give crew chiefs and dock personnel required information for completion of UR Forms concerning malfunctioning equipment which has been diagnosed by them but is to be repaired or replaced by the affected organization. Field Maintenance and Armament-Electronics Squadrons will be responsible for submission of U.R.s on pre-issue items that are bench checked prior to installation and are found to be defective. When equipment is found to be defective through process of bench checking, etc., specialists will prepare AFTO Form 29 without delay listing all required information and carry the completed UR Form to this Squadrons U.R expediter.

(2) AFTO Form 31 will be utilized by Jet Engine Minor Repair Section of Field Maintenance Squadron to report basic engines removed for minor repair or return to overhaul facilities. Basic engines will not be reported by URS. AFTO Form 31 will be processed similarly to the AFTO Form 29.

c. Periodic Maintenance Squadron.

(1) Personnel in the Periodic Maintenance Squadron will prepare AFTO form 29 on all unsatisfactory items which they remove, repair, and/or replace while aircraft is in possession of the periodic maintenance squadron undergoing any phase of periodic inspection. The completed UR forms will be carried immediately to the squadron UR expediter.

d. Squadron UR Expediters:

(1) Squadron UR expediters will log, review, and rewrite URs as necessary before calling the Wing UR Clearing and Control section of Quality Control for a Wing UR station serial number. All necessary information must be included in the UR before the clearing and control section is called. Expediters will carry the completed URs to the Clearing & Control Section in the most expeditious manner after receivin

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a Station Serial Number. Squadron expediters will maintain a current file on incoming correspondence relative to UR's to keep their maintenance personnel informed as to required UR exhibits, UR trends that are developing, and any general or specific changes to the UR program. Squadron UR Expediters will maintain a UR log containing station Serial Numbers designated, Subject of UR, and Serial Number of Equipment involved.

e. Exhibits

(1) Squadron UR expediters must continually be on the lookout for any failures of items that are required by higher headquarters to be shipped as UR exhibits to a designated AMA. These exhibits are of great value in determining corrective action to be taken on a particular piece of equipment which has a high rate of failure, and the importance of processing them immediately after failure occurs cannot be over-emphasized. When it has been determined that a part is to be retained as a UR Exhibit, the responsible squadron will prepare six (6) copies of AF Form 447 in accordance with par 78.1 part I of AF Manual 67-1. The completed forms will be carried along with AFTO Form 29 and the exhibit to the Wing Clearing and Control Section. The completed 447s will be stamped by the Wing Clearing and Control Section to terminate the squadrons accountability for the item after the exhibit has been inspected to insure that it has been properly tagged with form 50D and 50K both on the part and on the outside of the container. The stamped 447 forms can then be used by the squadron to clear the hand receipt.

f. Emergency URs

(1) Personnel encountering malfunctions or failures occurring on critical equipment, such as safety of flight items, or major deficiencies that result in a hindrance to maintenance operations, will report this situation to their Squadron Expediter, who together with the responsible maintenance officer will report in person to the Wing Clearing and Control Section.

g. Filing

(1) Squadron UR expediters will maintain URs for period of one (1) year after which they may be destroyed. URs will be filed in a manila folder in numerical sequence. When answers to URs are received by the Wing clearing and Control Section they will be forwarded to the affected squadron. Upon receipt of a UR answer, the squadron expediter will inform maintenance personnel of results, if conclusive, and then file the answer on the opposite side of the filing folder together with the UR that is answered.

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5. REFERENCES: T.O. 00-35D-54, 00-24-11, 00-25-48, 00-25-115, AFM 67-1, SAC Manual 66-12, SAC Reg 66-6, and SAC Message DMAE-894, dated 7 Jan 54.

BY ORDER OF THE COMMANDER

1 Incl
Sample AFTO Form 29

G. C. AVRIETT, Lt Col., USAF
Chief of Maintenance

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UNSATISFACTORY REPORT

1. ACTION AGENCY	2. CATEGORY (1. Emergency 2. Urgent 3. Routine)
SERIAL NO. PROJECT NO.	3 REPORTING ACTIVITY ☐ MAJOR COMMAND ☐ ACTION AGENCY

3. REPORTING ACTIVITY

UR SERIAL NO.	DATE	ORGANIZATION	STATION
308BW 55-1000	1 Jan 55	REPORTING SQUADRON	HAFB

4. IDENTIFICATION	5. SUPPLEMENTARY DATA
ITEM NAME OF DEFECTIVE ITEM	QUANTITY IN USE TOTAL AMOUNT INSTALLED
PROPERTY CLASS OF ABOVE ITEM	QUANTITY IN STOCK LEAVE THIS BLANK
STOCK OR PART NO. OF ABOVE ITEM	QUANTITY INSPECTED NUMBER QTY DEFECTIVE NO. BAD
PRIME CONTRACTOR OF ASSY WHICH ITEM IS PART	NO. PREVIOUS FAILURES LEAVE BLANK
MANUFACTURER OF DEFECTIVE ITEM	LAST RECOND ACTIVITY NAME OF OVERHAUL ACTIVITY
ORDER OR SHPMT NO. OF DEFECTIVE ITEM IF AVAIL	6. USAGE (Hours-Miles-Operations)
PARTS CATALOG TO NO. IN WHICH ITEM IS LISTED	SINCE NEW HOURS, ETC. SINCE INSTALLED
FIGURE AND INDEX NO. IN PARTS CAT. OF ITEM LIST	SINCE RECONDITION HOURS SINCE OVERHAULED

7. INSTALLED ON (Indicate major components and end item on which defective item installed or applicable to)

EXAMPLE: NAME	TYPE, MODEL AND SERIES	SERIAL NO.
GENERATOR	E-30	G-0000
ENGINE (# 2 POSITION)	R-4360-35C	P-7100
AIRCRAFT	KC-97E	51-230

8. EXHIBIT DISPOSITION AND INCLOSURES (Place X in proper blocks)

☐ Attached	☐ Sent under separate cover	☐ Held for disposition instructions	☐ Repaired or returned to service	☐ To overhaul facility indicate below	☒ Disposed of (explain below)	☐ Inclosures (indicate below)

9. DETAILS (1. Circumstances prior to difficulty. 2. Description of difficulty. 3. Cause 4. Action taken. 5. Recommendations)

1. CIRCUMSTANCES PRIOR TO DIFFICULTY: Give a brief description of any details noticed when malfunction or failure occurred. Such details as the time failure occurred, i.e. during routine flight, during preflight inspection, etc., also note any unusual condition encountered, vibration, noises, etc.

2. DESCRIPTION OF DIFFICULTY: Enter here a brief and clear description of the difficulty encountered, listing location of defective item and exactly the findings that were revealed by investigation and trouble shooting after malfunction occurred.

3. CAUSE: Outline probable or suspected cause of malfunction found through your investigation. Importance of this type of information cannot be over-emphasized, as UR's without a cause listed are of little value in determining a corrective "fix" on the defective item.

4. ACTION TAKEN: In this paragraph list action taken to correct the trouble and disposition of removed item.

5. RECOMMENDATIONS: Enter here constructive criticisms and suggestions that will help eliminate this type failure.

INITIATORS NAME & RANK

AFTO FORM 29 23 JUN 54 REPLACES DD FORM 535, 1 OCT 53 WHICH IS OBSOLETE IN THE USAF.

☆ U. S. GOVERNMENT PRINTING OFFICE: 1954-307228

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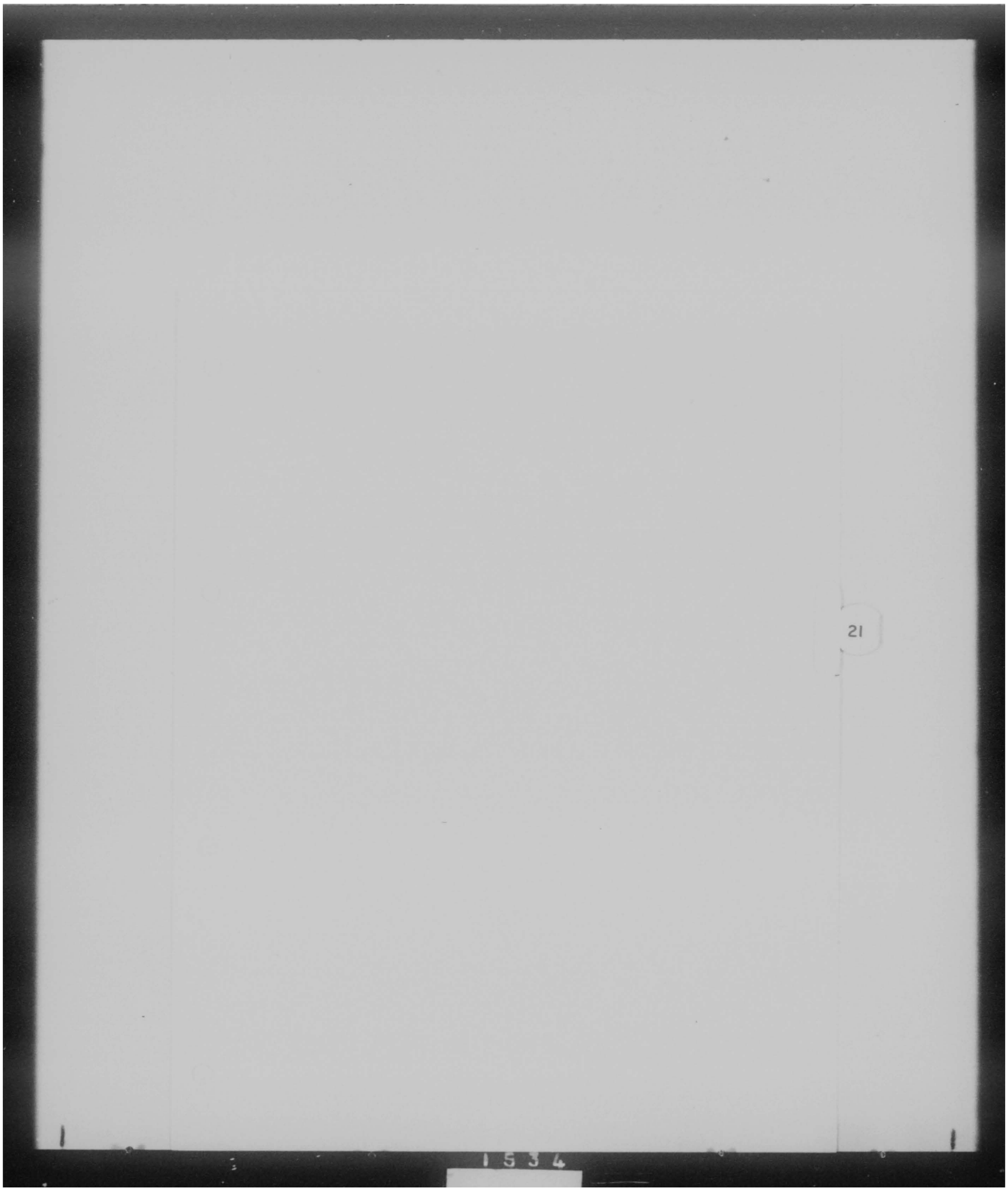

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WING MAINTENANCE)

POLICY NO. 66-13)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
10 March 1955

MAINTENANCE

Instrument Calibration Cards

1. PURPOSE: To establish a procedure whereby Instrument Shop personnel have on file a duplicate record of altimeter and airspeed calibration cards, thereby preventing the unnecessary replacement of these instruments.

2. SCOPE: This policy is applicable to 308th Field Maintenance Squadron, Tactical, and Support Squadrons.

3. RESPONSIBILITY: It will be the responsibility of Commanders concerned to insure compliance with this policy.

4. GENERAL: Altimeter (AF Form 21-M) and Airspeed (SAC Form 146) Indicator Calibration Cards have been lost or not replaced in the holder provided. The calibration data cannot be determined for altimeters at this station due to lack of required calibration equipment.

5. PROCEDURE:

a. 308th Field Maintenance Squadron Instrument Shop will:

(1) Initially record the calibration card data of the altimeter and Airspeed Indicator presently installed in each aircraft. This record will include the serial number of the instrument, position of the instrument (i.e., Aircraft Commander, Pilot, Navigator), and serial number of the aircraft.

(2) Whenever a new altimeter or airspeed indicator is installed the instrument specialist will assure a record of the calibration card data, serial number of the instrument, position of instrument, and serial number of the aircraft is on file in the Instrument Shop.

(3) On transfer or replacement of subject instruments, the record information on file in the Instrument Shop will be removed from the file.

b. Tactical and Support Squadrons personnel will:

(1) Determine that calibration cards are installed in appropriate card holders.

(2) In event cards are missing, initiate an SJR thru Job Control for an instrument specialist to make a copy of the missing card.

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(3) Will make every effort to insure calibration cards are in holder provided and coordinate with flight crews to prevent losses.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
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G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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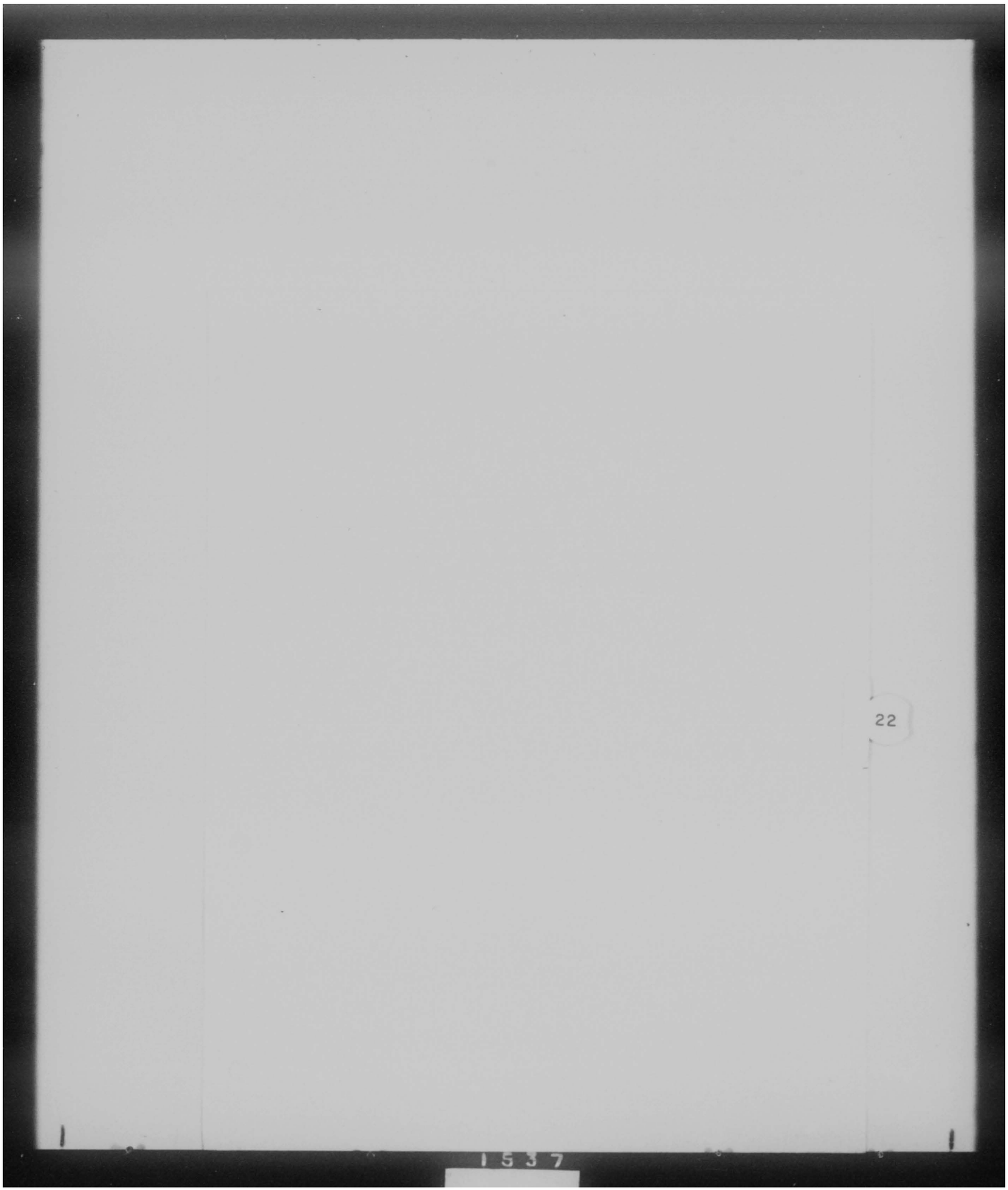

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WING MAINTENANCE)

POLICY NO. 66-14)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
12 March 1955

MAINTENANCE

Mass Ground Refueling Operations (B-47 Aircraft)

1. PURPOSE: To establish a procedure for a coordinated mass ground refueling operation for B-47 type aircraft.

2. SCOPE: This policy is applicable to each Bomb Squadron.

3. RESPONSIBILITY: It will be the responsibility of each Commander concerned and the Flight Line Maintenance Officers to insure compliance with this policy.

4. GENERAL: During periods when a wing effort is underway, i.e., USCM, "Leap Frog", etc., it is necessary to coordinate a large number of aircraft thru refueling operations with the least amount of delay, observing all ground safety precautions.

5. PROCEDURE:

A. Chief of Maintenance will:

(1) Appoint one Flight Line Maintenance Officer as OIC of mass refueling operation.

B. OIC, Mass Refueling Operation, on notification will:

(1) Select one Flight Chief from his squadron to act as ACOIC of Mass Refueling Operation.

(2) Utilize his assigned radio vehicles as the refueling radio vehicle for this operation.

(3) Coordinate the selection of eight qualified airmen, to include not less than 1 each SPR Panel Operator and ground power operator, or a sufficient number of airmen to meet the refueling requirement, from each of the three Bomb Squadrons.

(4) Coordinate with Base Petroleum Officer for required fuel pits, pit personnel and two additional spare pits.

(5) Coordinate the use of the Transient Alert "Follow Me" vehicle and driver.

(6) Coordinate a briefing not later than 1½ hours before first aircraft lands with the following personnel in attendance:

EXHIBIT "G"

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(a) All airmen from each squadron (b) Fuel pit personnel and invite OIC Petroleum Section (c) Transient Alert "Follow Me" vehicle driver.

(7) Brief personnel concerned specifically on, but not limited to: (a) Selection of refueling teams (b) Duties of refueling teams in compliance with 38AD Letter, "SOP for Aircraft Ground Refueling", dated 20 Oct 54. (c) Scheduled landing time. (d) Personnel assigned on refueling duty are responsible to the OIC of refueling operation and will be excused only by the OIC or NCOIC.

(8) Coordinate the use of the following equipment equitably from each squadron to fully equip each fuel pit scheduled for use: (a) SDR ground panels. (b) Ground power in place at pit. (c) Vapor proof floodlights. (d) Vapor proof wand type flashlights. (e) 50 pound fire extinguishers. (f) Ground wires. (g) chocks. (h) Landing gear down locks, carried in aircraft, or installed by squadron concerned. (i) At least 1, preferably 2 Columns, with tow bars at the pit area.

C. Flight Line Maintenance Officers will:

(1) Coordinate the assignment of qualified personnel to the OIC of the refueling operation.

(2) Coordinate the use of serviceable ground support equipment as indicated in Para 5b(8) above, as required by the OIC, Refueling Operations.

D. The Refueling Cycle will basically operate as follows:

(1) Fuel pits will be fully equipped with required floodlights, chocks, power unit, etc. and required refueling team with one man to signal aircraft to proper refueling spot. At night, wand flashlights will be used.

(2) The OIC or NCOIC will ride the radio vehicle or follow-me jeep as refueling controller, coordinating the number of the refueling pit with the follow-me vehicle operator.

(3) Refueling controller will, prior to aircraft landing, coordinate with Wing Control Room, thru Job Control, on whether or not maintenance is required on aircraft, that will prevent refueling.

(4) Refueling Controller will met each aircraft as it lands and lead it to the desired fuel pit or as maintenance requires, to the parking area.

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(5) The flight crew will stand-by the aircraft in the refueling area immediately after debriefing. (this item will be coordinated in the Operations Order). One qualified member of flight crew will remain at the aircraft and act as Refueling Operations Officer and accomplish refueling check list. The evacuation of aircraft by flight crew immediately will expedite refueling. Personal equipment will not be unloaded at the fuel pit. (this item will be coordinated in the Operations Order), unless the pit is scheduled to be inoperative for a period of at least 30 minutes after shut-down.

(6) The assigned refueling team will complete required refueling.

(7) After completion of refueling, flight crew will taxi aircraft to its parking spot, being cautious not to blast loose equipment. The outboard engines will not be used.

BY ORDER OF THE COMMANDER:

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III & IV

G. C. WRIGHT, Lt Colonel, USAF
Chief of Maintenance

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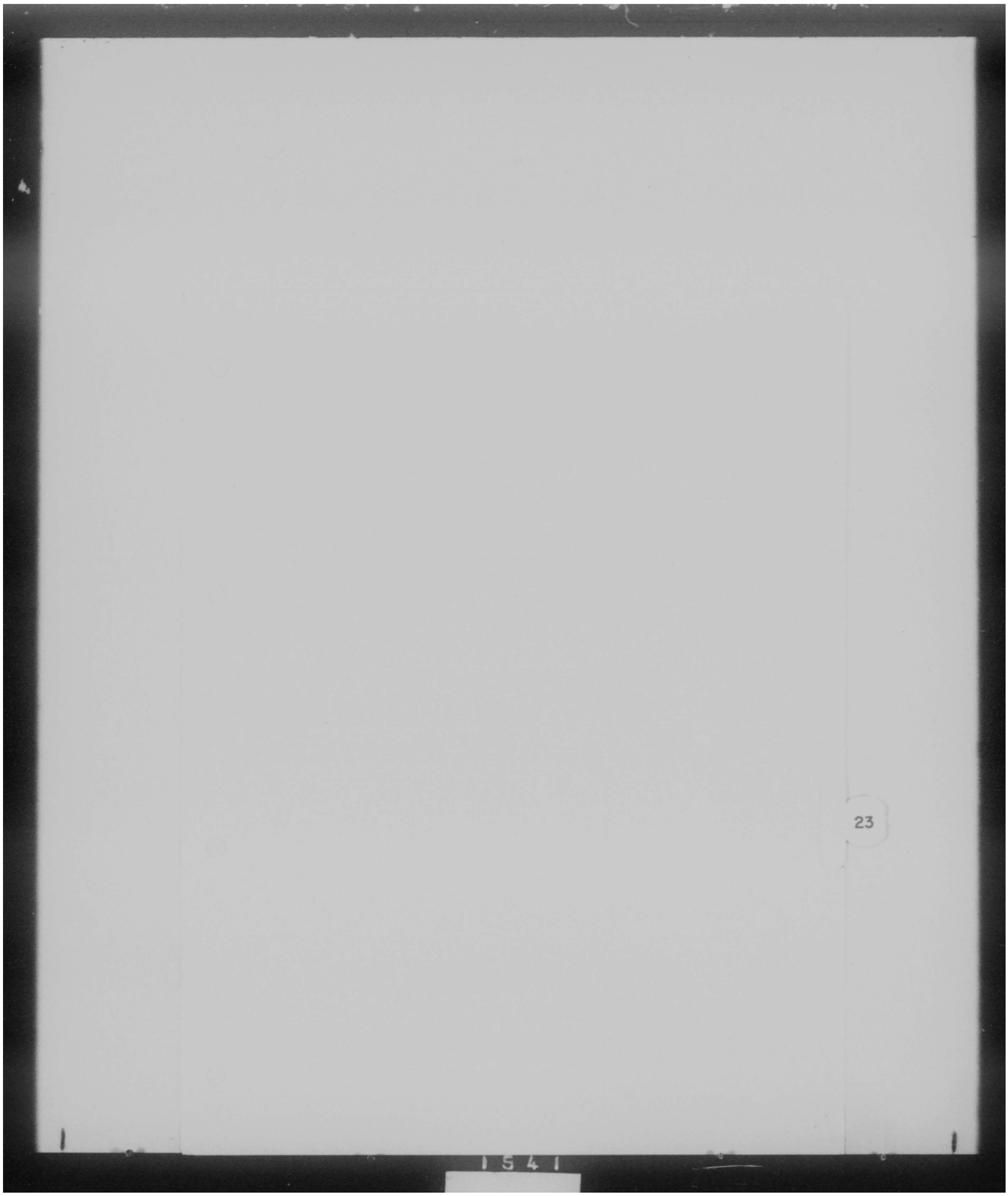

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WING MAINTENANCE)

POLICY NO. 66-18)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Ga.
12 March 1955

MAINTENANCE

Processing, Removal, and Installation of Spark Plugs

1. PURPOSE: Establish a procedure for processing, removal, and installation of spark plugs on R-4360 service engines.

2. SCOPE: This policy applies to the 308th Air Refueling, Periodic Maintenance, and Field Maintenance Squadrons.

3. RESPONSIBILITY: It is the responsibility of the Maintenance Officer concerned to insure compliance with this policy.

4. GENERAL: To realize maximum brake horsepower for heavily loaded aircraft, economical use of spark plugs and utilization of manpower, it is essential that spark plugs be treated with care at all times. Spark plugs in possession of crew chiefs will not be used without processing in accordance with Paragraph 5 below. The use of spark plugs without conditioning is a detriment to the unit causing repeated breakdowns and aborts.

5. PROCEDURES:

a. 308th Air Refueling Squadron will:

(1) To draw spark plugs:

(a) Notify Electric Shop, 308TMS, as soon as possible on all spark plug changes.

(b) Insure replacement spark plugs are type AC 281H or subsequent.

(c) Draw plugs from Electric Shop not more than 30 minutes prior to installation, insuring they were removed from oven and are in a proper spark plug holding tray.

(d) Prior to leaving Electric Shop, inspect plugs for the following items:

1. Mist or foreign matter lodged between the gaps or in the firing chamber.

2. Evidence of rust preventative compound on core of insulator.

3. Nicked or damaged electrodes.

4. Presence of steel filings in threads, caused by steel wire brushing.

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5. Incorrect gap setting. Gap is .011" to .014".

6. New gaskets for each plug.

7. Cracked center electrode (Ceramic).

8. Cracks in plug shell.

9. That no thread lube is on any plug.

CAUTION: Never install a spark plug which has been dropped at anytime. Return it to Electric Shop as reparable noting on green tag that plug was dropped.

(2) To remove spark plugs:

(a) Use lead wrench to loosen "B" nut from spark plug and draw ignition cable straight out from plug keeping in line with center of plug barrel.

(b) Be cautious about hitting socket on plug barrel as this can render plug unserviceable.

(c) Examine each plug as it is removed for cause of misfiring, noting position and cylinder of condition of plug warrants further inspection of cylinder.

(d) Place all removed plugs in holding tray for return to Electric Shop.

(3) To install spark plugs:

(a) Keep hands free of oil, dirt, and grease.

(b) Insure Heli-coils are cleaned.

(c) Insure cylinder is not hot. NOTE: Do not install plugs in hot engine except in emergency.

(d) Use a solid copper gasket and run plug in with fingers until firmly seated. If plug cannot be run in with fingers, Heli-coil needs cleaning or replacement.

(e) Use a torque wrench, torquing plugs to 300-360 inch pounds. NOTE: Correct torque is essential to maintain the required gap.

(f) Cut safety wire and loosen "B" nut at the harness end of spark plug lead. Install clean cigarettes in spark plug barrels, always tighten "B" nut at spark plug end of lead first. Then position lead and tighten "B" nut at harness end making sure that there is no undue twisting of lead when nut is tightened. Re-safety "B" nut.

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(4) After installation of plugs into plug barrel, perform operational check on engine; checking for excessive RPM drop, high manifold pressure, and roughness and analyzer check. If necessary, perform single ignition check.

B. 308th Periodic Maintenance and Field Maintenance Squadrons will comply with procedures listed in Paragraph 5a on all plug removal and installations.

C. 308th Field Maintenance Squadron Electric Shop will, prior to issue of plugs:

(1) Maintain a pre-issue level of AC-281H, or subsequent spark plugs.

(2) Maintain a minimum of 150 AC-281H spark plugs ready for issue at all times in the oven.

(3) Process serviceable spark plugs in the following manner. NOTE: Use holding trays at all times.

(a) Unpack and place all spark plugs in cleaning tank for approximately two hours to remove shipping compound.

(b) Remove plugs from cleaning tank after two hours and place in oven at 140°F, until dry.

(c) Remove plugs from oven and check gap for .011 to .014 inch clearance of plug, ceramic for cracks and chips.

(d) Process each serviceable plug, through breakdown tester.

(e) Place serviceable plugs back in cleaning tank for one hour to remove oil accumulated by tester.

(f) Remove spark plugs from cleaning tank and place in oven 140°F to dry.

(g) After plugs are dry, remove, place new copper gasket on base, store with holding tray in oven (140°F) until requested for issue.

(h) Separate serviceable and reparable spark plugs (high or low altitude) IAW 2AF Message MMG-4189, dated 27 April 1954.

(i) Treat, pack, and tag all reparable plugs for turn-in to Base Supply.

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(j) Be responsible for requisitioning supplies, cleanliness of area, proper storage of cleaning and testing fluid.

(k) Maintain current hand receipt file and a current spark plug issue roster.

L. Supervisors in the 308th ARS, P&S, and FMS will insure that AF Form 222 (TO Familiarization Log) indicates TO 8E2-6-1-32, 8E2-6-1-33, 8E2-6-1-37, and 8E2-6-1-37A, or applicable paragraphs.

BY ORDER OF THE COMMANDER:

G. C. WRIGHT, Lt Colonel, USAF
Chief of Maintenance

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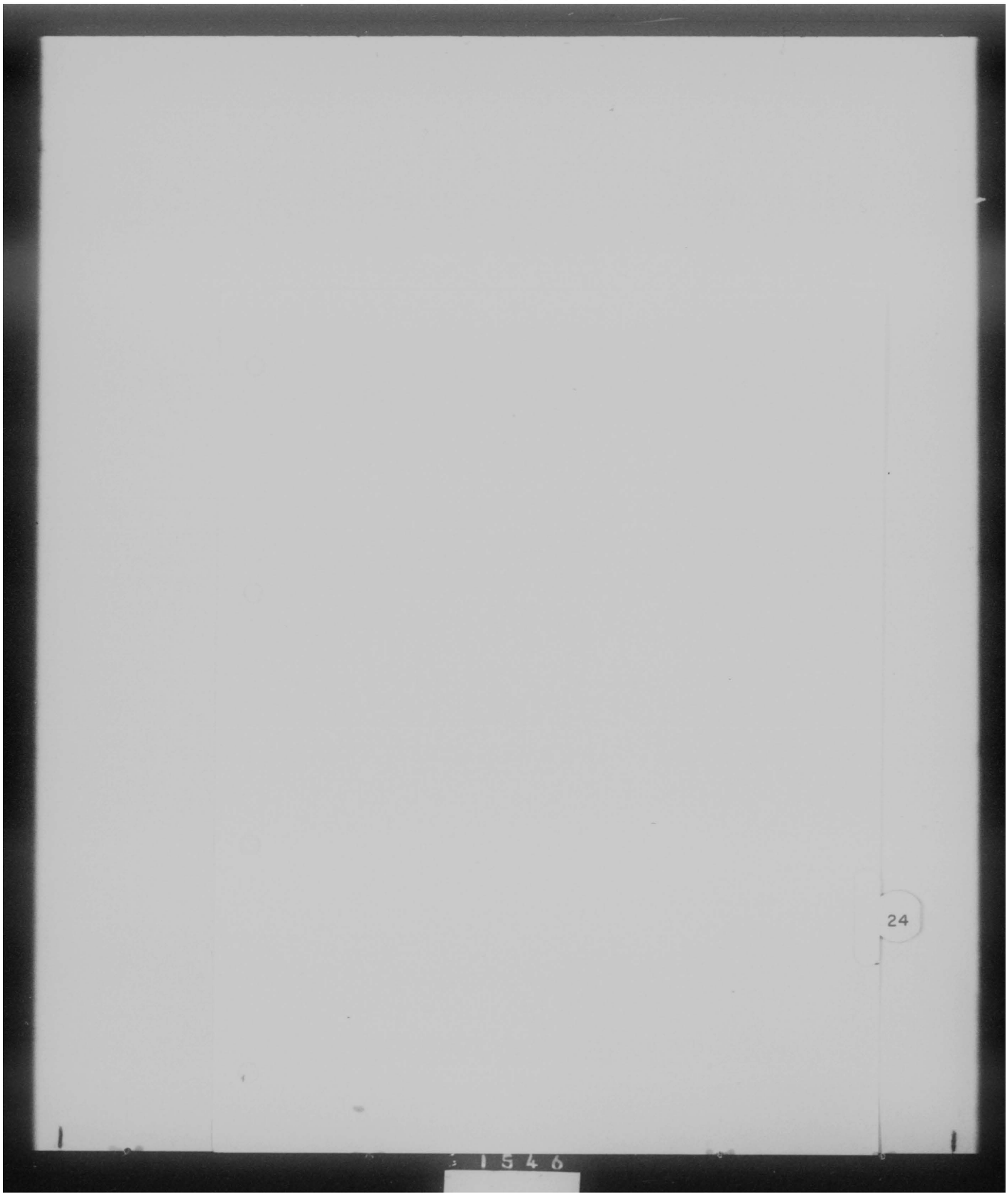

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WLG MAINTENANCE)

POLICY NO. 66-23)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Ga.
12 March 1955

MAINTENANCE

Jet Engine Oil Leakage

1. PURPOSE: Establish a procedure to:

a. Prevent engine changes during Periodic Inspection, and

b. Prevent unscheduled engine change workload in Jet Minor Repair.

2. SCOPE: This policy applies to the Bombardment, Periodic Maintenance, and Field Maintenance Squadrons.

3. RESPONSIBILITY: It is the responsibility of the 373BS, 374BS, 375BS, 308PMS, and 308FMS Commanders to insure compliance with this policy.

4. PROCEDURE:

a. Bombardment Squadrons will report oil leaking engines as soon as the leakage exceeds permissible limits to Jet minor repair.

b. Prior to Periodic Inspection H-Hour, P S Dock Chiefs will:

(1) Inspect the lower combustion chamber section at the compressor rear frame for evidence of oil leakage.

(2) Where evidence of leakage is found, request Jet Minor Repair to determine cause of leak.

c. Jet Minor Repair will decide whether an engine change or repair will be made prior to Periodic Inspection. (NOTE: An engine run-up may be required to arrive at the decision).

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Chief of Maintenance

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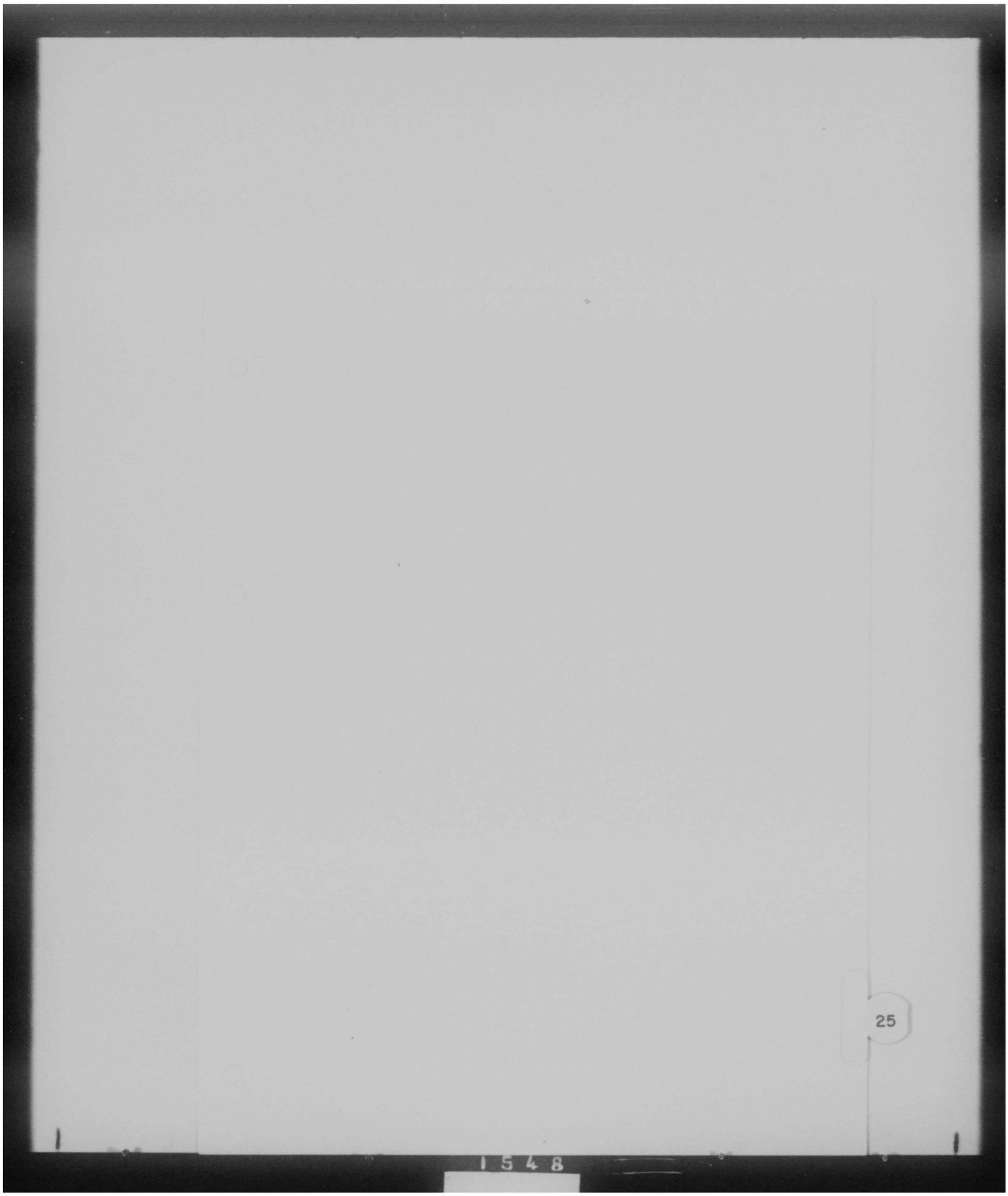

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WING MAINTENANCE)

POLICY NO. 56-28)

HEADQUARTERS 308TH BOMBARDMENT WING (M
Hunter Air Force Base, Savannah, Ga.
12 March 1955

MAINTENANCE

Duties of Diesel Operators

1. PURPOSE: To establish a list of items for Diesel Operators to comply with during their duty at Diesel Units (Gremco).

2. RESPONSIBILITY: It is the responsibility of Commanders concerned to insure that Gremco Operators comply with this procedure.

3. PROCEDURE: Following is a list of duties that must be performed by each Gremco Operator:

a. Remain at the diesel unit at all times and perform duty of fire guard.

b. Drain water from sediment bowl on fuel tankeach morning before operation.

c. Inspect oil, water, fuel and tires at least once each hour for correct levels.

d. The last operator of the day will complete the AF Form 503 at the end of his tour of duty.

e. Keep diesel unit and distribution cart clean.

f. Prior to refueling, check with the crew chief or A&E personnel in the two aircraft on both sides of the diesel to insure that the RADAR TRANSMITTER PLATE VOLTAGE is turned off (Ref. TO 4231-1-1 and -1A).

g. Re- position cables from the distribution cart behind aircraft wheels wherever possible.

h. When not in use, cables will be coiled up between aircraft parking spaces.

i. The area around the diesel unit will be kept clean of all trash.

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Chief of Maintenance

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WING MAINTENANCE)
POLICY NO. 66-29)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
4 March 1955

MAINTENANCE

Radio Network

(Supersedes Wing Maintenance Policy 66-29, 14 May 53)

1. PURPOSE: To establish procedure for the operation of specialize maintenance radio network.

2. RESPONSIBILITY: All personnel of the 308th Bomb Wing specialize maintenance organization.

3. PROCEDURE:

a. General.

(1) The call sign for the 308th Wing Specialized Maintenance organization network is "Hunter".

(2) Maintenance Control will be designated "Hunter Control" and other stations will be designated as follows:

(a) 373rd Bomb Squadron - "Hunter Maintenance 3"

(b) 374th Bomb Squadron - "Hunter Maintenance 4"

(c) 375th Bomb Squadron - "Hunter Maintenance 5"

(d) 308th Periodic Maint - "Hunter Maintenance 1" Squadron

(e) 308th A & E Squadron - "Hunter Maintenance 7"

(f) 308th Field Maint Sq - "Hunter Maintenance 6"

(g) 308th Supply - "Hunter Supply"

(h) 308th Air Refueling - "Hunter Maintenance 2" Squadron

(3) Other mobile and fixed stations operating in coordination with the 308th Bomb Wing as well as other organizations operating on the same frequency, will use calls as assigned by other authority.

(4) A card, approximately 5 X 8", will be posted at each fixed station and on the dash board of each radio equipped vehicle, indicating the call sign of the station in bold letters at the top of the card, and listing the other call signs included in the radio network.

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(5) "Hunter Control" will maintain a radio log of all stations. All stations operating under and in coordination with "Hunter Control", will call "in" and "out" giving name, time expected to be on or off the air.

b. Flight Line.

(1) It is mandatory that the following personnel operate the flight line radio vehicle and at least one or more be stationed in the vehicle at all times on call:

(a) Squadron Flight Line Maintenance Officer.

(b) Squadron Line Chief.

(c) Squadron Senior Flight Chief.

(2) The Flight Line Radio vehicle will be operated during the following periods:

(a) All normal duty hours.

(b) At all times designated by specific instructions of Maintenance Control, other than normal duty hours. (namely, drills, alerts, maximum efforts, special flights and severe weather etc.).

(c) At instances where Par 2a and Par 2b above, cannot be adhered to, the following will govern:

Check out with Maintenance Control before leaving the vehicle and after authority has been granted; giving location (A/C number, bldg, or hanger numbe or area) estimated time expected off the air. Immediately upon return to the vehicle, check in with Maintenance Control and remain on call.

(3) Radio vehicle operators will monitor all assigned aircraft in their respective parking areas and normally, will not leave this area.

(a) They will report all aircraft status changes immediately to Maintenance Control.

(b) Radio vehicle operators will stand by aircraft on scheduled take-offs and report take-off or delay immediately to Maintenance Control.

(4) Radio vehicles will not leave the flight line at any time not authorized by Maintenance Control and will be utilized, solely for the purpose of maintenance.

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(5) Radio vehicle operators will comply with all instructions given by Maintenance Control as priority over their own operations.

(6) All difficulties of radio equipment will be immediately relayed to Maintenance Control for necessary action.

4. TRANSMITTING AND RECEIVING: A strict compliance with radio procedures in transmitting and receiving will be rigidly adhered to. An information sheet for proper words and phrases is attached as Inclosure 1 of this policy.

BY ORDER OF THE COMMANDER:

1 Incl
Info Sheet

G. C. AVRETT, Lt Colonel, USAF
Chief of Maintenance

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PROPER WORDS AND PHRASES WILL BE USED OVER RADIO NETWORK AT ALL TIMES

1. Following are a few of the proper words and/or phrases and their exact meaning:

a. ALL AFTER - The portion of the message to which I have reference is all that which follows_____.

b. ALL BEFORE - The portion of the message to which I have reference is all that which precedes_____.

c. CORRECTION:- An error has been made in this transmission. Transmission will continue with the last word correctly transmitted.

d. DISREGARD THIS TRANSMISSION - This transmission is in error. Disregard all of it.

e. I SPELL - Spell any words not understandable by the phonetic alphabet method, i.e. alpha, bravo, etc.

f. I READ BACK - The following is response to your instructions to read back.

g. OVER - This is the end of my transmission to you and a response is necessary. Goeahead.

h. OUT - This is the end of my transmission to you and no answer is required or expected.

i. READ BACK - Repeat this entire transmission exactly as received.

j. ROGER - I have received your last transmission satisfactory.

k. SAY AGAIN - Repeat all of your last transmission, or from portion indicated.

l. SILENCE - Cease transmissions immediately and remain until instructed to resume.

m. SILENCE LIFTER - Silence can be lifted only by station imposing it or higher authority.

n. THAT IS CORRECT - What you have transmitted is correct.

o. WAIT - I must pause for a few seconds.

p. WILCO - I have received your message, understand it, and will comply. To be used only by the addressee. Since the meaning of Roger is included in that of Wilco, the two pro words are never used together.

q. WRONG - Your last transmission was incorrect. The correct version is _____.

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2. The following practices are forbidden:

a. Violation of radio silence.

b. Unofficial conversation between operators.

c. Transmitting the operator's personal name. (initials will be used).

d. Unauthorized use of plain language in place of applicable pro words or operating signals.

e. Profane, indecent or obscene language.

f. Unnecessary testing of equipment such as blowing into transmitter mike, etc.

3. Signal strength and readability checks will not be made by reports such as "five by five", "four by four", etc.. A station operator desiring to know how his transmission is being received, will transmit: "How do you read me"? Report my signal, etc.. Reply will be made in short and concise words such as "weak but readable","strong but distorted, "loud and clear", etc.

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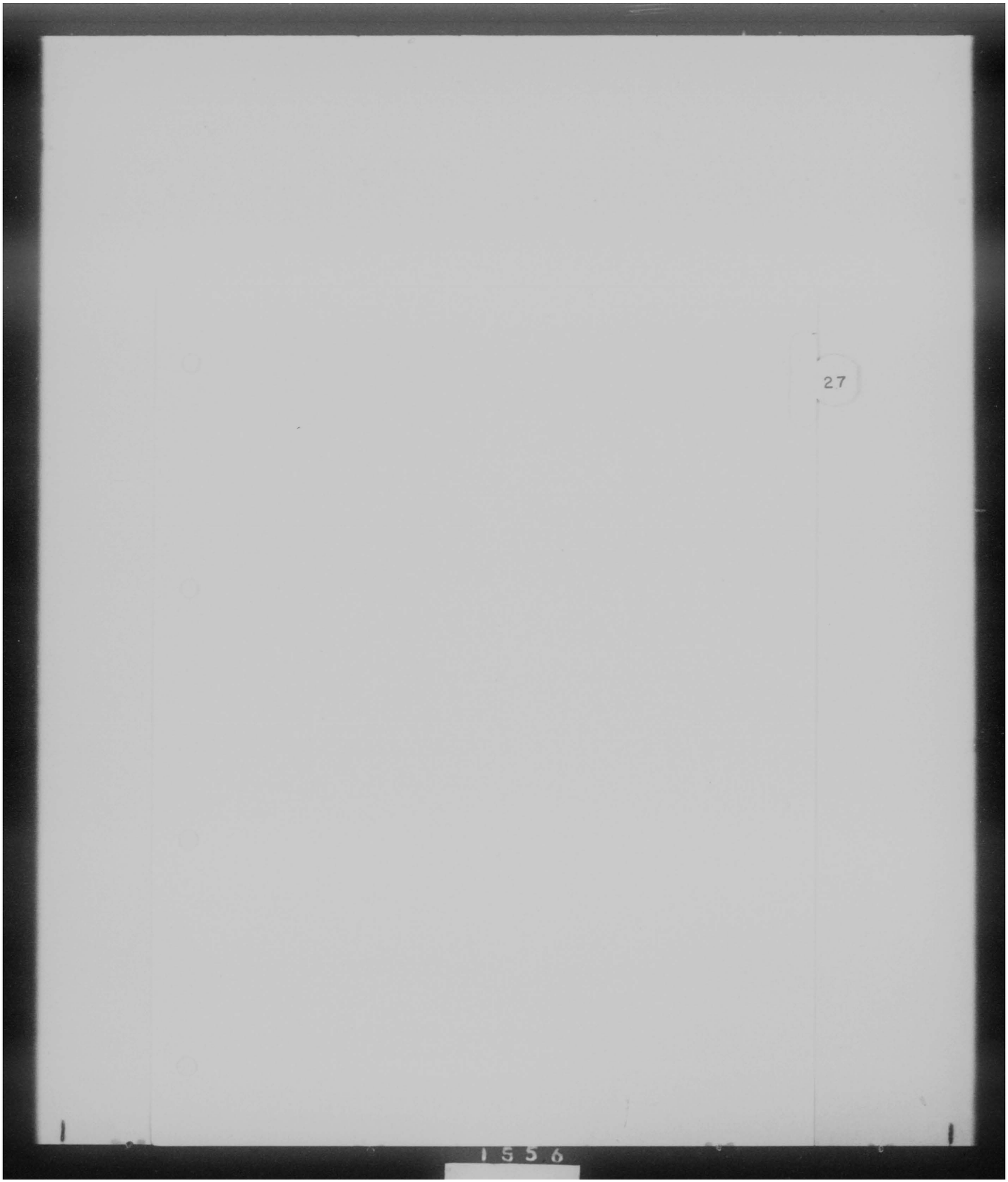

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WING MAINTENANCE)

POLICY 66-33)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
14 March 1955

MAINTENANCE

Calibration of Torque Wrenches and Cable Tensiometers

(This Policy supercedes WMP 66-33 dtd, 8 Mar 55)

1. PURPOSE: To establish a schedule for the periodic calibration and proper marking of torque indicating wrenches and for the calibration of cable tensiometers.

2. RESPONSIBILITY: It will be the responsibility of all Commanders concerned to insure that the provisions of this policy are strictly adhered to

3. PROGRAM:

a. All organizations utilizing torque wrenches or cable tensiometers will deliver the indicators requiring testing or calibration to the instrument shop of the Field Maintenance Squadron on the dates indicated below. All work will be accomplished on a blanket work order.

ORGANIZATION	DAY OF MONTH
373rd Bomb Squadron	1 Thru 4
374th Bomb Squadron	5-Thru 9
375th Bomb Squadron	10 Thru 14
308th PMS and PMS	15-Thru 19
308A&E Maint Squadron	20 Thru 24
308ARUFS	25 Thru 30

b. 308th Instrument Shop personnel will:

(1) Calibrate torque indicating wrenches in A/W T.O. 32-B14-3-1-101 and mark each wrench with a ½" color code stripe as listed below to indicate month of calibration. In addition, the date (month and year) will be indicated on the color code stripe.

COLOR CODE	MONTH
White	January - July
Blue	February - August
Black or Gray	March - September
Red	April - October
Green	May - November
Yellow	June - December

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(2) Calibrate cable tensiometers and complete a calibration worksheet for each indicator, in A/W TO. 33A3-3-2-1.

c. Upon completion of calibration and test, organizations will be notified by the Instrument Shop and indicators will be picked up without delay.

d. Each organization will insure that all their torque wrenches and tensiometers are calibrated at least once every thirty days.

BY ORDER OF THE COMMANDER:

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G. C. WRIGHT, Lt Col., USAF
Chief of Maintenance

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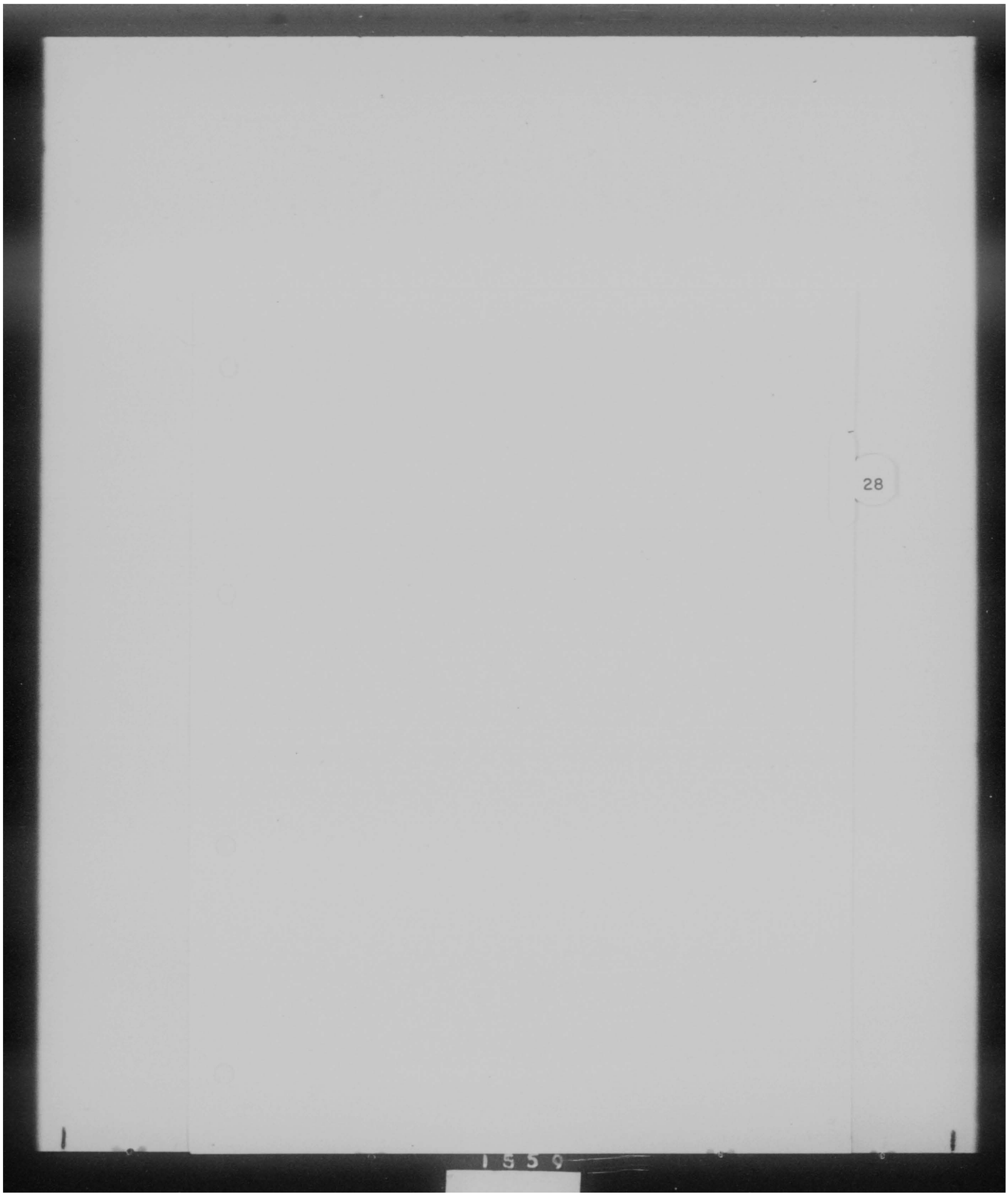

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WING MAINTENANCE)

POLICY NO. 66-37)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
12 March 1955

MAINTENANCE

Parachutes & Survival Equipment

1. PURPOSE: To establish a procedure and schedule for maintaining and inspecting parachutes and survival equipment.

2. SCOPE: This policy applies to each Personal Equipment Section of the 373BS, 374BS, 375BS, 308ARS, and 308FMS.

3. RESPONSIBILITY: It will be the responsibility of Commanders concerned to insure strict compliance with this policy.

4. PROCEDURE:

a. The 373d, 374th, and 375th Bomb Squadrons will deliver the following items of equipment to the applicable FMS Shop on days indicated:

(1) Items to be delivered each delivery date.

(a) 15 ea Personal Parachutes.

(b) 3 ea B-5 Life Vests.

(c) 3 ea C-2A Life Vests.

(2) Days each Squadron will make deliveries.

(1) 373BS: Tuesday and Friday.

(2) 374BS: Monday and Wednesday.

(3) 375BS: Tuesday and Thursday.

b. Each working day, the ARS will bring the following items of equipment to the applicable FMS Shop:

(1) 40 ea Personal Parachutes.

(2) 2 ea T-2-A 20 Man Life Rafts.

(3) 13 ea B-5 Life Vests.

(4) 5 ea C-2-A Life Rafts.

(5) 1 ea D-1 Survival Kit.

(6) 2 ea E-1 Survival Kit.

(7) 40 ea Anti-Exposure Suits.

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c. Not less than twice each week, all squadrons will pick up their personal chuts, drag chutes, and survival equipment on which inspection and/or maintenance has been completed.

BY ORDER OF THE COMMANDER:

G. C. WRIGHT, Lt Colonel, USAF
Chief of Maintenance

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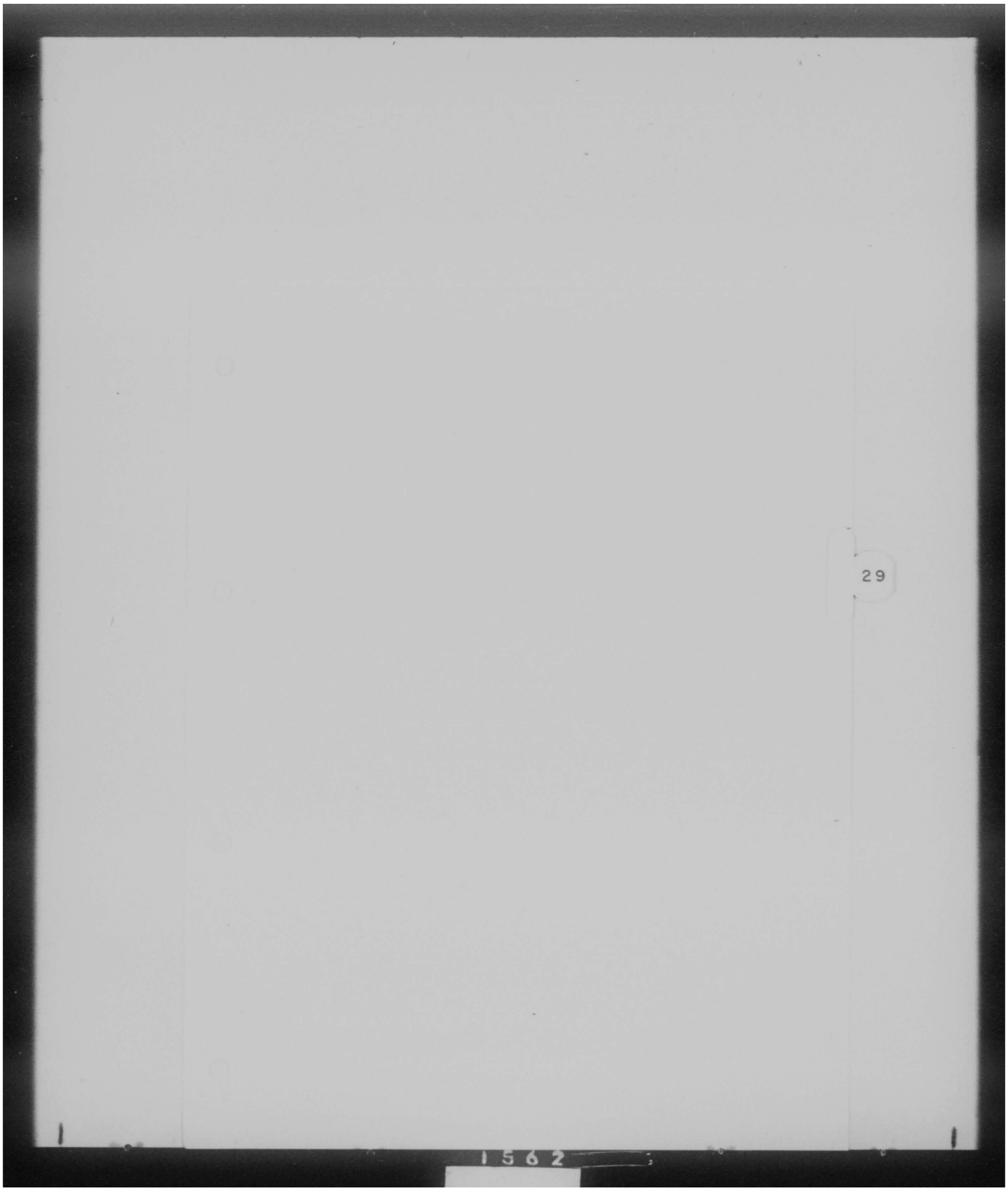

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WING MAINTENANCE)

POLICY NO. 66-54)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base Savannah, Ga.
18 March 1955

MAINTENANCE

ELECTRICAL SPECIALIST & CREW CHIEF RESPONSIBILITIES

1. PURPOSE: To establish procedures and definite responsibilities pertaining to electrical work performed on aircraft.

2. RESPONSIBILITY: Squadron Commanders and Maintenance Officers concerned will insure compliance with this Policy.

3. SCOPE: This policy applies to flying squadrons and Field Maintenance Squadrons.

4. PROCEDURE: The Electrical jobs outlined herein normally require an Electrical Specialist to assist the crew chief in determining whether a unit should be replaced. The crew chief will order the new unit and install it. An Electrical Specialist will not be called to inspect it after installation unless it malfunctions:

B-47 AIRCRAFT

a. Nose Glass control unit.
b. Flasher unit navigation
c. Cabin Temperature Regulator
d. Inverter change over relays
e. Landing Gear Motros
f. Anti-Skid arming relays
g. Booster pump
h. Windshield De-Icer Motor
i. Ground Blower Motor
J. Engine Screen Motors
k. Aileron Trim Tab Motors
l. Rudder and Trim Tab Motors
m. Wing Flap Motors
n. Nose Steering By Pass Valve
o. Fire Shut Off Valve Solenoid
P. Cabin Air Venturi Valve Motors
q. Fuel Shutoff Valve Motors
r. Cabin pressure regulator Motors
s. Anti - icing Valves
t. Anti-Skid Solenoid Valves
u. Generator Control Panel

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MAINTENANCE TECHNICAL)
INFORMATION LETTER 30)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Ga.
1 March 1955

KC-97 Flap Track and Flap Carriage Alignment

1. The clearance between the web of the flap track and flap roller cover on the flap carriage should be at least .156 inch. If the clearance on either side is less than this figure, the track should be realigned according to one of the applicable following 2 procedures:

a. For a condition where the aft end of the track must be moved inboard, loosen the five MAS56A-DD27 bolts which attach the flap track brace terminal to the track support tube. Place a 4.00 X 1.62 24ST shim between the track support tube and the flap track brace terminal and relighten the bolt. The thickness of the shim will depend upon the amount of movement required to give the flap a straight run on the track. However, if the shim is more than .025 inch thick, it will be necessary to replace the existing AWS56A-DD27 bolts with the next size larger bolts, MAS56A-DD30.

b. For a condition where the aft end of the track must be moved outboard to properly align the track, remove the two MAS54-DD20A bolts which fasten the track side brace tube to the track brace terminal. Move the track outboard the required amount to align it with the carriage. The existing .25 diameter holes should then be reamed to a .3737 inch minimum, .3752 inch maximum diameter and new MAS56-DD20A bolts installed. It should be noted that an edge margin of at least .38 inch from the open end of the tube must be maintained after the reaming operation.

2. This Maintenance Technical Information Letter will be filed in the MIF for a period of 90 drys.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
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G. C. AVRITT, Lt Colonel, USAF
Chief of Maintenance

EXHIBIT C

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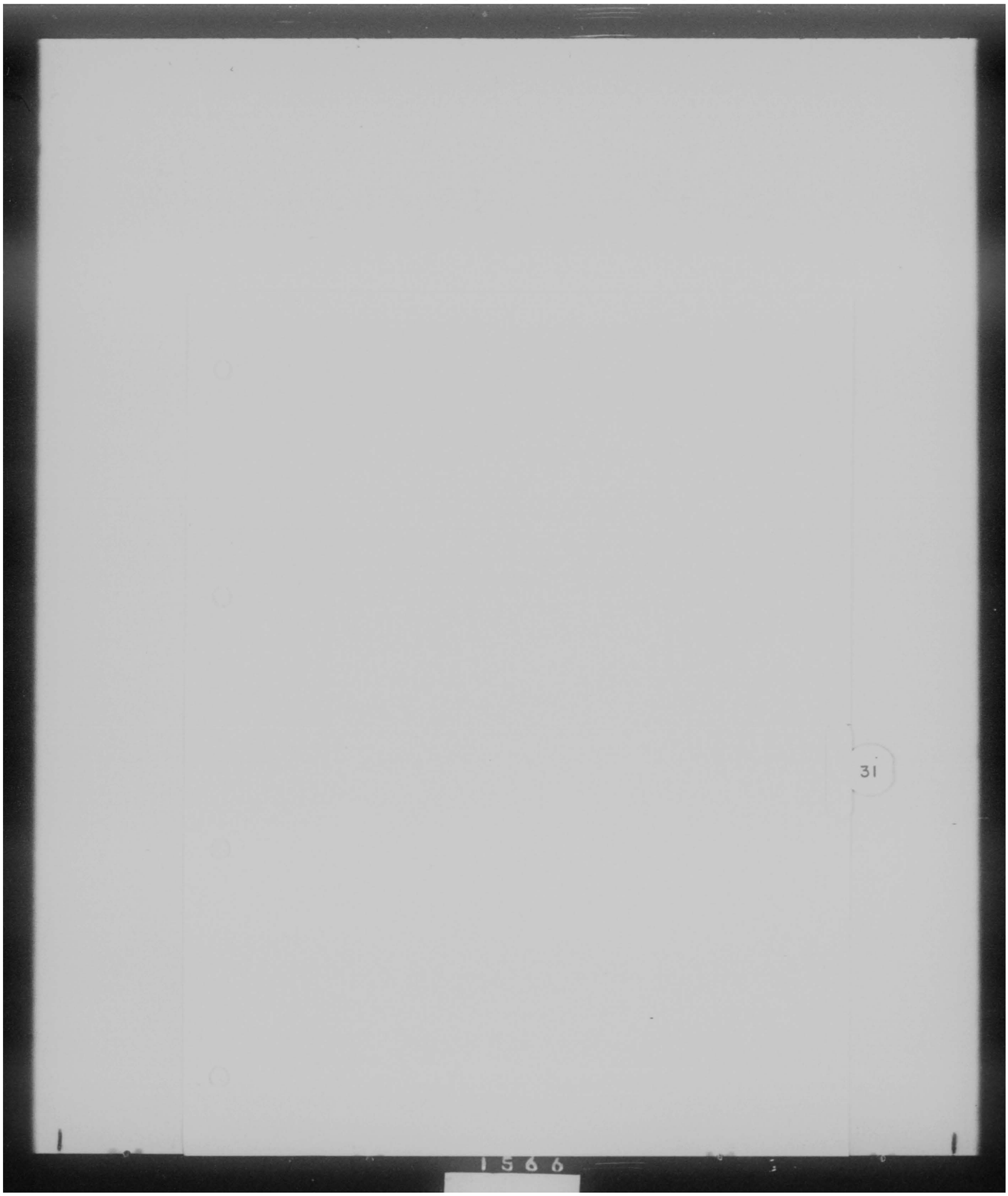

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MAINTENANCE TECHNICAL)

INFORMATION LETTER 31)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
2 March 1955

Main Landing Gear Extension Difficulties - B-47 Aircraft

1. The following information extracted from Boeing Field Service Memo # 24, 2 Mar 55, is quoted for your information and necessary action:

"Malfunctions of the main landing gear extension system in which the gear either fails to extend or extension requires in excess of 30 seconds are being encountered after prolonged flight at low temperatures. In instances of refused extension on the normal system, it is necessary to utilize the ELGE System to accomplish gear extension. This type of malfunction has been very difficult to trouble shoot because gear operation will be normal during ground checks but the malfunction will repeat during subsequent low temperature flights.

COMPLETE REFUSAL of the normal extension system following low temperature flights has been determined to result from freezing of the door latch switches. In most instances, freezing of the moisture accumulated within the switch housing has caused the switch to be inoperable; however, testing has disclosed that freezing of water accumulating externally between the switch operating lever and the hub of the housing will also produce an inoperable switch. Freezing on only the INDICATOR CIRCUIT LATCH SWITCH will not prevent normal gear extension but no intermediate indication will be shown at the time the gear handle is placed in the "down" position. Freezing of only the POWER RELAY CIRCUIT LATCH SWITCH will prevent normal extension of the gear. Gear indication will be intermediate with the handle in the "down" position, however, indication will return to "up" when the handle is returned to "neutral".

EXCESSIVE EXTENSION TIME (in excess of 30 seconds) malfunction results from excessive lubricant in the governor brake assembly. Lubricant in excess of a thin film on the brake plates is attributed to leakage of grease from the actuator head through the seal immediately adjacent to the brake cavity or failure to remove excessive oil from the plates during assembly of the unit.

USE THE FOLLOWING PROCEDURE TO DE-GREASE THE LANDING GEAR GOVERNOR BRAKE PACK:

a. Jack airplane sufficiently to raise main gear no more than 1/2 inch above the ramp. Check both sides of gear.

b. Remove bolt (P/N 8936-64) connecting the drag link from the drag brace.

c. Remove dust cover (15-22257).

d. Remove bolts (3-38268) that attach lower stop to the screw.

e. Extend the screw to provide sufficient clearance to separate components of the brake pack (9-34378).

f. Remove oil or grease from the brake pack assembly by wiping with a clean cloth. Do not relubricate pack at assembly.

EXHIBIT "P"

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g. Remove lubricant from ball screw by wiping with a clean cloth. (do not disassemble ball nut) and relubricate with MIL-G-7421.

h. Lubricate plunger and adjacent surface of centrufugal switch (2Z-7RDT) located in the lower switch box with MIL-G-3278 (AN-G-25).

i. Reassembly mechanism.

j. Perform landing gear retraction test.

Production change ECP 2328 was initiated to prevent malfunction as described herein. Retrofit has been proposed for all delivered aircraft. ECP 2328 revises the door latch switches to add a drain hole and to add a felt washer as a moisture barrier between the switch arm and the housing. Testing under conditions of splash and low temperature indicates that this revision of the door latch will preclude malfunctions of the landing gear extension system resulting from freezing of the door latch switches. In addition, ECP 2328 revised the main gear retraction mechanism to incorporate a hermetically sealed switch on the governor brake, to revise lubrication procedure to remove all grease from the drive gear housing except for a thin film on the gear teeth and substitute MIL-G-7421 for MIL-G-3278, and to decrease the "power off" or free fall during extension of the rear gear. These revisions in the retraction mechanism will eliminate malfunctions in the extension system characterized by slow extension".

2. This Letter will be filed in the MIF for a period of 90 days.

BY ORDER OF THE COMMANDER:

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G. C. WRIGHT, Lt Colonel, USAF
Chief of Maintenance

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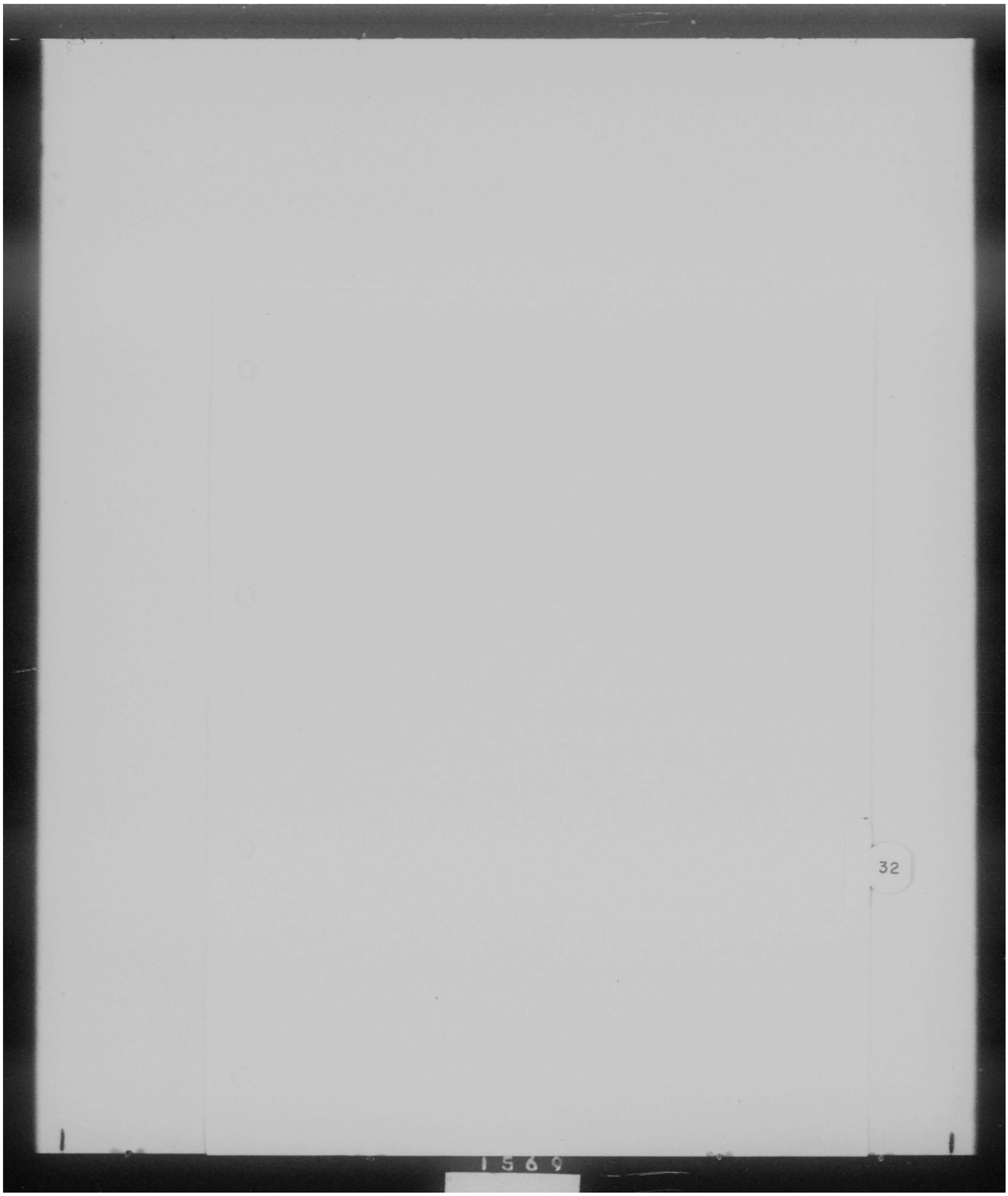

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MAINTENANCE TECHNICAL)

INFORMATION LETTER 32)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
4 March 1955

Navigator's Downward Ejection Hatch Pneumatic System Leakage

1. Following information from Boeing Field Service Memo No. 23, 28, Feb 55, is quoted for your information and necessary action:

"It has been reported that pressure loss in the navigator's hatch pneumatic system occur at altitudes when subjected to low temperatures; yet, no pressure loss is indicated under normal ground conditions.

The majority of causes have been attributed to improper assembly of AN 833 position-type universal fittings.

It is recommended that maintenance personnel responsible for the maintenance of the navigator's escape hatch pneumatic system, follow the procedure set up by the Air Force-Navy Aeronautical Design Standard, AN 10064, Fitting-Installation of Flare Tube Straight Thread Connectors.

Enclosed is the correct assembly and installation of the AN 833 fittings".

2. This Letter will be filed in the MIF for a period of 90 days.

BY ORDER OF THE COMMANDER:

G. C. Avriett

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

1 Incl
a/s

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EXHIBIT D

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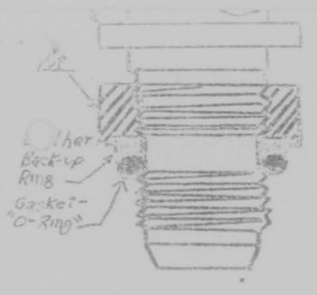
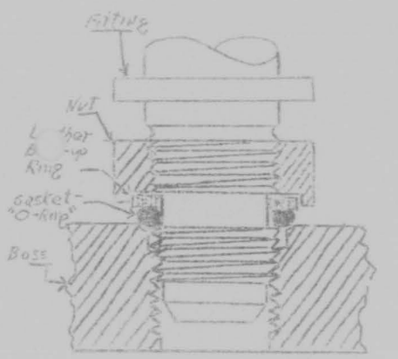


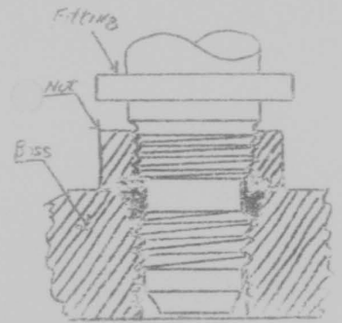
STEP 1

Coat male threads of fitting, ring, and gasket sparingly with petrolatum, specification AN-P-51 (vaseline), or hydraulic fluid and assemble as shown. Work the ring into the counterbore of the nut; then turn the nut down until the gasket is pushed firmly against the lower threaded section of the fitting.



STEP 2

Install the fitting into the boss and at the same time, keep the nut turning with the fitting until the gasket contacts the boss. This point can be determined by a sudden increase in torque. With the fitting in this position put a wrench on the nut to prevent its turning; and, at the same time, turn the fitting in 1-1/2 turns. Position fitting by turning in not more than one additional turn.



STEP 3

Hold fitting and turn nut down tightly against boss. Slight extrusion of the ring is not detrimental.

INCL # 1

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MAINTENANCE TECHNICAL)

INFORMATION LETTER 33)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
10 March 1955

Control Surface Ground Checks

1. Following information extracted from Boeing Field Service Memo No. 25, 9 March 1955, is quoted for your information and necessary action:

"The following is a procedure for a quick check of the control surfaces subsequent to flight squawks.

AILERONS

Equipment: Aileron Contour Board, Protractor, Steel Rule, Cable Tensiometer, Hand Tools.

1. Check Aileron cable tension. (100 plus or minus 10 lbs).

2. Turn aileron trim to ZERO. Check cable stops in cable well immediately aft of canopy.

3. Remove aileron F.S.U. inspection plate and check mounting of eyebolt assembly at end of reteriar valve turnbuckle for security.

4. Attach protractor to aileron. With BOOST ON measure full travel up and down. If aileron does not measure 18 plus or minus 2 degrees up and the same for down, loosen locknut and adjust the length of the cylinder rod to obtain correct travel.

5. Position Aileron Contour Board on right wing.

6. With control wheel centered, scribe marks in line, and BOOST ON on both ailerons (pressure at flaperon accumulator gage should read 1500 PSI). The right aileron should be within 0.06 inches of contour board neutral.

If the aileron does not fall within tolerances, adjust the metering valve turnbuckle to center aileron.

7. With BOOST OFF, move the aileron upward with hand pressure on the trailing edge until the Surface Power Control Lock Cam contacts the lock cam tracks. With the aileron in this position, remove the bolt from the metering valve fork and check that the metering valve has a detectable movement before bottoming out. Re-install the bolt, move the aileron in the opposite direction and accomplish the same check. Check metering valve for freedom of movement.

8. Repeat the above for the left aileron.

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ELEVATOR

Equipment: Elevator Contour Board, Protractor, Steel rule, "Q" Spring Cart, air compressor, Hand tools.

1. Turn Elevator Trim to ZERO, check cable stops in cable well.

2. Check over travel of metering valve. BOOST OFF

   a. Move control column to full aft position making sure that the cam contacts the arm assembly. Disconnect metering valve. The valve should have an additional 0.03 inches outward travel.

   b. Move control column to full forward position. The metering valve should have an additional 0.03 inches inward travel.

   c. Adjust length of metering valve turnbuckle to obtain correct over travel.

   d. Check metering valve for freedom of movement.

3. Attach protractor to elevator with BOOST ON, check for correct travel. (25 plus or minus 1 degree up and 15 plus or minus 1 degree down) Loosen locknut and adjust length of cylinder rod to obtain correct travel.

4. Connect "Q" spring cart and apply 5 PSI air pressure to "Q" spring with BOOST ON.

5. Position elevator contour board. The elevator surface should be within .125 inches of contour board neutral. Make necessary adjustments at the adjustment link at the "Q" spring lever assembly to bring elevator within tolerances.

RUDDER

Equipment: Rudder Contour Board, "Q" spring cart, air compressor, rudder protractor, hand tools.

1. Turn rudder trim to ZERO. Check cable stops in cable well.

2. Check overtravel of metering valve.

   a. Depress the left rudder pedal to move surface to full left position. Metering valve should have an additional 0.03 inch of outward travel.

   b. Depress the right rudder pedal to move the surface to full right position. The metering valve should have an additional 0.03 inch of inward travel.

   c. Adjust turnbuckle until correct overtravel is obtained.

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d. Check metering valve for freedom of movement.

3. With rudder protractor, check for rudder travel. (20 plus 0.5 or minus 2 degrees each side of neutral). Loosen locknut and adjust length of cylinder rod to obtain correct movement.

4. Apply 5 PSI air pressure to "Q" spring with BOOST ON. Position rudder contour board. The rudder should be within 0.06 inches of contour neutral. Make adjustments on metering pin turnbuckle to bring rudder within tolerances."

2. This Letter will be filed in the MIF for a period of 90 days.

BY ORDER OF THE COMMANDER:

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G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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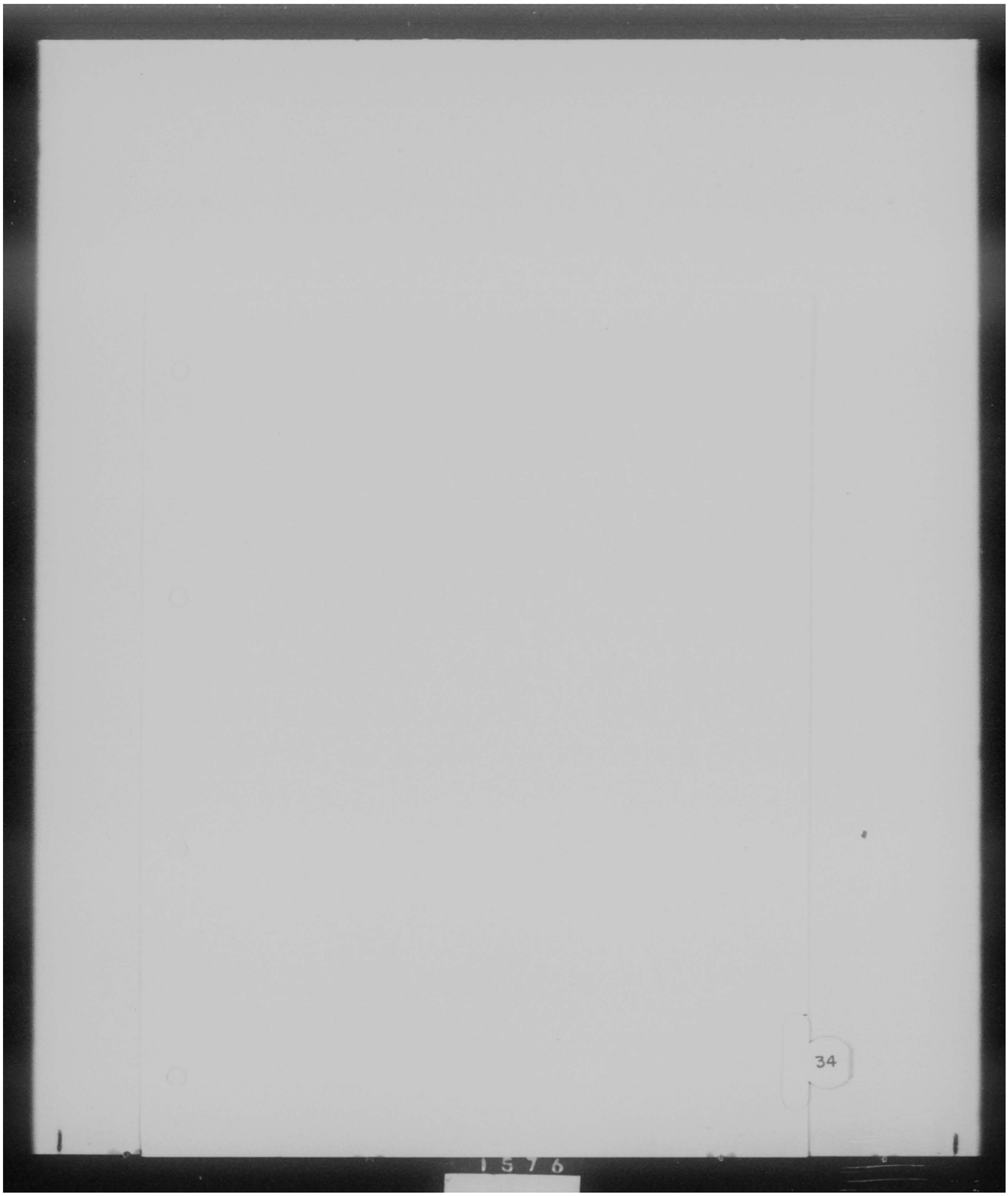

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HEADQUARTERS 308TH BOMBARDMENT WING (H)
Hunter Air Force Base, Savannah, Ga.
11 March 1955

SUBJECT: ALLOWABLE CRACKS IN CANOPY FOR PRESSURIZED FLIGHT

1. CRITICAL STRESS AREA:

   a. Length: Up to 4 inches maximum providing the horizontal component does not exceed 1 inch.

   b. Frequency: (maximum dimension) One each between latch point areas. (Any number of lesser dimension cracks providing the total sum of horizontal components does not exceed one inch.)

2. CRITICAL VISION AREA:

   a. Length: 6-inches maximum.

   b. Frequency: One each maximum length in one ply, or two less than maximum length cracks providing they are no closer than eight inches to each other.

3. NON-CRITICAL AREA:

   a. Length: Up to 8 inches maximum providing the horizontal component of that portion of each crack existing in the critical stress area, does not exceed 1 inch and overall horizontal component does not exceed 3 inches.

   b. Frequency: Two each maximum dimensions cracks in the fwd glass assembly no closer than 8 inches to each other, same or opposite ply, and one maximum lenght crack in the aft glass assembly.

4. This letter will be filed in the MIF for a period of 90 days.

BY ORDER OF THE COMMANDER:

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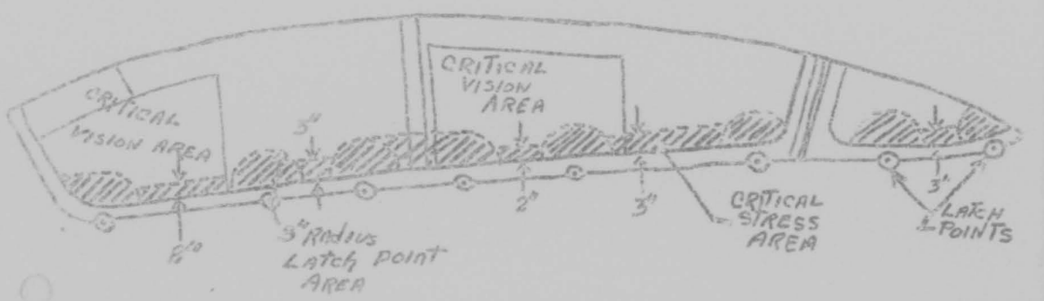
G. C. AVRIETT, Lt Col., USAF
Chief of Maintenance



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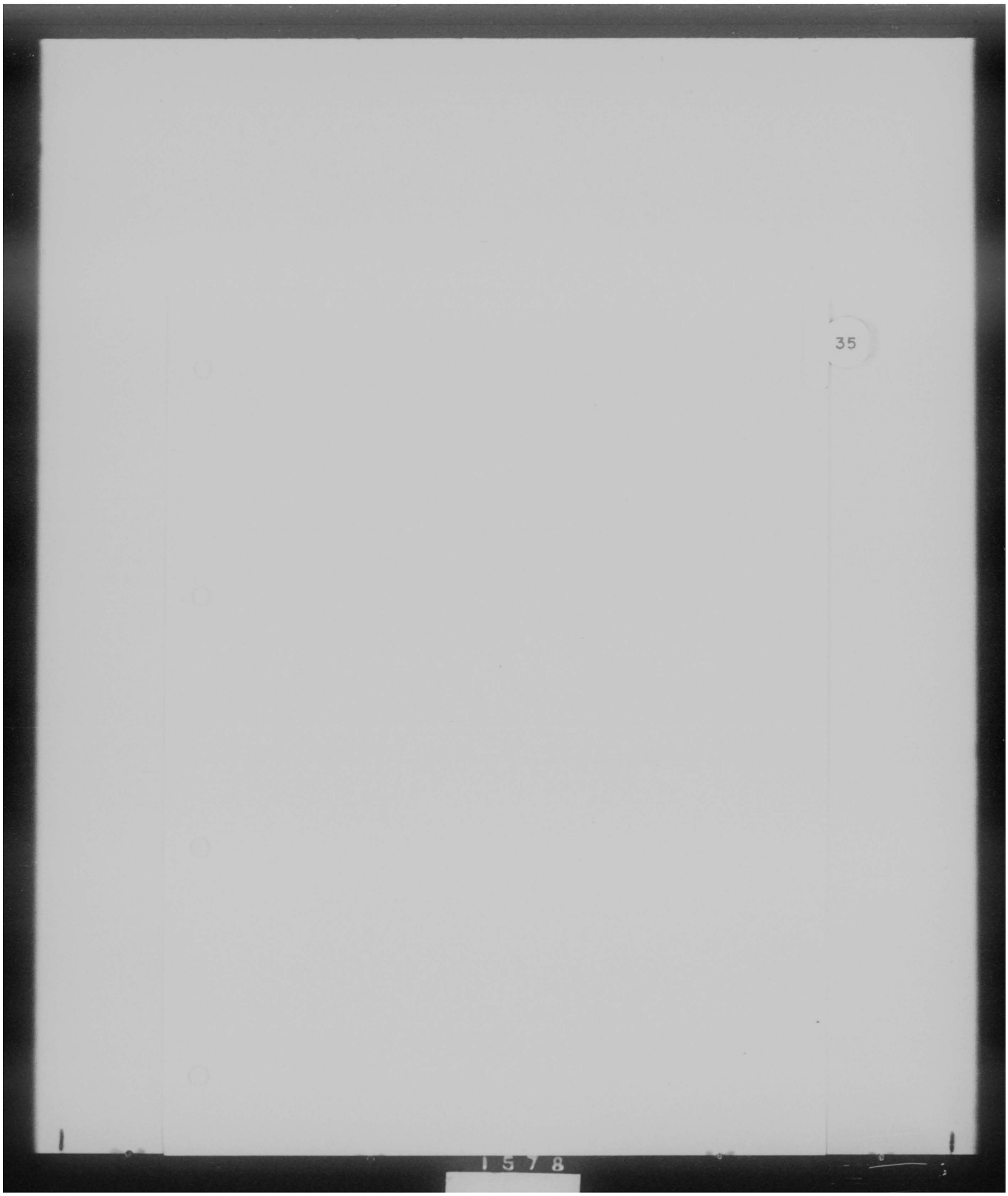

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MAINTENANCE TECHNICAL)
INFORMATION LETTER 35)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
15 March 1955

COLLECTION OF SAND ON CANOPY SEALS AND FLAP SCREWS

1. Boeing Field Service Memo No. 28, 15 Mar 55, is quoted for your information and necessary action:

"During the period of the construction work at this activity, it has been noticed that a great deal of fine sand has been collecting on the canopy seals and flap actuator screws.

Sand mixed with a lubricant makes a very effective abrasive.

It is suggested that the canopy seal be wiped clean of all lubricant and talcom be used in its place.

It is also suggested that the flap screws be wiped dry and before each flight, be wiped with a clean cloth saturated with a light oil, such as, engine or hydraulic oil.

The above is strictly temporary and standard procedures should be resumed as soon as the construction work is terminated."

2. This Letter will be filed in the MTF for a period of 90 days.

BY ORDER OF THE COMMANDER:

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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NON SIBI SED ALLIS

HUNTER A.F.B.
SAVANNAH, GEORGIA

HISTORY

APRIL 1955

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HISTORY

OF

308TH BOMBARDMENT WING,(M)
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

— FOR —

April 1955

JOHN F BATJER
Colonel, USAF
COMMANDER

Organizations Assigned:
308th Hq Sq
373d Bomb Sq
374th Bomb Sq
375th Bomb Sq
308th Air Mfg Sq
308th Per Maint Sq
308th Fld Maint Sq
308th Armt & Elect Maint Sq
308th Tactical Hosp

GLENN E NATIONS
Captain, USAF
HISTORICAL OFFICER

SECOND AIR FORCE
STRATEGIC AIR COMMAND

PREPARED BY No Historian Assigned:
Narrative Prepared by: M/Sgt. Kenneth S. Gulsby, Wg Sgt Maj.
Typed by: A/1C Richard L. Guillette

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MISSION

TO ORGANIZE, TRAIN, AND STAGE, AS DIRECTED, APPROPRIATE COMBAT, SERVICE, AND SUPPORTING UNITS FOR THEATER OR OTHER OVERSEAS DEPLOYMENT AND TRAIN BOMBARDMENT CREWS, REFUELING CREWS, AND UNITS FOR THE PERFORMANCE OF GLOBAL BOMBARDMENT OPERATIONS. TO EQUIP THE ORGANIZATION FOR ACCOMPLISHMENT OF THE ASSIGNED MISSION AND SUPPORT THE ANTI-SUBMARINE, AERIAL MINING, AIR RESERVE AND NATIONAL GUARD PROGRAM IN ACCORDANCE WITH INSTRUCTIONS RECEIVED FROM HIGHER HEADQUARTERS. TO CONDUCT LONG RANGE BOMBARDMENT OPERATIONS IN ANY PART OF THE WORLD AT ANY TIME, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES AND TO MAINTAIN ASSIGNED UNITS IN A STATE OF READINESS TO PERMIT IMMEDIATE OPERATION EITHER ALONE OR JOINTLY WITH OTHER FORCES AGAINST ENEMIES OF THE UNITED STATES. TO PERFORM SUCH SPECIAL MISSIONS AS THE COMMANDER, SECOND AIR FORCE, MAY DIRECT.

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CHRONOLOGY

1 April	Official organization of the Directorate of Safety
April	Participation in Operation "Tour Shot"
April	Nomination of Captain O'Neal's crew as "Crew of the Month"
April	Selection of T/Sgt Vann, 37th Bomb Sq Flight Chief, as "Maintenance Man of the Month"
April	The Wing flew a total of 2469:10 hours this month, accident free.
April	Combat Intelligent briefing on ENT targets
April	Revision of ENT target folders

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

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ORGANIZATION AND ADMINISTRATION.

Re-Assignments and Transfers. During April the Wing experienced three major changes in key positions. Captain Henry E Johns, Wing Adjutent was transferred to Headquarters, Strategic Air Command for duty with the Office of the Inspector.[1] Captain Glenn E Nations, formerly Adjutant of the 308th Air Refueling Squadron, was assigned to Wing Headquarters to succeed Captain Johns as Adjutent.[2]

With the resignation of Major Haywood C Vaughan, Commander, Headquarters Squadron, effective 7 April 1955,[3] Captain James M Watson, was elected to fill this gap. Captain Watson was formerly aircraft commander on B-47, [illegible], involved in a major accident (reported in March installment, Exhibit 11).

The other change in key assignment was the appointment of Major Mayron H Rowe as Commander of the 308th Armt & Elect Maint Squadron to replace Major Edgar H Main. Major Rowe was formerly Operations Officer of the 373d Bombardment Squadron.[4] Major Main assumed the duties of Squadron Armt & Elect Officer.

A key assignment failing to be mentioned in the March installment was the assignment of Lt Colonel Walter L McAllister as Wing Inspector[5] replacing Lt Colonel John O Vick, who was transferred to the Pentagon for duty with the Directorate of Operations.[6]

---

1 SO 64, Hq 38ADiv, 17 Mar 1955, par 34, filed Hq 38ADiv.
2 GO 3, Hq 308BW, 11 Apr 1955, Exhibit 1.
3 SO 38, DAF, filed 308HS.
4 SO 44, Hq 308BW, filed 308A.
5 GO 1, Hq 308BW, 8 Mar 1955, Exhibit 2.
6 SO 34, Hq 38ADiv, 10 Feb 1955, par 2, filed Hq 38ADiv.

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Lt Colonel McAllister's previous assignment was with the 374th Bombardment Squadron as Deputy Commander. The assignment of Lt Colonel McAllister as Inspector made him the first officer to hold this position as full time duty. Previous Inspectors were primarily the Wing Executive.

Information Folders of Key Personnel. The implementation of SAC Regulation 25-2 got under way immediately upon receipt. This regulation directed the maintenance of standing operating procedures, to include policies, regulations, etc..., on all key positions within the Command. Key positions were defined for the purpose of the regulation as Commanders and their staff.[7] Colonel Batjer, Wing Commander stressed the importance of this procedure in one of his weekly staff conferences.[8]

Cadre. Previously the 308th Bomb Wing was forming a cadre for the 100th Bomb Wing. It was learned this month that our cadre would be for the 384th Bomb Wing.[9] In the connection with the cadre, emphasis was placed on the on the job training (OJT) program to train sufficient replacements for those personnel to be lost to the 384th.

Operation "Life Saver". The following reflects a comparison of Ground Safety activities between the 308th Bomb Wing and the two other major organizations, the 2d Bomb Wing and the 804th Air Base Group.[10]

---

7 SAC Regulation 25-2, 29 Mar 1955, filed 308A.
8 Staff Conference Notes, 26 Apr 1955, filed 308C.
9 Staff Conference Notes, 19 Apr 1955, filed 308C.
10 Ground Safety Brief, Hunter AFB, Apr 1955, filed 308A.

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Ground Safety Injury Analysis - April 1965

Org.	Non-Disabling	Disabling	Days Lost	Freq. Rate	Cost
2nd BW	3	0	0	.00	$ 61.00
804th ASGp	7	4	17	5.62	600.00
308th BW	5	5	148	8.02	5,503.00
MAFB	15	9	165	4.57	$ 6,164.00

Government Vehicle Accidents

2nd BW — 1 Accident, Cost $40.00 - Drove into open ditch, flight line.

804th ASGP — 1 Accident, Cost $41.00 - Collided with Officer on scooter.

308th BW — 1 Accident, Cost $128.00 - Collided with another Gov Veh on flight line.

Property Damage

308BW — 1 - Cost $900.00 - Aircraft tire exploded, bolts not torqued.

CAUSES:

804th ASGp Total 4
2 - Private Vehicle
(1) Speed, hit tree
(2) Hit tree, siren, amb. inv.
1 - Athletics
1 - On-duty - misconduct

308th BW Total 2
2 - Private Vehicle
(1) Brakes failed
(2) Gov Veh & Scooter
1 - Softball
1 - Fell on rocks Azores
1 - Officer caught in B-47 canopy

Commander's Action, Maintenance Planning, Schedule and Control.

Realizing the SAC Inspectors (Inspection Report in March installment, Exhibit 4) found our maintenance activities the weakest point of the Wing, Colonel Batjer, Wing Commander, personally made specific on-the-spot inspections of our maintenance activities, all throughout the month.

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His views and recommendations on this subject, to the Director of Materiel, are shown in Exhibit 3.[11]

Organization of the Director of Safety. In early March, Headquarters SAC, directed the organization of a Director of Safety.[12] The purpose being to provide emphasis necessary to insure effective Air and Ground Safety programs within SAC. The functions of the Ground Safety and the Flying Safety Offices are combined under this setup and the Director of Safety is directly responsible to the Wing Commander. Captain Waldo M Blackmon, formerly officer in charge of the Wing Control Room, Directorate of Operations, was selected to head the safety program within the Wing.[13] At the close of the month, Captain Blackmon was still unassisted in the safety program although being authorized, besides himself, one Captain, AFSC 1444 and one Staff Sergeant, AFSC 70250. Every effort is being made to man this Directorate.

Membership in Open Messes. As a result of allegations and Congressional inquires received in Headquarters, USAF, regarding forced membership in Open Messes, SAC Headquarters again emphasized to all Commanders the USAF policy governing membership in Officers' and Non-Commissioned Officers's Messes.[14]

Previously to the receipt of this letter it had been the Wing

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11 D/F from Col Batjer to Col Jenkins, Exhibit 3.
12 2AF Msg DPLM 1499, 8 Mar 1955, Exhibit 4.
13 PXRAM 35, Hq 3083W, 10 Mar 1955, Exhibit 5.
14 Ltr Hq SAC w/1st Ind, 13 Apr 1955, Exhibit 6.

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Commander's policy to personally interview all NCO's who were submitting applications for resignation from the Open Mess. It has long been our policy not to force membership, but instead try to make each NCO see and recognize his obligation in becoming a full pledge member. One previous Wing Commander's view was expressed on this subject in May 1952 by a command letter to all non-commissioned officers.[15]

Newly Published Regulations and Policies. Recognizing the need for a continuous review of Wing Publications, Wing Regulation 6-1[16] was rewritten to require a semi-annual report from each activity responsible for publishing directives, indicating an up-to-date status of all directives published by their respective activity, as whether they are obsolete, need revision, etc...

Wing regulation 11-7[17] was rewritten to change the present system of barracks inspection. Previously one complete floor in each dormitory was inspected once each month by a team of three inspectors. This was changed to six rooms per inspector, still three inspectors, or a total of 18 rooms per squadron. Each floor has 24 rooms. The fault with the old system was that if a squadron only had one floor assigned and 12 rooms slept personnel that worked at night, that meant only 12 rooms could be inspected; whereas in a larger squadron or a

15 Ltr fr Comdr, Hq 3088W, Exhibit 7.
16 Wg Reg 6-1, 26 Apr 1955, Exhibit 8.
17 Wg Reg 11-7, 27 Apr 1955, Exhibit 9.

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squadron who had no personnel working at night (personnel working at night, sleeping at day, their rooms are excused from inspection) would have the entire 24 rooms inspected. This system was considered to be unfair.

[18] Wing Policy 9, establishing the requirement for a Wing Duty Non-Commissioned Officer of the Day, was rewritten to change one paragraph to reemphasis the responsibility of the Duty NCO in reporting any damage to the furniture or equipment, late parties, vandalism and pilferage in the new dormitories.

To effect a closer control over officer effectiveness reports, [19] Wing Regulation 11-8 was published. The primary purpose behind the regulation is to effect the timely submission of effectiveness reports.

[20] Wing Regulation 35-1, Personal Conference Period, was revised somewhat to place its responsibility upon the Wing Inspector, now that we have a full time Inspector (reference paragraph 2, page 1, this installment).

Also in the revision race was Wing Regulation 60-3, [21] Instructor Pilot Check-Out. The purpose merely being to establish a procedure for the appointment of instructor pilots for both type aircraft assigned.

Operation "Poor Shot". As anticipated in the March installment

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18 Wg Policy 9, 26 Apr 1955, Exhibit 10.
19 Wg Reg 11-8, 28 Apr 1955, Exhibit 11.
20 Wg Reg 35-1, 14 Apr 1955, Exhibit 12.
21 Wg Reg 60-3, 13 Apr 1955, Exhibit 13.

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the massive "Leap Frog" maneuver to French Morocco and the Azores was a success. (See other coverage of the "Leap Frog" mission in succeeding chapters of this installment). Colonel Batjer lead a flight of B-47's, departing Hunter 1157Z, 9 Apr 1955, arriving Sidi Slimane 0239Z, 10 Apr 1955 and returning to Hunter 2120Z, 13 Apr 1955.[22] Colonel Jimmie W Britt, Deputy Wing Commander, also lead a flight of B-47's in this maneuver.

22 38ADiv Ops Order 20-55, Top Secret, filed 308C

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CHAPTER

II

PERSONNEL

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PERSONNEL.

Manning. As of 30 April, 330 officers were assigned the wing compared to 428 authorized.[1] This is a 15 officer reduction in authorized strength compared to March, since we were directed by higher headquarters to turn over to the 2d Bomb Wing our cadre authorizations.[2] The number of airmen authorized were 1727; 1654 were assigned.[3] Included in the airmen figures were the B-47 cadre personnel. Of the 129 airmen authorized for cadre we are 100% manned.

Airmen. Body manning for April decreased from 98.5% to 95.7%. This was caused from reassignments and discharges. Effective manning, however, did not decrease sufficiently to cause alarm as critical areas continued to be aided by upgradings and assignments. Effective manning decreased to 80.1% as compared to 81.2% for March.[4]

Career Field	Body Manning		Effective Manning	
	Mar	Apr	Mar	Apr
321 (Bom Nav Sys)	113%	103%	72%	76%
323 (Gun Laying Sys)	167%	106%	82%	82%
40 (Instr Repair)	96%	87%	73%	73%
42 & 43 (Acft & Eng Maint)	97%	96%	82%	78%
70 & 73 (Admin & Pers)	70%	78%	68%	69%

Officers. Body manning increased from 88.3% for March to 88.9% for April. Effective manning increased from 77.2% for March to

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1 Unit Manning Document & M/R's, filed 308DP.
2 Unit Manning Document for April 1955, filed 308DP.
3 Unit Manning Document & M/R's, filed 308DP.
4 Report, Hq 308BW to Comdr 3BADiv, RCS: P-6, 30 Apr 1955, filed 308DP.

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77.6% for April due to realignment of officer cadre positions to the 3d Bombardment Wing.[5]

Classification and Assignment. Airmen. The number of airmen to be upgraded continued at a high rate, however, the total decreased over last month as 82 personnel were upgraded in their respective career fields as to 96 for March. In addition, 87 airmen were placed on OJT which reflected a decrease of 10 over the previous month. 39 airmen were reassigned on the 32 reassignment projects received during the month of April.[6]

Officers. Classification actions dropped off to 7 for April compared to 26 for March. This indicates that the emphasis placed on officer classification the last few months has produced the desired results and only a normal amount of classification action is being processed.[7]

Combat Crews. Combat Crew Status as of 30 April 1955:[8]

308th Air Refueling Sq.	On Crew	Assigned
Pilots	48	58
Navigators	24	36

(20 Combat Ready, four Non-Combat Ready, Total: 24 Crews)

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5 Report, Hq 308Bw to Comdr 38ADiv, RCS: P-6, 30 Apr 1955, filed 308DP.
6 Files, Classification & Asgmt Sec, Apr 1955, 308DP.
7 Ibid.
8 Report, RCS: 2AF-P2 Report, Apr 1955, prep by & filed 308DP.

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373d Bombardment Squadron.	On Crew	Assigned
Pilot AOB	17	20
Pilot Bomb	15	17
Nav Bomb	16	18

(Five Lead, Nine Combat-Ready, Two Non-Combat Ready, Total: 16 Crews)

374th Bombardment Squadron.	On Crew	Assigned
Pilot AOB	15	17
Pilot Bomb	15	15
Nav Bomb	15	20

(13 Combat Ready, Two Non-Combat Ready, Total: 15 Crews)

375th Bombardment Squadron.	On Crew	Assigned
Pilot AOB	16	18
Pilot Bomb	12	14
Nav Bomb	14	15

(Seven Lead, Four Combat Ready, Three Non-Combat Ready, Total: 14 Crews)

Recapitulation of Combat Crews as of 30 April 1955:

	Lead Crews	Combat Ready	Non-Combat Ready	
373d Bomb Sq	5	9	2	
374th Bomb Sq		13	2	
375th Bomb Sq	7	4	3	
	12	26	7	Sub-total: 45 crews
308th Air Rflg Sq		20	4*	Sub-total: 24 crews

*(1 Trg Pool)

Total: 69 crews

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Schools. Officers. Lt Colonel Thomas W Bennett, Jr., 91756, a B-47 Cadre Officer, was selected to attend Commanders Radar Bombing Familiarization Course No. 152001, class starting 4 April 1955 at Mather Air Force Base, California. Duration of course - 5 days.

Major John F Weber, AO 693438; 2nd Lt Ronald J Maroski, AO 3034684; 1st Lt Edward V Godfrey, AO 775009 and Capt Eugene L Donnelly, AO 1699488, were selected to attend ABC Portion of Course No. 1231003, class starting 7 April 1955 at McConnell Air Force Base, Kansas. Duration of course - 15 days.

1st Lt John H McCleon, 25176A, was selected to attend ABC Delivery Instructor Training (Bombardment) Course No. 120002, class starting 17 April 1955 at Randolph Air Force Base, Texas. Duration of course - 30 days.

Capt Bernice A Dubose, AO 391125; 1st Lt Charlie B Davis, 25540A; 1st Lt Howard D Morton, AO 2222187, and 1st Lt Ronald D Shero, 20345A, were selected to attend Squadron Officers Course, class starting 25 April 1955 at Maxwell Air Force Base, Alabama. Duration of course - 70 days.

1st Lt Richard W Johnson, AO 2228460, was selected to attend Primary Pilot Training Course No. 112101, in a PCS status, class starting 8 April 1955 at Stallings Air Force Base, North Carolina. Duration of course - 28 weeks (PCS status).

1st Lt Oakley J Dollard, AO 2221931, was selected to attend Aircraft Observer Training for Pilots, Course No. 124101, in a PCS status, class starting 15 April 1955 at James Connaly Air Force Base, Texas. Duration of course - 24 weeks (PCS status).[9]

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9 Files, Officers School Section, 308DF

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Airmen. Eight airmen were sent to school during the month of April 1955 for either special training or advance training. This was a sharp decrease over the month of March 1955 when 19 airmen were sent to school. Continued emphasis was placed on special training for special types of equipment. This equipment is essential in the proper care and upkeep of the highly technical aircrafts which are assigned this wing. The following is a breakdown of airmen sent to school in a TDY status during the month of April 1955:[10]

Number of Airmen Sent to School	Course and Course Number	Duration
1	Aircraft Weight and Balance Training, B-47 & Tkr Acft, Course No. SS43171	10 academic days
1	Special Training, AN/ARC-21, Course No. SS30170-6	25 academic days
1	Special Training, Collins 180-A Transmitter, Course No. SS30170-11	15 academic days
2	Aircraft Maintenance Technician, Course No. AA43171	90 academic days
1	Intelligence Operations Technician, Course No. AI20470	50 academic days
1	Special Training, J-47 Minor Repair, Course No. SS43250-4	10 academic days
1	Guidance System Technician (Director Aircraft) Course	75 academic days

Promotion Airmen. The bi-monthly promotion quotas for airmen were allotted this wing per letter from the 38th Air Division, Subject:

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10 Files, Airmen School Section, 308MP

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Allocation of April 1955 Airman Promotion Quotas, dated 1 April 1955. The following initial quotas were received - M/Sgt-5, T/Sgt-6, S/Sgt-31, A/1C-60 and A/2C-28. The following additional quotas were received - T/Sgt-1, A/2C-33 per Disposition Form from 38th Air Division dated 14 April 1955. All quotas were utilized except the additional quota to T/Sgt, which was returned to 38th Air Division. The authority cited in the promotion orders was AFR 39-29 and 2d AF Neg DPMA 0123, dated 31 March 1955. Many career fields remained frozen for promotion to T/Sgt & M/Sgt, whereas the majority were open for promotion to S/Sgt.[11]

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11 Files, 308DP Office of the Director of Personnel, Mar 1955.

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CHAPTER III

OPERATIONS AND TRAINING

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OPERATIONS AND TRAINING.

Operation "POOR SHOT". The big event from an operational and training standpoint during April was the "DEPLOY" mission during the period 6 - 18 April 1959. The 38th Air Division was charged with deploying two task forces, code named Alpha and Bravo; Alpha being the B-47 phase deployed to Sidi Slimane Air Base, French Morocco and the Bravo phase, the KC-97's, deployed to Lajes Air Base, Azores. The overall operational nickname for the mission was OPERATION "POOR SHOT".[1]

The mission of Operation "Poor Shot" was: To deploy required KC-97 aircraft from the 2d and 308th Air Refueling Squadrons to Lajes to support Air Refueling of bombardment aircraft on the strike mission and the redeployment mission; To launch required B-47 aircraft to accomplish simulated destruction of targets over Italy and France; To obtain maximum training in staging, air refueling and strike operations; and to accomplish Unit Simulated Combat Mission (USCM) and maximum amount of training per standards outlined in SAC Regulation 50-8.[2]

The KC-97's, tankers, remained in the Azores for 14 days, taking off around the clock on refueling missions. The KC-97 deployment, strike and redeployment phases of this USCM were made in coordination

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1 2AF OO 20-55 & 38ADiv OO 20-55, record cy filed Hq 2AF & Hq 38ADiv.
2 38ADiv OO 20-55, record cy filed Hq 38ADiv.

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with the 2d Bomb Wing, which made it the first joint effort for the 30th Air Division.[3] The 308th Air Refueling Squadron flew a total of 309 hours on these missions.[4] All receiver aircraft received sufficient fuel to proceed with the planned mission, with the exception of one which experienced a fire in flight and had to abort the mission at Lajes.[5]

The strike mission was delayed 40 hours due to an excessive cross wind component at the staging base.[6] This unscheduled delay allowed ground crews more time in readying aircraft for the first series of strike missions which took place on the 8th and 9th of April.[7] Very little ground time was allowed for ground crews to service and repair aircraft for subsequent missions; however, scheduled ground rules were successfully complied with.[8] The post strike phase of this USCM was carried out successfully 35 hours after the last pre-strike receiver had been refueled.[9] The post strike phase occurred on the 11th , 12th and 13th of April,[10] thus allowing the ground crews more time to accomplish their jobs. The 308th Air Refueling Squadron completed all of its requirements and was considered effective in its operation.

On the 15th of April the KC's redeployed to Hunter AFB with all 21 aircraft overflying Bermuda.[11] Of the 21 aircraft deploying

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3 USCM Refueling Air Tng Rpt for Apr 1955, RCS: USCM 4-SAC-712, filed 30HDO.
4 Ibid.
5 Ibid.
6 Ibid.
7 Air Ground Time Chart, Exhibit 14.
8 Ibid.
9 Ibid
10 Monthly Tng Schedule, Exhibit 13.
11 Ibid

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to Lajes three were delayed by engine trouble and weather, but took part in the post strike phases.[12] It may be well to point out that the five of the six aborts experienced during the mission were on the older "E" model jammers which indicates a definite need for newer "F" model aircraft.[13]

The B-47 phase of Operation "Poor Shot" was planned to commence with the deployment of 18 aircraft on 6 April 1955 with the last increment of 16 aircraft deploying 7 April;[14] however due to high wind conditions over the Azores, the refueling point, they were delayed two days, deploying 8 and 9 April respectively. The bombers destroyed simulated targets over Italy and France,[15] flying a total of 498 hours[16] for the complete maneuver. The B-47 phase was also considered highly successful.

During the entire maneuver, the Wing experienced only one in-flight emergency; this being one of our lead crews, Ell, aircraft commander, Captain O'Neal, happened in the mid-Atlantic while accomplishing an air refueling. For Captain O'Neal and his crew's professional manner in which they handled the emergency, they were nominated for "Crew of the Month".[17]

A complete and final mission report, M-27, is shown as an exhibit to this installment.[18]

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12 Monthly Tng Schedule, Exhibit 15.
13 USCM Refueling Air Tng Rpt for Apr 1955, RCS: USCM 4-SAC-T12, filed 308DO.
14 38ADiv OO 20-55, record cy filed Hq 38ADiv.
15 Intel Annex to 38ADiv OO 20-55, record cy filed Hq 38ADiv.
16 Files, Report & Analysis Section, 308DO.
17 D/F fr Comdr, 373BS to 308DO, Subj: "Crew of the Month", 25 Apr 1955, Exhibit 16.
18 Report, Final Mission M-27, 22 Apr 1955, Exhibit 17.

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Flying Training. The remainder of the month was spent in routine training requirements, which, however, were of a practice nature only, since April was a non-scoring month in the SAC Management Control System.[19] Emphasis was placed upon crews on probation or in danger of going on probation status, preparation of crews going to Strategic Evaluation Squadron (SES), upgrading of non-combat crews, upgrading combat ready crews to lead status, and accomplishment of Ground Training requirements.[20]

Flying Hours Accomplished. The flying time for the month of April,[21] broken down by squadrons, was as follows:

373d Bomb Sq.

Actual	343:30 hours
Test	11:30 hours
Ferry	6:45 hours

374th Bomb Sq.

Actual	439:50 hours
Test	5:30 hours
Ferry	0:00 hours

375th Bomb Sq.

Actual	498:10 hours
Test	2:30 hours
Ferry	2:10 hours

303th Air Refueling Sq.

Actual	939:35 hours
Test	19:20 hours
Ferry	0:00 hours
Total:	2469:10 hours

19 SAC Management Control System for Month Ending 30 Apr 1955, Exhibit 18.
20 308BW OO 2430-55, 24 Apr 1955, Exhibit 19.
21 File, Reports & Analysis Section, 308DO.

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The B-47 crew status stands as follows:

a. One crew downgraded from lead to Combat ready.

b. One crew upgraded from non-combat ready to combat ready.

c. One crew downgraded from combat ready to non-combat ready.

d. Five new crews were formed.

e. Three crews were disbanded.

There were four aircraft commander changes, five pilot changes and three observer changes.

Ground Training. Ground Training took a break for two weeks while the bomber and tanker crews were engaged in the USCM. Trainers were scheduled on an "as request" basis. The Operations Squadron Training Flight (OSTF) shut down the Block Training system for that period. The Wing Ground Training office spent the time compiling the RCS-2AF T-4 report[22] and making wall charts reflecting Ground Training requirements.

Beginning 18 April, Block Training commenced operation again, and a last ditch effort was made to get an near 100 per cent of the crew members through the training as was possible. However, flying schedules and preparations for SEE took precedence over this traning and the 308th Bomb Wing wound up Phase I of the Block Training year with 74 percent of its personnel trained,[23] which is a reasonably commendable

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22 Report, RCS: 2AF T-4, for Apr 1955, Exhibit 20.
23 Files, OSTF for Phase I Training.

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showing, considering that the month of January was lost as a Block Training month.

The overall percentage of Ground Training accomplished as of 30 April stood at 58.7%. This reflected the annual, semi-annual, one-time and monthly training requirements under 2AF Regulation 50-8.

In April a new regulation was issued by SAC Headquarters, SAC Reg 50-24, dated 7 April 1955, to become effective 1 May which will change the entire Ground Training system.

Special Weapons. The Special Weapons section was also affected by the new SAC Reg 50-25. Bomb Commander (BC) Refresher Training was boosted from a quarterly requirements of 16 hours to 24 hours. Aircraft Commanders were relieved of their In-flight Insertion (IFI) and In-flight Extraction (IFE) training requirements, and the combat crew loading was deleted. These changes serve to point up a trend toward the handling of "special" weapons in much the same fashion as conventional; that is, loadings would be accomplished by the Ammunition Supply Squadron as it is done with other munitions, and the combat crew would merely deliver them.

Chemical, Bacteriological, Radiological (CBR). Wing CBR Warfare activities were materially affected during the month of April. Lt. Hosch, Wing CBR Officer was transferred to England. No replacement was designated for him.

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24 Report, RCS: 2AF C-4, for Apr 1955, Exhibit 20.

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Communications. The Wing Communications section prepared Communications Annex Attachment number eight to Operations Order 245-55, [25] dated 27 April 1955. This attachment will be for bomber stream missions during the month of May.

The GRC-32A transceiver, which had been on order, arrived in April and was retained for imcivent installation. This equipment supplemented the GRC-32A unit presently in operation in the Wing Control room.

At the time of installation of the new equipment, a modification of both electronic devices will permit remote control handling from the control room proper. This will allow the control room operator to select any one of twenty frequency channels to communicate with an aircraft without leaving the operating position.

Staff Intelligence. Personnel assigned to this section remained at seven officers and seven airmen.

The primary concern in the Intelligence Section during April was the revised Emergency War Plan (EWP). This plan, 308BW Operations [26] Plan 50A-55 dated 15 April 1955, was received 20 April 1955. Briefing of combat crews on their new targets was begun 14 April and all crews had been briefed on their primary targets prior to 30 Apr 1955.

Intelligence Training for Intelligence Personnel. This month two training periods were held. In addition to these periods, regular

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25 308BW OO 245A-55, 27 Apr 1955, Exhibit 21.
26 308BW OP 50A-55, Classified Top Secret, filed 308DOF.

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individual training continued. The total percentage of training completed as of 30 April was 44.6%.[27] In order to correct some of the shortcomings reported in the SAC Inspection,[28] new type individual status cards have been created. These cards show the proficiency level required by each individual for each subject, their current level, and the month in which each level was attained. The cards are supported by certified rosters of intelligence personnel training and OJT log book entries.

Intelligence Training for Combat Crew Personnel. In addition to EWP briefings (Intelligence Training under SAC Reg 50-7, dated 26 March 1954 and 2AF Reg 50-31, dated 7 May 1954), information has been imparted to the crews concerning Indirect Bomb Damage Assessment. Most intelligence training for bomber crews will be presented in conjunction with the EWP briefings insofar as this may be possible considering time alloted and the number of crews that can be trained. The first subject covered in this manner was given this month, and the project has every indication of being successful. Crewmembers were given training coincident with and supplemental to their monthly EWP missions briefings. Air Refueling Squadron Intelligence training is presented at the squadron from material prepared by both Wing and squadron personnel. The percentage of crew intelligence training completed as of 30 April was 22.7.[29]

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27 Trng Records, Staff Intelligence, Filed 308DOI.
28 Inspection Report, Exhibit 4, Mar Installment.
29 Trng Records, Staff Intelligence, Filed 308DOI.

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Survival Intelligence. This section presented survival evasion and escape material for the month of April. The current arrangement with Stock Training and the Base Survival School is for the two Wings, 26 and 308th, to alternate months giving the intelligence training at these two schools. The histories of these two operations reflect the scope of the training.

EWP Target Study Folders were revised on receipt of 308th Bomb Wing Operations Plan 50A-55, dated 15 April 1955.

Crew accomplishment forms were maintained by this section to insure all EWP crew study was accomplished.

The SAC U-37 (EWP Targets) report was completed 5 April 1955 on 308th Bomb Wing Operations Plan 50A-55.

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CHAPTER IV

MATERIEL

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MAINTENANCE.

Maintenance. Production of the Wing Maintenance Control Organization for which the Chief of Maintenance is responsible, resulted in 912:05 KC-97 mission hours and 1483:35 B-47 mission hours. The total flying time for the month was 958:55 hours for KC-97 aircraft, of which 19:20 hours were test flights. Total time for B-47 aircraft was 1510:15 hours of which time 19:50 hours were test flights and 9:55 hours ferry time. The ratio of flying for aircraft possessed at duration of month was 34 hours per B-47 aircraft and 47 hours per KC-97 aircraft.[1]

Aircraft Status. As of 30 April, 21 KC-97 aircraft were assigned and 21 aircraft possessed. Forty-nine B-47 aircraft were assigned and 45 possessed. The remaining four B-47's were TDY to Douglas Aircraft Corporation at Tulsa, Oklahoma (DACT) for modification of wing drag angle. One B-47, 52-073, returned from DACT on 8 April 1955, aircraft 52-265 on 19 April 1955, aircraft 52-090 and 52-097 on 20 April 1955.[2]

The aircraft status for the month was as follows: In commission rate for B-47's: 62.0 percent; for KC-97's: 61.2 percent. ACCP rate for B-47's: 3.8 percent; for KC-97's: 0 percent; and AOCM rate for B-47's: 34.2 percent; for KC-97's: 38.8 percent. The ANFS rate for the month was: 34.7 percent.

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1 Report, "Daily Report of Aircraft Status and Selected Flight Operations, RCS: 1-AF-A1," 30 Apr 1955, prep by 308DMMC, filed 308 DMMC; Report, "Monthly Aircraft Maintenance Summary Report, RCS: SAC-U22," Apr 1955, prep by 308DMMC, filed 308DMMC.

2 Reports, "Combat Availability Reports, RCS: SAC-W1's," Apr 1955, filed 308CR.

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Aborts and Malfunctions. Final outcome from the abort and malfunction board are as indicated: B-47 aircraft flew 139 sorties with 23 air aborts and six ground aborts at a rate of 15.3 percent. KC-97 aircraft flew 71 sorties with six aborts of which three were air and three were grounds aborts at a rate of 8.4 percent.[3]

Technical Order Compliance Rate (TOC). The outstanding TOC rate for this month is .2 for B-47 aircraft and 1.3 for KC-97 aircraft.

Manhours expended for TOC this month was 277.0 hours for Field Maintenance Squadron, 39.5 hours for Armament and Electronics Maintenance Squadron, 8.0 hours for 373d Bomb Squadron, 8.0 hours for 374th Bomb Squadron, 3.0 hours for 375th Bomb Squadron and 2.0 hours for 308th Air Refueling Squadron, with a total of 337.5 manhours for the wing. SAC Form 327 not indicating the total manhours expended for TOC compliances.[4]

Manhour Accounting. The manhour data computed by the electrical manhour accounting system has shown an overall expended time of 96,191.9 manhours for the wing, 29,441.4 manhours for Field Maintenance, 23,291.2 manhours for Armament and Electronics Maintenance Squadron, 10,188.5 for Periodic Maintenance, 5,546.9 manhours for 373d Bomb Squadron, 7,971.9 manhours for 374th Bomb Squadron, 8,756.0 manhours for 375th Bomb Squadron and 11,996.0 manhours for 308th Air Refueling Squadron.[5]

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3 Records, Aborts and Malfunction Board, filed 308DMMC.
4 Files, Reports and Analysis Section, 308DMMC.
5 Ibid.

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Manhours expended for overtime this month was 16,375.7 for the wing, with 4,885.5 manhours for Field Maintenance Squadron, 4,549.9 manhours for Armament and Electronics Maintenance Squadron, 1,692.8 manhours for Periodic Maintenance Squadron, 1,409.0 manhours for 373d Bomb Squadron, 559.6 manhours for 374th Bomb Squadron, 2,034.8 manhours for 375th Bomb Squadron and 1,194.3 manhours for Air Refueling Squadron.[6]

Average maintenance manhours per flying hour as reported on SAC U-22 report was: 42.2 hours on B-47 aircraft and 42.0 hours on KC-97 aircraft.[7]

Unsatisfactory Reports. Quality Control Section edited and submitted 266 routine action unsatisfactory reports (UR). One Emergency UR dated 1st April 1955, on the fuel boost pump assembly (93-1) on KC-97G aircraft, 51-209. During a routine air refueling mission it was discovered when the center wing fuel booster pump was placed in high boost, it would not supply pressure. Investigation revealed the pump would operate normally in low boost, but when selected to high boost the pump circuit breaker would pop out. The pump assembly was removed and turned in to AF 726 and replaced with a serviceable like item. The Quality Control Section also conducted nine periodic inspections and eight 25 percent inspections. Fourteen test flights were

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6 Files, Reports and Analysis Section, 308DMMC.
7 Report, " Monthly Aircraft Maintenance Summary, RCS: SAC-U22," Apr 1955, prep by 308DMMC, filed 308DMMC.

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accomplished and four aircraft completed weight and balance check. There was one 90-day housekeeping inspection.

Engine Changes. As of 30 April 1955, 29 engine changes were reported on the "Engine Removal and Loss Report," RCS: LAF-A10; 26 J-47 engines and three -35 engines.[9]

Written Evaluation of Mechanics Proficiency (WEMP) Tests. The Standardization Team is still administering WEMP tests. The B-47 testing is complete and profiles are being made out. Administering KD-97 and K-System are still in progress.[10]

Wing Maintenance Policies and Technical Information Letters. In advancing to better our maintenance activities, Wing Maintenance Policies: 66-43;[11] 66-44;[12] 66-46;[13] 66-67[14] and Maintenance Technical Information Letter 36[15] were published and distributed to all maintenance activities.

Logistics. As usual the logistics personnel played a large part in the successful maneuver Operation "Poor Shot". Being directly responsible for the scheduling and movement of personnel and cargo kept Major John F. Doremo, Wing Logistic Officer, and his small staff on the "go".

To fullfill the logistical requirements of 38th Air Division

---

8 Files, Reports and Analysis Section, 308DMAC.
9 Report, "Engine Removal and Loss Report," RCS: LAF-A10, prep by 308DMQC and filed 308DMQC.
10 Files, Maintenance Standardization Team, 308DMAC, Apr 1955.
11 Wg Maint Pol # 66-43, Hq 308BW, 11 Apr 1955, Exhibit 22.
12 Wg Maint Pol # 66-44, Hq 308BW, 20 Apr 1955, Exhibit 23.
13 Wg Maint Pol # 66-46, Hq 308BW, 22 Apr 1955, Exhibit 24.
14 Wg Maint Pol # 66-67, Hq 308BW, 22 Apr 1955, Exhibit 25.
15 Wg Maint Tech Info Ltr # 36, Hq 308BW, 27 Apr 1955, Exhibit 26.

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Operations Order 20-55, Annex "E"[16] to this plan was published by our Wing Logistic Staff, serving in the capacity of Division Logistic Staff. This Annex was clear cut and precise; thereby enabling the entire deployment and redeployment to run smoothly. Only minor problems were encountered in the misrouting of cargo boxes. This was largely due to improper markings.

No major problems were encountered in the MATS airlifting.

Pounds of cargo shipped to the staging bases were:[17]

Alpha Base (Sidi Slimane Air Base, French Morocco)	Bravo Base (Lajes Air Base, Azores)
46,175 pounds	191,474 pounds

M/Sgt. Yoder of Second Air Force Logistics and representing Headquarters SAC, acted as monitor and observer for the deployment of this maneuver. No report has been received by this activity as to his findings.

Staff Supply. The vehicle requirement study was initiated to determine the extent of requirement for dispatch of a government vehicle to unit supply accounts. The study will be over a three-week period.

During the month of April, a new program was initiated by Staff Supply[18] more effectively monitor the status of unit supply accounts.

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16 Annex "E" to 38th ADiv Ops Ord 20-55, Exhibit 27.
17 Recap Sheet, Change 5, Annex "E", Section 2, Page A, 38th ADiv Ops Ord 20-55, Exhibit 27.
18 D/F, Subj: Monitoring of Unit Supply Accounts, 5 May 55, Exhibit 28.

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The major concentration of effort within the wing staff supply office for the month of April was on correction of the deficiencies of the SAC Inspection.[19]

Armament and Electronic Maintenance Activities and Training. SAC Manual 66-4, outlining the new Armament and Electronic Maintenance "setup", was received and immediate implementation was placed into effect.

Training. A vigorous program was placed into effect for our Armament and Electronic Maintenance personnel. There was a total of 2955 hours classroom training. The following is a breakdown by system of classroom training accomplished:

From Tech Reps	Hours
K-System	913
A-5 FCS	514
Auto-Pilot	141
Navigation	80
Communications	110
Total:	1,749 hours

From Maintenance Training Detachment.	Hours
K-System	480
A-5 FCS	432
Total:	912 hours

19 Inspection Report, Exhibit 4, March 1955 Installment.

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Other Sources	Hours
Base Schools	
Drivers School	120
Management School	150
Organizational Supply School	24
Total:	294 hours
Grand Total:	2,955 hours

Field K-System. To keep up the steady "K" Systems maintenance, a work shift system has been set up to work around the clock. There are three shifts. The first starting at 0800 hours and ending at 1700 hours; the second beginning at 1800 hours until 0100 hours; and then the third beginning at 2400 hours and ending at 0800 hours. This system was used all through the month of April and worked so well, as far as keeping up with the work load is concerned, that it is planned to continue to use this work shift.

Field Test Equipment. A complete duplicate card system has been set up in Field Test Equipment which makes it possible to anticipate calender inspection work load on any day of the month as much as 30 days in advance. This is valuable information in that sections using equipment can plan accordingly. Another card system also has been made and is used as a locator system and makes it possible to single out any piece of equipment and locate it within the calender inspection

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system so the card can be pulled when work other than calendar inspection must be performed. Work is now in progress to ready a shipment of shop standard test equipment to depot for calibration.

The preceding activities of Armament and Electronics Maintenance Squadron are reported in order to indicate the sincere effort we are putting forth to overcome the deficiencies found in our Armament and Electronic Maintenance Squadron by the SAC Inspectors.[20]

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20 Inspection Report, Exhibit 4, March 1959 Installment.

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CHAPTER

V

MISCELLANEOUS

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MISCELLANEOUS.

Flying Safety Activities. No major or minor accident incident reports were submitted during April 1955. A complete Flying Safety Activities Report for April is covered by exhibit 29.[1]

Maintenance Man of the Month. For his outstanding qualities and professional ability, T/Sgt. Claude Venn Jr., 373d Bombardment Squadron, Flight Chief, was selected both by the Wing and the Division as "Maintenance Man of the Month".[2]

Tactical Hospital Operations. Operations have been carried on at the fixed Medical facility at Hunter Air Force Base during April 1955. At the end of the period 65 hospital beds were occupied, 50 of which were military patients and 15 of which were dependent patients.[3] During the month the obstetrical service performed 60 deliveries. The out-patient service completed 262 physical examinations, 3664 immunizations of various types and rendered 8979 treatments on the dispensary and clinical service to military personnel and their dependents.[4]

---

1 Letter, Subject: April 1955 Flying Safety Activities Report, Exhibit 29.
2 Incl 1 to Ibid, Exhibit 29.
3 Beds and Patients Report, RCS: AF-M2, USAF Hospital, Hunter AFB, Georgia.
4 Out-patient Report, RCS: AF-M3, USAF Hospital, Hunter AFB, Ga., Apr 1955.

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AEW PERSONNEL

The following personnel occupied key positions within the wing as of 30 April 1955:

Colonel John F Batjer	Wing Commander
Colonel Jimmie W Britt	Deputy Wing Commander
Captain Glenn E Nations	Wing Adjutant
Major Robert L Francis	Director of Personnel
Lt Colonel Vernon E Cammack	Director of Operations
Colonel Ralph C Jenkins	Director of Materiel
Lt Colonel John W Gordon	Director of Comptroller
Captain Waldo K Blackmon	Director of Safety
Lt Colonel Walter L McAllister	Wing Inspector
Captain Guy A Reem, Jr.	Wing Intelligence Officer
Captain James M Watson, Jr.	Commander, Headquarters Squadron
Lt Colonel Vernon R Turner	Commander, 373d Bombardment Squadron
Lt Colonel John F Harvey	Commander, 374th Bombardment Squadron
Major Coyd V Wakeman	Commander, 375th Bombardment Squadron
Lt Colonel Perry P Menzies	Commander, 308th Air Refueling Squadron
Major Leslie R McKee	Commander, 308th Periodic Maintenance Squadron
Lt Colonel Ralph C Schneck	Commander, 308th Field Maintenance Squadron

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KEY PERSONNEL (CONT'D)

Major Myron H Howe	Commander, 308th Armt and Elect Maint Squadron
Lt Colonel Donald M Bennett	Commander, 308th Tactical Hospital

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BIBLIOGRAPHY

1. Wing Classified Files.
2. Wing Unclassified Files.
3. Files and History of Directorate of Personnel.
4. Files and History of Directorate of Operations.
5. Files and History of Directorate of Materiel.
6. History of 373d Bombardment Squadron.
7. History of 374th Bombardment Squadron.
8. History of 375th Bombardment Squadron.
9. History of 308th Air Refueling Squadron.
10. History of 308th Periodic Maintenance Squadron.
11. History of 308th Field Maintenance Squadron.
12. History of 308th Armt & Elect Maintenance Squadron.
13. History of 308th Tactical Hospital.

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LIST OF EXHIBITS

1 GO 3, Hq 308BW, 11 Apr 1955.

2 GO 1, Hq 308BW, 8 Mar 1955.

3 D/F from Col Batjer to Col Jenkins.

4 2AF Msg OPIM 1499, 8 Mar 1955.

5 PSRAM 35, Hq 308BW, 10 Mar 1955.

6 Ltr Hq SAC w/1st Ind, 13 Apr 1955.

7 Ltr fr Comdr, Hq 308BW.

8 WC Reg 6-1, 26 Apr 1955.

9 Wg Reg 11-7, 27 Apr 1955.

10 Wg Policy 9, 26 Apr 1955.

11 Wg Reg 11-8, 28 Apr 1955.

12 Wg Reg 35-1, 14 Apr 1955.

13 Wg Reg 60-3, 13 Apr 1955.

14 Air Ground Time Chart.

15 Monthly Tug Schedule.

16 D/F fr Comdr, 3738S to 308DO, Subj: "Crew of the Month", 25 Apr 1955.

17 Report, Final Mission M-27, 22 Apr 1955.

18 SAC Management Control System for Month Ending 30 Apr 1955.

19 308BW Ops Ord 243C-55, 24 Apr 1955.

20 Report, RCS: 2AF T-4, for Apr 1955.

21 308BW Ops Ord 245A-55, 27 Apr 1955.

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List of Exhibits (Cont'd)

22 Wg Maint Pol # 66-44, Hq 308BW, 11 Apr 1955.

23 Wg Maint Pol # 66-44, Hq 308BW, 20 Apr 1955.

24 Wg Maint Pol # 66-46, Hq 308BW, 22 Apr 1955.

25 Wg Maint Pol # 66-67, Hq 308BW, 22 Apr 1955.

26 Wg Maint Tech Info Ltr # 36, Hq 308BW, 27 Apr 1955.

27 Annex "B" to 38th ADiv Ops Ord 20-55.

28 D/F, Subj: Monitoring of Unit Supply Accounts, 5 May 1955.

29 Letter, Subject: April 1955 Flying Safety Activities Report.

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APPENDIX

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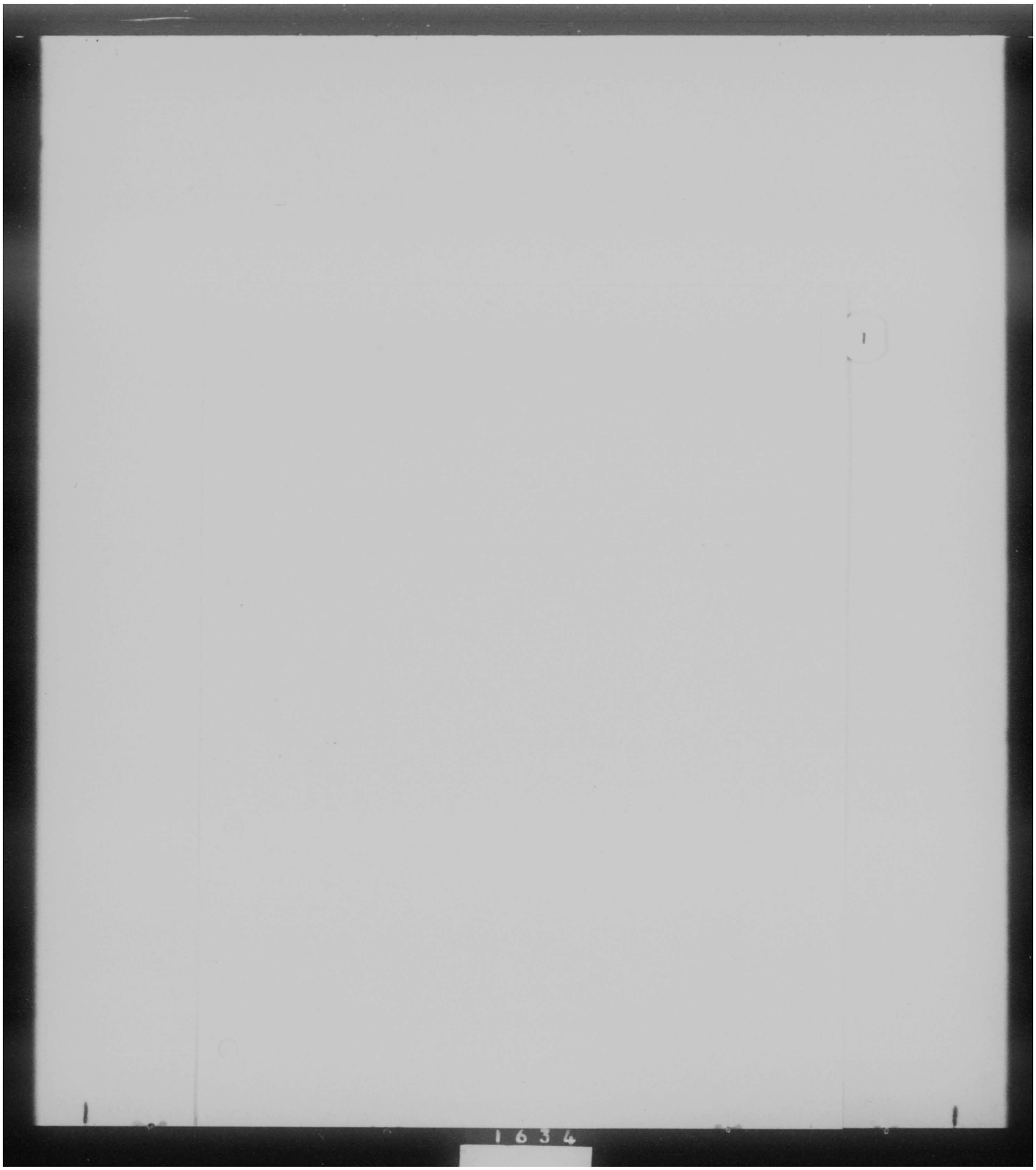

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HE.DQ.RTERS
308TH BOMB.RDMENT WING H (S.C)
Hunter Air Force Base
Savannah, Georgia

GENER.L ORDERS)
NUMBER 3)

11 April 1955

1. ST.FF .SSIGNMENT - C.PT.IN GLENN E N.TIONS, .0733457, this Headquarters, is assigned duty as Wing Adjutant, effective this date, vice C.PT.IN HENRY E JOHNS, .0206654., this Headquarters, relieved.

BY ORDER OF THE COMM.NDER:

OFFICI.L:

GLENN E N.TIONS
Captain, US.F
.djutant

GLENN E N.TIONS
Captain, US.F
Adjutant

DISTRIBUTION:
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GENERAL ORDERS 35, dated 12 Nov 54 is the last GENERAL ORDER of the 1954 series

HEADQUARTERS
308TH BOMBARDMENT WING M (SAC)
Hunter Air Force Base
Savannah, Georgia

(GENERAL ORDERS)
NUMBER 1)

8 March 1955

AWARDS BESTOWED ON THE 308TH BOMBARDMENT WING, MEDIUM ----------I
STAFF ASSIGNMENT ----------II

I. AWARDS BESTOWED ON THE 308TH BOMBARDMENT WING, MEDIUM - 1. The following awards of the 308th Bombardment Group are bestowed on the 308th Bombardment Wing, Medium:

a. Distinguished Unit Citations - (paragraph 7, AFR 35-75, 29 January 1954)

Place	Dates of Action	Authority
China	21 Aug 43	WDGO 109, 24 Nov 45
China	24 May 44 to 28 Apr 45	WDGO 3, 7 Jan 46

b. Battle Honors - (paragraph 17, AFR 35-75, 29 January 1954)

Campaign	Authority
Air Offensive	WDGO 12, 1 Feb 46
China Defensive	WDGO 12, 1 Feb 46
China Offensive	WDGO 12, 1 Feb 46
India-Burma	WDGO 12, 1 Feb 46
Western Pacific	WDGO 12, 1 Feb 46

2. Separate service streamers, embroidered with the placed of action or the campaign designation, are authorized for the distinguished unit citations and the battle honors listed in paragraph 1a and 1b above. These represent unit participation in combat operations in the Asiatic-Pacific Theater. (See paragraph 16, AFR 35-75, 29 January 1954.)

3. Streamers for the awards indicated in paragraph 1a and 1b, above, may be requisitioned through normal supply channels for display on the organizational flag or guidon on ceremonial occasions.

4. Authority: 1st Indorsement, Department of the Air Force, Headquarters USAF Washington 25, D. C., dated 3 March 1955, to Letter, this Headquarters, Subject: Request for Historical Information on 308th Bombardment Wing, dated 14 January 1955.

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GO 1

II. STAFF ASSIGNMENT - LIEUTENANT COLONEL WALTER L. McALLISTER, 8493A, this Headquarters, is assigned duty as Wing Inspector, effective 10 March 1955, vice LIEUTENANT COLONEL JOHN O. VICK, 6858A, this Headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HENRY H JOHNS
Captain, USAF
Adjutant

HENRY H JOHNS
Captain, USAF
Adjutant

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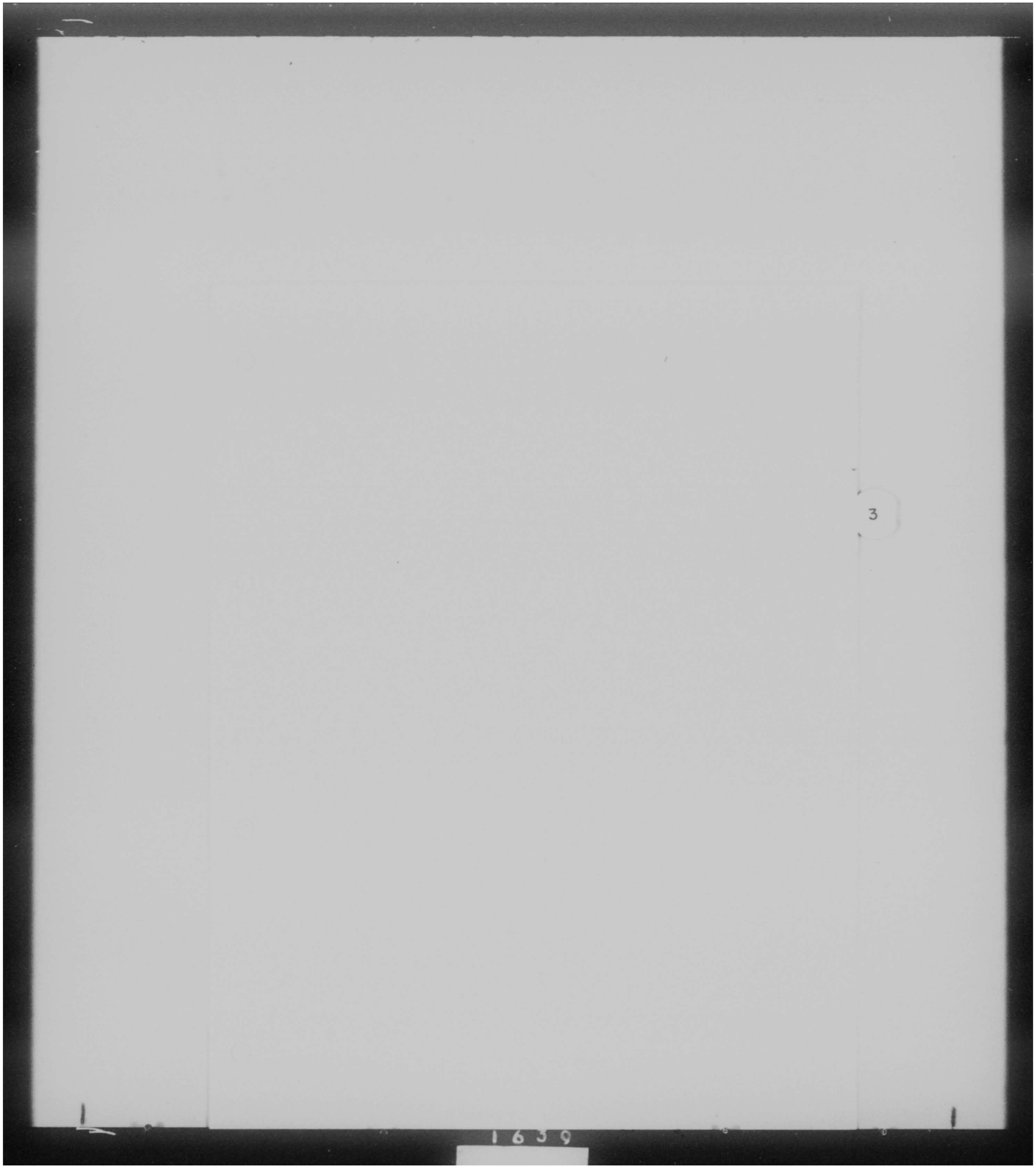

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Maintenance Planning, Schedule, and Control

308DM 308C 26 April 1955

1. You are already familiar with the specific on-the-spot inspections I have been making for the past five days. It is my conclusion that we are not improving very fast. I further observe that the principal mistakes we are making can be eliminated in a matter of hours; not weeks and not days.

2. I have either observed or concluded the following:

a. The technical competence of our APG specialists is above average. I do not at this time know that it will remain that way.

b. I am aware of the low technical ability of our A&E people, of the reasons for it, and of the steps the new Squadron Commander is taking.

c. I believe our crew chiefs are capable and enthusiastic.

d. We are 24 to 48 clock hours behind in maintenance. Examples:

(1) One airplane which had not flown for five days was scheduled for an 0800 take-off and began the post-flight inspection at 1200 the day before.

(2) The fiasco with No. 6 alternator on 267 would not have happened had there been time for the electrical specialist to make a bench check prior to installation.

(3) On Thursday you and I, with General Nazzaro, determined that K-Specialists were, in fact, working on airplanes not due in the schedule for as much as seven (7) days. At the same time, aircraft scheduled for Friday and Monday had unattended K troubles.

e. We are not properly scheduling our regular, recurring, and preventive maintenance. As a result, we are being wrecked by our unscheduled (last minute malfunction) maintenance.

f. We are not exercising enough control over specialist dispatch. My specific observation here has been that after a work order is completed, it is sometimes a matter of hours before either Field Maintenance supervision of Job Control knows about it. As a result, that much manpower is, to all intents and purposes, lost.

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Maintenance Planning, Schedule, and Control - Cont'd

g. I believe our Job Control is operating principally as a message center; it does little more than transmit the cries for help on the line to a dispatch agency.

h. I do not believe we are getting a full eight (8) hours a day from the bulk of our people. Not counting the time lost in clearing a work order once it has been accomplished, our people are arriving at work after 8 o'clock and are apparently leaving their jobs long before 5 in the afternoon.

3. We are running the Wing on individual enthusiasm; what we need is better management. We never seem to "catch-up" on our maintenance. Once we do get a little ahead of the game, we soon fall behind, indicating a condition of degeneracy and deterioration which will eventually kill us, if it is allowed to continue.

4. It has been a month since the inspectors were here. While some of the deficiencies noted in the inspection report have been and are being corrected, we have done very little about the first two items in the Report dealing with aircraft maintenance and maintenance scheduling (Paragraph 25 and 26, Section II, Material).

5. While I do not characterize the maintenance problem as a simple one, every other Wing in SAC has it and in many cases it is being solved. We do not now have the solution. The 2d Bombardment Wing has. The 373rd Squadron has proposed a scheme which, if followed, appears to answer many of my objections to our present lack of a positive maintenance schedule.

6. Here is what I mean by planning and scheduling our maintenance:

a. Well ahead of time we can forecast and schedule the following:

(1) IRAN, Drag-Angles, and other modifications.
(2) Periodics
(3) Wash Jobs
(4) Weight and Balance
(5) Refueling
(6) Post-Flight Inspections
(7) Pre-Flight Inspections
(8) TOC's
(9) Delayed Discrepancies

It is apparent to me that all of the above can and should be built into the monthly maintenance plan. Maintenance Control, according to 66-12, should schedule all of the above for <u>each airplane</u> in the 308thWing.

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Maintenance Planning, Schedule, and Control - Cont'd

b. I do not feel that the priority system by itself is effective and efficient enough to get the right specialist at the right time to the right airplane and especially so for unscheduled maintenance. I believe the scheme suggested by the 373rd Squadron is a proposed solution to this unanswered problem and does not appear to be at variance with SAC Regulation 66-12.

c. Let us assume for the moment that a program for each of the different kinds of scheduled maintenance were firmed up for the month of May. Maintenance Control would then have a dock schedule, a refueling schedule, a TOC program, a delayed discrepancy program, a schedule for the wash rack, etc. Let us further assume that all of this information had been translated into specifics for each aircraft, so that as a by product, we had a program for each aircraft in the Wing. Each crew chief would then have a schedule showing exactly when his aircraft would be washed, when he would accomplish TOC's and which ones, when he would post-flight, when he would get weighed, etc. We would, of course, have planned and scheduled ahead in sufficient time to button up tommarrow's aircraft by yesterday afternoon. This being the case, Job Control could more intelligently dispatch specialists. Job Control would know that aircraft 044, for example, could not have power on the aircraft until after 1300 and would not dispatch an A&E troop to 044 needlessly in the morning when he could not be used. The crew chief on 044 could be told to expect an A&E troop at 1300 and he would make plans to take care of him.

7. As I see it, we have to make more out of our present resources. The best maintenance talent in the Wing should be in Maintenace Control, if we are to plan and schedule properly. It appears to me that we should, as first priority, staff our Maintenance Control function completely, and, if necessary, to accomplish the job, staff it over and beyond what the TO&E specifies.

8. I am interested in your reaction.

JOHN F. BATZER
Colonel, USAF
Commander

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FM COMAF 2 MARKED YR AFN 1A
TO JCSUS/COMAIDV 2H AUDMAN AFS 3A

/UNCLASSIFIED/ DPIN 1499 "PER POL HSO FROM HQ SAC IS QUOTED FOR NEC ACTION: "SUBJ: "DIR OF SAFETY FUNCTION". TO PRO EMPHASIS NEC TO INSTOR EFF AIR AND GRD SAFETY PROGRAMS W/I THIS COMD, FUNCTIONS OF FLYING SAFETY AND GRD SAFETY W/B COMBINED AT ALL ECHELONS UNDER FUNCTION OF DIR OF SAFETY. EFF 1 MAR 55, SAFETY DIV W/I OUR DIRECTORATE, THIS HQ, IS ESTB AND CHARGED W/RESP FOR COMD FLYING AND GRD SAFETY PROGRAM. AT NR AF, O/S ADIV, WG AND AB GP LEVEL, SEP STAFF AGENCY DIR OF SAFETY, DIR RESP TO COMDR W/B ESTB NLT 1 APR 55. MANNING AT NR AF AND O/S ADIV LEVEL WILL NOT EXCEED TOT STR AND ER STRUCTURE CURR AUTH FOR SA FUNCTION. VOL SUDS FOR WG AND AB GP STAFF W/B

EACH TACT WG	AB GP
1 MAJ 1404	1 MAJ 1404
1 CAPT 1404	1 CIV OR CAPT 7354
1 S/SGT 70250	1 S/SGT 70250
	1 M/SGT 93170

BLDG BLOCK AND AIOC OF AUTH TAB SPACES BY HQ USAF, IMPLEMENTATION SHOULD BE EFF INCOPAR AS DOES NOT W/I OUR FLYING AND GRD SAFETY RESOURCES. FORTHCOMING AFRDS TO SAC MANUAL 20-1 AND SAC REG 20-15 WILL REFLECT ABOVE REALIGNMENT." REQ THIS HQ BE ADVISED OF ACTION TAKEN NLT 2 APR 55.
BT
08/2044Z MAR JWPAL

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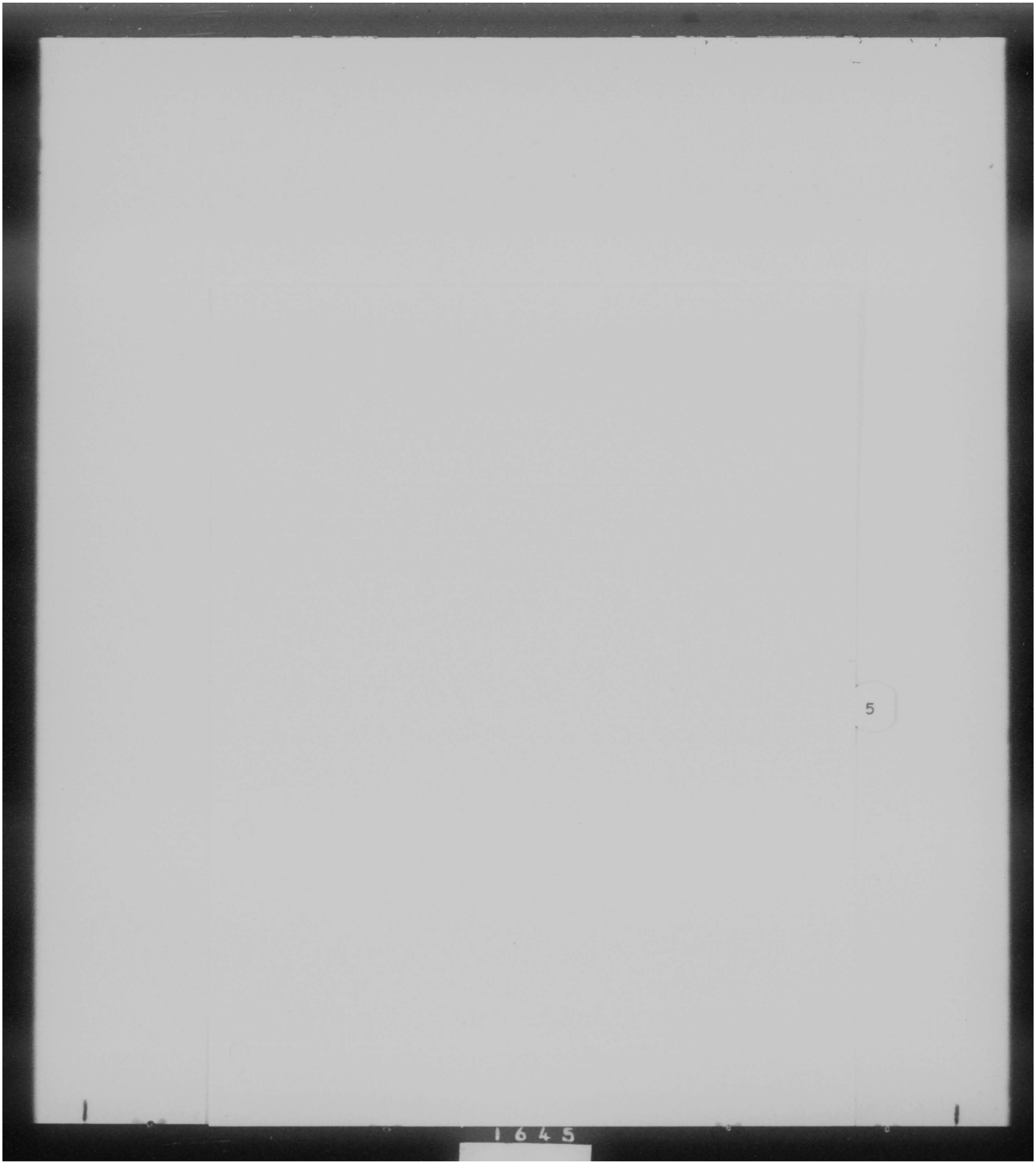

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HEADQUARTERS
308TH BOMBARDMENT WING M SAC
Hunter Air Force Base
Savannah, Georgia

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 35) 10 March 1955

1. VC of the Comdr, 1 Mar 55, CAPT WALDO N BLACKMON, 172034, HqSq 308th Bom Wg M, SAC, this sta, is awd add dy of Wing Flying Safety Officer.

2. MAJ ROBERT L FRANCIS, 563032, HqSq, 308th Bom Wg M, SAC, this sta is relieved fr add dy as Wing Ground Safety Officer eff 11 Mar 55.

3. CAPT WALDO N BLACKMON, 172034, HqSq 308th Bom Wg M, SAC, this sta is awd Primary dy Director of Safety, DAFSC 1441 eff 11 Mar 55.

4. DAFSC of the FNA, 308th AREFS, SAC, this sta, PAFSC ind, is C as ind. (Awn pending civil confinement-revocation of Security Clearance).

	PAFSC	UAFSC	OLDDAFSC	NEW DAFSC
A/2C JOSEPH P COKER JR, AF14487703	43131B	43131B	43151B*	70010 (temp dy
A/B IRA C MADDOX, AF14475465	43131B	43131B	43131B	70010 (temp dy

(*) Relieved fr OJT-C

5. OJT-C of A/3C RALPH A WRIGHT, AF15528399, HqSq 308th Bom Wg M, SAC, this sta, is extended to 15 Jun 55. PAFSC 70010. UAFSC & DAFSC 70230.

6. OJT-D of the FNA, 308th AREFS, SAC, this sta is extended to 30 Apr 55 PAFSC 32351F. DAFSC & UAFSC 43330.

SSGT LAWRENCE STIFNECK, AF15458742 A/1C CARROLL D RUSSELL, AF19431938
A/2C ROBERT M MOORE, AF13432429

7. SMOF 2, PERAM 34, cs, this Hq, pertaining to awn, 308th Armt & Elect Sq, SAC, this sta as reads A/2C WILLIAM LEMEL JR IATR A/2C WILLIAM DEMOL JR; A/2C HARRY L OLDER IATR A/2C HARRY L OLDEN; A/2C WILLIAM M SARDICK JR IATR A/2C WILLIAM M WARLICK.

8. A/3C JOHN LUPAS, AF15260307, having been asg HqSq308th Bom Wg M, SAC this sta eff 10 Mar 55, is further asg DAFSC & UAFSC 73230. PAFSC 73230.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT L FRANCIS
Major USAF
Director of Personnel

WILLIAM H WHITE
Captain USAF
Personnel Officer

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Hq SAC, Offutt AFB, Nebraska, DPSN, subject: Membership in Open Messes

DPSS (13 Apr 55) 1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
19 April 1955

TO: See Distribution:

1. Forwarded for your information and guidance.

2. Request this policy be disseminated to interested staff agencies, unit commanders, and all supervisory personnel.

BY ORDER OF THE COMMANDER:

1 Incl
n/c

W. B. OFFUTT
Colonel, USAF
Chief of Staff

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Less Hq SAC

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DPSN

13 April 1955

SUBJECT: Membership in Open Messes

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Allegations and Congressional inquires are being received by Headquarters USAF regarding forced membership in Open Messes. In some instances, squadron commanders have been accused of compelling airmen to become members of Noncommissioned Officers' Open Messes by threats of disciplinary action, such as reduction in rank, etc.

2. Commanders are reminded that the policy governing membership in open messes was defined in letter, Headquarters USAF, Subject: Policy Governing Membership in Air Force Officers' and Non-Commissioned Officers' Messes, dated 4 May 1951 (copy attached). The purpose of securing a written declination of membership from the individual is to secure constructive criticism of open messes so corrective action may be taken.

3. Letters of resignation from an open mess are effective the date the letter is placed in military channels. They do not require approval from anyone, and individuals will not be compelled to become members of open messes.

BY ORDER OF THE COMMANDER IN CHIEF:

1 Incl
a/s

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

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AFPMP-12-A

4 May 1951

SUBJECT: Policy Governing Membership in Air Force Officers' and Non-Commissioned Officers' Messes

TO: Commanding General
Strategic Air Command
Offutt Air Force Base

1. The following air Force policy governing membership in Officers' and Non-Commissioned Officers' Messes is announced:

a. The privilege of membership in their respective messes is extended to all officers and non-commissioned officers on duty at the installation. Membership may also be extended to retired personnel and such others who are eligible when accomodations and facilities permit, at the discretion of the Board of Governors and with the approval of the base commander.

b. The position of an officer or non-commissioned officer not only endows him with certain privileges, but also imposes certain moral responsibilities which are an integral part of military life. While membership in a mess is not compulsory and is offered on a voluntary basis, it is a means by which an individual assumes active part in social and cultural programs sponsored by the military community. Since this is an important adjunct to his daily activity and affords him the opportunity to participate freely, it follow that social and community relationships on the base can be promoted through positive affiliation.

c. It is the policy of the Air Force that membership in an officers' or non-commissioned officers' mess is on a voluntary basis; furthermore, as an administrative expedient, an officer or non-commissioned officer is automatically considered to be a member of the respective mess when he reports to a duty station. If an officer or non-commissioned officer does not wish to be a member of the respective mess, he should immediately advise the installation commander in writing stating his reasons for not wanting to become a member.

2. Commanders at all echelons are enjoined to solicit support by bringing these factors to the attention of all personnel eligible for membership ih the officer or non-commissioned officer messes.

BY COMMAND OF THE CHIEF OF STAFF:

JOHN H. MCCORMICK
BRIGADIER GENERAL, USAF
DIRECTOR OF MILITARY PERSONNEL

Incl 1

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia

308C

SUBJECT: Resignation from NCO Club

TO: All Non-Commissioned Officers

1. An increasing number of NCO's have been submitting resignations lately of membership in the NCO Club. Reasons given for resignation have pertained generally to lack of interest, dislike of the club, nonindulgence, inability to use the facilities of the club, et cetera.

2. I have approved all resignations submitted, but I want to make clear that I have not done so because I approved the reasons given. Instead, I have approved the resignations because I believe a forced membership to be inappropriate. I believe a Commander should not dictate membership. I believe that membership should be dictated, instead by a man's own desire to be an asset to the service, while he is in it, in every way practicable. I believe membership should be dictated by a man's own desire to be an asset to do his part, to support all worthy undertakings which help the overall military cause -- whether or not that man is interested in personal participation in those undertakings, and whether or not he realizes a personal gain from them.

3. I believe the NCO should not view the NCO Club in the same light as he would view a civilian club which operates for the sole purpose of financial profit. The NCO Club is operated for the purpose of helping the NCO, and consequently, the military service. I view the NCO Club in this light; and when an NCO comes to me with a resignation, I look upon him, if he is financially able to support his membership in the club, as one who is not interested in helping the NCO and the service.

4. There are people in all walks of life who feel that they owe to society, and must do for society (that is, for their employers, for their communities, for the Government, and for people generally) only what they are paid in dollars to do. These people perform so much physical labor and receive so much money, and that is the end of their contribution to the general well-being of humanity. These people, when they are in the military service, are readily recognized. Here they perform the physical tasks they are required to accomplish, and

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they draw their pay -- nothing more. If they do their work exceptionally well, they do it in that manner in order to get more pay. They do little which is not designated specifically as a "duty assignment". They make little voluntary, unpaid-for contribution to the solution of Air Force problems and the advancement of Air Force causes. These people, wherever they may be, cannot be classified as "assets" since they do no more than carry their own weight. I believe that those NCO's who have resigned from membership in the NCO Club have, in most cases, placed themselves in this category of people -- though I am confident that many of those who have resigned would not have done so had they considered all aspects of the matter."

(t) (a) M. A. PRESTON
Colonel, USAF
Commander

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WING REGULATION)
NUMBER 6-1)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
26 April 1955

REPRODUCTION AND PRINTING

Publication of Wing Directives

(This Regulation supersedes Wing Reg 6-1, 6 Nov 52)

1. PURPOSE. To establish a standing procedure for publications of the 308th Bombardment Wing Directives.

2. SCOPE. This regulation applies to all units and sections of this command responsible for the submission of drafts of proposed 308th Bombardment Wing Regulations, Bulletins, policies.

3. GENERAL. All 308th Bombardment Wing directives that are of a permanent nature will be published in the form of Wing Regulations. Directives that are of a temporary nature will be published in the form of a policy.

4. PROCEDURE.

a. The originator of a directive will prepare a draft on letter size paper (8" by 10½"), double spaced. The proposed publication draft will be attached to a Disposition Form, (DD 96), containing a statement by the staff officer or section head that the format, grammar, spelling and content have been reviewed and verified. The draft will be routed to all interested agencies for comment and/or concurrence. Each coordinating agency will have a minimum of three (3) working days to complete its review. After completion of coordination, the draft will be routed to the Wing adjutant for final editing, and publication.

b. Directors are authorized to publish policies pertinent to their activity which will be applicable only to the personnel of their directorate or their lower echelon contemporaries and which do not conflict with directives of a higher authority.

c. All 308th Bombardment Wing Regulations and Policies will generally adhere to the following form.

(1) PURPOSE.

(2) SCOPE.

(3) DEFINITIONS.

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(4) GENERAL.

(5) PROCEDURE.

(6) REFERENCES.

(7) RECORDS DISPOSITION.

d. The paragraphing of Regulations and Policies will adhere to the following general form:

1. PURPOSE.

a. x x x

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WING REGULATION)
NUMBER 11-7)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Georgia
27 April 1955

ADMINISTRATIVE PRACTICES
Barracks Inspection

(This Regulation supersedes Wing Regulation 11-7, dtd 3 Aug 54)

1. PURPOSE: To provide for regular inspection of barracks assigned to units of this wing as a basis for the award of points in the "Maintenance of Barracks" category of the Wing Administrative Rating System.

2. SCOPE: This regulation applies to all units of this wing.

3. PROCEDURE: a. The Wing Adjutant will designate one officer and two Master Sergeants each month from units assigned to this wing to act as a Wing Barracks Inspection Team. Barracks will be inspected during the first week of the month by the Wing Inspection Team, between the hours of 0800 and 1130 on date selected by the Wing Commander or his representative. The date selected will fall on Tuesday through Friday. Inspections will not be scheduled on days other than these.

b. The inspection team will report to the commander concerned before conducting an inspection. In his absence, the adjutant or First Sergeant, in that order, will be contacted. Some member of the organization being inspected must be present during the inspection.

c. Three suites per squadron per inspector will be inspected. A suite consists of 2 (two) rooms joined together by the bathroom. The inspection team will select the suites to be inspected which maybe on any floor assigned to that squadron being inspected. Rooms where personnel are sleeping as the result of night duty or on pass will not be inspected

d. Each team member will complete a barracks Inspection Report (804th ABG Form 378) for each squadron inspected. All items listed on subject form will be completed.

e. Inspection check sheets will be turned in to the Wing Adjutant not later than 1500 hours on the day the inspection is conducted. The Wing Adjutant will report results of the inspection to the Wing Comptroller for entry in the Wing Rating System and will forward inspection check sheets to the respective squadron commanders.

4. GENERAL: a. Wing barracks inspectors will report to the Wing Adjutant and in his absence to the Wing Sergeant Major or his designated representative, at 1500 hours on the day preceding their tour of duty. Inspectors will be dressed in class "A" uniform while conducting inspections. Short sleeves may be worn during the summer and wearing of the tie in not required.

b. Inspectors may indicate to squadron personnel accompanying them on the inspection, what discrepancies have been noted.

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Completed forms will be forwarded to squadrons within 72 hours after completion of the inspection. Discrepancies noted during the inspection will be reflected on the completed forms.

c. A squadron standing will be published and distributed to all squadrons upon completion of the inspection.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN E NATIONS
Captain, USAF
Adjutant

GLENN E NATIONS
Captain, USAF
Adjutant

DISTRIBUTION:
A

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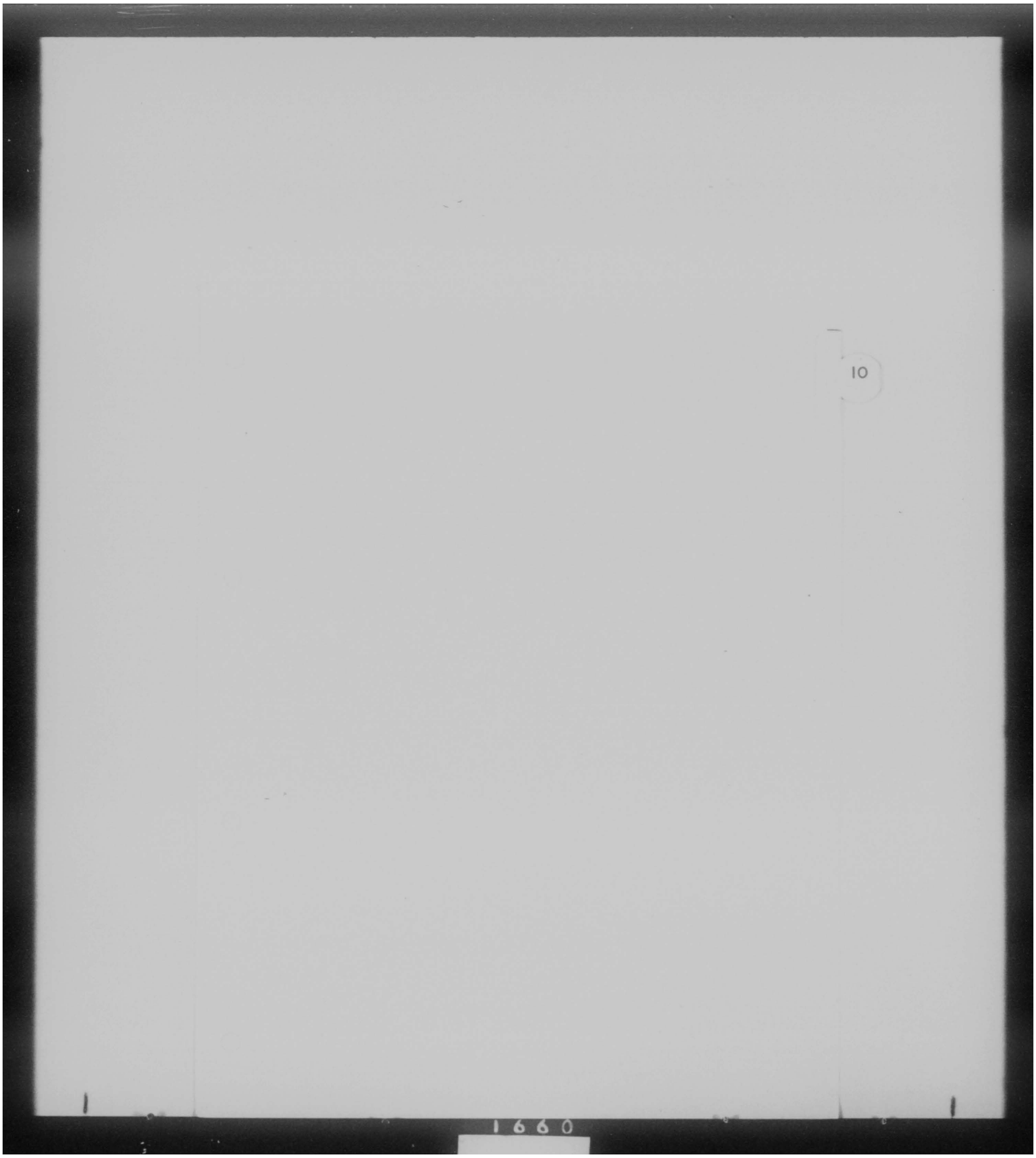

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WG POLICY #9A

WING POLICY)

NUMBER 9A)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
30 April 1955

WING DUTY NON-COMMISSIONED OFFICER

Wing Policy 9, dated 26 April 1955, is changed as follows:

3. GENERAL -

* * * * * * *

d. The tour of duty for the WDNCO will be from 0800 to 0800 hours daily. IT WILL BE THE RESPONSIBILITY OF THE WDNCO TO REPORT ALL DAMAGES TO THE DAY ROOM FURNITURE AND OR EQUIPMENT AND TO REPORT THE PERSON OR PERSONS RESPONSIBLE FOR SUCH DAMAGE; therefore it is requested that each new WDNCO make an inspection of all day room furniture and equipment before relieving the old WDNCO.

* * * * * * *

BY ORDER OF THE COMMANDER:

GLENN E NATIONS
Captain, USAF
Adjutant

OFFICIAL:

GLENN E NATIONS
Captain, USAF
Adjutant

DISTRIBUTION
A & D

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WING POLICY)
NUMBER 9)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
26 April 1955

WING DUTY NON-COMMISSIONED OFFICER
(This Policy Supersedes Wg Policy #9 Dated 30 July 1954)

1. PURPOSE - To establish a Wing Duty Non-Commissioned Officer to prevent vandalism, theft, and pilferage in the barracks (Building #1277), and to insure that a neat and orderly Day Room and Barracks are maintained during his tour of duty.

2. SCOPE:- This policy is applicable to the units listed below under paragraph 3b, and all eligible Non-Commissioned Officer personnel assigned to those units.

3. GENERAL - a. Non-Commissioned Officers that are required to serve as Wing Duty NCO will act as a representative of the 308th Bomb Wing Commander and as such will be responsible for all property, behavior of personnel in the barracks, and Day Room of Building #1277. The Wing Duty Non-Commissioned Officer is hereafter referred to as WDNCO.

b. Non-Commissioned Officer personnel furnished for this duty will be selected from the grades of Technical Sergeant and Staff Sergeant assigned to the following squadrons. Squadrons will furnished one Non-Commissioned Officer each day for period indicated:

(1) Headquarters Squadron - 1 thru 4 of each month

(2) 373rd Bombardment Squadron - 5 thru 9 of each month

(3) 374th Bombardment Squadron - 10 thru 14 of each month

(4) 375th Bombardment Squadron - 15 thru 19 of each month

(5) 308th Armament and Electronics Maintenance Squadron - 20 thru 26 of each month

(6) 308th Periodic Maintenance Squadron - 27 thru 30 or 31 of each month

c. Non-Commissioned Officers excused from this duty will be kept to a bare minimum and only after approval by the Wing Commander.

d. The tour of duty for the WDNCO will be from 0800 hours to 0800 hours daily. THE WDNCO WILL BE HELD LIABLE FOR ALL DAMAGES TO THE DAY ROOM FURNITURE AND OR EQUIPMENT, therefore it is requested that each new WDNCO make a inspection of all equipment and furniture before relieving the old WDNCO.

e. The old and new WDNCO will report at 0800 hours each duty day to the 308th Periodic Maintenance Squadron Adjutant or First Sergeant in Room #202 Building #1277. Personnel going on WDNCO other than normal duty days will receive instructions from the old WDNCO, and indicate

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on the report any damage to the furniture of equipment. Personnel going on WDNCO other than normal duty days will report to Room #202, as indicated above, at 1600 hours the day prior to the off duty day for instructions. WDNCO will remain on duty until properly relieved.

f. The WDNCO will keep the Building Custodian (Commander of 308PMS) or the First Sergeant of 308PMS informed of his whereabouts at all times. If it becomes necessary for the WDNCO to leave the barracks during the evening he will notify the 308th PMS Charge of Quarters, located in Room #202, Building #1277, of his whereabouts.

4. PROCEDURE - A detail of six (6) airmen, one (1) each from squadrons listed in paragraph 3b are to report to the Day Room not later than 0930 hours daily except Saturdays and Sundays unless Saturday is a normal work day. If necessary, these personnel will remain on detail the full day.

a. The WDNCO will be responsible for cleaning the day room thoroughly, including both latrines and any additional cleaning which is covered during the daily briefing.

b. Outside Area:

(1) Sweep porch around Mess Hall and police area around Mess Hall daily except Sundays.

(2) In the afternoon the detail will police a certain outside area as indicated on the map in the WDNCO's office

(3) It is the responsibility of the WDNCO to ascertain that the area to be policed for that day is clean of all trash and rubbish.

c. The WDNCO is empowered to take "on the spot" corrective action whenever necessary. He may call the Base Officer of the Day, Air Police, or any Squadron Commander or First Sergeant if assistance is needed in keeping order.

d. It is the responsibility of the WDNCO to ascertain that absolutely no gambleing, drinking of intoxicating beverages are allowed in the Day Room.

e. Maintain a complete and legible report by all activities that happens during the tour of duty. Report personnel by name and squadron whose conduct is of a nature to bring discredit upon the Wing.

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f. The WDNCO will observe the condition of the Day Room at all times during his tour and will halt any abuse of equipment or furniture and will not permit any form of rowdyness which will endanger either personnel or Day Room equipment. The WDNCO will ascertain that all lights are out in the Day Room and all personnel are out by 2300 hours.

g. During the hours of darkness the WDNCO will make frequent visits to each and every floor of each Wing. He will make at least one thorough inspection of each floor between the hours of 2100 hours and 2400 hours and at 0600 hours. He will be particularly watchful for late parties, vandalism, and pilferage.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN E NATIONS
Captain, USAF
Adjutant

Glenn E. Nations

GLENN E NATIONS
Captain, USAF
Adjutant

DISTRIBUTION:
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WING REGULATION)
NUMBER 11-8)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Georgia
28 April 1955

ADMINISTRATIVE PRACTICES

Submission of Officer Effectiveness Reports

1. PURPOSE: To establish procedure for submission of Officer Effectiveness Reports, correctly prepared and on time.

2. SCOPE: This regulation applies to all units of this Wing.

3. RESPONSIBILITY: The responsibility for implementing and insuring continued compliance with this regulation rests with the Director of Personnel.

4. PROCEDURES: The following procedures will be followed by persons indicated:

a. Squadron Adjutant: Upon receipt of Special Orders, Personnel Actions Memoranda, approved Combat Crew Changes, etc., the Squadron Adjutant will:

(1) Check officers' records and determine if an Effectiveness Report is required.

(2) If an Effectiveness Report is required, determine the proper reporting officer and prepare Parts I and II of the Form 77.

(3) Initiate suspense system for control of Effectiveness Reports.

b. Reporting Officer: Reporting officer will complete the Effectiveness Report not later than the 7th calendar day after the closing date of the report and will hand-carry completed report to the Indorsing Officer.

c. Indorsing Officer: Upon receipt of the Effectiveness Report from the Reporting Officer, the Indorsing Officer will complete Section 7 and will assure report is hand-carried to 308th Bombardment Wing Directorate of Personnel, to arrive not later than the 11th calendar day after the closing date.

d. Director of Personnel:

(1) The Director of Personnel will maintain a suspense file and will control submission of Effectiveness Reports.

(2) Will check Effectiveness Reports for errors in format, spelling, grammar and non-conformance with current directives.

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(3) Will forward completed Effectiveness Reports to 38th Air Division.

e. Control: Each Squadron Adjutant and the Directorate of Personnel will maintain a suspense system by month (daily for current month).

5. REFERENCE: AFR 36-10, dated 21 Oct 54; SAC Manual 36-1 dated Feb 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN E NATIONS
Captain, USAF
Adjutant

GLENN E NATIONS
Captain, USAF
Adjutant

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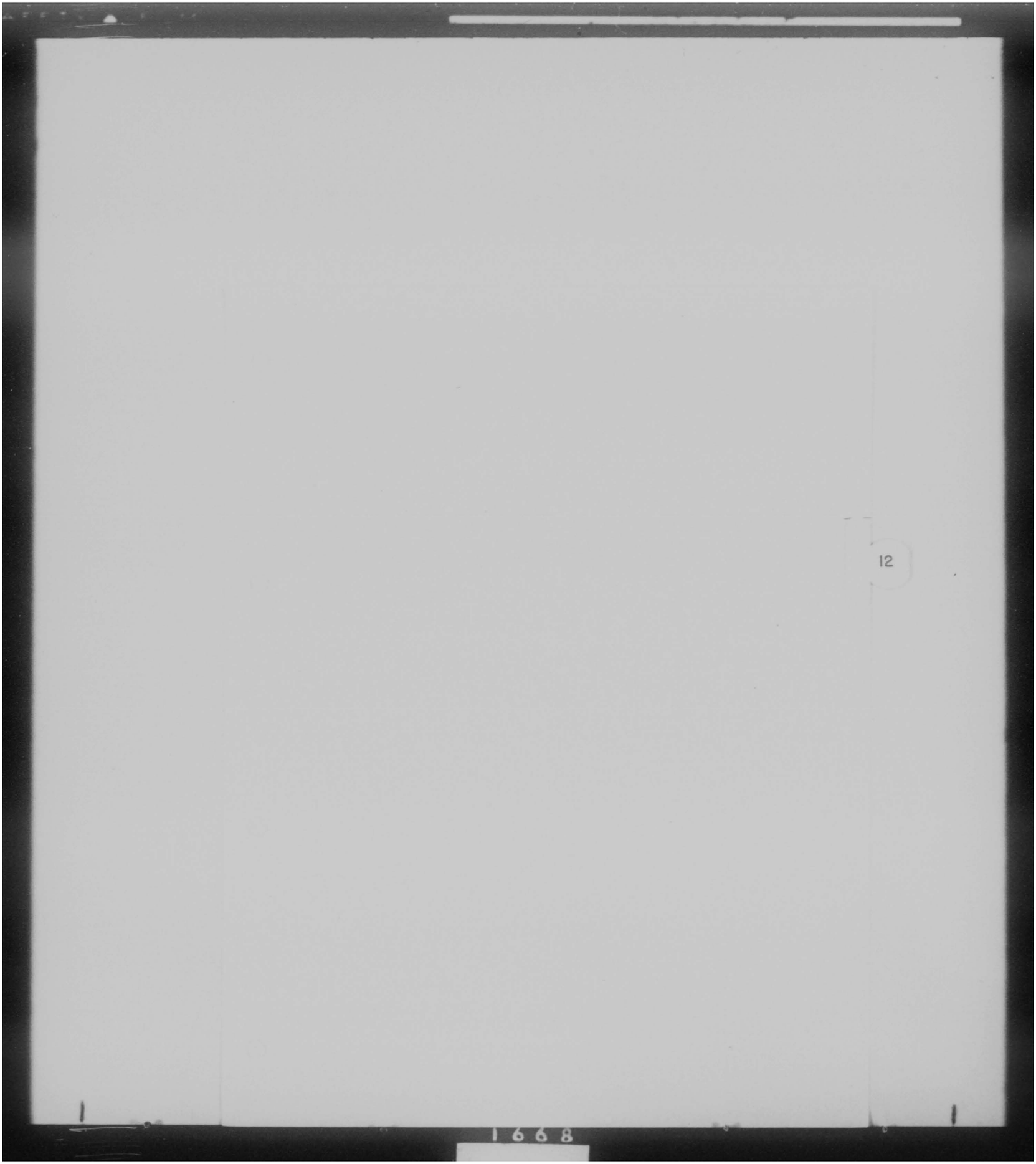

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WING REGULATION)
NUMBER 35-1)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Georgia
14 April 1955

MILITARY PERSONNEL
Personal Conference Period
(Supersedes Wing Reg 35-1, dated 12 May 1953)

1. PURPOSE: To provide a procedure which will afford all military personnel of this command the opportunity to present personal problems or grievances, in person or in writing, for impartial consideration and resolution. This regulation implements the provisions of paragraph 32 through 35, AFR 123-1, dated 13 Jan 53; and paragraph 5g, 2AF Reg 20-1, dated 18 Feb 54.

2. SCOPE: This regulation is applicable to all units of this command.

3. RESPONSIBILITIES:

a. A Wing Personal Conference Period will be conducted by the Wing Inspector from 1400 to 1600 hours, on the second Tuesday of each month unless otherwise announced.

b. Squadron commanders will give maximum publicity to announced times and places of Personal Conference Periods.

4. PROCEDURES:

a. Complaints or inquiries which cannot be resolved at the squadron level will be registered with the Wing Inspector. Under no circumstances will squadron commanders deny complainants an opportunity to consult the Wing Inspector.

b. Military personnel will be encouraged to present their problems or complaints during regularly scheduled conference periods, however, appointments for personal conferences may be requested at any time the individual feels that his problem justifies an earlier hearing.

5. RECORDS: A file of completed cases will be maintained in the officer of the Wing Inspector for review by the Inspector General, Second Air Force. Disposition of records will be accomplished in accordance with paragraph 5g, (3), 2AF Reg 20-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GLENN E NATIONS
Captain, USAF
Adjutant

GLENN E NATIONS
Captain, USAF
Adjutant

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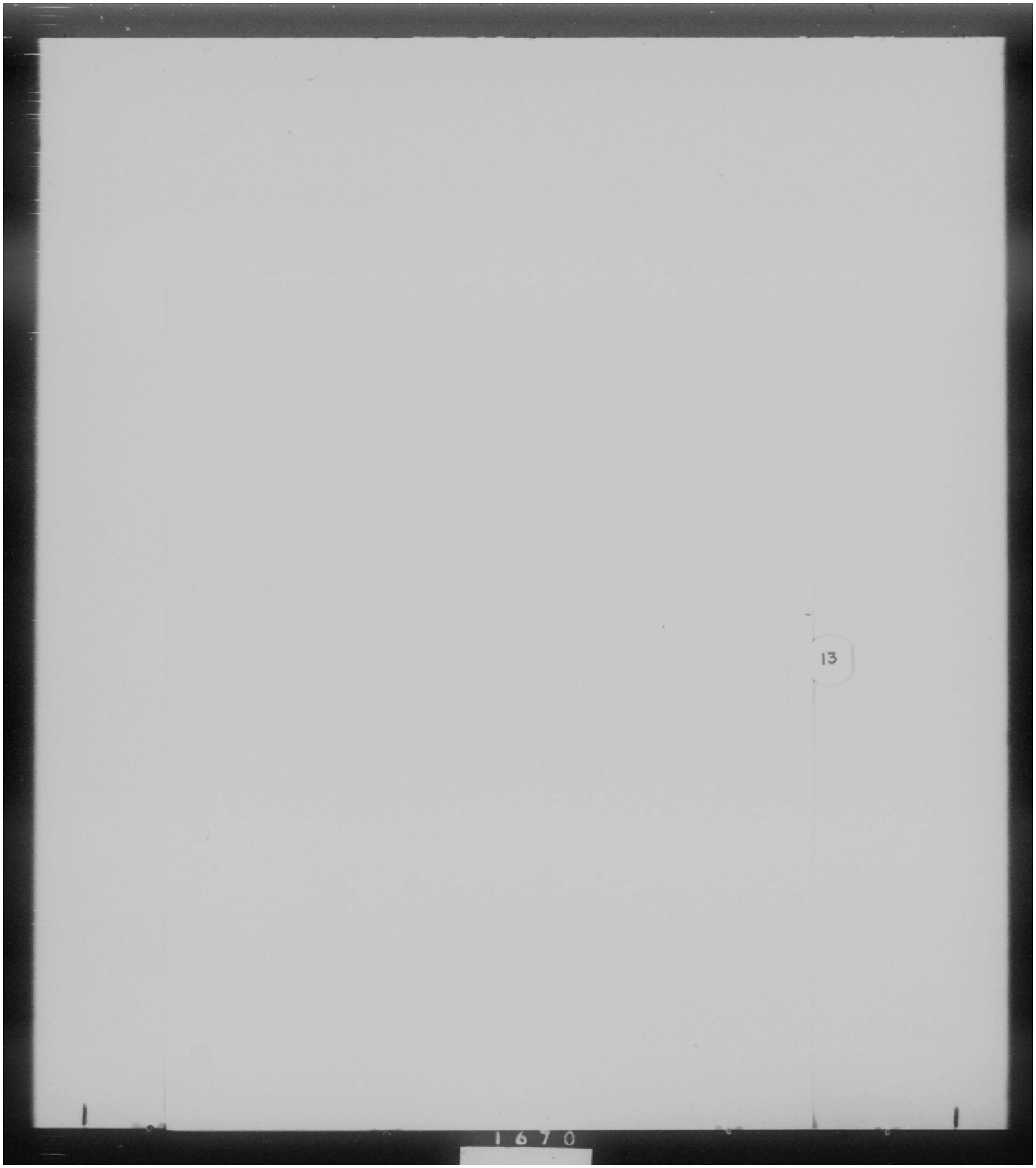

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WING REGULATION)
:
NUMBER 60-3)

HEADQUARTERS 308TH BOMBARDMENT WING (M)
Hunter Air Force Base, Savannah, Georgia
13 April 1955

FLYING

Instructor Pilot Check - Out
(This Regulation supercedes Wing Regulation 60-3 dtd 19 Jun 52)

1. PURPOSE: To establish a procedure for the appointing of instructor pilots.

2. SCOPE: This regulation is applicable to all tactical squadrons assigned or attached to this Wing.

3. GENERAL: The procedure as set forth in this regulation will be adhered to by all squadrons prior to the publication of orders placing an aircraft commander on orders as instructor pilot.

4. PROCEDURE: a. The squadron standardization crew aircraft commander will thoroughly check the aircraft commander for knowledge of the aircraft, pilot proficiency from both seats, and ability to instruct.

b. After an aircraft commander has successfully completed a flight check given by the squadron standardization crew aircraft commander, the squadron operations officer will arrange for a check to be given by wing standardization board aircraft commander as soon as possible.

c. Both squadron and wing standardization board aircraft commanders will maintain a complete file on all flight checks.

d. In addition to the wing and squadron Standardization Board aircraft commanders, each squadron is authorized one instructor pilot per five crews assigned. Reference SAC Reg 60-7.

5. RESPONSIBILITY: The squadron commanders concerned will be responsible for the compliance with this regulation.

BY ORDER OF THE COMMANDER:

GLENN E NATIONS
Captain, USAF
Adjutant

OFFICIAL:

GLENN E NATIONS
Captain, USAF
Adjutant

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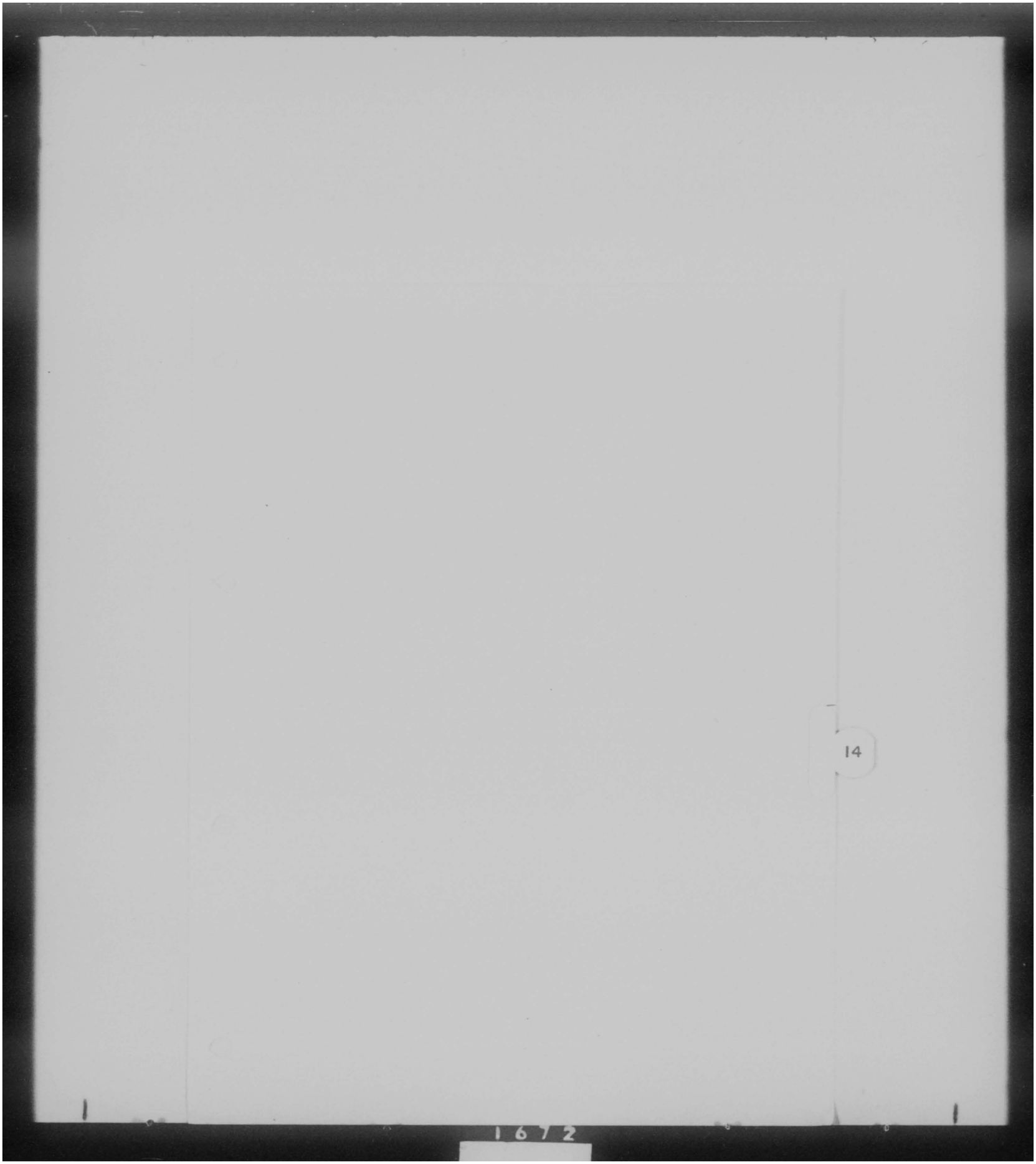

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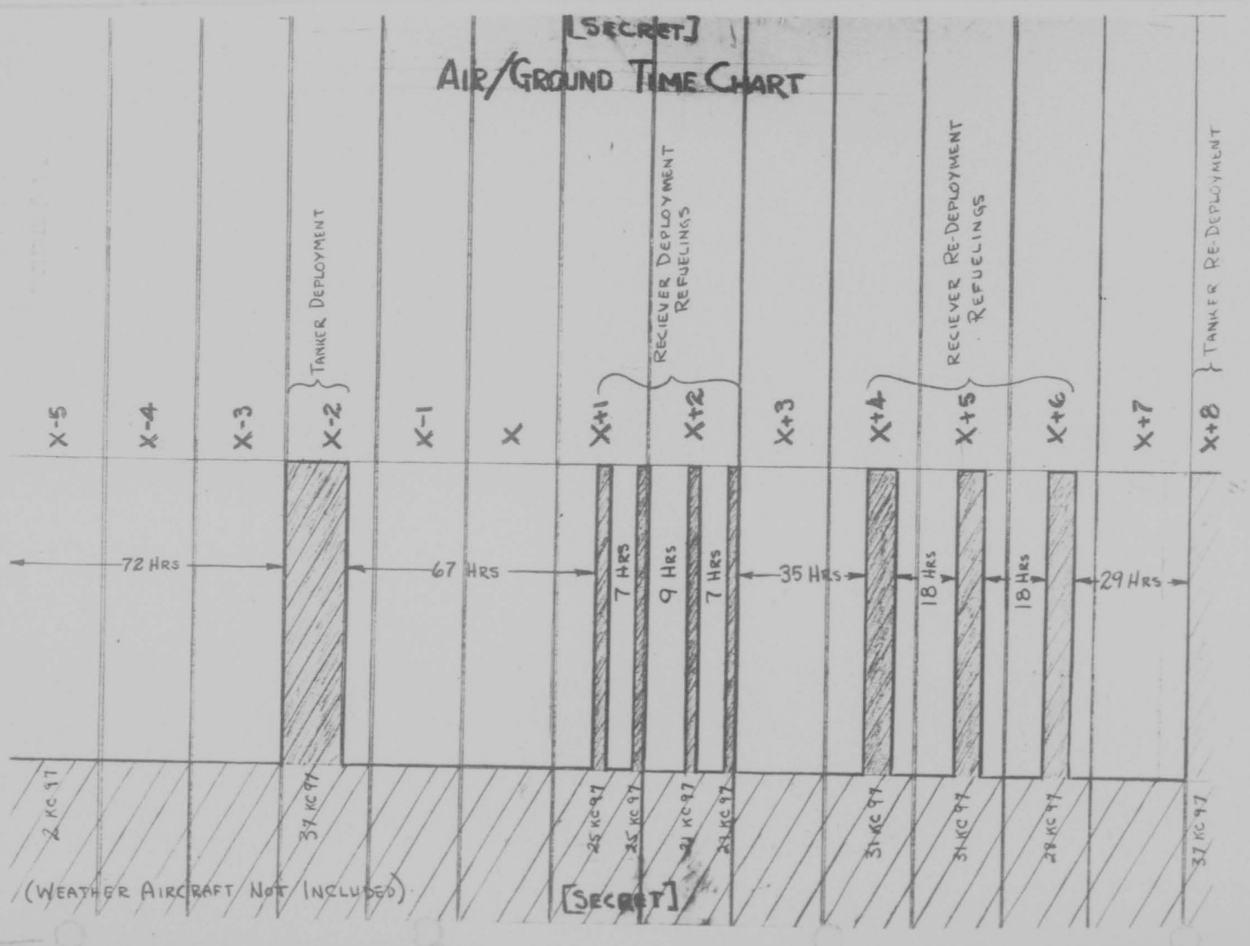

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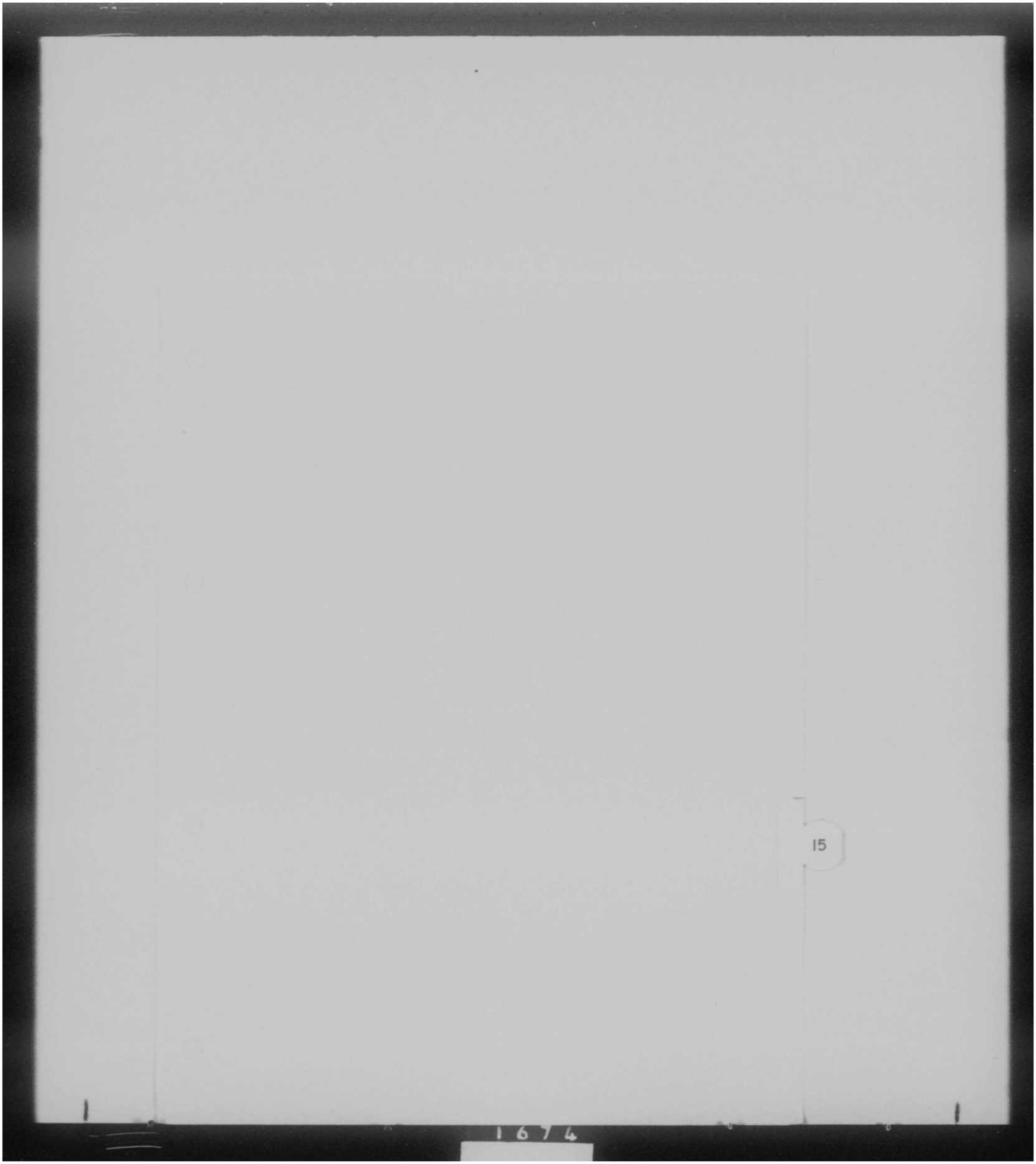

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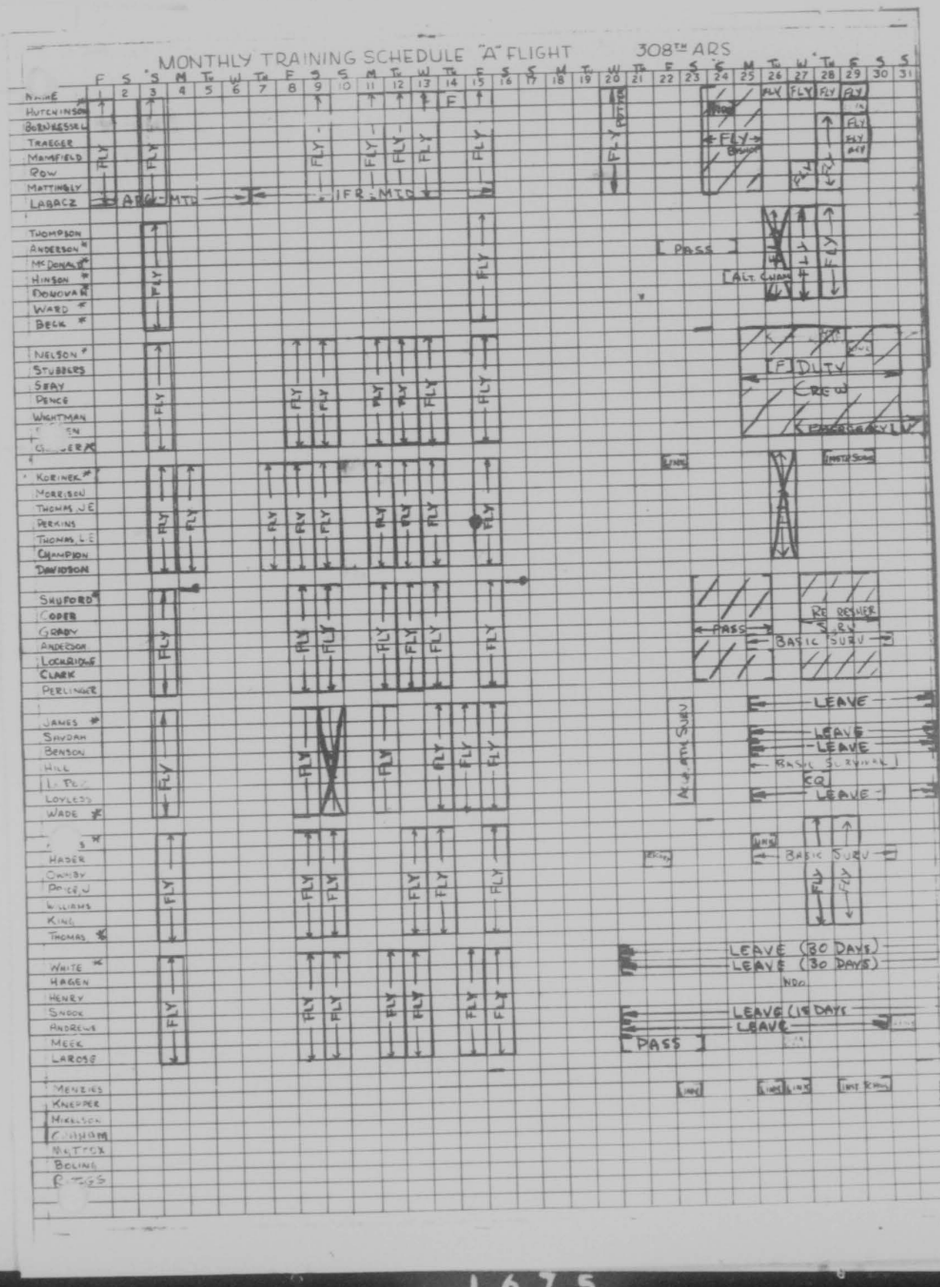

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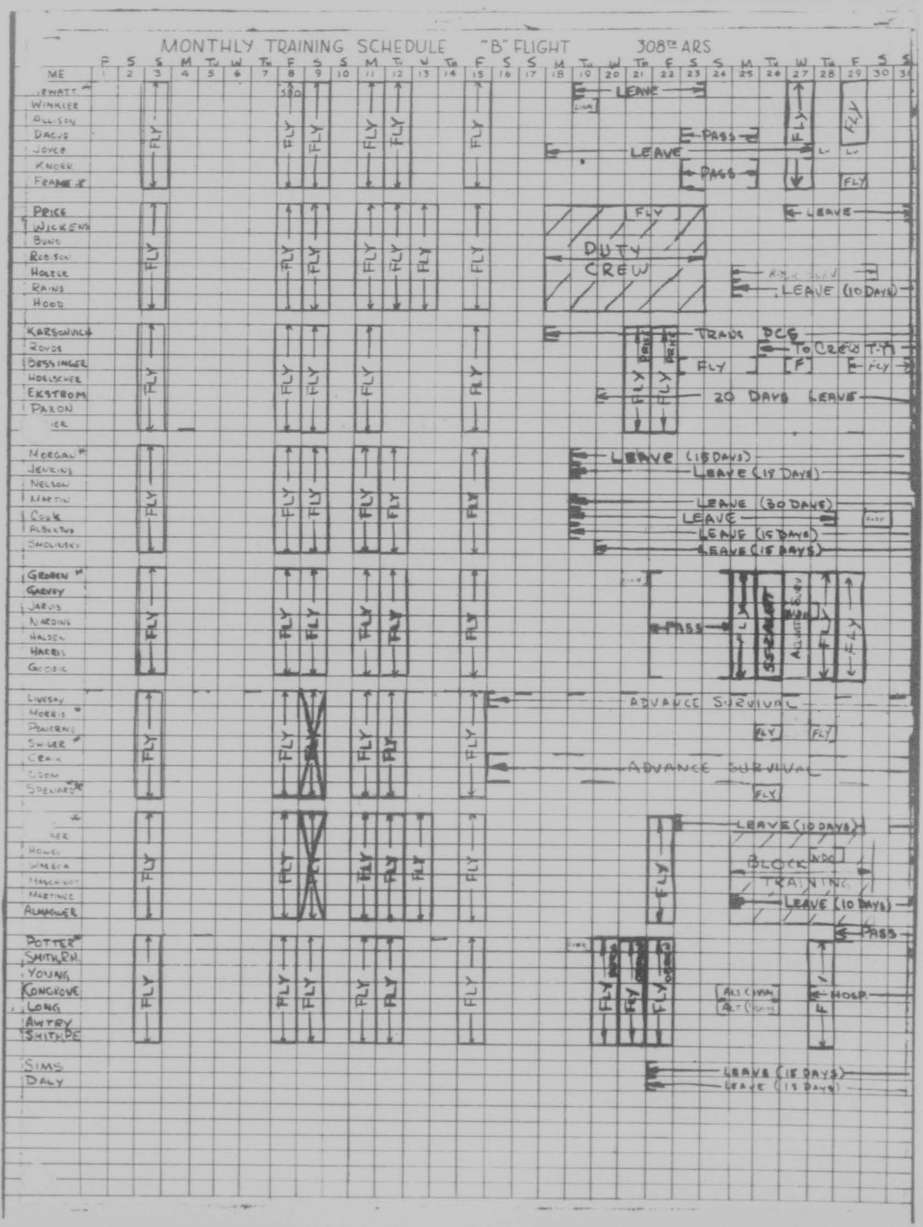

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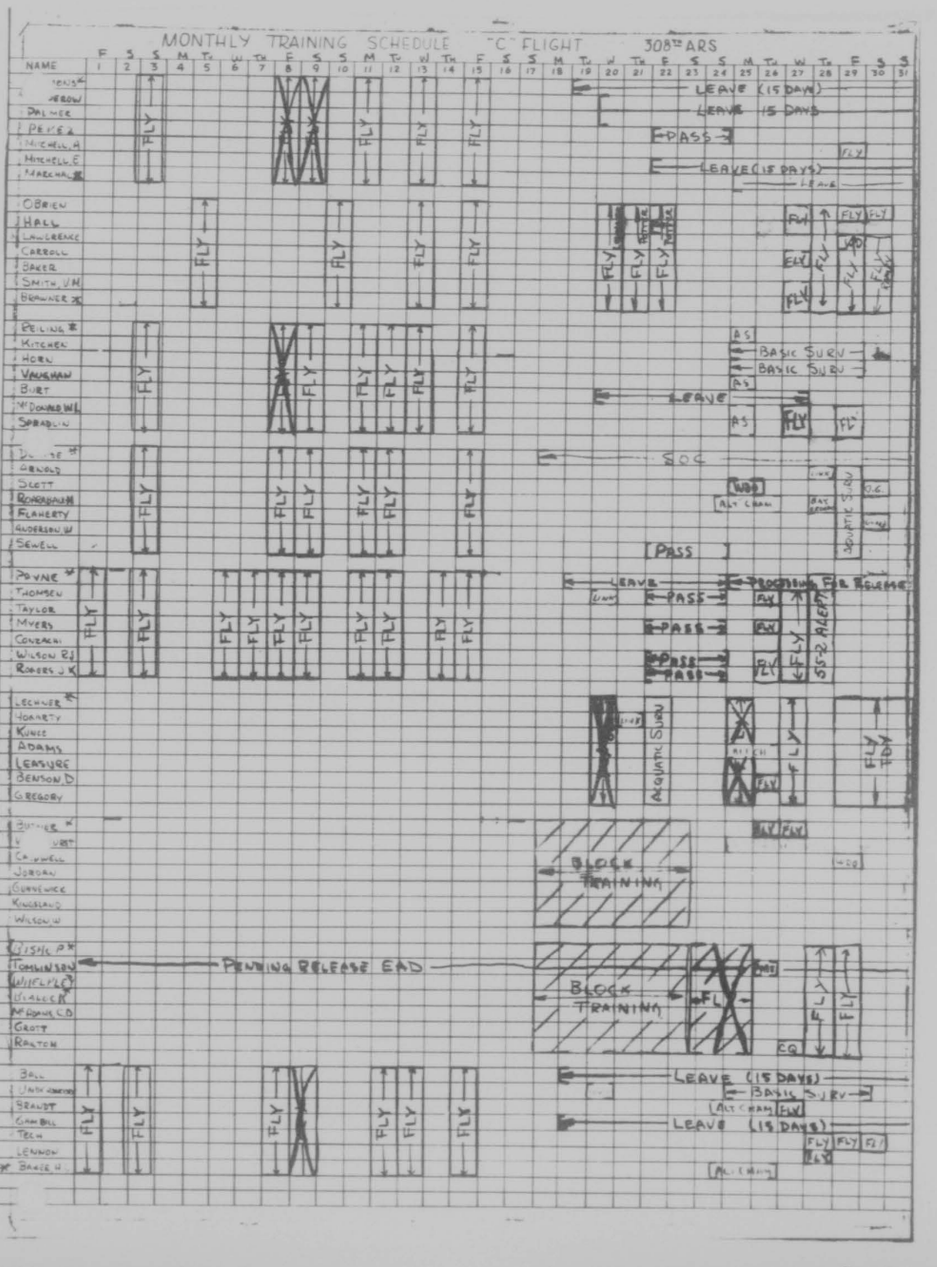

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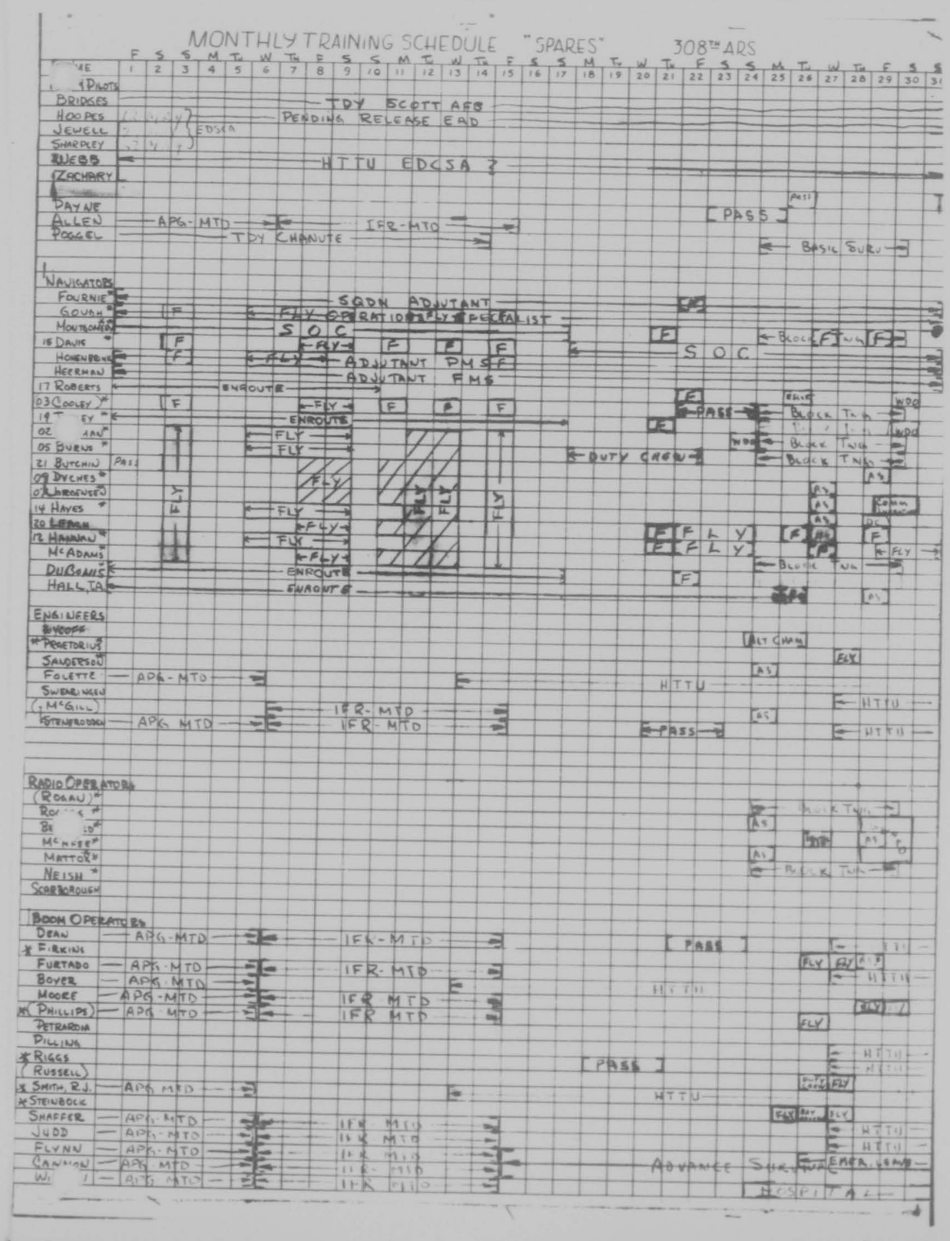

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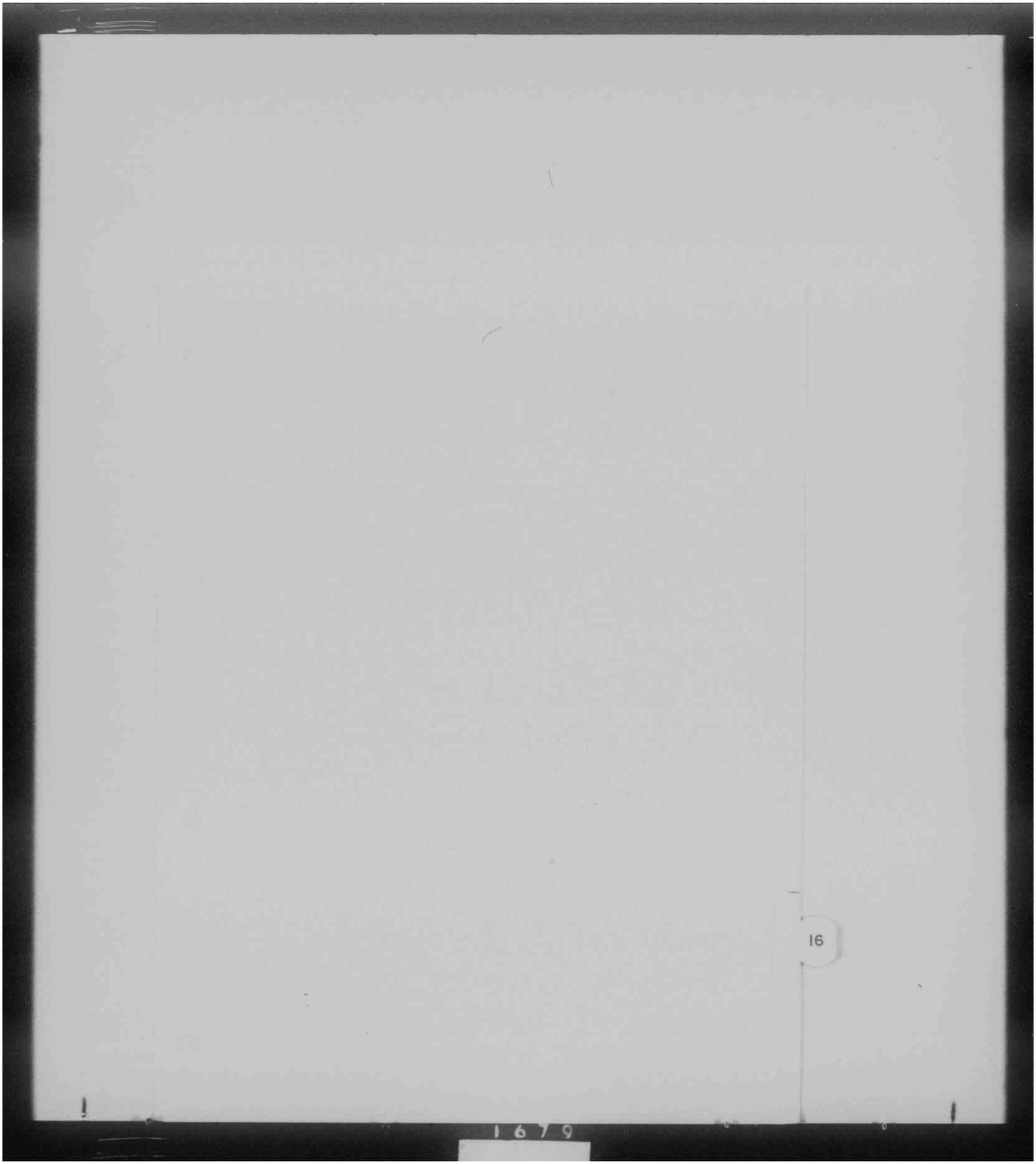

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Crew of the Month

308BO 373BSO 25 April 1955

Captain Joseph T. Oneal's crew is nominated as crew of the month for their excellent handling of an over water in flight emergency.

On a recent overseas deployment during aerial refueling in mid-Atlantic his number two engine exploded and caught on fire.

After accomplishing all normal procedures in connection with the engine fire he received an accurate position and heading from his observer, Captain Robert W. Parnelle Jr., and proceeded to the nearest landing field at Lajes.

The weather at Lajes was such as to require a Ground Controlled Approach. He was talked down to a successful emergency landing with the engine fire finally extinguished itself on final approach.

The professional manner in which this crew conducted itself during this emergency prevented the loss of an expensive combat aircraft and prevented any possible crew injury, thereby whole heartedly earning our recommendation for 373d Bombardment Squadron Crew of the Month. His cool and accurate handling of this emergency made what could have easily been a serious aircraft accident a more or less routine emergency strange field landing.

VERNON B. TURNER
Lt. Col., USAF
Commander

TRUE COPY:

ROBERT L. FRANCIS
Major, USAF

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AUTH: COMDR, 38AD
NAME: s/STENCIL
DATE: 22 APR 55

HEADQUARTERS
38TH AIR DIVISION
Hunter Air Force Base
Savannah, Georgia

DO 22 April 1955

SUBJECT: Final Mission Report, M-27

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Inclosed herewith are ten (10) copies of Final Mission Report for 38th Air Division TDY under Headquarters Second Air Force Operations Order 20-55, exercise "POOR SHOT." The report is in two parts: Part I, Sidi Slimane Task Force; Part II, Lajes Task Force.

2. An information copy of this report has been forwarded to Headquarters 5th Air Division.

FOR THE COMMANDER:

1 Incl
Final Mission Report,
M-27, "Poor Shot"
(10 copies)

s/t/ RALEIGH H. McQUEEN
Major, USAF
Adjutant

Info cy: Commander, 5AD

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INIT: s/JJH
DATE: 22 APR 55

M-27, FINAL MISSION REPORT, EXERCISE "POOR SHOT"

PART I

SIDI SLIMANE TASK FORCE

1. This is the Final Mission Report, Exercise "POOR SHOT," for the 38th Air Division under Headquarters Second Air Force Operations Order 20-55.

2. NARRATIVE.

a. Exercise "POOR SHOT," an overseas USCM, was executed by the 38th Air Division between the period 31 March 1955 and 16 April 1955.

b. The strike phase was launched from Hunter AFB and was made up of four (4) waves of B-47 aircraft. Each wave consisted of four (4) cells, with each cell composition varying between four (4) and five (5) aircraft. Time intervals between waves were ten (10) hours, fourteen (14) hours, and ten (10) hours respectively, after the launching of the first wave. Cell formations within waves were in line abreast. Prestrike air refueling was conducted in the Lajes and French Moroccan areas. Scheduled fuel on-load was 50,000 pounds in each refueling area, or a maximum internal load. All target areas were designated in France and Italy. Sidi Slimane was the post-strike base for all B-47 aircraft.

c. Seventy (70) B-47's were scheduled to depart Hunter AFB. One (1) aircraft ground aborted on the runway. Of the sixty-nine (69) airborne, one (1) aircraft aborted and returned to Hunter AFB.

d. Sixty-eight (68) receivers entered the Lajes refueling area. One (1) receiver aborted and landed at Lajes after losing an engine.

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M-27 Final Mission Report, Exercise "Poor Shot"

PART I (Continued)

during refueling. Sixty-seven (67) aircraft were refueled successfully at Lajes, except that one (1) B-47 was unable to on-load fuel into the center main tank.

e. Sixty-seven (67) aircraft proceeded to the French Moroccan refueling area; of these four (4) landed at Sidi Slimane. One (1) aircraft had inoperative radar, one (1) was unable to take on fuel in his center main tank, one (1) had inoperative airspeed indicators and radar (this aircraft had refueled in the French Moroccan area prior to aborting), and one (1) aircraft was unable to open his slip-way door.

f. Of the sixty-seven (67) aircraft entering the French Moroccan refueling area, sixty-four (64) refueled successfully and sixty-three (63) remained airborne to continue non-stop to their targets. One (1) B-47 was unable to refuel his bomb bay tank but continued to the target and adjusted his withdrawal route to conform to his reduced fuel supply.

g. Sixty-three (63) aircraft made bomb runs on their assigned targets. Of this number sixty-one (61) had operative radar and two (2) had malfunctioning bombing equipment.

h. Two (2) of the B-47's which pre-strike aborted into Sidi Slimane were rescheduled with subsequent waves. One (1) of these ground aborted due to a fuel leak. The other successfully bombed his target and returned to Sidi Slimane.

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M-27 Final Mission Report, Exercise "Poor Shot"

PART I (Continued)

i. All B-47 aborts were caused by mechanical difficulties; none were due to poor technique, lack of proficiency or fatigue.

j. On redeployment the B-47 aircraft were relaunched in three (3) main increments to the ZI from Sidi Slimane, with air refueling over Lajes. A fourth increment of two (2) aborted aircraft was launched from Sidi Slimane. The one (1) B-47 which had aborted into Lajes was relaunched separately to the ZI from Lajes.

k. One (1) B-47 crew in the first wave was briefed to proceed non-stop to Barksdale Air Force Base as courier for the duplicated strike film and logs. This aircraft was diverted to MacDill AFB due to unfavorable weather at Barksdale.

l. Air refueling for B-47 aircraft was accomplished in the Lajes Area by the 2d and 308th Air Refueling Squadrons and in the French Moroccan Area by the 308th Air Refueling Squadron at Sidi Slimane and the 305th Air Refueling Squadron at Benguerir.

3. PERSONNEL AND ADMINISTRATION.

a. Personnel manning of the Sidi Slimane Task Force was in accordance with SAC Manual 400-1A. No personnel problems were encountered.

4. OPERATIONS.

a. No operational problems were encountered.

b. There were three (3) potential problem areas that required consideration.

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M-27 Final Mission Report, Exercise "Poor Shot"

PART I (Continued)

(1) Tanker Dispatch and Recovery During Marginal Weather Conditions.

(a) Timing for the second wave was such that refueling in Mascot Area (French Morocco) took place during the period of possible fog development. Had this fog formed, or had the forecast continued to indicate its probable development, it would have been necessary to either land the B-47's at Sidi Slimane without refueling, or direct the KC-97's to an alternate.

(b) It is recommended that the feasibility of a fog dispersal system (FIDO) be investigated for Sidi Slimane, Benguerir, and Nouasseur.

(2) Designation of Alternate Refueling Areas. Because of the limited range of tanker aircraft when a high off-load is necessary, it is difficult to move a designated refueling area very far in any direction. In the event of unfavorable weather over an extended area it is doubtful that refueling could be accomplished. This continues to be a major problem.

(3) Separation of Orbit Areas. It was considered that the orbit areas specified in 2AF Operations Order 20-55 were too close, and in the interest of flying safety the Task Force Commander directed that the refueling altitudes be

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staggered. In future operations of this nature, consideration should be given to staggered altitudes or providing more lateral separation for orbit areas.

5. LOGISTICS.

a. Maintenance. Two (2) fifteen-aircraft post-strike staging were deployed to Sidi Slimane. The maintenance elements of the 308th Air Refueling Squadron, TDY at that base, were integrated with the 38th Air Division Task Force at Sidi Slimane as set forth in SAC Manual 20-2. No problems were encountered in preparing the B-47 aircraft for deployment to the ZI.

b. Supply. A B-47 post-strike flyaway kit was deployed but not utilized. No AOCP items were generated for B-47 aircraft. Out of the 220 items requested of the supply expediter system at Sidi Slimane, 182 or 82½ per cent were delivered in an average time of 22 minutes. This record is considered outstanding and is indicative of the excellent supply support received from the 3906th Air Base Group. No MD-3 ground power units for the Phase III aircraft possessed by the 2d Bomb Wing were available at Sidi Slimane; however, MD-3 power units are programmed for Sidi Slimane in April 1955.

c. Armament and Electronics. Special weapons were not utilized in this exercise. Three (3) B-47 aircraft were made available to the

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5th AFDS at Sidi Slimane for practice loading. All redeploying B-47 aircraft had navigational radar. All but one (1) B-47 had operational HF radio.

d. Transportation. MATS aircraft deploying the task force personnel were delayed in Bermuda for approximately twenty-four (24) hours due to high winds at Lajes, which prevented landing of C-54 MATS aircraft at Lajes. No problems developed as a result of MATS operation since the first strike from the ZI was postponed forty-eight (48) hours. Motor vehicle transportation at Sidi Slimane was adequate.

e. Base Support. Base Installations and facilities at Sidi Slimane were adequate and base support was considered excellent.

f. Mobility. Unit mobility plans were implemented for this exercise. No significant problems were encountered in deployment, overseas operation, or redeployment from Sidi Slimane.

6. INTELLIGENCE.

a. Questionable reports requiring confirmation resulted from the use of numerous tactical call signs as specified in 2AF Operations Order 20-55, specifically as it affected the use of call signs by tanker aircraft. In addition to the call signs specified in SAC CEI Change 3, the use of the words "Mascot" and "Fowler" were required, plus the color codes of the B-47 tactical call signs. It is recommended that only those callsigns directed by SAC CEI be used, and no

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M-27 Final Mission Report, Exercise "Poor Shot"

PART I (Continued)

refueling area name be used in conjunction with the tactical call sign.

b. This exercise proved that the interrogation of strike crews at forward bases under the compressed timing inherent in operations of this type, cannot be accomplished from the resources of the task force as authorized in SAC Manual 400-1A and SAC Manual 20-2. It was necessary to utilize six (6) photo-interpreters from the Reconnaissance Technical Flight at Sidi Slimane. Interrogation personnel are not required to be photo-interpreters or even intelligence personnel. Any officers or senior non-commissioned officers can be utilized for interrogation, since the interrogation process was accomplished solely through the use of prepared, mimeographed interrogation forms which, after completion, were processed by qualified intelligence and staff personnel.

7. SECURITY. The effectiveness of internal security at Sidi Slimane during the period of TDY of the 38th Air Division Task Force is unknown since no penetrations were attempted.

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M-27, FINAL MISSION REPORT, EXERCISE "POOR SHOT"

PART II

LAJES SAC TASK FORCE

1. Final Mission Report for Lajes SAC Task Force. Second Air Force Operations Order 20-55, "POOR SHOT."

2. MISSION OF LAJES SAC TASK FORCE.

a. The mission of the Lajes SAC Task Force was to:

(1) Provide reception for forty-two (42) KC-97 aircraft of the 2d and 308th Air Refueling Squadrons deploying from Hunter AFB to Lajes Air Transport Station.

(2) Conduct refueling operations in support of bombardment strike and redeployment missions.

(3) Redeploy the 2d and 308th Air Refueling Squadrons to Hunter AFB.

(4) Exercise Task Force concept of operations (SAC Manual 20-2).

b. The entire operation was successfully concluded. Pre-strike refueling operations were delayed two (2) days due to postponement of the strike waves as a result of inclement weather and high winds at Lajes. The operation was finally launched on 7 April 1955 with four (4) waves of B-47's completing refueling as planned. Redeployment refueling was also successfully completed with practically all receivers experiencing a pressure disconnect.

c. Redeployment of tanker force was accomplished in an orderly and timely fashion. All aircraft arrived at destination in operational

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condition.

d. No major operational or administrative problems were encountered which seriously affected the successful completion of the mission. Areas which bear consideration in future planning are discussed in later sections of this report.

3. PERSONNEL AND ADMINISTRATION.

a. Bay-type housing for maintenance personnel and aircrews prevented segregation of on-duty and off-duty personnel, thus interfering with adequate rest. On an extended operation, this could become a significant factor.

b. Recommendation. Recommend that housing planned for SAC use in operations such as "Poor Shot" provide for segregation of on-duty and off-duty crews.

4. OPERATIONS AND TRAINING.

a. Marginal communications facilities at Lajes reduce the control which can be exercised over an operation of this nature, and interfere with accurate and timely reporting. Specific communications deficiencies encountered:

(1) There are no two-way radio facilities in control room. An HF receiver installed for this operation permitted spasmodic reception of refueling information, but was not reliable.

(2) An early attempt to secure refueling information

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through the tower was abandoned because of noise and confusion in the tower.

(3) Navigation aid facilities are old and out-dated. The GCA operators employed during marginal weather were especially well qualified, but the equipment is unreliable.

(4) A related communications shortage existed in the maintenance field, where no radio vehicles were available.

b. The crypto section of AACS at Lajes is located adjacent to the SAC control room, and proved to be of great value. Personnel were extremely efficient and cooperative.

c. No particular weather problems existed other than strong cross-winds which were the principal factor in the forty-eight (48) hour delay in launching the strike missions. Operating a large number of tankers, however, under inclement weather with the lack of modern navigation aids would be hazardous.

d. Recommendation. Recommend that communications facilities compatible with the mission be provided at stations used for refueling operations.

5. LOGISTICS.

a. Two (2) KC-97 Turn-around Teams were deployed with the Lajes SAC Task Force, augmented by one (1) Post-Strike Team from 2d Bomb Wing and two (2) Post-Strike Teams from 308th Bomb Wing. Aside from normal maintenance, an average of one and one-half (1-1/2) post-flights were performed for each KC-97 deployed. Two (2) R-4360-35 engine were changed at Lajes.

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M-27, Final Mission Report, Exercise "Poor Shot"

PART II (Continued)

b. One (1) engine was changed on a B-47 that aborted into Lajes from the fourth strike wave.

c. In the deployment phase, cargo loadings of KC-97 aircraft began at 1300Z (1300Z) on 2 April. Loadings were completed as follows:

Acft No.	Cargo (lbs)	Load Time
643	9,439	:30
924	8,955	1:25
649	7,459	2:05
925	8,564	2:30
932	7,981	1:15
235	1,887	2:10
233	2,250	1:25
209	1,492	1:15
240	2,800	2:00
917	10,295	3:45
918	9,984	2:40
919	8,914	2:00
920	9,570	3:25
915	9,266	1:30

Passengers were processed in an average time of two (2) hours.

d. Two (2) KC-97 fly-away kits were deployed, augmented by certain critical items known to be short in the kit authorizations.

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Two kits were found to be deficient in casings, tubes, brakes, inverters and cylinders, all of which were secured either from Lajes Base Supply or through the Sidi Slimane Task Force.

e. Refueling facilities represented the most critical factor encountered. Without increased facilities, it would not be feasible to further compress the time employed between strike waves in this operation, since some turn-around KC-97's were being refueled in each instance up to a few minutes before engine-start time.

f. MATS airlift for this operation was limited to the delivery of ten (10) flyaway engines. Cross winds which delayed the strike operation also delayed the delivery of these engines by seventy-two (72) hours. The first engine change was thus delayed two (2) days.

g. Taxiway and parking facilities are not satisfactory for the operation of KC-97's at Lajes. Runways 21 and 29, used for SAC parking, are too narrow to permit taxi clearance of more than 15 - 20 feet from the nose of parked aircraft. The surface of runway 21 consisted of loose stones which are a hazard to tires and props in taxiing.

h. Taxiways leading to runway 16 are so narrow that outboard engines were over the edge of the pavement. The dirt and dust raised as aircraft taxiied out reduced visibility to practically zero, aside from the potential damage to aircraft and engines opened for repair.

i. The unit mobility plans proved adequate.

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j. Recommendations. Recommend that:

(1) MATS airlift of critical cargo be operated on a guaranteed-delivery basis, or that such cargo be pre-positioned.

(2) Changes in fly-away kit authorizations be expedited to reflect experience gained in operations such as "Poor Shot."

(3) Construction of hydrant refueling at stations to be employed by SAC be expedited.

(4) Taxiways to be used by KC-97 units be widened and stabilized to accommodate such aircraft.

6. INTELLIGENCE. The intelligence section was employed in preparation and dispatch of routine reports associated with the mission. No intelligence data was required by the mission.

7. SECURITY.

a. Eighty-four (84) air police airmen and one (1) officer were deployed in order for the Task Force to provide its own internal security. Airmen were transported generally two (2) per aircraft to cover any aircraft that might land at Bermuda enroute.

b. Access rosters were furnished each guard, and personnel not on such rosters were permitted on the aircraft only if they possessed authenticated work orders.

c. Penetration tests by task force personnel were employed to insure the maximum security attainable under the conditions prevailing.

d. Control of the security effort was handicapped by complete lack of radio facilities.

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s/t/ JOSEPH J. MAZZARO
Brigadier General, USAF
Commander

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HEADQUARTERS 308TH BOMBARDMENT WING H
OFFICE OF THE COMPTROLLER
HUNTER AIR FORCE BASE
SAVANNAH, GEORGIA

9 May 1955

SAC MANAGEMENT CONTROL SYSTEM
STATEMENT FOR MONTH ENDING 30 April 1955
RCS: 2-AF-U2

SECTION I - GENERAL

A. Personnel - 320 points

	Max Score	% of Max Score	Points Earned	Points Lost	% of Pts Los
1. Manning in required specialties:					
a. Officers	30	30	9	21	4.5
b. Airmen					
(1) Direct Support Skills	150	40	60	90	19.0
(2) Indirect Support Skills	25	60	15	10	2.1
2. AWOL Rates Per "P"	30	100	30	0	0
3. Ground Safety	25	20	5	20	4.2
4. Reenlistment Rate	40	40	16	24	5.1
5. MTD Utilization	20	100	20	0	0
TOTAL	320	48.4	155	165	34.9

B. Materiel - 290 points

1. Flying Hours Delivered as % of Required	* 60	NOT RATED			
2. Manhour Utilization Aircraft Maintenance	*100	NOT RATED - NO SCORING CRITERIA			
3. Reports of Survey	20	65	13	7	1.5
4. Technical Order Compliance	* 60	NOT RATED - NO SCORING CRITERIA			
5. Supply Consumption	* 50	NOT RATED - NO SCORING CRITERIA			
TOTAL	80	65	13	7	1.5

C. General Items - 250 points

1. Cost Per Flying Hour	* 50	NOT RATED - NO SCORING CRITERIA			
2. Flying Safety	50	100	50	0	0
3. Motor Vehicle Utilization	* 50	NOT RATED - NO SCORING CRITERIA			
4. USCM Effectiveness	82.5	97	80	2.5	.5
Points Reserved	* 70				
TOTAL	132.5	98.1	130	2.5	.5

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	Max Score	% of Max Score	Points Earned	Points Lost	% of Pts Lost
D. Operations - 670 points					
NOT RATED					
GRAND TOTAL	472.5	63.1	298	174.5	36.9

*Not included in total points possible.

JOHN W. GORDON
Lt Col., USAF
Comptroller

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SECTION II - REMARKS

A. PERSONNEL - 320 points

1. Manning in required specialties:

a. Officers - Even though April's effective manning of officers increased by 1.7 percentage points over March, 30 percent of Maximum Score is all that can be earned. 427 spaces authorized versus 332 effectively assigned, produce an effective manning of 77.8 percent. Main shortages preventing the Wing from attaining a higher score are in the 1234 or 1245, 1435, 1525, 1525A and in the medical corp field.

b. Airmen - Total body manning of the 308th Wing has dropped from 100.9 percent in March to 95.8 percent in April. The drop in personnel assigned has been the result of discharges and transfers ordered by higher headquarters. Losses of these people is having an adverse effect on effective manning in as much as we are losing mainly our critical type people. Known losses through July indicate that the situation will be even worse unless assistance is received.

(1) Direct Support - 1184 spaces authorized versus 932 effectively assigned produce an effective manning of 78.7 percent which earns 40 percent of Maximum Score. Shortages in the 5 and 7 level continue to hinder the wing in the aircraft electrical navigation field, "Y" system field, gun-laying system field, reciprocating engine mechanic field, instrument repair field and the aircraft hydraulic repair field. A few of the above shortages will be aided by upgrading as a result of OJT within the Wing; however, the navigation systems and gun-laying systems can only be improved by inputs of personnel with the required specialties from outside resources.

(2) Indirect Support - 543 spaces authorized versus 449 effectively assigned produce an effective manning of 82.7 percent which earns 60 percent of Maximum Score. Actual personnel shortages in the supply, administrative, operations, personnel and personal equipment fields prevent the wing from earning a higher score. Shortages in the administration and personnel field has a detrimental effect on the administrative capability of the Wing.

2. AWOL Rate Per "YY": No comment since the Wing earned 100 percent of Maximum Score.

3. Ground Safety: A total of 5 accidents including 2 private vehicle accidents produce a military injury rate of 2.03 per hundred thousand man hours. There was 1 government vehicle accident during last month which gives a government vehicle accident rate of 3.77 per hundred thousand miles. The military injury rate combined with the civilian injury rate and the government vehicle accident rate produces a ground safety index of 11.86. The high accident cost of $5,503.00 is due chiefly to 2 private vehicle accidents costing $3,930.00. When the cost per person of $2.67 is combined with the ground safety index, 20 percent of the Maximum Score is produced.

4. Reenlistment Rate: Forty discharges last month combined with 13 reenlistments produces reenlistment rate of 32.5. This rate gives 40 percent of Maximum Score which is an increase over recent months. Airmen on their initial enlistment comprise the majority of the people who are being discharged and who are not reenlisting, thus reducing the score.

5. MTD Utilization: Since the Mechanical B-47 Mobile Training Detachment departed this station during March and April, no requirement can be established for the mechanical phase of MTD; therefore, our MTD requirement reduces to 1,500 hours to be utilized on the Electronics MTD given by B-47-E8 Mobile Training Detachment. Of the 1,500 hours required, 1,514 were obtained, producing 100 percent of score.

B. MATERIEL - 290 points

1. Flying Hours Delivered as % of Required: Not rated.

2. Manhour Utilization Aircraft Maintenance: Not scored. Points possible deducted from total.

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3. Reports of Survey: The average dollar cost per survey of $142.38 applied with the reports of survey index of 2.5 produces 65 percent of Maximum Score. The survey index is sufficeint to earn the Maximum Score, but the average cost per survey drops the score.

4. Technical Order Compliance: Not scored. Points possible deducted from total.

5. Supply Consumption: Not scored. Points possible deducted from total.

C. GENERAL ITEMS - 250 points

1. Cost Per Flying Hour: Not scored. Points possible deducted from total.

2. Flying Safety: No comment since the Wing earned 100 percent of Maximum Score.

3. Motor Vehicle Utilization: Not scored. Points possible deducted from total.

4. USCM Effectiveness: From the best information available locally this item earns 97 percent of score. It does not include the reporting portion of the USCM scoring procedure which is worth 10 points and navigation for bombardment aircraft which is worth 15 points. When reporting and navigation are considered the final score should be a few points higher. Attached as an inclosure is a copy of the computation of the USCM score.

D. OPERATIONS - 670 points

Not rated.

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H E A D Q U A R T E R S

308TH BOMBARDMENT WING (L) JET

Operations Plan

2030-55

28 March 1955

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
28 March 1955

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
28 March 1955

OPERATIONS PLAN)
NUMBER 2h30-55)

CHARTS AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

373rd Bombardment Squadron H	LT COL V. R. TURNER
374th Bombardment Squadron H	LT COL J. F. HARVEY
375th Bombardment Squadron H	MAJOR C. T. MATHEWS
308th Air Refueling Squadron	LT COL P. P. [illegible] ZIGS
308th Headquarters Squadron	MAJOR H. C. VAUGHN
308th Armament and Electronics Squadron	MAJOR [illegible]
308th Field Maintenance Squadron	LT COL R. W. SCHLECT
308th Periodic Maintenance Squadron	MAJOR L. R. MOYER
308th Tac Med Hospital	MAJOR [illegible]

1. GENERAL SITUATION: For the month of April this organization is committed to a higher headquarters directed maneuver of the Leapfrog type. All remaining Globetrotter missions will be flown and the remainder of the month will be spent on training requirements.

2. MISSION: The basic objective for the month of April is several fold. Thirty-six tactical crews and 20 air refueling squadron crews will participate in the assigned maneuver. Upon return to normal operation, each squadron will fly a minimum of 3 aircraft per day. Specific fields of concentration will be for crews on probation or in danger of going on probation

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status, preparation of crews going to ENS, upgrading of non-combat ready crews to combat ready status, upgrading combat ready crews to lead status, and squaring away of ground training requirements. All outstanding standboards will be accomplished in April. In addition, a maximum number of standboards falling due in the next quarter will be scheduled for completion in April to alleviate the present existing "hump" conditions.

3. TASKS FOR SUBORDINATE UNITS:

a. 373rd Bombardment Squadron - Reference Appendix I Annex, and Annex B.

b. 374th Bombardment Squadron - Reference Appendix II Annex A, and Annex B.

c. 375th Bombardment Squadron - Reference Appendix III Annex A, and Annex B.

d. 308th Air Refueling Squadron - Reference Appendix IV Annex A, and Annex B.

e. 308th Headquarters Squadron - Reference Annex A and B.

f. 308th Armament and Electronics Squadron - Reference Annex A, B, C.

g. 308th Field Maintenance Squadron - Reference Annex A, B, C.

h. 308th Periodic Maintenance Squadron - Reference Annex A, B, C.

i. 308th Tactical Hospital - Reference Annex B.

4. [illegible] INSTRUCTIONS:

(1) Orders of Execution will be issued by the tactical squadrons in the form of Flight Orders (Each Flight Order will designate the aircraft commander as such.)

306TH BW HD
OPS PLAN 2430-55
28 MAR 55

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(2) Requests for maintenance will be made by work order from Maintenance Control.

(3) All commitments from higher headquarters known at this time have been considered and included in this plan.

(4) Transportation for flight crews during duty hours will be obtained by calling Extension 23571; after duty hours transportation of flight crews becomes a squadron responsibility.

(5) Necessary changes to this plan will be coordinated through the Squadron Commanders, Maintenance Control and the Chief of Operations and Training.

4. LOGISTICAL MATTERS: Reference Annex C.

5. SIGNAL AND COMMUNICATIONS MATTERS: Omitted.

ANNEXES:

A - Operations

B - Ground Training

C - Logistics

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OFFICIAL:

[signature]

[illegible]
Lt Colonel, USAF
Director of Operations

D.E.JR
Colonel, USAF
Commander

308TH BOMB WG
OPS PLAN 2430-55
28 MAR 55

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[illegible] UNITED STATES AIR FORCE
Hunter Air Force Base, Georgia
28 March 1955

ANNEX "A"

TO

OPERATION PLAN 2430-55

PART I OF PLANS

1. Wherever possible, crews will be scheduled to fly their assigned aircraft.

2. Squadron Operations Staffs will insure that the maximum training possible is accomplished on each flying sortie.

3. During the first two weeks of the month aircraft will fly by tail number as they appear on the monthly schedule. Exception: Higher Headquarters directed missions, or ordered evacuation. During the last two weeks of the month adjustments may be made by coordination between the Director of Operations and the Director of Materials; these adjustments will be reflected in the weekly flying schedule, and approved by the Deputy Wing Commander. Examples of reasons for adjustments: F-47 drag angle modification, 100% of aircraft coming out of the docks, major structure repair. The weekly flying schedule will then be flown without deviation.

4. Each Wednesday at 1400 hours a Weekly Schedule Meeting will be held in the Wing Operations & Training Section attended by the Director of Operations, Squadron Operations Officers. The coming weeks portion of the monthly flying training program confirmed and the flying schedule will be finalized.

PART I TO
ANNEX "A" TO
308TH [illegible] WG
OPS PLAN 2430-55
28 MAR 55

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5. The weekly flying schedule will be submitted to the Wing Flight Scheduling Officer no later than 0900 on the day following the Weekly Scheduling Meeting.

6. All necessary changes to mission requirements such as bomb loads, fuel, cameras, take-off times and other allied equipment will be approved solely by Wing Operations and Maintenance Control at a daily scheduling meeting, 0900 each day preceding the scheduled flying and on Friday for aircraft scheduled to fly Monday.

7. Take-off times may vary from the daily schedule with the concurrence of Wing Operations and Maintenance Control. Wing Operations will act as the coordinating agency.

8. No take-offs will be scheduled before 1200 hours on the first flying day following an authorized non-duty day.

9. Standard station time for B-47 aircraft is two hours prior to take-off. For KC-97 aircraft, a standard station time is two hours prior to take-off for a non-refueling mission, and three hours for a refueling mission.

10. Test flights called into Wing Control up to 0900 will have an aircrew station time of 1300 the same day. Test flights called in after 0900, and before 1700, will have an aircrew station time of 0900 the following day. Normally, test flights will not be flown on non-flying days or after dark.

11. Aircraft becoming available for scheduling before the projected time may be added to the schedule immediately. Example: Aircraft 073 returns from drag angle modification eight days early. It may be scheduled and flown immediately after postflight.

PART I TO
ANNEX "A" TO
300TH BOMB WG
OPS PLAN 2430-55
28 MAR 55

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12. 300th Operations Plan 2H4C-55 will be in effect for tactical crews reporting to SCS.

13. The 300th Air Refueling Squadron will furnish airlift approximately 18 April for the maintenance personnel supporting these crews in SCS.

14. Squadron operations will keep in mind the possibility of the existing runway being closed between 18 April and 23 April 55.

15. In the event an aircraft is not in commission at aircrew station time, a two hour delay is authorized, provided the aircraft starts taxi within two hours of scheduled taxi time.

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HEADQUARTERS 308TH BOMBARDMENT WING
Hunter Air Force Base, Georgia
28 March 1955

ANNEX "A"

TO

OPERATIONS PLAN 2430-55

PART II SPECIAL WEAPONS

1. In order to accomplish 50-11 training requirements for this month, the following training must be accomplished.

a. 373rd, 374th, & 375th Bomb Squadrons.

(1) Op's Mission per combat crew (Lead and/or Select) - 1.

2. 50-8 will not apply this month.

PART II TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 2430-55
28 MAR 55

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HQ, 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
28 March 1955

ANNEX "A"

TO

OPERATIONS PLAN 243C-55

PART III B-47 PLANNING FACTORS

1. The 374th Bomb Squadron will furnish a crew and aircraft to Loring AFB for three (3) days TDY. Aircraft must be in place NLT 1700 Z, 12 April 1955.

2. Each lead crew will have completed one (1) Globetrotter mission by the end of April 1955.

3. Aircraft Commanders will complete the reverse side of each mission accomplishment form as outlined in Disposition Form, 308DCO dated 4 Mar 55.

4. Non-Combat Ready Crew flying training will continue to be a priority item. A minimum of 25 hours will be flown by each available non-ready crew.

5. Missions encompassing nite refueling will be based on 6000 pound transfers to provide sufficient wet hook-ups for ARS boom operator training. A minimum of one (1) hour per refueling sortie will be required by the ARS.

6. The following minimums will be utilized in the preparation of requirements and planning of individual flights.

ITEM	UNITS	373rd	374th	375th
Pilot proficiency time	Hrs	25	25	54
Radar BOS Runs	Runs	34	34	34
Radar Camera	[illegible]	30	30	30
Visual Camera	[illegible]	7	7	7
Visual Releases	[illegible]	17	17	17
Day Celestial	Legs	10	36	10
Nite Celestial	Legs	10	10	10

PART III TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 243C-55
28 March 55

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ITEM	UNITS	373rd	374th	375th
Grid	Legs	10	10	10
Refueling	Wet Hookups	32	38	30
Gunnery	Rounds	3500	3500	3500
Long Range Cruise	Missions	20	31	29
Sorties	Sorties	39	39	39
Flying Time	Hours	200	215	197

PART III TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 243C-55
28 March 1955

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Georgia
28 March 1955

ANNEX "A"

TO

OPERATIONS PLAN 2430-55

PART IV KC-97 PLANNING FACTORS

1. Aircraft will be scheduled to double fly at the daily scheduling meeting to accomplish air refueling and pilot proficiency requirements.

2. Sortie requirements levied by higher headquarters will normally be absorbed by the monthly schedule with no additional aircraft authorized.

3. Policy on Friday Long Range Cruise and Navigational Flights will continue. Aircraft designated will be scheduled for early morning Air Refueling. Take-offs for Navigation will be scheduled at Air Refueling Squadron discretion, after Air Refueling Missions. Ramey flights will take off no earlier than 1800 and return Sunday.

4. Tenative Long Range Flights are as follows:

   a. 22 April - Ramey AFB.

   b. 22 April - March AFB.

   c. 29 April - Ramey AFB.

5. Non-combat ready crew flying time will continue to be a priority item.

6. The Second Air Force Regulation 55-2 Alert will be during the following periods:

   a. 0800 28 March - 0[illegible] April.

   b. 0800 18 April - [illegible] April.

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7. Discounting the Higher Headquarters directed maneuver, the Air Refueling Squadron is committed for the following items:

ITEM	UNIT	308ARSFS
Pilot Proficiency Time	Hours	21
Day Celestial	Legs	11
Nite Celestial	Legs	11
Long Range Cruise	Missions	6
Wet Hookups	Hookups	60
Transition, Non-Combat Ready Crews	Hours	25
Standboard	Hours	10

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
20 March 1955

ANNEX "A"

TO

OPERATIONS PLAN 2h30-55

PART V - DUTY ASSIGNMENTS

1. SENIOR DUTY OFFICER - 3 April thru 1h April.

3 Apr - (0730-1630) Major Boyd, R. R. - 375th Bombardment Squadron

3 Apr - (1630-0730) Major Clifford, P. V. - 375th Bom Squadron.

h Apr - Major Melvin, R. R. - 375th Bombardment Squadron.

5 Apr - Major Urbaniak, Z. P. - 308th Headquarters Squadron.

6 Apr - Major Rakal, W. J. - 308th Headquarters Squadron.

7 Apr - Major Gorelangton, E. A. - 308th Headquarters Squadron.

8 Apr - Major Jordan, J. J. - 375th Bombardment Squadron.

9 Apr - (1100) Major Foster, C. T. - 308th Armament & Electronics Sq.

10 Apr - (0730-1630) Major Meyerkoefer, J. H. - 308.ES.

10 Apr - (1630-0730) Lt Col McAllister, W. I. - 308th Headquarters Sq.

11 Apr - Major Hutchinson, T - 308th Air Refueling Squadron

12 Apr - Lt Col Bennett, T. Jr. - 373rd Bombardment Squadron.

13 Apr - Major McFaddon, W. F. - 308th Headquarters Squadron.

1h Apr - Major Caldwell, J. J. - 373rd Bombardment Squadron.

2. AIRBORNE OFFICER - 29 Mar thru 13 Apr.

308th Air Refueling Squadron - 1 and 2 April 1955.

373rd Bom Squadron - 3, h, 5, and 1h April 1955.

374th Bom Squadron - 6, 7, and 8 April 1955.

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AIRBORNE OFFICER (CONTINUED)

375th Bom Squadron - 9, 10 and 11 April 1955

Headquarters Squadron - 12 April 1955

Periodic Maintenance Squadron - 13 April 1955

3. OFFICER OF THE DAY - 15 April - 29 April 1955

308th Air Refueling Squadron - 15, 16, 17, 18 and 19 April 1955

373rd Bom Squadron - 20 and 21 April 1955

374th Bom Squadron - 22 and 23 April 1955

375th Bom Squadron - 24 and 25 April 1955

308th Headquarters Squadron - 26 and 27 April 1955.

308th Armament and Electronics Squadron - 28 April 1955

308th Field Maintenance Squadron - 29 April 1955

4. WING CONTROL ROOM OFFICER

308th Headquarters Squadron - 4, 5, 6, 7, 8, 9, and 10 April.

308th Air Refueling Squadron - 24, 25, 26, 27, 28, 29 and 30 April.

373rd Bom Squadron - 1, 2, 3, 11, and 12 April.

374th Bom Squadron - 13, 14, 15, 16 and 17 April.

375th Bom Squadron - 18, 19, 20, 21, 22 and 23 April.

NOTE: Names of officers scheduled for Wing Control Room Officer must be submitted to the Wing Control Room NLT 48 hours prior to scheduled tour. Names will be submitted to include the entire squadron tour block.

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5. TOWER OFFICER

308th Air Refueling Squadron - 28 March, 1, 5, 9, April

373rd Bom Squadron - 29 March, 2, 6, 10 April.

374th Bom Squadron - 30 March, 3, 7, April.

375th Bom Squadron - 31 March, 4, 8, April.

NOTE: Officer scheduled for Tower Officer will report to the Base Operations Officer NLT 0745 hours on the day scheduled for duty.

6. SES [illegible] - Tentative Reporting Date 10 April 1955

373rd Bom Squadron - Primary L16 Keplinger

375th Bom Squadron - Primary L71 Stein
Primary L71 Uhelt

NOTE: This changes 308th Operations Plan 2L4C-55, dated 14 Mar 55.

7. STANDARDIZATION OUTCHS.

(1) B-47 - D01, R03, R07, R09, R37, R41, R43, R48, L49, M52, L79.

(2) KC-97 - D01, D04, T14, T19, T20.

8. MISCELLANEOUS DUTIES (Escort Officer) (Requires single officers, company grade)

Not Available at this time.

PART V TO
ANNEX "A" TO
308TH BOM WG
OPS PLAN 2L30-55
28 MAR 55

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373RD BOMBARDMENT SQUADRON
APRIL AIRCRAFT FLYING SCHEDULE

DATE	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30
SORTIES						6	7						3	3	3			4	3	3	3	3			3	3	3	3	3	
042						S	F								F						F						F			
043						F												F				F						F		
044							F																				F			
073															F						F									
075																		F				F						F		
081							F											F				F						F		
093					Forms 1330	F					PD 1330	H 0800	H 7	H 15	H 23			H 31	H 39	H 47	H 55	H 63			T H			A		
099	B L			T H			F											A				A					A			
100	T H						F							F						F						F				
217						S	F								F					A					F				A	
220						F							F						F					A				F	
249						F								F						F						F				
267														F						F						F				
269							F											F	----------					TDY	SEC	RAG	TILL	----------		
270	P 0600			M 7	F 15	H 23	H 31	H 39			H 47	H 55	H 63	T H							F						F				
275						F							F						F						F				F	
278						F							F						F						F				F	

S = Ground Spare PT = Pre-Dock A = Available Aircraft

Appendix I to ANNEX A to
308th BW Ops Plan 243C-55
28 March 1955

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CREW	13 WED	14 THU	15 FRI	16 SAT	17 SUN	18 MON	19 TUE	20 WED	21 THU	22 FRI	23 SAT	24 SUN	25 MON	26 TUE	27 WED	28 THU	29 FRI	30 SAT
STEARNS BURKMAN DOLGEN			F273			FLY 081	Spec. Brief 14-17	FLY 249 S.B.		FLY 081 S.B.			(BLOCK GROUND TRAINING				- -)	
BEELEY MASON JENNINGS		FLY 267					Spec. Brief 14-17	FLY 267		FLY 075					FLY 044 Jenn.	F220		
CLARK PARKER EUGENEVLER	----	- S.	E.	S.	----------			Spec Brief 9-12	----									)
SAVOCA NISSEN HAUSHARP		FLY 249					FLY 220	Brief 9-12		FLY 043				FLY 249	(REF.	SURVIVAL-	-)	
NEEHAN MALONEY WINDACK		FLY 100					Spec Brief 14-17	Brief	O.D.					FLY 100		FLY 075		
BRYAN GODFREY GILBERT	(± ±	B. C. SCHOOL - -	- - -	- - -	- - -	- - -	- - -	Spec Brief (9-12	BC - - - OD)BC	BC - - -	- - -	- - -	FLY 278	- - -	- - -	- - -	FLY 220	- - -)
SORENSEN SPENCER LANE		BC	BC			FLY 043		Spec Brief 9-12	FLY 270						FLY 270			
RAYMER DILLS GARROTT	- -TLY- - - -

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CREW	WED 13	THU 14	FRI 15	SAT 16	SUN 17	MON 18	TUE 19	WED 20	THU 21	FRI 22	SAT 23	SUN 24	MON 25	TUE 26	WED 27	THU 28	FRI 29	SAT 30
BULOW HIER PAYNE	FLY 275	BC REF					FLY 275	Spec Brief 9-12	FLY 073				FLY 275 S,B.				FLY 275 S,B.	
MATTHEWS ROBINSON TERR	FLY 278		- - -	-CREW ON LEAVE 15 Apr - 30 Apr - -														
HARDLEY OBERDIER ANDERSON	(TLY	- - - - -)				(BLOCK GROUND TRAINING -		Spec Brief 9-12	(Inst	School)			FLY 217			F075	FLY 278	
KEPLINGER WILLIAMS GUIDOTTI	2 Load.	BC REF				FLY 269 - - -	- - -	- - -	- - -	- - -	SVS -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
LACKEY WAYNE BEHLAU			F073 F073					Spec Brief 9-12	BC REF -					FLY 267	(REF SURVIVAL -			
PODWOLSKY KENNON SANDIFORD	TDY TDY TDY	- 9 May - 15 Jul 31 Mar																
SULLIVAN, M BENNETT	TDY - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
HOWE CALDWELL CRAVEN									(Inst	School)								
HENRY SWEDDEN CUNNINGHAM	TDY	13 Apr - - -	- - -	- - -	- - -	- - -												
RICK CAMPEANS STANLEY						(BASIC SURVIVAL - - -	- - -	- - -	- - -	- - -	- - -	)						

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374TH BOMBARDMENT SQUADRON
APRIL AIRCRAFT FLYING SCHEDULE

DATE	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30
CORTI'S													3	3	3			3	3	3	3	3			3	3	3	3	3	
048							S						F						F						F				F	
077				Forms 630		F						PD 1330	H 0800	H 7	H 15			H 23	H 31	H 39	H 47	H 55			H 63	T H				
079							F						F						F			F						F		
089						F								F						F						F				
094						F								F						F						F				
098						F								F						F						A			F	
222	H 1300			H 3	H 11	H 19	H 27	H 35			H 43	T 51	H 59	H 03	T H					A					F				F	
224						S	F								F						F						F			
262						F									F						F						F			
263							F											F				F						F		
265			F	----------	----------	----------	----------	----------	----------	----------	----------	TDY	TULSA	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	F	----------	----------	----------	A	
268				Forms 630	F								PD 1330	H 0800	H 7			H 15	H 23	H 31	H 39	H 47			H 55	H 63	T H			
273							F								Forms 630			F			PD 1330	H 0800			H 7	H 15	H 23	H 31	H 39	
274							F											F				F						F		
291						F									F						F						F			
386													F						F						A			F		

S = Ground Spare PI = Pre-Dock A = Available Aircraft

Appendix II to ANNEX A to
308th BW Ops Plan 2430-55
28 March 1955

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APRIL CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30
MULLEAP						F					(----LEAVE 8 DAYS----------								Lecture 1400 F							F				
BIRD						F					(--GROUND TRAINING---								Lecture 1400 F							F (1)			F	
ARMSTRONG							F											F	Lecture 0700										079 F	
PETTY						252 F CP-Lanfrot													F Lect (1) 0900							F			F	
GILLILAND				AOB	LEAVE ----------														CP Lect 0900							225 F		F		
CHANDLER						263 F								098				263	(----LEAVE 2 DAYS----------										(1)	
CHARLTON						F					(----------								LEAVE 20 DAYS											
GIBSON						F								F,SB 094				AOB 274	Lect 0900	274 F						(-RECURRENT TRAINING ----				
WILSON	CP LEAVE----------																		Lect 0900						CP Lect					
TYRELL						F									F	(----------			LEAVE 10 DAYS ----------								F	Refresh Survival		
WILMY						S	F									F			0682 0900 F							F				
SOTHERN							F						F						Lect SB 1400 089	F (-LEAVE 21 Days- Return 7 May										
LEE						F										F		(-GUNNERY TRAINING----)									F			
SANDERS							274								F				Lect 1400	F								F	Refresh Survival	
LAMPE							S												F Lect 079 0900		F						F			
CHISWOLD	Advance Party												F						Lect F 0900 F						F (2)			F		
OLLARD						F Bird								F					Lect 0900							F				

Appendix III TO ANNEX A
308th BW Ops Plan 2430-55
28 March 1955

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375TH BOMBARDMENT SQUADRON
APRIL AIRCRAFT FLYING SCHEDULE

DATE	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30
SORTIES													3	3	3			4	3	3	3	3			3	3	3	3	3	
047						F								F						F						F				
049						F									F			F-			TDY 3	3	AGDU								
076													F						F						F				F	
080													F					F	Forms 0830	PD 1330		F			H 0800	H 7	H 15	H 23	H 31	
088							F											A				F						F		
090	H 7			H 15	H 23	H 31	H 39	H 47			H 55	H 63	T H						A						F				F	
092						F								F							F						F			
095						S	F												F						F			F		
097						F									F						F						F			
219							S						A							F						F				
225													F					F		Forms 0830		F			PD 1330	H 0800	H 7	H 15	H 23	
253							F												F						A				F	
254						F								F						F						F				
264							F											F-			TDY 32D AGDU									
266						F									F						A						F			
272						F									A						F							F		

S = Ground Spare PD = Pre-Dock A = Available Aircraft

Appendix III to Annex A to
308th BW Ops Plan 243C-55
28 March 1955

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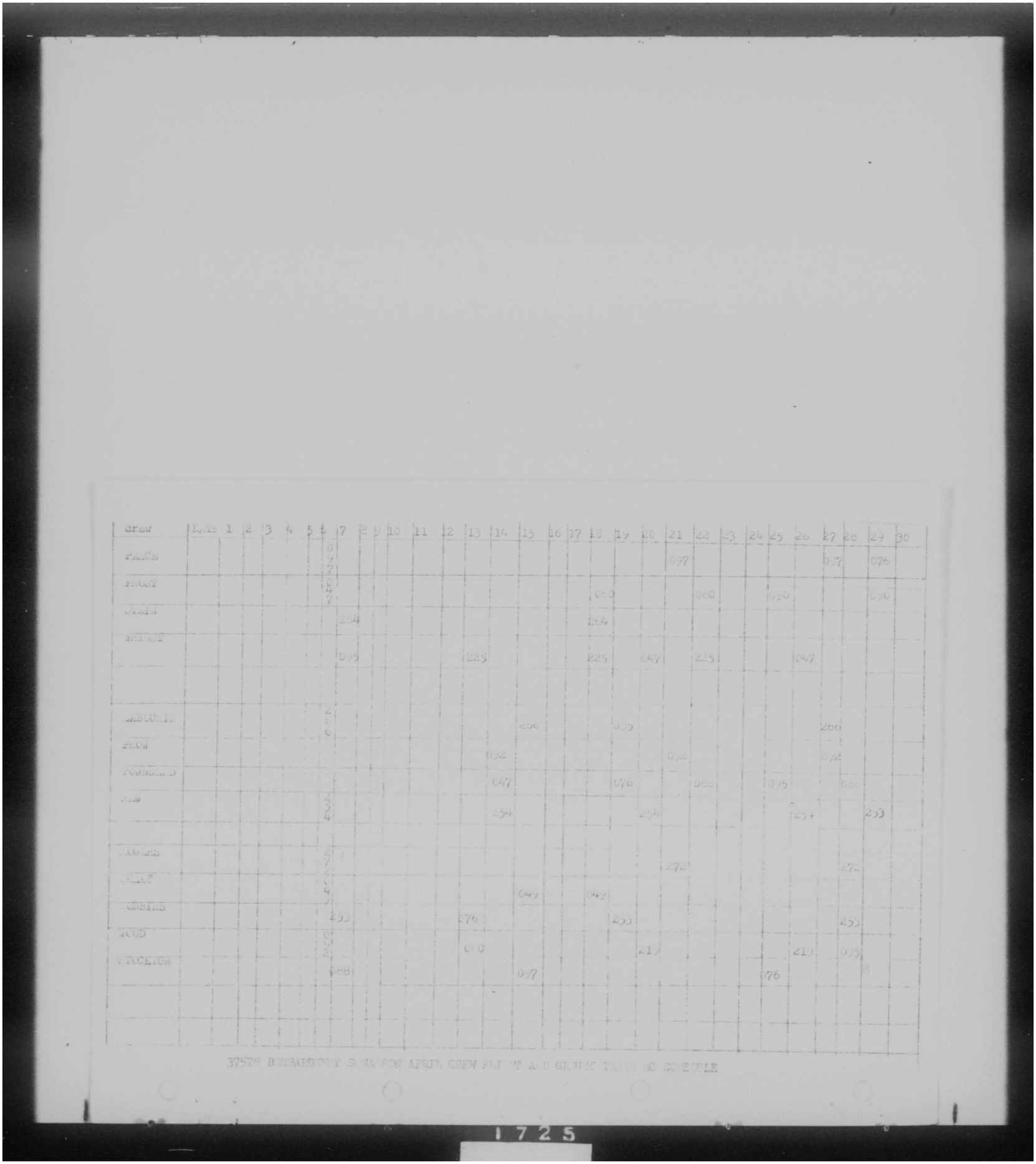

375TH BOMBARDMENT SQUADRON APRIL CREW FLIGHT AND GROUND TRAINING SCHEDULE

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308TH AIR REFUELING SQUADRON APRIL AIRCRAFT FLYING SCHEDULE

DATE	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30
206		F																							F				F	
208		F																		F										
209		F																							F			F		
215		F																		F							F			
218		F																				F						F		
222																									F				F	
223		F											Forms 0630 PD 1330		1600			H 8	H 16	H 24	H 32	T H					F			
228		F																			F									
232		F																								F				
233		F																								F				
235		F																		F							F			
236		F																				F							F	
237		F																			F							F		
238		F																								F				
239		F																							F				F	
240		F																								F				
915		F																			F						F			
917		F																Forms 0630	PD 1330	F	H 0600	H 8			H 16	H 24	H 32	T H		
918		F																			F							F		
919		F																				F						F		
920		F																							Forms 0630	PD 1330	H 0600	H 8	H 16	

PD = Pre-Dock

Appendix IV to ANNEX A to
308th BW Ops Plan 243C-55
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308TH AIR REFUELING SQUADRON
APRIL CREW FLIGHT AND GROUND TRAINING SCHEDULE

CREW	18 M	19 T	20 W	21 T	22 F	23 S	24 S	25 M	26 T	27 W	28 T	29 F	30 S
HUTCHINSON	(---------- CREW LEAVE ----------												)
THOMPSON			F 208					RO (ALT CHAMBER)					
NELSON			F 215										
KORINEK				F 228					F 233				
SHUFORD				F 237									
JAMES				F 915						F 223			
ADAMS								F 206					
WHITE								AC (ALT CHAMBER)			F 218		
HEWATT												F 222	
PRICE								(------ BLOCK TRAINING ------					)
JENKINS			F 235		F 218			F 222		REFRESHER (-SURVIVAL ---			)
MORGAN													
GROBEN								RO (ALT CHAMBER)		F 235			
LIVESAY	(---------- ADVANCED SURVIVAL ----------												)
BULL								(----BLOCK TRAINING---------					)
POTTER					F 236			F 209		F 215		F 236	
LEMONS									F 238			F 239	
O'BRIEN	(------BLOCK TRAINING ------		)										
REILING									F 240				
DUBOSE							ET (ALT CHAMBER)				F 237		
PAYNE							BO (ALT CHAMBER)				F 918		
LECHNER									F 232		F 209	F 206	
BUTNER	(-----BLOCK TRAINING---------		)					F 239		F 915	F 919		
BISHOP			F 917	F 918	F 919		JO (ALT CHAMBER)	(---------- BLOCK TRAINING -----					)
BALL							ET & BO (ALT CHAMBER)						

APPENDIX IVA TO
ANNEX "A" TO
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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
28 March 1955

ANNEX "A"

TO

OPERATIONS PLAN 2430-55

GROUND TRAINING

PART I - OFF BASE TRAINING

1. Advance Survival - Stead AFB, Nevada: Personnel will report to Stead AFB NLT 1200 hours the day preceding the class starting date. Transportation pickup dates and times will be furnished by Headquarters Second Air Force. Request for special orders will be submitted by the Wing Training Section at least 12 days prior to the date of departure. Personnel scheduled for this training will be briefed by the Squadron Training Officer as to the Personnel Equipment they need to take (Ref SAC Reg 53-1) and will have in their possession a certificate of completion of Basic Survival. Rosters of scheduled personnel will be forwarded to 308IOTG at least two weeks prior to the date of departure and will include the name, rank, AFSN, security clearance, crew position, crew number and will indicate whether or not personnel are on separate ration. The following quotas have been approved by Headquarters Second Air Force:

CLASS 55G - 18 Apr 55

NAME	RANK	AFSN	SQUADRON	SAC CLEAR
Livesay, Ross D.	Capt	AO 713 498	308 ARS	TS
Morris, Harold F.	1/Lt	AO 222 8411	308 ARS	S
Swiger, Robert B.	M/Sgt	AF 1506 9150	308 ARS	S
Odom, Donald J.	T/Sgt	AF 1420 2961	308 ARS	TS
Craik, Robert B.	S/Sgt	AF 2787 3520	308 ARS	TS

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2. Basic Survival - Camp Stewart, Georgia: This is a 5 day course and must be completed prior to attendance at Advance Survival. Roster will be submitted to 308DOTG 2 days prior to class starting date. Class starts 0800 hours on the 18th of April in Bldg 232:

NAME	RANK	AFSN	ORGANIZATION
William C. Rick	1/Lt	AO 2253018	373BS
Marvin D. Parks	A/1c	AF 18410689	375BS
James O. Folsom	S/Sgt	AF 14459571	375BS

3. Refresher Survival School - Camp Stewart, Georgia: This is a three (3) day course required annually for all aircrew members who have completed Advance Survival. A roster indicating the name, rank, AFSN, and security clearance of all scheduled personnel will be forwarded to 308th DOTG 2 working days prior to the class starting date. The following named personnel have been selected to attend this training starting 0800 hours, 27, 28, and 29th of April in Bldg 232:

NAME	RANK	ORGANIZATION
William C. Savoca	Capt	373
Philip H. Nissen	1/Lt	373
Ambrose Y. Maushart	1/Lt	373
James C. Lacky	Maj	373
James C. Wayne	Capt	373
James G. Townsend	Capt	375
William G. Gutshall	1/Lt	375
Herbert F. Fette	Maj	375
Joseph J. Karsonovich	Capt	ARS
Charles N. Royds	1/Lt	ARS
Charlie B. Davis	1/Lt	ARS
Harry O. Hoelscher	T/Sgt	ARS
Robert P. Ekstrom	S/Sgt	ARS
Dewey A. Paxon	T/Sgt	ARS
Donald B. Napier	A/1c	ARS
Alexander L. Oppelt	Maj	374
Louis B. Riggle	Capt	374
Ronald B. Sharo	1/Lt	374

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4. OO Gunnery Training Avon Park, Florida:

a. The following personnel have been selected to attend Gunnery Training in accordance with SAC Reg 50-43 (2½ day course) on dates indicated:

19 April

Malcolm R. Burkman	1/Lt	373
Walter B. Horn	1/Lt	374
Floyd L. Loss	1/Lt	374

25 April

Warren L. Miller	1/Lt	375
John F. Weaver	Maj	375

5. Physiological Training - MacDill AFB, Florida: The following named personnel have been selected to attend this training on the following indicated dates:

19 April - B-47

NAME	RANK	ORGANIZATION
James C. Watson	A/3c	373BS
Clyde W. Buzbee	A/2c	373BS
Richard J. Barnes	A/3c	373BS
Bobby J. Kelly	A/2c	375BS
Roy G. German	A/2c	375BS
Edward A. Caffrey	A/2c	375BS

25 April - KC-97

Stanley A. White	1/Lt	308 ARS
Emil T. Halden	S/Sgt	308 ARS
David W. Rearabaugh	T/Sgt	308 ARS
Richard F. Grott	A/1c	308 ARS
Roland J. Wilson	T/Sgt	308 ARS
Dean L. Gambill	M/Sgt	308 ARS
Henry L. Baker	A/1c	308 ARS
James D. Donovan	S/Sgt	308ARS

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5. Physiological Training Cont'd:

Continuation of 19 April - B-47

Richard E. Sturpf	A/2c	374
William M. Raper	A/1c	374
George L. Gullotta	A/2c	374

26 April - B-47

L.V. McClian	A/3c	373
Johnathan G Stevenson	A/1c	373
Douglas H. Frost	Capt	375
Charles L. Hornbuckle	1/Lt	375
Thomas P. Vincent	A/1c	374
Elvin F. Pyles Jr.	A/1c	374
Richard B. Hary	M/Sgt	308FMS

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BASE SCHOOLS

PART II

1. Instrument School: One Pilot Instrument Course will be conducted on 21st and 22nd of Apr in building 1288 beginning 0800 hours. Pilots whose instruments cards expire within the next 60 days will be scheduled for this training. Names of personnel selected to attend will be forwarded to 308DOTG NLT 18th of Apr 1955.

2. Management Training: Airman's course will run on the 25th of Apr and to continue for 7 weeks. This course will be conducted in Bldg 916, 0800 to 1000 hours and there will be 7 spaces to fill. The criteria for selection will be supervisory responsibility rather than rank, grade or AFSC. Personnel who have previously received and applied this training will not be required to attend. Supervisors with less than 6 months retainability after completion will not be accepted. Training Officers will submit name, rank, organization and supervisory capacity of personnel selected to attend to 308DOTG NLT 21st of Apr 1955.

3. Morning Report School: This course will be conducted each Thursday at 1400 hours in building 916 by the Base Statistical Services Officer. This is a mandatory for your Morning Report Clerk on each day. Review and test on each Saturday.

4. Columan Operators School: Personnel scheduled for this training must be 21 years or older. They will report to the Base Motor Pool Dispatch office at 0800 hours each Monday.

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5. Supply School: This training is incorporated in the Block System for aircrew members. Non-flying personnel can attend these classes in Bldg 1288 on Tuesdays or Fridays, with a test and review on the following Saturday. A roster of personnel to attend will be submitted to 308DOTG NLT 2 days preceding date of class.

6. Radar Maintenance: In-flight "K" Maintenance will be conducted every MON and FRI from 0800-1100 hours in Bldg 1288. Training will be conducted by "K" system Tech Reps and on subject will be covered each week. Training Officers will schedule their observers so that each can obtain their required 8 hours per month.

7. Handling of Aviation Fuels: This is a 4 hour class and will be held in Bldg 1288 each TUES and FRI from 1300 to 1700 hours. Roster of personnel to attend will be submitted to 308DOTG NLT 2 days preceding date of the class.

8. Basic Weapons: All squadrons are reminded that personnel are required to fire the individual weapon for familiarization once each year. Squadron Range Officer will schedule their personnel for the firing range by calling Sgt Baker, Phone 2-4501. Each man scheduled to fire will carry a weapon, 2 empty clips, and fifty rounds of ammunition. It is recommended that a full canteen be worn, since water is unavailable at the range.

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CBR TRAINING

PART III

1. CBR Training for April emphasis will be placed this month on Indoctrination and Refresher training to be conducted by the Squadron CBR Officer. Additional training will be directed by disposition form from the C&R section.

2. Special Weapons:

a. NC Refresher: Incorporated in Block Training.

b. Ops Missions (ULT) & IFI & IFE: The schedule for this training is as follows: (Periods are available at 0800, 1000, 1300 and 1500 hours).

373 - - - 1st, 4th, 9th, 14th, 17th, 22nd of Apr 55.
374 - - - 2nd, 7th, 10th, 15th, 18th, 23rd of Apr 55.
375 - - - 3rd, 8th, 11th, 16th, 21st, 24th of Apr 55.

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PHYSICAL CONDITIONING

PART IV

1. Phase I Conditioning:

TIME	MON	TUES	WED	THURS	FRI
1300-1400	ARS	ARS	ARS	ARS	ARS
	375	375	375	375	375
1400-1500	ARS	ARS	ARS	ARS	ARS
	373	373	373	373	373
1500-1600	ARS	ARS	ARS	ARS	ARS
	374	374	374	374	374

DATE	1600-1700	DATE	1600-1700
4	373	18	375
5	374	19	ARS
6	375	20	373
7	ARS	21	374
8	373	22	375
11	374	25	ARS
12	375	26	373
13	ARS	27	374
14	373	28	375
15	374	29	ARS

2. Phase II (Judo): Judo will be conducted 1500-1700 hours MON thru FRI and from 1300 - 1700 hours on WED:

DATE	1500-1700	DATE	1500-1700
4	374	18	ARS
5	375	19	373
6	ARS	20	374
7	373	21	375
8	374	22	ARS
11	375	25	373
12	ARS	26	374
13	373	27	375
14	374	28	ARS
15	375	29	373

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DATE	1300-1500	1500-1700
6	375	ARS
13	373	374
20	374	373
27	ARS	375

3. Phase III Sports and Games: This training will be scheduled within the squadron under the supervision of the PT Officer or NCO. Ref Par 9c, SAC Reg 50-2, a projected schedule of controlled spots available to crewmembers will be prominently posted in each squadron. All participants will bring their own towels to the Physical conditioning Unit.

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SYNTHETIC TRAINERS

PART V

T-24 and T-3 trainers schedule will be utilized in accomplishing EWP target study. Prior to the scheduled period, the observer will report to building 1208 to pick up his plate and weapon. After the training period is completed, the observer will return the plate to Bldg 1208 and submit a completed EWP Target Study accomplishment form to his Ground Training Officer.

1. Link Trainers:

a. C-11 Jet Link Trainer:

373 - - - - - - - - - - - 0800 - 1000 - - - - - - - - - - - MON - FRI
374 - - - - - - - - - - - 1000 - 1200 - - - - - - - - - - - MON - FRI
375 - - - - - - - - - - - 1300 - 1500 - - - - - - - - - - - MON - FRI

Period 1500-1700 hours reserved daily MON - FRI for B-47 Aircrew Famil.

b. P-3 Link Trainer:

308th Air Refueling Squadron - - 1000-1200 hours MON & FRI.

c. C-8 Link Trainer:

308th Air Refueling Squadron - - 0800-1000 hours MON & FRI.

2. Ultrasonic Trainers:

D.T's	0800-1000	1000-1200
1	374	375
4	373	374
5	375	373
6	374	375
7	373	374
8	375	373
11	374	375
12	373	374
13	375	373
14	374	375
15	373	374

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2. T-3 Trainer Cont'd:

DATE	0800-1000	1000-1200
18	375	373
19	374	375
20	373	374
21	375	373
22	374	375
25	373	374
26	375	373
27	374	375
28	373	374
29	375	373

3. T-2. (Observer Only):

DATE	0800-1000	1000-1200
1	375	373
4	374	375
5	373	374
6	375	373
7	374	375
8	373	374
11	375	373
12	374	375
13	373	374
14	375	373
15	374	375
18	373	374
19	375	373
20	374	375
21	373	374
22	375	373
25	374	375
26	373	374
27	375	373
28	374	375
29	373	374

4. T-1A Gunnery Trainer, 2 Co-pilots:

373 - - - - - - - - - - - 0800 - 0900 - - - - - - - - - - - MON & FRI.
374 - - - - - - - - - - - 0900 - 1000 - - - - - - - - - - - MON & FRI.
375 - - - - - - - - - - - 1000 - 1100 - - - - - - - - - - - MON & FRI.

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4. T-1A Gunnery Trainer Cont'd:

DATE	1100-1200	DATE	1100-1200
1	375	18	374
4	373	19	375
5	374	20	373
6	375	21	374
7	373	22	375
8	374	25	373
11	375	26	374
12	373	27	375
13	374	28	373
14	375	29	374
15	373		

Loran Trainer still AOCP.

5. Flight Simulator:

During the month of April the squadrons will schedule the B-47 Flight Simulator daily from 1200 thru 1600 hours. Saturdays will be scheduled upon request for make-up periods. It is requested that all crews report 30 minutes prior to a scheduled period for briefing.

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ELECTRONICS ATD SCHEDULE

PART VI

1. K-System Course - 160 hours:

a. A class will begin MON, 4 April, and will be six hours per day for approx. 6 weeks. The 308th AAE Squadron will send three men.

b. A class will begin Monday, 18 April, and will duplicate the first class.

2. A-5 Fire Control Course - 100 hours:

A class will begin on MON, 4 April and will be six hours per day for approx. 1 week. The 308th AAE squadron will send 4 men.

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HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Georgia
28 March 1955

ANNEX "C"

TO

OPERATIONS PLAN 243C-55

LOGISTICS

1. Aircraft will enter the docks for periodic maintenance by tail number and at the time indicated on the dock schedule.

2. During the first 2 weeks of the month aircraft by tail number will fly as they appear on the monthly schedule. Exception: Higher Headquarters directed missions, or ordered evacuation. During the last 2 weeks of the month, adjustments may be made by coordination between the Director of Operations and the Director of Materiel. These adjustments will be reflected in the Weekly Flying Schedule, and will be approved by the Deputy Wing Commander. Examples of reasons for adjustment: B-47 drag angle modifications; ACCP of aircraft coming out of docks; major structural repair. The weekly flying schedule will then be flown without deviation.

3. The Weekly Flight Schedule will be submitted to Maintenance Control not later then 1500 on Thursday of the preceding week. It will contain detailed requirements such as bomb load, fuel load, X-system requirements, station times, take-off times, etc..

4. There will be a daily firm up meeting in the office of the Director of Operations. This meeting will be for the purpose of firming up the following days flights in detail and firming up the second suceeding days flights, in so far as aircraft status at that time permits. This meeting will usually be held at 0900.

ANNEX "C" TO
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5. Changes to mission requirements such as bomb loads, fuel, cameras, and other allied equipment etc., will be confirmed to Maintenance Control by Wing Operations not later than 1100 hours the day prior to scheduled flight, for flights scheduled Tuesday thru Friday, and not later than 1100 hours on Friday, for aircraft scheduled to fly Monday. When Saturday is the last flying day, mission requirements for Monday will be confirmed by 1100 Saturday.

6. In those cases where the K-system is out, and is certain to remain out on a scheduled aircraft (AMFE, depot repair, etc), the mission may be re-planned. This situation must be made available to Wing Operations by 1100 the day preceding the mission to allow for briefing time.

7. In the event an aircraft is not in commission at aircrew station time, a two hour delay is authorized, provided the aircraft is airborne within two hours of scheduled take-off time, e.g. If briefed station time is 1000, start engine time will be 1140, taxi time 1150, take-off time 1200. The maximum allowance will be two hours after scheduled take-off time which would mean the new start engine time will be 1340, taxi time 1350, maximum late take-off time 1400.

8. The Armament and Electronics Squadron will notify the bomb squadron concerned when scheduled aircraft are ready for K-system preflight.

9. Test flights called into Wing Control up to 0900 will have an aircrew station time of 1300 the same day. Test flights called in after 0900, and before 1700, will have an aircrew station time of 0900 the following day. Normally, test flights will not be flown on non-flying days or after dark.

ANNEX "C" TO
308TH BOM WG
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10. When an aircraft goes AWPE for AN/APS-23/X components after 1100 and before station time, the scheduled mission may be flown, provided: that sufficient accomplishments can be secured in the briefed mission to make the flight worthwhile. Example: a mission is scheduled for RBS, sky celestial and grid. APS-23 goes AWPE; the mission can be flown. Additional example: A mission is scheduled for RBS and night celestial; APS-23 goes AWPE. The mission must be cancelled for lack of possible accomplishments. Final example: A mission is scheduled for RBS and day navigation, and the K-system is not in commission by station time and does not come in by scheduled take-off time plus 1 ½ hours. The mission will be cancelled to allow time to complete the repair of the K-system.

11. Aircraft appearing on the monthly schedule as available aircraft must be firmed up by Wing Control with Maintenance Control not later than 1200 the day preceding flight, for aircraft available Tuesday thru Saturday, and not later than 1200 Friday for aircraft available for Monday flying. Aircraft not utilized will be available to maintenance for TO Compliance, washing, and other delayed maintenance.

APPENDIXES

I - Periodic Maintenance Schedule

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PERIODIC MAINTENANCE

DATE	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30
B-47 SCHEDULE																														
100	T 0						F							F						F						F				
099	B L			T H			F											A				A					A			
090	H 7			H 15	H 23	H 31	H 39	H 47			H 55	H 63	T H						A						F				F	
270	H 0300			H 7	H 15	H 23	H 31	H 39			H 47	H 55	H 63	T H							F						F			
222	H 1300			H 3	H 11	H 19	H 27	H 35			H 43	H 51	H 59	H 63	F H					A					F				F	
093					Forms 1330	F					PD 1330	H 0300	H 7	H 15	H 23			H 31	H 39	H 47	H 55	H 63			T H			A		
077				Forms 0830		F						PD 1330	H 0300	H 7	H 15			H 23	H 31	H 39	H 47	H 55			H 63	T H				
268					Forms 0830	F							PD 1330	W 0300	H 7			H 15	H 23	H 31	H 39	H 47			H 55	H 63	T H			
273							F								Forms 0830			F			TD 1330	H 0300			H 7	H 15	H 23	H 31	L 39	
080													F					F	Forms PT 0830	1330		F			H 0300	H 7	H 15	H 23	H 31	
225													F					F		Forms 0830		F			TL 1330	H 0300	H 7	H 15	H 23	
KC-97 SCHEDULE																														
223												Forms PD	0830 1330	H 0300				H 8	H 16	H 24	H 32	T H								
917																		Forms PD 0830	1330	F	H 0300	H 8			H 16	H 24	H 32	T H		
920																									Forms PD 0830	1330	H 0300	H 8	H 16	
237																														
208																														

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Appendix I to Annex C to
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(1) 20 50-6 REPORT OF GROUND TRAINING ACCOMPLISHMENTS

(2) REPORTING ORGANIZATION: 308th Bomb Wing M Hunter AFB, Ga.

(3) ORTING PERIOD: FROM 1 Jan 55 TO 30 Apr 55

(4) DATE PREPARED: 13 May 55

(6) COURSE OR SUPPL NO.	(7) TITLE	(8) TOTAL APPLICABLE	(9) TOTAL TRAINED	(10) PERCENT TRAINED	(11) PERCENT PROJECTED NEXT PERIOD
I	MANAGEMENT	212	165	77.8	80.0
II	PHYSIOLOGICAL CLASS II	455	388	85.3	88.0
IV	CODE PART I	367	114	31.1	35.0
	CODE PART II	24	24	100.0	100.0
V	FIRST AID	350	188	53.7	60.0
VII	CBR REFRESHER	1775	1042	58.7	60.0
	CBR ANNEX I	189	142	75.1	80.0
	CBR ANNEX II	140	68	48.5	55.0
	CBR ANNEX III	87	0	0	0
VIII	BASIC WEAPONS	1793	1149	63.5	70.0
IX	AQUATIC SURVIVAL	348	53	15.2	30.0
X	SWIMMING	348	53	15.2	30.0
XI	BASIC SURVIVAL	416	353	84.9	90.0
XII	REFRESHER SURVIVAL	341	68	19.9	25.0
XIV	SECURITY PHASE I	1910	1813	94.9	96.0
	TRAINER, INSTRUMENT FLYING	152	86	23.4	30.0
	FLIGHT SIMULATOR SEMI-ANNUAL	66	7	23.0	30.0
	FLIGHT SIMULATOR ANNUAL	24	8	20.0	25.0
	ULTRASONIC	46	37	25.5	30.0
	GUNNERY	46	4	17.1	25.0
XVI	AMMUNITION LOADING	131	79	60.3	65.0
NAV TNG FOR VIR FTR CREWS XVII		N/A			
XVIII	ECM TRAINING	N/A			
	RADAR MAINTENANCE	46	1	20.0	40.0
XXI	HANDLING OF AVIATION FUEL	527	55	10.4	20.0
XXVIII	FLIGHT STEWARD TRAINING	N/A			

2AF FORM 20 DEC 54 270

AIR FORCE - 2AF BARKSDALE DEC 54

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SUPPL NO	TITLE	TOTAL APPLICABLE	TOTAL TRAINED	PERCENT TRAINED	PERCENT PROJECTED NEXT PERIOD
XXXIII	K-SYSTEM	N/A			
XXXIV	SPECIALIZED WEATHER	220	96	43.6	50.0
XXXV	ECM INDOCTRINATION	154	103	66.9	70.0
XXXVI	EJECTION SEAT CLASS I	157	157	100.0	100.0
	EJECTION SEAT CLASS II	157	0	0	0
XXXXII	RADIO TRAINING	131	124	94.6	94.6
XXXXIII	BRAKE CHUTE & REFUELING	131	74	56.5	60.0
XXXXIV	SUPPLY	324	174	53.7	60.0
XXXXV	SMOKE & FLAME	222	111	50.0	60.0
XVI	KB-29 RADAR OPERATOR	N/A			
XXXXVIII	NAVIGATOR-BOMBARDIER PART III	44	44	100.0	100.0
	ADVANCE SURVIVAL	352	285	80.9	85.0
12 GRAND TOTAL					
13 OVERALL PERCENT TRAINED		50.6			
14 OVERALL PERCENT PROJECTED NEXT PERIOD					

REMARKS:

COMMANDER

SIGNATURE

1747

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HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

OPERATIONS ORDER

NUMBER 245A-55

27 APRIL 1955

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HEADQUARTERS 308TH BOMBARDMENT WING M

HUNTER AIR FORCE BASE, GEORGIA

27 April 1955

OPERATIONS ORDER 245A-55

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308TH BOM WG
OPORD 245A-55
27 APR 55

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HEADQUARTERS 308TH BOMBARDMENT WING M
HUNTER AIR FORCE BASE, GEORGIA
27 April 1955

OPERATIONS ORDER 245A-55

CHARTS AND MAP REFERENCES:

JN 45 and V 30-34F

TASK ORGANIZATIONS:

373rd Bombardment Squadron	LT COL V. R. TURNER
374th Bombardment Squadron	LT COL J. F. HARVEY
375th Bombardment Squadron	MAJOR C. V. WAKEMAN
308th Air Refueling Squadron	LT COL P. P. MENZIES
308th Headquarters Squadron	CAPT J. M. WATSON
308th Armament and Electronics Squadron	MAJOR M. H. ROME
308th Field Maintenance Squadron	LT COL R. H. SCHNECK
308th Periodic Maintenance Squadron	MAJOR L. R. MACKEE

1. GENERAL SITUATION: The 308th Bombardment Wing is committed to a series of bomber stream mission during the month of May. The maximum possible SAC Regulation 50-8 accomplishments will be gained and a special requirement for "SIDETRACK" RBS runs, in accordance with Second Air Force Operations Order 113-55 dated 4 April 1955, will be fulfilled.

a. Intelligence: Omitted.

b. Friendly Forces: Air Defense Command will deploy the maximum amount of jet fighter aircraft that are capable of affording fighter

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attacks under all weather conditions. These attacks will commence from a level off after take off to 32 00N - 79 45W.

2. MISSION: Nine B-47 crews and three KC-97 crews will execute this mission on two succeeding days. Aircraft will be flown in bomber stream.

3. TASK FOR SUBORDINATE UNITS:

a. 373rd, 374th and 375th Bombardment Squadrons:

(1) Provide 3 aircraft as shown in attachment 1.

b. 308th Air Refueling Squadron:

(1) Provide 3 aircraft as shown in attachment 5.

c. 308th Armament and Electronics, Field Maintenance, Periodic Maintenance and Headquarters Squadrons.

(1) Provide necessary maintenance, supply and support personnel as required for this operation.

x. GENERAL INSTRUCTIONS:

(1) The code name for this mission will be "DEAD WOOD". Tanker aircraft will be "DEAD WOOD ALPHA TANKER" and those B-47 aircraft flying the refueling route will be listed as "DEAD WOOD ALPHA" until such time that they depart Cape Hatteras. At that time those B-47 aircraft then become known as "DEAD WOOD" aircraft.

(2) Recall word is "SYCAMORE".

(3) Route.

(a) DEAD WOOD Aircraft: Hunter AFB to Cape Hatteras; to

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Norfolk, Va.; to VOR Flatrock, Va.; to Charlotte, N.C.; to VOR Columbia, S.C.; to Montecristi, Dominican Republic, to Miami, Florida, to Savannah, Georgia.

(b) DEAD WOOD ALPHA Aircraft: Hunter AFB to VOR Macon, Ga.; to VOR Tuscaloosa, Ala.; to VOR Valdosta, Ga.; to VOR Brunswick, Ga.; to VOR Myrtle Beach; to Cape Hatteras.

(4) Control Points as shown in attachment 1 will be made good.

(5) The first and last aircraft in the Bomber Stream will make all ATC Reports. The DEAD WOOD ALPHA Leader will make all position reports for this formation. DEAD WOOD ALPHA #3 becomes the last aircraft in the Bomber Stream after departing Cape Hatteras.

(6) Aircraft will remain on bomber common frequency (341.4) whenever possible.

(7) Training to be accomplished is as follows:

(a) DEAD WOOD Aircraft.

1. Radar Malfunction "SIDETRACK" Runs - 2.
2. Night Celestion - 1.
3. Night Celestial Grid - 1.
4. Fighter Attack Mission - 1.
5. Long Range Cruise (Dependent upon time enroute) - 1.

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(b) DEAD WOOD ALPHA Aircraft.

1. Long Range Cruise - 1.

2. Formation - 1⅔ hours.

3. Wet Hookup - 1.

4. Night Celestial - 1.

5. Night Celestial Grid - 1.

6. Fighter Attack Mission - 1.

7. Radar Malfunction "SIDETRACK" Runs - 2.

(8) All forms pertaining to this mission will be turned into the respective squadrons.

(9) In the event of a delayed take off the earliest re-scheduled time will be 1958. The latest take off time will be 2013. This may be varied at the discretion of Texas Control.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Not applicable.

5. COMMAND AND COMMUNICATIONS:

a. Command: Not applicable.

b. Communications: See attachment 9.

[illegible]
Colonel, USAF
Commander

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308th Director of Operations, Plans	1	6
308th Director of Operations, Control Rm	1	7
308th Director of Material	1	8
308th Chief of Maintenance	1	9
COMDR, 373rd Bombardment Squadron	8	10 thru 17
COMDR, 374th Bombardment Squadron	8	18 thru 25
COMDR, 375th Bombardment Squadron	8	26 thru 33
COMDR, 308th Air Refueling Squadron	7	34 thru 40
COMDR, 308th A & E Squadron	1	41
308th Wing Historian	4	42 thru 45

OFFICIAL:

VERNON K. CHILCOTT
Lt Col., USAF
Director of Operations

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TIME AND ALTITUDE FLIMSEY

MAY 2 1955

POSS	A/C	CALL TEXAS	START ENGS	START TAXI	T/O	CONTROL PT # 1	CONTROL PT # 2	ALT	SQDN
1	Griswold	1655	1715	1725	1735	1835	1914½	35	374
2	Bailey	1710	1730	1740	1750	1850	1928½	35.5	374
3	Lampp	1725	1745	1755	1805	1905	1943½	35	374
4	Peace	1740	1800	1810	1820	1920	1958½	35.5	375
5	Wright	1755	1815	1825	1835	1935	2013½	35	375
6	Row	1810	1830	1840	1850	1950	2028½	35.5	375
7*	Stearns	1625	1645	1655	1705	2005	2043½	35	373
8*	Savoca	1626	1646	1656	1706	2020	2058½	35.5	373
9*	Sullivan	1627	1647	1657	1707	2035	2113½	35	373

All times above are EST

#7 - 8 - 9 (3 A/C formation) has refueling control time of 1853 EST at 15000 over Brunswick Omni on course to Myrtle Beach.

* indicates 3 A/C formation with early T/O but with last 3 positions in Bomber Stream due to refueling.

RBS Times: 1800 to 2100 EST Richmons
1900 to 2200 EST Charlotte

Attachment 1 to
308TH BOM MG
OPORD 2h5A-55
27 APR 55

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TIME AND ALTITUDE FLIMSEY

MAY 3 - 1955

POSS	AC	CALL TEXAS	START ENGS	START TAXI	T/O	CONTROL PT #1	CONTROL PT# 2	ALT	SQDN
1	Chandler	1655	1715	1725	1735	1835	1913½	35	374
2	Armstrong	1710	1730	1740	1750	1850	1928½	35.5	374
3	Keenan	1725	1745	1755	1805	1905	1943½	35	373
4	Handley	1740	1800	1810	1820	1920	1958½	35.5	373
5*	Townsend	1555	1615	1625	1635	1935	2013½	35	375
6*	Prow	1556	1616	1626	1636	1950	2028½	35.5	375
7*	Sanders	1557	1617	1627	1637	2005	2043½	35	374

All times above are EST

#5 - 6- 7 (3 A/C formation) has refueling control time of 1823 EST at 15000 over Brunswick Omni on course to Myrtle Beach.

* indicates 3 A/C formation with early T/O but with last positions in Bomber Stream due to refueling.

RES Times: 1800 to 2100 EST Richmond

1900 to 2200 EST Charlotte

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308TH BOM WG
OPORD 245A-55
27 APR 55

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3 ATRCRFT WG (TH AR) "H" (XXX XXXX XXXX)

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OB ER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
St. Engs - Taxi Accl							°		Avg 288			03	10		71000	154000
									288			03	10		66400	149400
Level Off		287	267-19 / -1	286	-½	285½	° 20-30	Var	356	339	85 / 85	15 / 18	90 / 100		5400 / 61000	5400 / 144000
VOR Macon		287	270-65 / -3	284	-1	283	° 30	To Hold 425	425	362	51 / 136	08½ / 26½	60 / 160		1365 / 59635	1365 / 142635
VOR Tuscaloosa		280	270-65 / -2	278	-3	275	° 30			360	201 / 337	33½ / 1:00	237 / 397		5925 / 53710	5925 / 136710
VOR Valdosta		125	270-65 / ↓5	130	-3	127	° 30			478	289 / 626	36 / 1:36	255 / 652		5670 / 48040	5670 / 131040
To Start Decent		073	270-65 / -2½	070½	-1	069½	° 30			489	58 / 684	07 / 1:43	50 / 702		1085 / 46955	1085 / 129955
VOR Brunswick		073	267-19 / -1	072	-1	071	° 30/15	Var	450	469	47 / 731	06 / 1:49	43 / 745		330 / 46625	330 / 129625
To End A/R		040	280-20 / -4	036	↓1	037	° 15	Var	256	265	110 / 841	:25 / 2:14	107 / 852		6875 / 39750	6875 / 122750
On Lead							°								40000	40000
VOR Myrtle BH Level Off		040	270-50 / -5	035	↓1	036	° 15-35	Var	345	375	93 / 934	15 / 2:29	86 / 938		79750 / 4200 / 75550	162750 / 4200 / 158550
Capt Hatteras		050	270-64 / -5	055	↓5	060	° 35	To Hold 425	425	480	190 / 1124	24 / 2:53	170 / 1108		4355 / 71195	4355 / 154195
35-56 N 75-42 W		347	270-64 / -8½	338½	↓6	344½	° 35	"	"	408	57 / 1181	08½ / 3:01½	60 / 1158		1500 / 69695	1500 / 152695
Cape Henry, Va	IP	347	270/64 / -8½	338½	↓6	344½ 345½	° 35	"	"	408	61 / 1242	09 / 3:10½	64 / 1232		1560 / 68135	1560 / 151135
Richmond, Va "H"	TOT	296	270/64 / -4	292	↓6	298	° 35	"	"	366	84 / 1326	14 / 3:24½	99 / 1331		2385 / 65750	2385 / 148750
Flat Rock VOR		283	270/64 / -2	281	↓5	286	° 35	"	"	361	21 / 1347	03½ / 3:28	25 / 1356		590 / 65160	590 / 148150
NW Tip Kerr Resv	PIP	221	270/64 / ↓5½	227½	↓4	231½	° 35	"	"	378	77 / 1424	12 / 3:40	85 / 1441		1990 / 63170	1990 / 146170
Burlington	IP	225	270/64 / ↓6½	231½	↓3	234½	° 35	"	"	375	52 / 1476	08½ / 3:48½	60 / 1501		1330 / 61780	1330 / 144780
CHARLOTTE "H"	TOT	231	270/64 / ↓6½	237½	↓1½	239	° 35	"	"	371	82 / 1558	:13 / 4:01½	92 / 1593		2090 / 59690	2090 / 142690
COLUMBIA VOR	Start N.Cel	192	270/64 / ↓8½	200½	↓1	201½	° 35	"	"	405	94 / 1652	:14 / 4:15½	99 / 1592		2220 / 57470	2220 / 140470
MONTGOMERY	Term. N.Cel	148	266/52 / ↓6½	154½	↓2	156½	° 35	"	"	447	990 / 2642	2:13 / 6:28½	941 / 2533		19000 / 38470	19000 / 121470
TURN	Start Grid		265/45 / -				° 35	"	"	425	21 / 2663	:03 / 6:31½	21 / 2554		400 / 38070	400 / 121070
MIAMI	TP	307	255/45 / -4	303	0	303	° 35	"	"	390	592 / 3255	1:31 / 8:02½	643 / 3297		11450 / 26620	11450 / 109520
MAFB	End Grid	353	270/58 / -9	344	-1	343	° 35	"	"	412	376 / 3631	:55 / 8:57½	389 / 3686		6570 / 20050	6570 / 103050

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

FUEL WEIGHT: AIRCRAFT BASIC WT; CREW WT; OIL WT; ATO STL WEIGHT (Empty); EXT. TANKS WT (Empty); OPERATING WT; FM; CM; AM; FWD AUX.; A.B.; ATO; EXT.; TOTAL

BOMBS WT; AMMO WT; ADL. FLUID WT; INITIAL GROSS WT; START ENG AND TAXI FUEL ALW; TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

This Flight Plan is computed as prescribed in Tactical Doctrine.

1. Climalology winds and temperature.
2. Time in turns converted to Nautical Miles and added to leg following turns.
3. Courses measured from center of point to center of point.

Attachment 2 to 308TH BM NO OPORD 2145A-55 27 APR 55

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6 AIRCRAFT WITH CUE AR "FLAT HOP"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON 373 374 375	WING 308TH BW	AIRCRAFT TYPE AND SERIAL NO. B-47's	CREW NUMBER -	ACFT COMDR (Name and Grade) -	OBSERVER (Name and Grade) -	CO-PILOT (Name and Grade) -

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
START ENG-TAXI-ACCL							°		SVC 213°			:03			86000	169000
												:03			81400	164400
LEVEL-OFF		054	267/19 -2	052	+1	053	° 24)-35	VAR	345	360	141	:23½	154		8000	8000
			270/64				°To Hold				168	:25	177		1400	1400
CAPE HATTRAS		055	-5	050	+4	054	35	425	425	478	339	:51½	331		69000	152000
35-56N 75-42W			270/64 -8½				°				57	:08½	60		1500	1500
	PIP	347		338½	+6	344½	35	"	"	408	396	1:00	391		67500	150500
			270/64				°				61	:09	64		1500	1500
CAPE HENERY, VA.	IP	347	-8½	338½	+6	344½	35	"	"	408	457	1:09	455		66000	149000
			270/64				°				84	:14	99		2100	2400
RICHMOND VA. "F"TGT		296	-4	292	+6	298	35	"	"	366	541	1:23	554		63600	146600
			270/64				°				21	:03½	25		600	600
FLAT ROCK VOR		283	-2	281	+5	286	35	"	"	361	562	1:26½	579		63000	146000
NW TIP			270/64				°				77	:12	85		2000	2000
KERR RESV	PIP	221	+6½	227½	+4	231½	35	"	"	378	639	1:38½	664		61000	144000
			270/64				°				52	:08½	60		1400	1400
BURLINGTON	IP	225	+6½	231½	+3	234½	35	"	"	375	691	1:47	724		59600	142600
			270/64				°				82	:13	92		2000	2000
CHARLOTTE NC "H"	TGT	231	+6½	237½	+1½	239	35	"	"	371	773	2:00	816		57600	140600
	Start		270/64				°				94	:14	99		2100	2100
COLUMBIA VOR	NC	192	+8½	200½	+1	201½	35	"	"	405	867	2:14	915		55500	138500
	Term		266/52				°				990	2:13	941		19300	19300
MONTECRISTI D.P.	NC	148	+6½	154½	+2	156½	35	"	"	447	1857	4:27	1856		36200	119200
	Start		265/45				°				21	:03	21		400	400
TURN	Grid				-		35	"	"	425	1878	4:30	1877		35800	118800
			265/45				°				592	1:31	643		11400	11400
MIAMI	T.P.	307	-4	303	0	303	35	"	"	390	2470	6:01	2520		24400	107400
	End		270/68				°				376	:55	389		6400	6400
HAFB	Grid	353	-9	344	-1	343	35	"	"	412	2846	6:56	2909		18000	101000

This Flight Plan is computed as prescribed in Tactical Doctrine.

1. Climalology winds and temperature.
2. Time in turns converted to Nautical Miles and added to leg following turn.
3. Courses measured from center of point to center of point.
4. Fuel computed on Range Computer.

Attachment 3 to 308TH BW WD OPORD 245A-55 27 APR 55

DATE OF TAKE-OFF: 2 & 3 May 1955

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FWL, CWL, AWL, FWD AMX, B.B., ATO, EXT., TOTAL

BOMBS WT

AMMO WT

ADL. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG REST PLANE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

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TARGET SHEET

IP	TRACK	DISTANCE	TARGET	TARGET ELEVATION	RUN CLASS
CAPE HENERY, VA.	296°	84NM	RICHMOND TGT "F"	46'	"SIDETRACK" Malfunction Direct
BURLINGTON, N.C.	231°	82NM	CHARLOTTE TGT "H"	721'	"SIDETRACK" Malfunction Direct

Attachment 4 to
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OPORD 245A-55
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TANKER-RECEIVER COORDINATION SHEET

DATE 2 MAY 1956

AIRCRAFT INFORMATION	TANKER A/C	Bull	Groben	Payne		
	TANKER RUDV NO					
	TANKER T. O. TIME	1705	1706	1707		
	FORMATION POSITION					
	RECEIVER A/C	Stearns	Savoca	Sullivan		
	REC NODE NO					
	REC T. O. TIME	1705	1706	1707		
PRIMARY ORB-RENDEZVOUS INFORMATION	REC IP	Valdosta	Valdosta	Valdosta		
	REC ETA ORBIT	1853	1853	1853		
	ORBIT POINT	Brunswick	Brunswick	Brunswick		
	ORBIT ALTITUDE	15000	15000	15000		
	HEAD-ORB TO RVU	075	075	075		
	TIME-ORB TO RVU					
	RVU POINT	Brunswick	Brunswick	Brunswick		
	REFUEL ALTITUDE	15000	15000	15000		
	T.C. FROM RVU					
	SEC RVU PT					
	ETA SEC REV PT					
	ALTITUDE SEC REV PT					
ALTN RVU	ALTN ORB PT					
	ALTN RVU PT					
	ALTN SEC RVU PT					
COMMUNICATIONS	TANK CALL SIGN DEADWOOD ALPHA TANKER	1	2	3		
	REC CALL SIGN DEADWOOD ALPHA	1	2	3		
	UNIT CONT FREQ	279.8	279.8	279.8		
	PRIM WORK FREQ	279.8	279.8	279.8		
	SEC WORK FREQ	318.0	318.0	318.0		
	INTER-PLANE FREQ					
	OMNI-UHF FAIL	E	E	E		
RVU EQUIPMENT	TANK APN-12 T/R	6-8	6-8	6-8		
	REC APN-76 T/R	7-6	7-6	7-6		
	TAN APN-11 CODE	3	3	3		
AS-ALT	A.S. (KT/MPH) START	196 KT	196 KT	196 KT		
	ALTIMETER SET	29.92	29.92	29.92		
HOOKUPS	FUEL TO TRANS	Low	Low	Low		
	NUMBER WET HU	1	1	1		
	NUMBER DRY HU	Nox	Nox	Nox		

Attachment 5 to
308TH BW OI
OPORD 2A-5
27 April 19

2AF FORM 7 OCT 54 250

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TANKER–RECEIVER COORDINATION SHEET

DATE 3 MAY 1955

AIRCRAFT INFORMATION	TANKER A/C	Telling	Korinek	Adams		
	TANKER RUOV NO					
	TANKER T. O. TIME	1635	1636	1637		
	FORMATION POSITION					
	RECEIVER A/C	Townsend	Frew	Sanders		
	REC NOSE NO					
	REC T. O. TIME	1635	1636	1637		
PRIMARY ORB–RENDEZVOUS INFORMATION	REC IP	VALDOSTA	VALDOSTA	VALDOSTA		
	REC ETA ORBIT	1823	1823	1823		
	ORBIT POINT	Brunswick	Brunswick	Brunswick		
	ORBIT ALTITUDE	15000	15000	15000		
	HEAD–ORB TO RVU	075	075	075		
	TIME–ORB TO RVU					
	RVU POINT	Brunswick	Brunswick	Brunswick		
	REFUEL ALTITUDE	15000	15000	15000		
	T.C. FROM RVU					
	SEC RVU PT					
	ETA SEC REV PT					
	ALTITUDE SEC REV PT					
ALTN RVU	ALTN ORB PT					
	ALTN RVU PT					
	ALTN SEC RVU PT					
COMMUNICATIONS	TANK CALL SIGN	DEADWOOD ALPHA TANKER 1	2	3		
	REC CALL SIGN	DEADWOOD ALPHA 1	2	3		
	INIT CONT FREQ	279.8	279.8	279.8		
	PRIM WORK FREQ	279.8	279.8	279.8		
	SEC WORK FREQ	318.0	318.0	318.0		
	INTER–PLANE FREQ					
	OMNI–UHF FAIL	X	X	X		
RVU EQUIPMENT	TANK APN–12 T/R	6–8	6–8	6–8		
	REC APN–70 T/R	6–6	6–6	6–6		
	TAN APN–11 CODE	3	3	3		
AS–ALT	A.S. IKT/MPH1 START	196 KT	196 KT	196 KT		
	ALTIMETER SET	29.92	29.92	29.92		
HOOKUPS	FUEL TO TRANS	40K	40K	40K		
	NUMBER WET HU	1	1	1		
	NUMBER DRY HU	Nax	Nax	Nax		

Attachment 5 to 308TH BOM MO OPORD 21-55 27 April 1955

AF FORM 1 OCT 54 250

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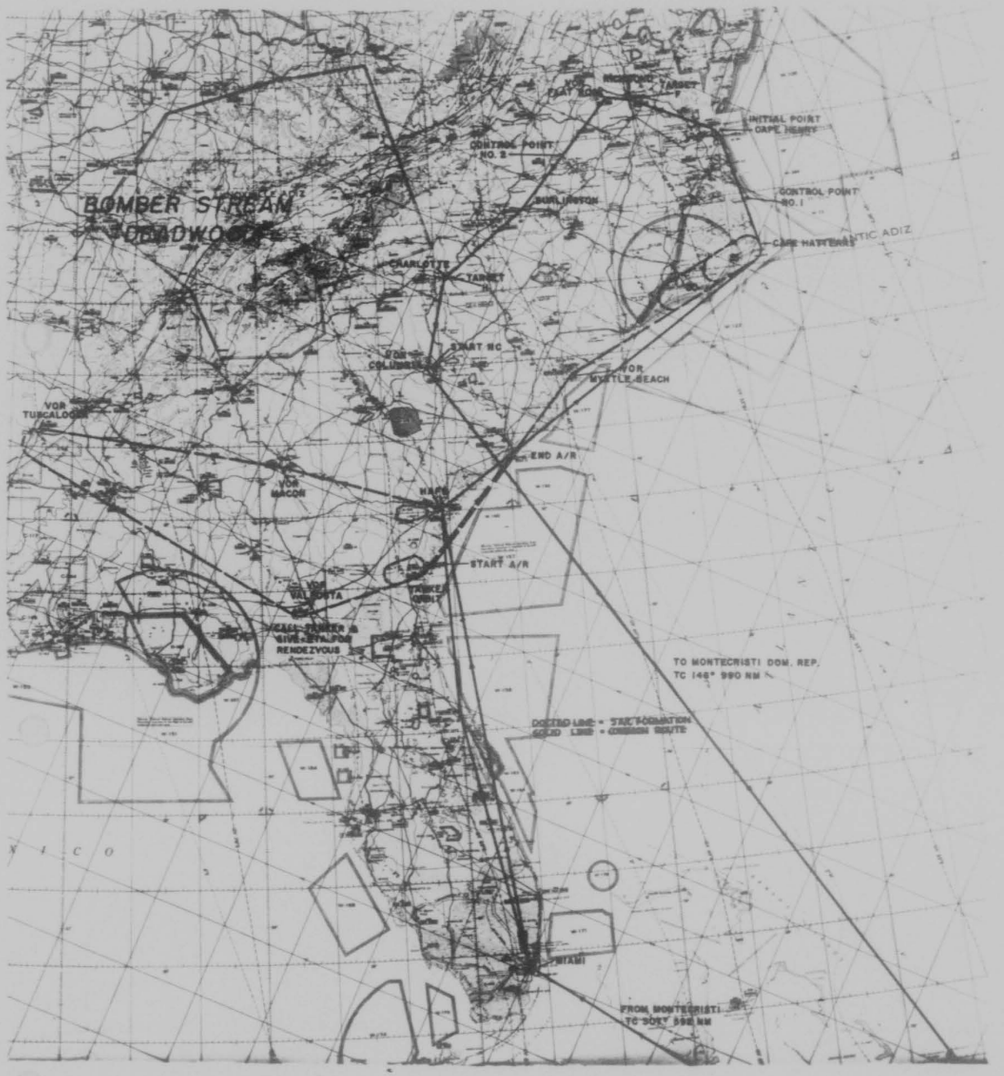

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DANGER AREAS

AREA	TIME
W-177	1735-1935
D-123	1745-1945
W-454	1800-2035
D-33	1810-2045
W-50	1810-2045
W-132	1950-2200
W-157	1950-2200

The above listed areas have been cleared for Dead Wood aircraft during the times listed. Any other areas are <u>not</u> cleared. Please use caution.

Attachment 7 to
308TH BOM WG
OPORD 245-55
27 Apr 55

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EMERGENCY LANDING FIELDS

NAME	LOCATION	FIELD ELEVATION	RUNWAY LENGTH
SAC			
MacDill AFB	Tampa, Flordia	13'	10,000'
Ramey AFB	Puerto Rico	237'	9,000'
Pinecastle AFB	Orlando, Florida	95'	12,000'
NON-SAC			
Shaw AFB	Sumter, S.C.	236'	10,000'
Robbins AFB	Macon, Georgia	295'	7,000'
Maxwell AFB	Montgomery, Alabama	167'	7,000'
Moody AFB	Valdosta, Georgia	233'	8,000'
Oakes	Nassau	5'	6,000'
Charleston AFB	Charleston, S.C.	45'	7,000'
Miami International	Miami, Florida	9'	7,400'
NAVAL AIR STATIONS			
Cherry Point NAS	Cherry Point, S.C.	29'	9,100'
Oceana NAS	Norfolk, Va.	20'	8,000'
Jacksonville NAS	Jacksonville, Fla.	20'	8,000'
Key West NAS	Key West, Fla.	4'	8,000'
Guantanamo NAS	Cuba	51'	8,000'

Attachment 8 to
308TH BOM WG
OPORD 245A-55
27 APR 55

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HEADQUARTERS 308th BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia
27 April 1955

ATTACHMENT 9

OPERATIONS ORDER 245A-55

COMMUNICATIONS

1. General

a. The purpose of this attachment is to furnish a reporting and procedures guide for 308BW Bomber Stream mission on 2nd and 3rd May 1955.

2. Call Signs

a. Aircraft will use call sign TIMES suffixed by assigned two digit number. After establishing radio contact, aircraft making report will identify his flight as "DALEWOOD" or "DALEWOOD ALPHA" as appropriate.

b. See Receiver-Tanker coordination sheet for air refueling call signs.

3. Channelization

a. High frequency radio set 188-A will be channelized in accordance with 308BW Operations Memo 50-6.

b. UHF channelization will be in accordance with appendix one (1).

c. See Receiver-Tanker coordination sheet for VHF channelization and settings for APX-11, APN 76/12 equipment.

4. Recall from mission code word: Sycamore

5. Recognition and Identification

a. IFF

(1) While aircraft are in formation, lead aircraft will set IFF control to Mode 3. Other aircraft in formation will use Mode 1. If the leader leaves the formation, pilot will switch to Mode 1. All aircraft flying individually will use Mode 1.

ATTACHMENT 9 to
308th Bom Wg
OP ORD 245A-55
27 April 55

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6. Procedures

a. The lead aircraft of the three aircraft participating in the air refueling portion of this mission will make all position reports for the formation. He will identify his formation as "DEADWOOD ALPHA". Position reports will be made as outlined in appendix two (2).

b. The lead aircraft of the bomber stream will make ATC position reports as outlined in appendix 3. He will identify the bomber stream as "DEADWOOD" flight.

c. The last aircraft of the three ship refueling flight to depart Cape Hatteras will make a position report over Cape Hatteras and at all subsequent points outlined in appendix 3. He will identify himself as "DEADWOOD" flight.

d. After initial contact between Tanker and Receiver aircraft, Tanker aircraft will make necessary radio position reports in the refueling area. Upon return of Tanker force to Hunter AFB, Tankers will contact TEXAS CONTROL on UHF channel 11 and give amount of fuel transferred to receiver aircraft.

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HEADQUARTERS 308th BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia
27 April 1955

APPENDIX 1
OPERATIONS ORDER 245A-55

UHF CHANNELIZATION

CHANNEL	FREQUENCY	SERVICE
1	236.6	Control Tower (P)
2	275.8	Control Tower (S)
3	233.8	Navy Control Tower
4	257.8	Civil Control Tower
5	255.4	Range Stations
6	301.4	CAA Centers
7	318.0	Air Refueling (S)
8	348.6	Savannah App Control
9.	279.8	Air Refueling (P)
10		As Required
11	341.4	TEXAS Control
12		As Required
13	344.6	Pilot to Forecaster
14	305.4	UHF/DF
15	363.8	App Control
16	270.6	Navy GCA
17	335.8	GCA Search
18	289.4	GCA Final
GUARD	243.0	Military Emergency

App 1 ATTACHMENT 9 to
308BW OPS ORDER 245A-55
27 April 1955

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HEAD QUARTERS 308th BOMBARDMENT WING H
Hunter Air Force Base
Savannah, Georgia
27 April 1955

APPENDIX 2

OPERATIONS ORDER 245-55

Refuel Formation Procedure

POSITION	REPORT TO	CHANNEL OR FREQ
Ready to start engine	TEMCS Control	11
Take - Off	Savannah Radio	5
Take - Off	TEMCS Control	11
Abeam Macon	Atlanta Center	6
Tuscaloosa	Atlanta Center	6
Montgomery	Montgomery Radio	5
Abeam Valdosta	JAX Center	6
Abeam Myrtle Beach	Wilmington Radio	6
Cape Hatteras	Wilmington Radio	6

NOTE: Lead aircraft of air refueling formation will not report to Cape Hatteras. Last aircraft of this formation will make position report at Cape Hatteras and at all subsequent reporting points. See appendix 3 for procedure from Cape Hatteras to Monte Christi and return to Savannah.

App 2 ATTACHMENT 9 to
308BW OP ORD 245-55
27 April 1955

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HEADQUARTERS 308th BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia
27 April 1955

APPENDIX 3

Bomber Strorm Procedure

POSITION	REPORT TO	HF	UHF CHAN FREQ	
Readt to start engine	TEXAS control		11	
Take - Off	Savannah Radio		5	
Take - Off	TEXAS control		11	
Abeam Cape Hatteras	Wilmington Radio		6	
Abeam Norfolk	Washington Center		6	
Abeam Flatrock Va.	Washington Center		6	
Abeam Charlotte N.C.	Charlotte Radio		5	
Abeam Columbia S.C.	Atlanta Center		6	
At this point radio procedure changes to use of HF radio.				
Crossing coastline	Macdill-Give ETA	4724.5		Pass to Miami Ocn Control-TEXAS ctl
	Miami Ocean Control	6738		
	Area-Req slot time			
100 miles N.W. Ciudad-Trujillo	Ciudad-Trujillo Wx	3023.5		
	Give ETA at Monte Christi and intentions			
Monte Christi	Macdill-Give ETA	6738		Pass to Miami-Nassau O.C-TEXAS Sct
	Miami;Nassau Ocean Control			
	Area-ETA leaving Miami O.C			
Departing Miami-Nassau O.C	Macdill	4724.5		Pass to Miami O.C TEXAS ctl
Change radio procedure to use of UHF				
Abeam Miami	Miami Center		6	
Abeam Daytona	Daytona Center		6	
Abeam J.X	J.. Center		6	
Abeam Savannah	Savannah Radio		5	
	Savannah APP Ctl		8	

NOTE: If contact can not be maintained with MacDill for O.Cclearance call Ramey AFB on channel 1 - 3023.5 kcs.

App 3 ATTCHMENT 9 to
308BW OP ORDER 245-55
27 April 1955

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BRIEFING SCHEDULE

1. General Mission Briefing.

   a. Monday's Mission.

      (1) 11:30 Saturday 30 April 1955 - 373rd Briefing Room.

   b. Tuesday's Mission.

      (1) 15:00 Monday 2 May 1955 - 375th Briefing Room.

2. Specialized Briefing and Target Study - Building 1201.

   a. Monday's Mission - Saturday 30 April 1955.

      (1) 373rd Bombardment Squadron - 0800 hours.

      (2) 374th Bombardment Squadron - 0830 hours.

      (3) 375th Bombardment Squadron - 0900 hours.

   b. Tuesday's Mission - Monday 2 May 1955.

      (1) 373rd Bombardment Squadron - 0800 hours.

      (2) 374th Bombardment Squadron - 0830 hours.

      (3) 375th Bombardment Squadron - 0900 hours.

3. Interrogation. In squadron operation after mission by squadron observers Interrogation forms will be furnished by Wing Staff Observers Section.

Attachment 10 to
308TH BOM WG
OPORD 245A-55
27 APR 55

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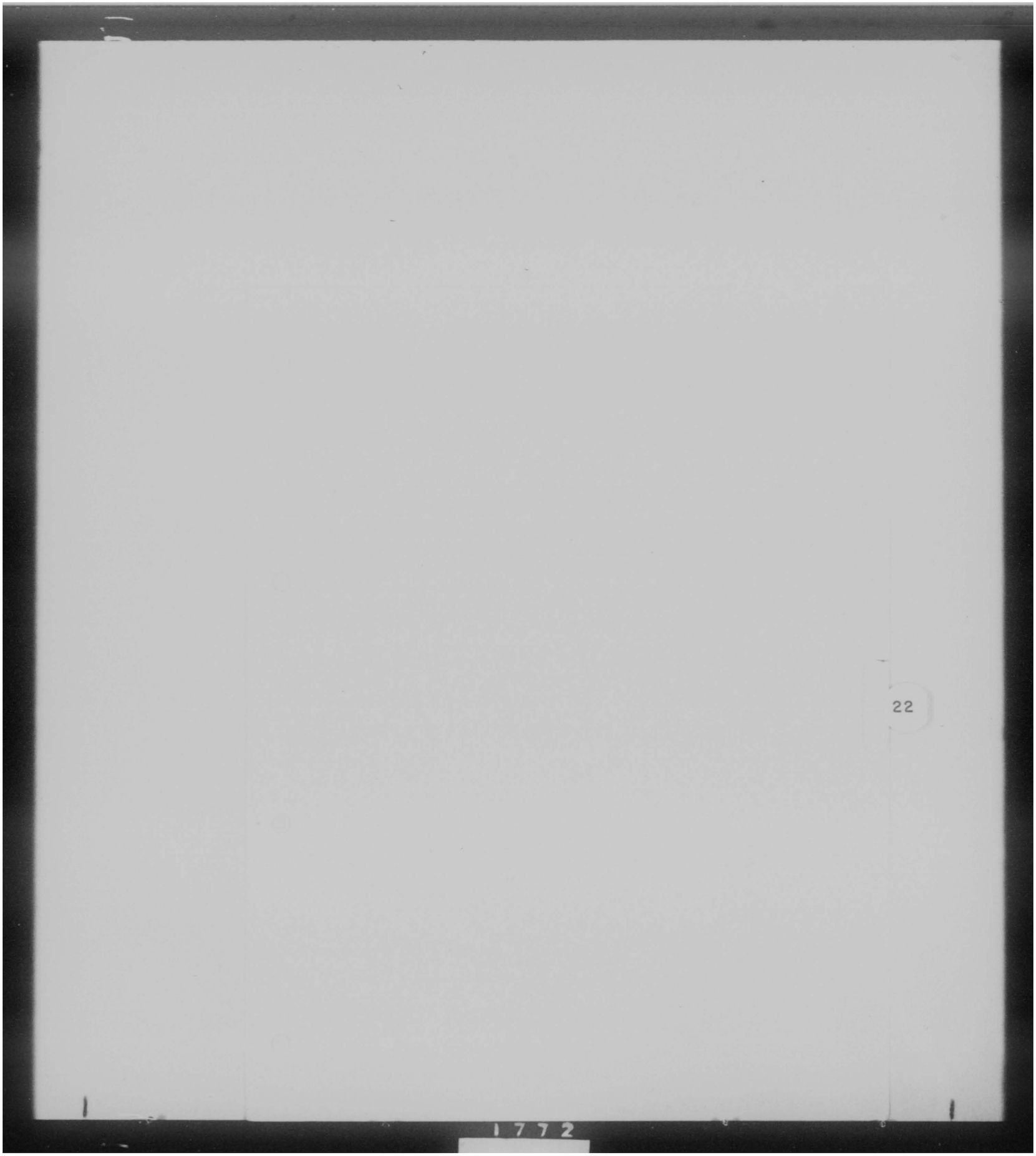

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WING MAINTENANCE)

POLICY NO.66-4A)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
11 April 1955

MAINTENANCE

Ground Operations, Movement and Control of Aircraft

(This Policy Ammends WMP 66-4, dtd 1 March 1955)

3. PROCEDURES:

f. Control of Ground Operation and Movement of Aircraft.

(4) All movement of aircraft assigned to the docks will be under the direct supervision of the Dock Chief.

BY ORDER OF THE COMMANDER:

G. C. AVRIETT
Lt. Colonal, USAF
Chief of Maintenance

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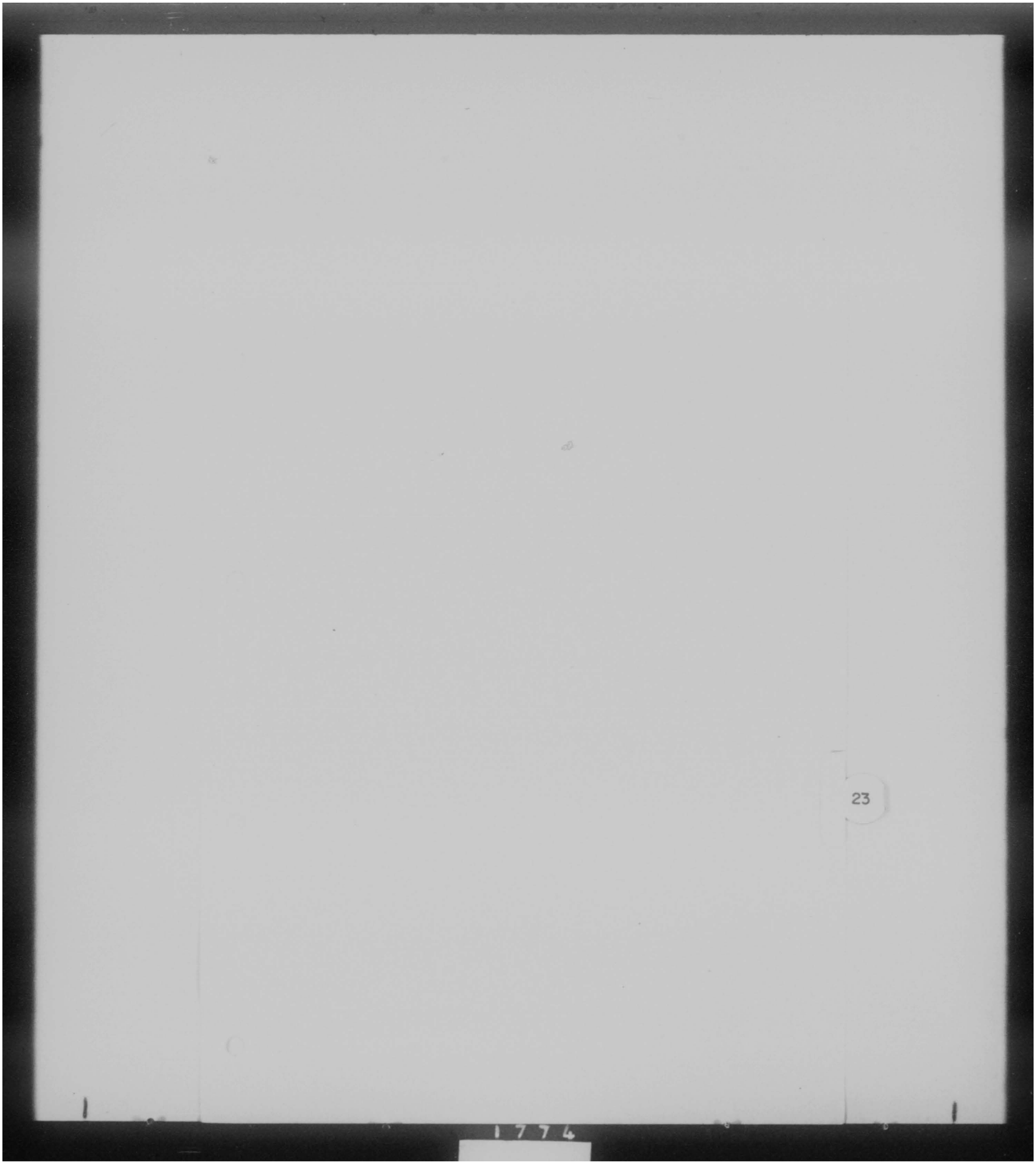

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WING MAINTENANCE)

POLICY NO. 66-44)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
20 April 1955

MAINTENANCE

Central Motorized Equipment Section

(Supersedes Wing Maintenance Policy 66-44, 14 Sep 54)

1. PURPOSE: To provide instructions and establish procedures for operating the Central Motorized Equipment Section and operating Ground Power Equipment IAW SACR 66-17 and 2AFR 66-7.

2. SCOPE: This Policy is applicable to all activities using and maintaining equipment assigned the 308th Central Motorized Equipment (CME) Section.

3. RESPONSIBILITY: Squadron Commanders and Maintenance Officers of organizations using and maintaining equipment assigned the 308th Central Motorized Equipment Section will be responsible to insure strict compliance with this policy.

4. GENERAL: Squadrons authorized equipment outlined in Incl # 1 will transfer that equipment to the Central Motorized Equipment Section on a memorandum receipt.

5. PROCEDURES:

a. Gremco units will be semi-permanently positioned as follows:

(1) PMS - 1 Unit.

(2) Bomb Squadrons - 2 or 3 units; depending on serviceability and aircraft parking.

(3) A&E "Sick Line" - 1 Unit.

b. Other ground servicing equipment (i.e., C-26, C-21, B-11, air compressors, etc) will be dispatched by the CME Section as requested by using activities. Normally, the CME Section will deliver and pick-up units; however, users are encouraged to deliver and pick-up units between the job and dispatch section on occasions where it is more expeditious.

c. Request for delivery, pick-up and/or maintenance of CME units may be made over radio to CME Dispatch thru Job Control, by phone or in person, whichever is more expeditious.

d. Requirements for units will be guided by Par. m, below. Use of heavy units for job requiring light power is not condoned (i.e., C-26 for refueling).

e. PMS Gremco Operators will:

(1) Operate Bomb Squadron Diesels from 0700 to 1700 hours, each week day.

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(2) Operate the A&E "Sick Line" at any hour, as required.

f. PMS Gremco Operators will operate the PMS Gremco in accordance with PMS requirements.

g. Gremco maintenance and inspection will be performed at the position of operation, by CME personnel.

CAUTION: Gremcos may be refueled while running; however, whether running or not, personnel servicing the equipment will request Radar operating personnel to remove the PLATE VOLTAGE from all Airborne Radar Transmitting Equipment in nearby aircraft . (Ref. TO 42B1 - 1-1 and -1A).

h. Equipment Operation:

(1) A&E will provide K-Cart and K-Cart Operator for A&E Specialist work as required.

(2) Bomb Squadron will provide operators for their Gremco operation after 1700 each work day as required.

(3) Tactical and Periodic Maintenance Squadrons will provide operators and equipment for A&E and PMS Specialist work as required. EXCEPTION: K-Cart operation, Par. h(1) above.

(4) Equipment will not be left setting idle around the squadron area. When a unit is not in use, it will be returned to dispatch section or Job Control will be notified that the unit is ready for pick-up. All equipment must be returned as soon as possible after use so that it can be serviced, inspected and placed in the "ready-line" for dispatch again.

i. Operators:

(1) Only personnel qualified on Wing Special Orders and have in their possession a copy of those orders, or a 2AF Form 219 signed by the Maintenance Standardization Team Officer will operate any type equipment powered by internal combustion engines.

(2) Personnel may become qualified by complying with Wing Maintenance Policy 66-9.

(3) Commanders will insure that sufficient number of personnel are trained and on orders to carry out their mission, by complying with SAOR 66-17 and Wing Maintenance Policy 66-9 for all newly assigned personnel.

j. Operators Duties:

(1) Commanders will comply with SAOR 66-17 insofar as furnishing an operator on any operating power unit (powered by internal combustion engine).

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(2) The operator responsible for particular power unit will not leave the unit until is is shut down and disconnected from the aircraft.

(3) Operators will insure that all precautionary measures are taken prior to starting unit, during operation and in shut down, in reference to fire extinguisher availability, ramp slope, wind direction, fuel overflow vents, cable length, etc., as prescribed in TO 19-1-213.

(4) Operators will be responsible to check equipment at the time of dispatch. He will insure that the unit is properly serviced with oil, water and fuel while it is dispatched out. Units with low-tire pressure will be properly inflated before towing. Gremco cables will be coiled at the unit when not in use.

(5) Operators will report all malfunctions and/or discrepancies when equipment is returned to the dispatches. Major malfunctions will be reported to Maintenance Control immediately by radio. Upon such notification, Maintenance Control will notify the CME Shop and a serviceable unit will be dispatched (if one is available) and the malfunctioning unit picked-up for repairs.

k. Dispatch of Equipment:

(1) The dispatch section will issue equipment to qualified operators only. 2AF Form 219 will be checked.

(2) CME personnel will inspect all returning units for completness and condition immediately upon return. All units will be processed for re-issue as soon as practicable. CME shop personnel will maintain operation records.

(3) Organizations having fixed equipment (i.e. air compressors etc) will furnish the CME Section with a list of this equipment, nomenclature, and location. Owning organizations WILL maintain AF Form 503 for fixed equipment and notify CME Section when inspection becomes due. The CME Section will maintain this equipment on a schedule basis and upon call from owning organization.

l. Flight Line Inspections:

(1) The CME Section will provide inspection teams to inspect units on the flight line each day while the units are operating.

(a) The inspection will include oil, water and fuel level, cleanliness of unit, proper use of cables, tires for proper inflation, general condition of units and for proper operation in accordance with SACR 66-17.

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(b) Unsatisfactory daily inspection reports will be forwarded to the Commander concerned thru the Chief of Maintenance.

(c) The answered report will be returned to the CME Section thru the Chief of Maintenance.

(d) A detailed report, including cost of repair, will be made in all instances of misuse or abuse of equipment. This report will be forwarded to Commande concerned thru the Chief of Maintenance. Commanders must take appropriate disciplinary action when warranted.

n. Equipment Utilization:

(1) KC-97 Aircraft:

(a) Maintenance (primary equipment) C-21.

(b) Fueling - C-21, C-22, A-1.

(2) B-47 Aircraft:

(a) Fueling - C-21, C-22.

(b) Maintenance and starting - Grenco, C-26, two parallel C-22s.

(c) K-System - Grenco, C-26 with K-Cart.

(d) A-5 System - C-22 with K-Cart.

(3) Miscellaneous Equipment:

(a) Only B-11s is to be used to operate any miscellaneous equipment (i.e. lights, drills, vacuum cleaners, fans, etc). EXCEPTION: Units such as A-1, C-22, etc, may be used for this miscellaneous equipment ONLY when the unit is being operated at the aircraft for other type maintenance.

n. Mobility:

(1) The Field Maintenance Squadron will include and color code all items in the CME Shop for the FMS Mobility Plan.

BY ORDER OF THE COMMANDER:

1 Incl
List of CME Section Units

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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LIST OF CBE SECTION UNITS

NOMENCLATURE	SQUADRON	TOTAL NUMBER
C-26 Generator	373	4 ea
C-26 Generator	374	3 ea
C-26 Generator	375	6 ea
C-26 Generator	FMS	1 ea
Diesels	373	3 ea
Diesels	374	3 ea
Diesels	375	3 ea
Motor Generator	373	36 ea
Motor Generator	374	36 ea
Motor Generator	375	36 ea
Rectifiers	373	36 ea
Rectifiers	374	36 ea
Rectifiers	375	36 ea
Distribution Carts	373	3 ea
Distribution Carts	374	3 ea
Distribution Carts	375	3 ea
B-11 Generator	373	2 ea
B-11 Generator	374	3 ea
B-11 Generator	375	1 ea
B-11 Generator	ARS	2 ea
B-11 Generator	FMS	4 ea
B-6B Generator	FMS	1 ea
C-21B Generator	FMS	1 ea
C-21B Generator	ARS	11 ea
C-22C Generator	ARS	3 ea
Air Compressor H.P.	ARS	1 ea
Air Compressor H.P.	373	1 ea
Air Compressor H.P.	374	1 ea
Air Compressor H.P.	375	1 ea
Air Compressor H.P.	FMS	2 ea
Air Compressor H.P.	FMS	2 ea
Blowers A-2	373	8 ea
Blowers A-2	374	4 ea
Blowers A-2	375	8 ea
Blowers A-2	ARS	5 ea
Blowers A-2	FMS	8 ea
Blowers A-2	FMS	4 ea
Heaters BT-400.1	ARS	9 ea
Heaters BT-400.1	FMS	3 ea
Heaters F-4	375	6 ea
Heaters F-4	FMS	6 ea
Hydraulic Test Stands	ARS	4 ea
Hydraulic Testers (Han. Jacks)	FMS	2 ea

INCL # 1

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LIST OF GSE SECTION UNITS (CONT'D)

NOMENCLATURE	SQUADRON	TOTAL NUMBER
Steam Cleaner	PMS	1 ea
Muslin Spray	PMS	1 ea
Air Conditioner	373	7 ea
Air Conditioner	374	7 ea
Air Conditioner	375	8 ea
Air Conditioner	PMS	3 ea
Air Conditioner	FMS	2 ea
Air Compressor L.P.	373	1 ea
Air Compressor L.P.	374	1 ea
Air Compressor L.P.	PMS	2 ea
Air Compressor L.P.	FMS	5 ea
Jacks - 50 ton	374	1 ea
Jacks - 50 ton	PMS	2 ea
Jacks - 50 ton	FMS	1 ea
Jacks - 30 ton Tryped	PMS	6 ea
Jacks - 30 ton Tryped	FMS	5 ea
Jacks 20 ton Tryped	A&E	6 ea
Jacks 20 ton Tryped	PMS	7 ea
Jacks 20 ton Tryped	A/F	11 ea
Jacks 20 ton Tryped	ARS	2 ea
Blowers A-1	FMS	5 ea
K-Carts	A&E	17 ea

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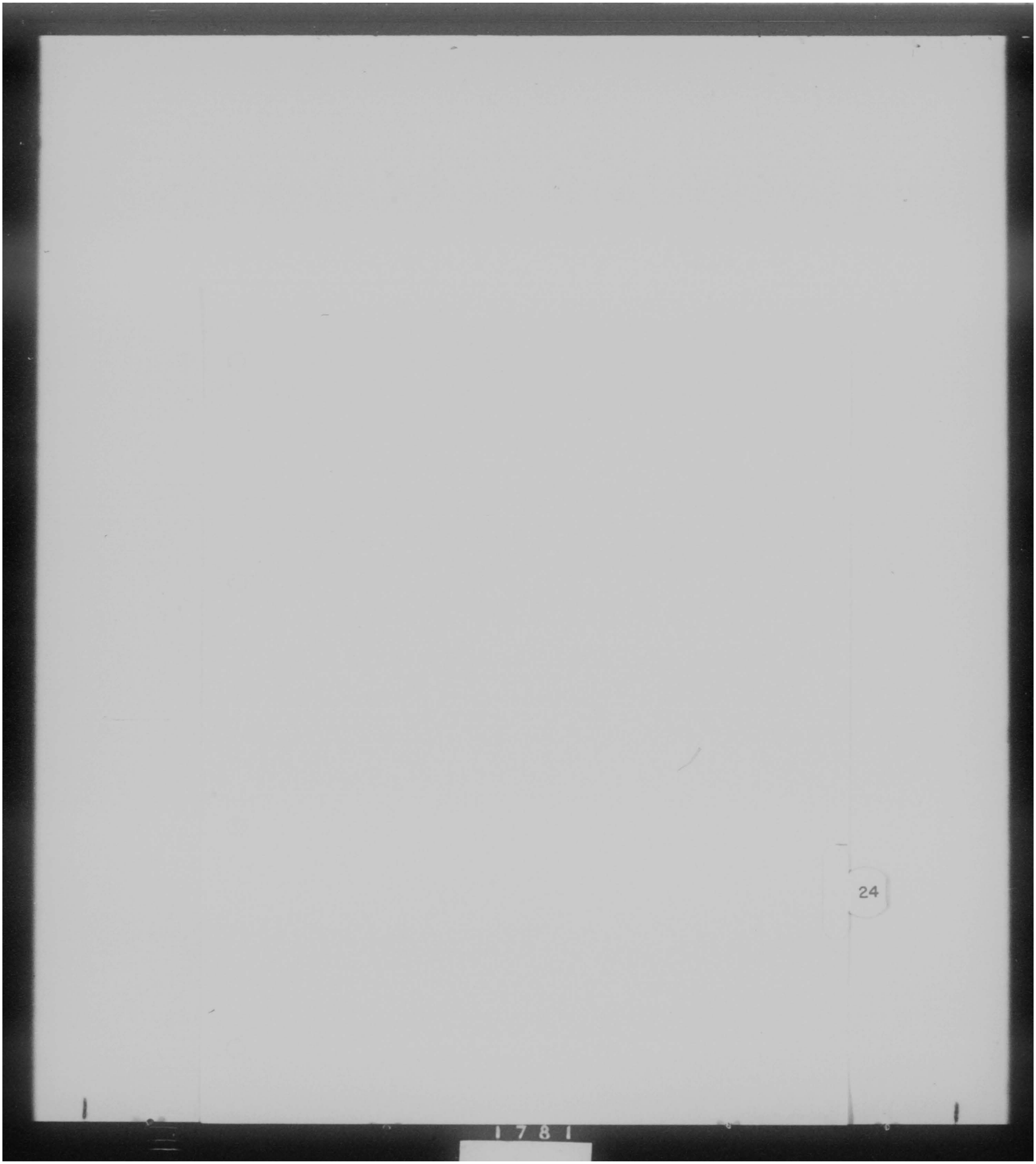

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C/M Historian

WING MAINTENANCE)

POLICY NO. 66-46)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
22 April 1955

MAINTENANCE

Management of Vehicles assigned to 308th BW Sub Motor Pool

(This Policy Supercedes Wing Maintenance Policy 65-9, dtd 10 Jan 55)

1. PURPOSE: To establish procedures and fix responsibility for operatin the 308th Bombardment Wing Sub-Motor Pool.

2. RESPONSIBILITY:

a. The OIC Job Control is responsible for the operation of the Sub-Motor Pool.

b. The Officer to whom the vehicle is dispatched is responsible for his driver's compliance with applicable directives.

3. PROCEDURES:

a. Vehicles will be dispatched IAW Incl 1, and the following Instruc ions:

(1) Radio vehicles will not be used if the radio is not serviceable. The user will deliver the vehicle to the Base Transmitter Site (M/Sgt Kramer or Mr. Fallen - Phone 26671/23561) for radio repair. To replace unserviceable flying squadron radio vehicles, radio vehicles will be recalled in the following order: Spare - FMS - PMS

(Note: The PMS vehicle must be replaced with another non-radio pick-up truck)

(2) If less than 18 Pick-up trucks are serviceable, trucks will be recalled in the following order.

One from FMS (unless the radio vehicle has been recalled)
One from A&E
One from 375BS Maint (The non-radio vehicle)
One from 374BS Maint (the non-radio vehicle)
One from 373BS Maint (the non-radio vehicle)

(3) If less than five 1-1/2 ton trucks are serviceable, trucks will be recalled in the following order: Spare - A&E - FMS.

(4) If less than 9 Tugs are serviceable, tugs will be recalled in the following order: One from FMS - Spare, One from FMS

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b. 804th ABG drivers assigned to the Sub-Motor Pool will be employed in accordance with the following priority:

(1) Moving vehicles to and from the Base Pool as required for maintenance other than Weekly Inspections.

(2) Picking up serviceable radio vehicles at Base Transmitter Site.

(3) Driving spare 1-1/2 ton truck on call.

c. The sub-motor Pool NCOIC (Phone 2-8571) will operate the Pool IAW current Base Motor Pool directives, and:

(1) Refer assignment decisions and driver violation to the OIC, Job Control.

(2) Supervise driver daily preventative maintenance inspections.

(3) Maintain instructions for drivers on a bulletin board.

4. Schedule vehicles requiring maintenance into Base Pool Shops so that the maximum number of vehicles are available during normal duty hours.

BY ORDER OF THE COMMANDER:

1 Incl
1. Vehicle Asgnmt

G. C. AVRETT, Lt Col., USAF
Chief of Maintenance

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308TH BOMBARDMENT WING

SUB-MOTOR POOL VEHICLES ASSIGNMENTS

	P/U	1-1/2TON	TUG	COLE	P-1	CRANE	FORK	REMARKS
373 Maint	2			2				1 Radio
373 Ops		1						
374 Maint	2			2				1 Radio
374Ops	1							
375 Maint	2			2				1 Radio
375Ops	1							
ARS Maint	1			2				also 1 Radio Exper, Carry-All
ARS Ops		1						
ABS Maint	3	1						
FMS	1		1	1				Tug is Hvy Dy Dual Wheel
FMS Dispatch	5	1						2 Radios
AMC Shop			4					
EBU Shop			1		1		1	
FAB Shop			1					
PROP Shop						1		
TIRE Shop			1					
Spare		1	1	1				
TOTAL	18	5	9	10	1	1	1	1 Exper. Carry-All

(Incl #1, WAP 66-46, 22 Apr 55)

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c/y Historian

WING MAINTENANCE)

POLICY NO. 66-67)

HEADQUARTERS 308TH BOMBARDMENT WING M
Hunter Air Force Base, Savannah, Ga.
22 April 1955

MAINTENANCE

Use of Canopy "OPEN" Locks - B-47 Aircraft

1. PURPOSE: To prevent the possibility of the canopy from being un-intentionally closed which might cause personnel injury or material failure.

2. RESPONSIBILITY: It is the responsibility of Commanders concerned to bring this policy to the attention of all personnel required to open and close the canopy on B-47 aircraft.

3. PROCEDURES:

a. Canopy "OPEN" locks will be installed at all times when the canopy is open.

b. Locks will be installed immediately after opening the canopy.

c. Locks will be removed only for:

(1) necessary maintenance.

(2) required aircrew pre-flight.

(3) closing canopy.

4. Locks will be properly stowed in the aircraft when not in use.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
III & IV

G. C. AVRIETT, Lt Colonel, USAF
Chief of Maintenance

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C/M Historian

MAINTENANCE TECHNICAL
INFORMATION LETTER 36)

HEADQUARTERS 308TH BOMBARDMENT WING H
Hunter Air Force Base, Savannah, Ga.
27 April 1955

PROCEDURE FOR LOCATING TABS ON THE J-47-25 ENGINE EXHAUST NOZZLES

1. Boeing Field Service Memo No. 30, 25 April 1955, is quoted for your information and necessary action:

"There has been an increase in the number of inboard inter-nacelle fairing assembly failures. Damage to the fairing consists of cracked and warped plates, loose or pulled rivets and buckling. The Power Plant Group of the B-47 Project Unit has determined that the primary cause of this damage is due to high temperature jet wake being deflected onto the fairing by tabs. Relocating the tabs to the side of the exhaust nozzle adjacent to the inter-nacelle fairing on the inboard engines will deflect the gasses away from the fairing. Additionally, ground tests of the J-47-25 engines indicate that, if the exhaust tabs are fixed to the top side of the nozzle, airplane take-off distance can be decreased substantially.

The new tab location procedure is as follows:

a. On inboard engines, the first tab or the first two tabs, if require are to be arranged with the tab area equally spaced on each side of the horizontal centerline point on the side adjacent to the inter-nacelle fairing All additional tabs are to be arranged with the tab area spaced equally on each side of the top vertical centerline point.

b. On outboard engines, locate tabs in the upper section of the exhaust nozzle circumference starting at the top vertical centerline point and arrange the tab area equally on each side of the centerline point.

The above procedures will be incorporated into TO 1B-47E-2, revision dated 15 June 1955 and TO 1B-47B-2, revision dated 15 July 1955.

Reference: Boeing Service Letter No. 430."

BY ORDER OF THE COMMANDER:

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G. O. AVRIL, Lt Colonel, USAF
Chief of Maintenance

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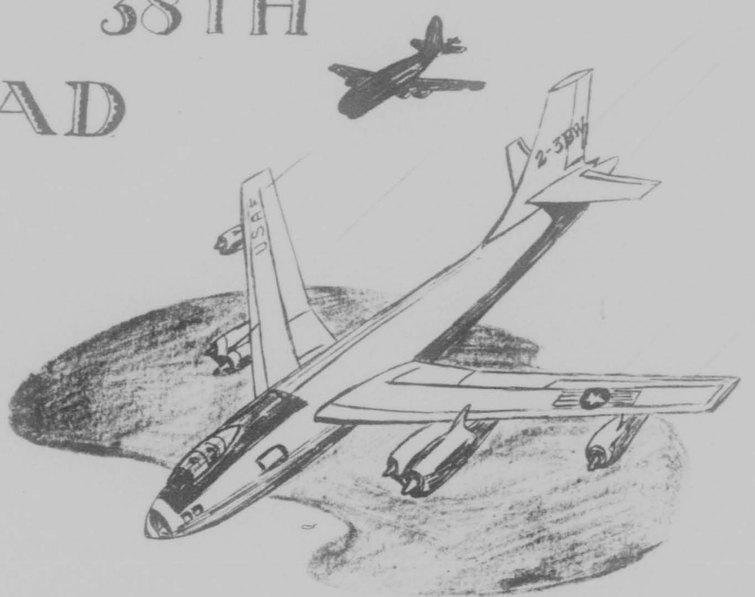
38TH AD



TASK FORCE

Logistics Annex "E"

to

Ops Plan 20-55

"Poor Shot"

COPY # 16

HISTORICAL OFF, 308 BW

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LOGISTICS

ANNEX "E"

TO

38TH AIR DIVISION

OPERATIONS PLAN

20 - 55

"POOR SHOT"

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D I S T R I B U T I O N

1 - Comdr, Strategic Air Command
1 - Comdr, Foward Operating Base
1 - Comdr, Second Air Force
1 - Comdr, 38th Air Division
1 - Comdr, 308th Bombardment Wing
1 - Deputy Commander, 308BW
1 - Adjutant, 308BW
1 - Wing Senior Loading Officer
1 - Historical Officer, 308BW
1 - Comptroller, 308BW
1 - Senior Comptroller for each Steering Team as Required
1 - Director of Personnel, 308BW
1 - Director of Operations, 308BW
1 - Operations Plans, 308BW
1 - Operations Communications, 308BW
1 - Operations Intelligence, 308BW
1 - Director of Material, 308BW
1 - Supply
1 - Armament and Electronics, 308BW
1 - Logistics, 308BW
1 - Maintenance Control, 308BW
1 - Comdr, 308th Headquarters Sq
1 - Mobility Officer
1 - Comdr, 308th Field Maint Sq
1 - Mobility Officer
1 - Supply Officer
1 - Adjutant
1 - Comdr, 308th Armt-Elect Maint
1 - Mobility Officer
1 - Supply Officer
1 - Adjutant
1 - Comdr, 308th Periodic Maint Sq
1 - Mobility Officer
1 - Supply Officer
1 - Adjutant
1 - Comdr, 308th Tactical Hospital
1 - Mobility Officer
1 - Supply Officer
1 - Comdr, 373d Bomb Squadron
1 - Adjutant
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment
1 - Comdr, 374th Bomb Squadron
1 - Adjutant
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment
1 - Comdr, 375th Bomb Squadron
1 - Adjutant
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment
1 - Comdr, 308th Air Refueling Sq
1 - Adjutant
1 - Mobility Officer
1 - Engineering
2 - Operations
1 - Supply
1 - Intelligence
2 - Personal Equipment
4 - Comdr, 804th Air Base Group
2 - Comdr, 804th Headquarters Sq
1 - Mobility Officer
1 - Comdr, 804th Operations Sq
1 - Mobility Officer
1 - Comdr, 804th Air Traffic Sq
1 - Mobility Officer
1 - Comdr, 804th Base Service Sq
1 - Mobility Officer
1 - Comdr, 804th Motor Vehicle Sq
1 - Mobility Officer
1 - Comdr, 804th Supply Squadron
1 - Mobility Officer
2 - Flyaway Kit Section
1 - Comdr, 804th Installations Sq
1 - Mobility Officer
1 - ADWC
1 - Commercial Transportation
5 - File Copies

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D I S T R I B U T I O N

1 - Comdr 2nd Bombardment Wing
1 - Deputy Commander, 2nd BW
1 - Adjutant
1 - Comptroller, 2BW
2 - Senior Comptroller for each Staging Team as required
2 - Director of Personnel, 2BW
2 - Director of Operations, 2BW
2 - Operations Plans, 2BW
1 - Operations Communications, 2BW
1 - Operations Intelligence, 2BW
2 - Director of Materiel, 2BW
2 - Armament and Electronics, 2BW
3 - Logistics, 2BW
1 - Comdr, 2nd Headquarters Sq
1 - Mobility Officer
1 - Comdr, 2nd Field Maint Sq
1 - Mobility Officer
1 - Supply Officer
1 - Adjutant
1 - Comdr, 2nd Armt-Elect Maint
1 - Mobility Officer
1 - Supply Officer
1 - Adjutant
1 - Comdr, 2nd Periodic Maint Sq
1 - Mobility Officer
1 - Supply Officer
1 - Adjutant
1 - Comdr, 2nd Tactical Hospital
1 - Mobility Officer
1 - Supply Officer
1 - Comdr, 2nd Bomb Squadron
1 - Adjutant
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment
1 - Comdr, 49th Bomb Squadron
1 - Adjutant
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment
1 - Comdr, 96th Bomb Squadron
1 - Adjutant
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment
1 - Comdr, 2nd Air Refueling Sq
1 - Mobility Officer
1 - Engineering
1 - Operations
1 - Supply
1 - Intelligence
1 - Personal Equipment

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SUBJECT: Change 2 to Annex "E", 38th Air Division Operations Plan 20-55

TO: All Concerned FROM: Headquarters 38th AD DATE: 24 March 1955
Hunter AFB, Ga

1. The following is a list of pen and ink changes to Annex E, 38th Air Division, Operations Plan 20-55:

a. Page "E-II-2-2"

CHIEF OF SUPPLY
Supply Supv 64175/73 - delete ABG requirement; Change total to "2".

b. Page "E-II-3-1"

RADIOLOGICAL:
ECL 20-99-4 Radiological Kit - delete 308BW requirement; Change total to "1".

c. Page "E-II-4-10"

Priority # 231 - change MAJ COMP to read "804"; change FURN ORG to read "804SS".

d. Page "E-II-4-11"

Priority # 235 - change MAJ COMP to read "804".

e. Page "E-II-4-13"

Box number 20-20-2-16 - add to Nomenclature "plus towbar".

f. Page "E-II-5-3"

CHIEF OF SUPPLY OFFICE (Cont'd)
Supply Supervisor - change QTY to read "2".

g. Page "E-III-2-3"

CHIEF OF SUPPLY
Sup Supv 64175/73 - add to LOAD PRI NO "274"; add to 2ABS "1"; change total to read "3".

h. Page "E-III-3-10"

Add to bottom of page:

TIRE SHOP		UNIT WEIGHT	2FM	TOTAL
3900-255500	Casing Nose	60	3	3
3900-836000	Tube	10	3	3
3900-207948-7	Casing, Main	250	6	6
3900-615000	Tube	10	6	6

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i. Page "E-III-4-21"

ADD

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
274	Supply Supv	64175	~~2HS~~ 49RS	TF-HQ

j. Page "E-II-2-4"

B-47 FLIGHT LINE - Delete "Vehicle Operator

-60350 ABG 2 Total 2"

k. Page "E-V-8"

Change to read

	Desk	Table	Chairs	Jeep
SUPPLY	3	1	4	1
FLYAWAY KIT	4	6	12	0
TOTALS	44	18	90	15

l. Page "E-V-9"

ADD

	JEEP
Chief of Supply	1

m. Page "E-II-4-8"

Change PRIORITY NO. 176 to read
"40433/53/70 ELEC INST REPM 308BW 308ARS"

Change 2
24 March 1955

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SUBJECT: Change one (1) to Annex "E" 38th Air Division Operations Plan 20-55

TO: All Concerned FROM: Headquarters 38th AD Hunter AFB, Ga. DATE: 24 Mar 55

1. Attached is change one (1) to Annex E, 38th Air Division Operation Order 20-55.

2. Replaced pages will be disposed in accordance with existing regulations.

3. Pen and ink changes can be made directly on the affected pages. With pen & ink change the following:

a. On page 4, Section 2, Appendix 1, paragraph 2d in the right hand margin at end of sentence, add the word Bravo in parenthesis.

b. On page 12, Section IX, paragraph 5, Appendix 1 change the figure "5" at end of sentence 171-5 to "8" SAC Manual 171-8.

c. On page 3, Section 3, paragraph 11b, Appendix 1, change "as per pages 4 to Annex E" to "as per pages 22 through 33" in Annex E, Section 4.

d. On page 3, Section 4, paragraph 4b, 5 Appendix 1, change the words "Part 3" to Section 3".

e. On page 3 Section 4, paragraph 4c 5 Appendix 1, change the words "Part 3" to "Section 3".

f. (1) On page 1, section 3 appendix 2, change stock number 6545-919-1400 to "Kit, Dispensary".

(2) On same page change the words "RADELOGICAL" to "RADIOLOGICAL", in 2 places.

(3) On same page, change the word "TYPERWRITER" to "TYPEWRITER" on bottom of page.

g. On page 7, Section 3, Appendix 2, change the 20th line item, stock number 8200-903300, "Bar Ass'y Towing". Total from "7" to "4".

h. On page 13, Section 4, Appendix 2, add to the 40th line item, box number 2C-20-2-16, and Tow Bar.

i. On page 14, Section 4, Appendix 2, change the 7th line item, "Rewrdak" to "Recordak".

j. (1) On page 15 Section 4, Appendix 2, change the 29th line items, 26 - Post-16, "Canopey" to "Canopy".

(2) On same page, change cube for J-47 engine from "390" to "317".

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k. On page 1 Section 6, Appendix 2, paragraph 1h, enter the figure 1 in space following the letters "SOP".

1. (1) Remove page 2 Section 6 Appendix 1 and insert immediately following page 1, Section 3 Appendix 1.

(2) Change wording "SECTION 6" to "SECTION 3" and page 2 to page 1A".

4. Insert new page 1B, Section 3, Appendix 1.

5. On page 2 section 3, Appendix 1, at top of page - delete sub paragraph (8) Medical Group, (a) and (b).

6. Insert new pages 5A, 9, and 10 appendix 1 Section 2.

7. Insert new SOP # 3 and inclosures 1 and 2, App. 6.

8. Insert page 1 Item 3, App 8.

JOHN F. DORONDO
Major, USAF
Logistics Officer

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ANNEX "E"

CHANGE LIST

Change Number	Date	Number of Pages	Name & Date Posted
1	24 Mar 55	4 + Pen & Ink Changes	Chester Young 26 Mar
2	24 Mar 55	Pen & Ink Changes	Chester Young 26 Mar
3	25 Mar 55	2	Chester Young 26 Mar
4	28 Mar 55	15	Chester Young 28 Mar
5	30 Mar 55	1	Chester Young 30 Mar

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ANNEX "E"

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3. Aircraft Loading Plans and Instructions
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5. Personnel Processing Team Instructions
6. Personnel Loading Instructions

APPENDIX II K/B (B-47's)

1. General Instructions
2. Personnel Requirements
3. Material Requirements
4. Loading Plan Priorities for Personnel & Material
5. Supply Plan for B-47's
6. Maintenance Plan for B-47's

APPENDIX III BRAVO (KC-97's)

1. General Instructions
2. Personnel Requirements
3. Material Requirements
4. Loading Plan Priorities for Personnel & Material
5. Supply Plan for KC-97's
6. Maintenance Plan for KC-97's

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ANNEX "E"
APPENDIX 1
SECTION 1

INTRODUCTION

1. PURPOSE: ANNEX "E" of the 38th Air Division Operations Order 20-55 is designed to fulfill the Logistical requirements as associated therewith.

2. SCOPE: Instructions and requirements as set forth in the appendixes and sections herein are applicable to all subordinate units of this command which will participate and support the mission described in the basic order.

3. CONCEPTS & DEVELOPMENT: In view of the fact that the 38th Air Division utilizes Task Forces in the execution of this exercise employing the "Leap Frog" concept, it follows that the refueling squadrons make up one force while the Tactical Bombers comprise the other. These Task Forces are referred to in this annex as "Alpha" and Bravo", the former (Appendix II), indicating logistical support requirements peculiar to the bomber force. Obviously, the KC requirements (Appendix III), are termed "Bravo". Administration matters for both forces are covered under one appendix due to the fact that instructions are in the main, common to both Alpha & Bravo.

4. RESPONSIBILITIES: Personnel at Division, Wing, and Squadron level appointed or assigned to projects as associated with the instructions or requirements shown in this annex will be responsible for execution of their respective portion. In this manner, an expeditious deployment and execution of Operation "Poor Shot" may be achieved.

for: John K. Brooks, Major
JOSEPH J. NAZZARO
Brigadier General, USAF

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CHANGE 5
ANNEX R
APPENDIX 1
SECTION 2
PAGE A

38TH AIR DIVISION

- LOGISTICS -

MASTER RECAPITULATION

FOR

ALPHA & BRAVO

Major Component	Task Force Hqs				Alpha		Bravo		Component Totals	
	Alpha		Bravo		Post/Str/TM		T/A	TM		
	Pers	Cargo	Pers	Cargo	Pers	Cargo	Pers	Cargo	Pers	Cargo
Comb. 38th/AD & 804 AEW	13	300	18	0	47	0	125	496	203	796
2nd BW	29	2007	8	150	117	31039	87	92719	243	125915
308th BW	24	1142	22	685	119	12227	108	97420	273	111474
A/G Crews	---		---		192		380	0	572	0
* Total	66	3449	48	835	475	43266	702	190[illegible]	1291	238185

*: Totals do not include A/G crews of: (2) KC's to Alpha & (1) KC to Bravo as early departure.

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ANNEX E
TO
Operations Order 20-55
Administrative and Logistical Matters

SECTION I

GENERAL

PURPOSE: The purpose of this annex is to provide detailed instructions covering administrative and logistical matters peculiar to subject Operations Order.

APPLICABILITY: The instructions contained herein are applicable to all activities and personnel participating in this exercise and in accordance with SAC Regulation 400-3 as amended.

EXCEPTIONS: Exceptions to these instructions are contained in the Basic Operations Order 20-55, or the Administrative and Logistics provisions set forth below.

NOTE: UNLESS NOTED BY APPLICABLE WORD IN PARENTHESIS, INSTRUCTIONS APPLY TO BOTH ALPHA AND BRAVO.

SECTION II

SUPPLY

1. SUPPLY:

a. Commands and agencies responsible for logistical support of bases through and to which SAC forces deploy will furnish supplies and service support required by these forces to the extent available.

b. Class I

Defined as: Rations, forage & Base Exchange Supplies which are consumed at an approximately uniform daily rate under all conditions and which do not necessitate special adoption to meet individual requirements.

(1) Reference, Par. 6 below.

c. Class II

Defined as: Clothing, organization equipment and vehicles including spare parts for which allowances for initial issue to individuals and organizations are established by T/A, or other appropriate lists or tables and which are not included in Class IV and IV(A).

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(1) Clothing and equipment required by participating personnel of this exercise will be as prescribed in AFR 39-54 and T/A 1-21 items as amended by regulation and special instructions contained in SOP's No. 2 (Organizational Clothing and Equipment) and No. 3 (Individual Clothing). Personnel deploying on MATS aircraft will wear class "A" uniforms. (See also Section VII, 7.c.)

(2) Survival and Personal Equipment items requiring replacement due to age will be exchanged prior to departure for this exercise.

(3) All personnel will deploy with mess kits; gas masks, M9A1; side or shoulder weapon as authorized; and canteen. WATER WILL BE CARRIED IN THE CANTEEN. Emphasis is placed on strict compliance with SAC Regulation 35-6 as pertains to "Carrying of Firearms in the Azores." See SOP No. 2 "Organizational Clothing and Equipment." APPENDIX VI.

d. Class III

Defined as: Fuels and lubricants for all purpose except aviation.

(1) Not Applicable.

e. Class IIIA.

Defined as: Aviation fuels & lubricants.

(1) All 38th Air Division aircraft will be serviced in accordance with SAC Regulation 66-27.

(a) POL Requirements for this exercise are:

BRAVO BASE:

1,234,000 gal. 115/145 AVGAS
6,080 gal. Oil, Spec. 1110
4,660 gal. A.D.I.
992,000 gal. Fuel, JP-4 (BRAVO)

ALPHA BASE:

900,000 gal. Fuel, JP-4
720 gal. Oil Spec. 1005
(ALPHA)

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(2) 38AD aircraft commanders, or designated representatives, will perform a security check at all enroute and or operating stations to insure that the fuel, oil and ADI fluid for servicing aircraft is clear of contamination and that the fuel and oil are of a grade specified in Technical Order 06-5-1 from each servicing unit prior to servicing each aircraft. Minor time element is required to perform this check.

f. Class IV

Defined as: Supplies and equipment for which allowances for initial issue are not prescribed, or which require special measures of control are not otherwise classified. Normally, such supplies include fortification materiels and construction materiel and articles of similar nature as well as, additional quantities of items of which initial issue is made Class II Supplies.

(1) Not Applicable.

g. Class IVA

Defined as: Air Force Technical Supplies and equipment such as aircraft, vehicles, related equipment, spare parts and supplies required to maintain complete units, identical with but in addition to those items authorized in Class II.

(1) Necessary action will be taken to assure that prepositioned equipment at enroute and forward operating stations receives proper care and maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of appropriate responsible personnel at the enroute or forward operating bases. The ground powered equipment personnel deploying on this exercise from the Field Maintenance Squadrons will assist in maintaining ground powered equipment on loan to the Task Forces.

h. Class V

Defined as: Ammunition of all types, including chemicals, explosives, fuses, detonators and pyrotechnics.

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(1) Individuals will have one "basic load" of ammunition for each hand or shoulder weapon deployed. Units will carry one "basic load" for each ground weapon included in the movement. The "basic load" for weapons as extracted from SAC Reg. 136-9 is:

(a) Hand or Shoulder Wpn.	Proportion	Type	Qty. Rds.
Carbine, Cal..30	100%	Ball	60
Gun Sub-Mach. Cal..45	100%	Ball	200
Pistol, Cal..38	100%	Ball	10
Pistol, Cal..45 Auto	100%	Ball	10
Rifle, Cal..30, M1918	100%	AP or Ball	750
Rifle, Cal..30 M-1 MIC&MID	100%	AP or Ball	150
Gun, Mach. Cal..30 (L&Hv)	(80%	AP)	
	20%	Tracer)	2000

(b) Troop Commanders will insure that any loose ammunition is collected from individuals prior to the boarding of aircraft and this ammunition boxed marked and placed in safe keeping during flight. Troop Commanders will notify the aircraft commander of the location of the above items.

(c) Aircraft required to deploy on this exercise with combat type ammunition loaded in the gunnery system, the unit commanders will insure that the same ammunition is retained with the tactical aircraft. Ammunition "LOT" number identification will be maintained.

2. 38th Air Division Task Forces, will move with and will receive supply support in accordance with one or more of the following:

a. On X-2 day deploy to Alpha Base one (1) thirty (30) Aircraft B-47 Post-Strike FAK and UME to support post-strike Operations.

NOTE: Spares contained in FAK will not be issued. (ALPHA)

b. On X-2 day deploy to Bravo Base two (2) twenty (20) KC-97 aircraft Turn-around Staging Teams FAK and UME to support these operations. (BRAVO)

c. Supply support enroute will be from the flyaway kit, enroute or special kit of spares.

d. Supply support for KC97 Operations during TDY will be from FAK with daily report of items used to home station, utilizing the report preparation format outlined in par. 4a SAC Regulation 67-28, 1 March 1954. Home station base supply officer will obtain and assemble items pending return of units and/or airlift items to units in the event of an emergency. (BRAVO)

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e. Supply support "for B-47 operations" during the TDY period will be through normal theater channels. (ALPHA)

f. AOCP's not available at Alpha Base and/or theater assets will be obtained in accordance with AMC Operations Order 52-55, Project Big "8". (ALPHA)

g. AOCP requirements not available in FAK at Bravo Base will be reported to home station and Headquarters 2AF with information to SAC Headquarters. (BRAVO)

h. Consumption data of all issues from either the FAKs or base stocks will be recorded, and forwarded to SAC headquarters within ten days after return of unit to home station.

3. Engine Support will be as follows:

a. Power pack support for B-47 Operations to be from Theater Assets. Reparable power packs will be returned through theater channels. (ALPHA)

b. Air Refueling Squadrons will deploy 5 each built-up R-4360 power pack-ups on Boeing "Roll Over" Truck (S/N 8220-773609). (BRAVO)

4. Commanders are responsible for expeditious movement of reparable power pack-ups generated enroute as follows:

a. FAK power pack-ups of both ARS's may be removed and turned in to the supply facility at the BRAVO station provided that adequate facilities and equipment are available to permit expeditious processing to the overhaul depot. In such cases the QEC parts pack-up will be returned to the home station. (BRAVO)

5. a. Reparable items at Alpha Base generated during this exercise will be evacuated as in accordance with AMC Operations Order 52-55. (ALPHA)

(1) Critical items will be turned in to theater base supply without delay for immediate evacuation by most expeditious means to the theater depot. Shipping documents will indicate that the item is critical and should be evacuated by air to ZI depots.

(2) Critical items will be returned to the home station by the most expeditious means. If the return of critical items cannot be effected through utilization of MATS or other aircraft during the TDY period, items will be returned to the home station with the unit.

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6. Personnel deploying from Hunter Air Force Base will be furnished inflight lunches by the Commander 804th Food Service Squadron or by the FS Flight at the TDY station in sufficient quantities to provision personnel moving in all military aircraft to final destination. Foods from any source other than the inflight kitchen are not permitted for consumption aboard military aircraft. This includes home made lunches. Reference SAC Regulation 146-1.

SECTION III

ARMAMENT ELECTRONICS

1. Where aircraft are required in accordance with paragraph 3 of the operations order to deploy on peacetime rotations with combat type ammunition loaded in the gunnery system, unit commanders will insure that the same ammunition is retained and returned with tactical aircraft. Ammunition "lot" number identification will be maintained. (ALPHA)

2. All authorized radiological indication and computation equipment and necessary maintenance equipment will be carried.

3. Kit of cables and connectors will be deployed in order to provide power, from power source available, for minimum essential maintenance of bench sets.

4. F&K items required for A&E Maintenance will be serviceable and compatible with aircraft involved in the movement.

5. "Shop standard" test equipment will be serviceable and current in accordance with applicable technical orders and regulations. Other test equipment will be current in regard to calibration established with shop standards.

SECTION IV

MAINTENANCE

1. Maintenance support as may be required enroute will be provided from the resources of the 38th Air Division.

2. Maintenance Support to FOB's is given as follows:

a. Deploy to Alpha Base one (1) 30 A/C B-47 Post Strike Staging Team (300/46,000). Personnel figure does not include air crew members; materiel figure includes 4 each J-47 engines. (ALPHA)

b. Deploy to Bravo Base two (2) KC-97 A/C Turnaround Staging Teams. (479/158,200). Personnel figure does not include air/ground crew members; materiel figure includes 10 each R-4360 engines.

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3. Maintenance support required, which is beyond the combined capability of the 38th Air Division and local forces at any point, will be reported to SAC headquarters in accordance with SAC Reg. 65-15, and this Headquarters.

4. The SAC maintenance activity at the forward base will be organized and operated as prescribed in SAC Reg. 66-12.

5. Commander of units deploying with jet powered aircraft are responsible for assuring compliance with TO 02J-J1-17, as concerns determination of policing status of parking areas, runways, taxiways, etc. at enroute bases.

(ALPHA)

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SECTION V

TRANSPORTATION

1. Cargo will be prepared for shipment in accordance with SAC Reg. 400-2, as amended. Units returning from overseas to ZI will type the following statement on all cargo manifests: "Military equipment being returned to U. S. for future use by U. S. Armed Services."

a. MATS will provide airlift from Hunter AFB to Alpha Base for 300 personnel and 46,000 pounds of cargo on X-2 day. Further, MATS will also provide airlift from Alpha Base to Hunter AFB for 270 personnel and 31,400 pounds cargo on X+9 day. (ALPHA)

b. MATS will provide airlift from Hunter AFB to Bravo Base for 8 persons and 84,000 pounds cargo on X-2 day or as amended by published schedules (see MATS Schedule App VIII). Heavy type cargo aircraft required to airlift 84,000 pounds consisting of 10 each built-up R-4360 power packs. Further, MATS will also provide airlift from Bravo Base to Hunter AFB for 8 persons and 84,000 pounds of cargo on X+11 day, consisting of 10 each built-up R-4360 power packs. (BRAVO)

2. Organizational and Troop commanders will insure that personnel and their personal baggage transported in support aircraft are not separated en-route. Two unit personnel will accompany each support aircraft carrying cargo.

3. Personnel transported in unit aircraft will be inaccordance with SAC Reg. 60-10.

4. The following will be submitted out of the TF/DM office daily by priority (P) message to SAC Headquarters, ATTENTION: DM5d, by the deploying unit with an info copy to DM2B, 2AF, and a copy to Alpha or Bravo Base, ATTENTION: Logistics Officer.

a. The total number of personnel and cargo scheduled to move each successive date of deployment.

b. The total number of personnel and weight of cargo actually departing daily. This information will be as follows: Type of aircraft, trip number, number of personnel airlifted each trip, weight of cargo airlifted each trip, date of departure each trip, and total backlog remaining on station.

c. Above will also be accomplished during re-deployment.

5. Headquarters, 2AF, ATTN: DM2B will also be informed on personnel and cargo deployed in unit aircraft. This applies to all organizations supporting Opns Order 20-55.

6. Travel of dependents and shipment of household goods weight allowance will be in accordance with paragraph 4g(2), SAC Reg. 75-4, 23 Mar 53,

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SECTION VI

MEDICAL

1. Personnel and Equipment to Alpha Base will consist of 2 X Part II AD, T/O 1-9022. (ALPHA)

2. Personnel and Equipment to Bravo Base will consist of 1 X Part II AD T/O 1-9022. (BRAVO)

3. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at destination. In an emergency, and if determined necessary by the wing surgeon, evacuation, utilizing available aircraft, may be effected if a qualified attendant is furnished to accompany the patient (s).

4. Personnel involved in this movement will be immunized in accordance with the provisions of AFR 160-101 as amended, and 160-102 and SAC Regulation 160-1.

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SECTION VII

PERSONNEL

1. Upon deployment, personnel to accompany the unit, will be those assigned to the wing air echelon and staging teams in the wing mobility plans as limited by the basic operations order.

2. Personnel deploying will have sufficient retainability to insure that the duration of TDY will be completed. Personnel who will become eligible for separation under current directives subsequent to the return of the unit must have additional service remaining to complete processing for separation.

3. Personnel on leave who must accompany the unit may be recalled at the discretion of the organization commander concerned.

4. Personnel in the following categories will not normally accompany the unit upon deployment:

a. Officers who have submitted resignation under the provisions of paragraph 6 or 7, AFR 36-12, 28 Feb 52, as amended.

b. Officers who have been recommended for elimination under AFRs 35-66, as amended, or 36-2 as amended.

c. Personnel undergoing investigation or awaiting trial by court-martial.

d. Officers who have been nominated as principal or alternate for assignment to one of the service schools. Including USAFIT and pilot training, unless it can be determined that personnel will be available for such assignment on the established reporting date.

e. Airmen who are considered tentatively qualified for aviation cadet training. These airmen as follows:

(1) Airmen who have made application and have successfully passed the AC-OC examining board and are high school graduates.

(2) Airmen who have made application and have successfully passed their physical examination for flying and possess two or more years of college.

f. Airmen who have made application for OCS and meet the provisions of AFM 35-7, 1 Apr 53.

g. Personnel granted deferment under the provisions of AFR 35-39, as amended.

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h. Personnel attending formal or technical training courses. Key personnel may be recalled from schools only upon approval of SAC headquarters. Commanders considering such withdrawal necessary to meet operational commitments will forward complete justification to SAC headquarters in each case.

5. Units which are the sole users of an assigned mobile training detachment will report to SAC headquarters the date MTD training is to be interrupted and the date the MTD will be ready for reassignment, if applicable.

6. Personnel on whom action has been initiated under AFR 35-62, as amended, as security risks will be reassigned from deploying units.

7. Uniform Compliance.

a. Personnel will conform to uniform regulations of the theater to which deployed.

(1) Reference above.....See special instructions contained under SOP # 3 "Individual Clothing; Appendix VI.

b. 38th Air Division Unit commanders may authorize the wearing of working suit, when the performance of tasks enroute is necessary for which Class "A" uniform is not suitable.

(1) Reference above.....See special instructions under SOP No. 2 "Organizational Clothing and Equipment, Appendix VI.

8. Personnel will be briefed concerning the following:

a. Customs and courtesies of the country to which deployed.

b. Prohibitions and penalties relative to illegal commercial and black-market activities.

9. Personnel affairs and casualty reporting will be in accordance with AFR 30-11, as amended, and 34-43 and SAC Regs 30-3 and 34-8.

10. Personnel will have in their possession a current Immunization Certificate, DD Form 737 and a valid vehicle operators permit. (Latter item applicable to only those expected to drive a vehicle)

SECTION VIII

ADJUTANT

1. Orders covering movement of individuals will indicate TDY and will be prepared in accordance with paragraph 18, Chapter 3, AFM 30-3 1 Apr 53. CIPAP will be included in the travel orders. Orders will be unclassified.

2. Orders pertaining to this operation will contain the following statement verbatim to define the purpose of the TDY: "Purpose - SAC AIROPNS".

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3. In accomplishing SAC AIROPNS, per diem is payable in the same manner as ordinary TDY.

4. MAIL. a. Applicable parts of AFR 182-4 will apply.

b. Mail will be held at home station pending return of affected personnel.

SECTION IX

COMPTROLLER

1. All personnel will be given a thorough briefing on the following matters:

a. Finance service available enroute.

b. Pertinent foreign currency data, including restrictions on use, import and export, and exchange procedures.

2. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2, and 171-4.

3. Expense summary reports for the units concerned will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, Jul 51, as amended, and AFL 177-4.

4. Funding of movements identified by a SAC funding serial number will be accomplished in accordance with paragraph 2690, Section II, SAC Manual 172-1, Jul 51, as amended. The SAC funding serial number S/N CM-116 will apply.

5. The Task Force Administrative Officer will be responsible for reporting the arrival and departure of the Task Force Headquarters at the forward area, in accordance with SAC Manual 171-8.

a. No formal morning report will be prepared or submitted by the Task Forces.

b. The following changes in status will be reported to the home station by TWX.

(1) Sick in Hospital.

(2) Casualties.

(3) AWOL's

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SECTION X

JUDGE ADVOCATE

1. Air Force Personnel of Strategic Air Command units who are assigned or attached for temporary duty with the 5th Air Division, or any component thereof, are under the jurisdiction of the Commander, 5th Air Division. for purpose of courts-martial and UCMJ, Article 15. (ALPHA)

2. In geographical areas not under the command jurisdiction of SAC or FEAF, the respective Task Force commander may request the commander exercising general courts-martial jurisdiction over the base upon which his unit is tenanted to exercise jurisdiction in accordance with paragraphs 2a(1) and/or 2a(2); AFR11-40, 7 Jul 52. Exercise of jurisdiction in accordance with paragraph 2a(1), AFR 11-40, includes the exercise of authority under UMCJ, Article 15. (BRAVO)

3. Personnel of returning units may, at the discretion of the commander exercising general courts-martial jurisdiction temporarily over the unit, be retained if under investigation, pending trial by courts-martial or review, or required as a material witness in courts-martial proceedings.

SECTION XI

SECURITY

1. The SAC Security Intelligence Digest, Volume I, Number I, 25 January 1954, and all subsequent issues will be used as a guide in determining the subversive situation in enroute ALPHA and BRAVO Bases.

2. Security inspections of aircraft will be conducted in accordance with the provisions of SAC Reg. 205-8, as amended.

3. Unit security officers will monitor unit security procedures during the movement to and from forward areas in accordance with SAC Reg 205-11 and will insure that personnel have been cleared in accordance with AFR 205-6, as amended.

4. SAC Restricted area badges will be used by participating SAC personnel in conjunction with the badge system in effect at the forward base concerned.

5. a. Deployed air police will be under the operational control of the Provost Marshal of the Bravo base. (BRAVO)

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b. Deployed personnel who maintain the flyaway kits will be responsible for access to and internal security of the kits during working hours.

c. Guards for the aircraft will be furnished by the using organization during normal duty hours.

d. Alpha base will be responsible for security of aircraft during non-duty hours, area security for flyaway kits and all other internal security (air base defense, passive defense) and law enforcement functions. (ALPHA)

e. The Alpha Base air police will furnish one air police radio equipped vehicle per tactical squadron on a 24-hour basis. (ALPHA)

f. Appropriate plans or SOPs at Alpha Base will clearly indicate security responsibilities. (ALPHA)

6. a. The air police elements deployed to BRAVO base will be attached to the stations air police complement. Deployed air police are for the purpose of securing Tanker aircraft and flyaway kits. Composition follows: (BRAVO)

(1) One air policeman per aircraft on a two shift basis - 76

(2) One air policeman for relief on a two shift basis - 2

(3) One air police NCO per shift on a two shift basis - 2

(4) One air police officer - 1

(5) Total air police to be deployed - 81

b. The Provost Marshal of the Bravo base will have operational control of the security forces and provide the services indicated in revised Section II BOP 2,1954. These services include: (BRAVO)

(1) Guards for the close-in protection of deployed aircraft and radio vehicular patrols.

(2) Area security for flyaway kits.

(3) Administrative and Logistical support for the attached security personnel.

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(4) Rigid control pass system.

(5) All other internal security, air base defense, passive defense and law enforcement functions.

c. The requirements for access to the tanker aircraft and flyaway kits will be established by the Task Force Commander. (BRAVO)

7. ALPHA AND BRAVO BASES:

a. The security of 38th Air Division tanker aircraft and equipment staging through Bravo base will be provided by the air police component of the Turn-around team designated for that station.

b. The security of B-47 aircraft and equipment staging through Alpha base will be the responsibility of the Alpha base. Additional air police will not be provided by the 38th Air Division Task Force.

8. Individual air police materiel requirement for staging and deployment will be as outlined in letter, 2AF Headquarters IGAP, subject: (Proposed Revision to SAC Manual 400-1, 30 Apr 54.) (BRAVO)

9. The safeguarding and destruction of classified matter will be as directed in AFR 205-1 and SAC Reg. 205-15.

SECTION XII

MISCELLANEOUS

1. BURIAL AND GRAVE REGISTRATION. Burial and grave registration will be in accordance with existing directives of the theater to which deployed. In the absence of theater directives, the provisions of AFRs 30-11, as amended, 35-21, as amended, and 143-6, as amended, and AFM 143-1, 1 Nov 53, will be followed.

2. REGULATIONS, TECHNICAL ORDERS, AND OTHER DIRECTIVES. The 38th Air Division will move with the necessary regulations, technical orders, stock lists, SAC forms and other directives that are required for effective operation while on TDY within the weight limitation as set forth in SAC Manual 400-1A, as amended, and/or SAC approved wing mobility plans.

3. INSECT CONTROL. MATS, B-47 and KC-97 aircraft, will carry a minimum of two aerosol bombs. Aircraft interiors will be completely sprayed 30 minutes prior to landing at the first stop subsequent to crossing the United States boundary.

4. WEATHER PERSONNEL. 38th Air Division will deploy Weather Personnel as follows:

a. Alpha Base: Two (2) each AFSC 02524.

b. Bravo Base: Two (2) each AFSC 02524.

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AIRCRAFT LOADING PLANS AND INSTRUCTIONS

General

1. This part contains general instructions for the Task Force personnel and materiel.

2. The 38th Air Division passenger personnel and materiel of the Task Force will be air lifted as follows:

a. Alfa. Personnel and cargo by MATS aircraft.

b. Bravo.

(1) Personnel and cargo by KC-97's of the 2d Bomb Wing Air Refueling Squadron and 308th Bomb Wing Air Refueling Squadron.

(2) Engines by MATS.

(3) DRMST by MATS, if available.

3. The Task Force personnel processing centers are designated as follows:

a. Alfa. All men from 2d Bomb Wing, 308th Bomb Wing and 804th Air Base Group going to Alfa Base will process at the southwest corner of T-850 (New Hangar).

b. Bravo.

(1) All men of the 308th Bomb Wing and the 804th Air Base Group going to Bravo Base will process at T-1286 (old theater).

(2) 2d Bomb Wing personnel for Bravo base will process at the 2d Air Refueling Squadron Engineering Building, T-834.

c. Composition will be as per App I, Part 5.

4. Squadrons will be responsible for furnishing transportation from barracks to the personnel processing centers.

5. Transportation will be furnished from the personnel processing centers to the aircraft by the Base Motor Pool.

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6. Loading Areas. Each squadron will place all materiel to be airlifted via MATS or KC-97 in one central are by 1200 hours 2 April 1955 where it can be picked up by the proper Wing loading team. These areas are designated as folows:

a. 308 Bomb Wing

(1) Headquarters Squadron

Operations - East Side T-1201
Materiel - East Side T-1201
Intelligence - South of T-1208
Headquarters - East of T-1201

(2) 373rd Bomb Sq - South side Bldg # T-1268 (373 Eng)

(3) 374th Bomb Sq - South side Bldg # T-1269

(4) 375th Bomb Sq - South side Bldg # T-1270

(5) 308AREFS - Squadron Engineering, Dock 23

(6) 308AEMS - South entra[illegible] # 1206

(7) FMS

(a) EBU - NE corner T-850
(b) FMS - NE corner T-2174

(8) Medical Group

(a) Alpha West side Hangar T-850
(b) Bravo 308AREFS Eng Dock 23

b. 2 Bomb Wing

(1) Headquarters Squadron

Headquarters - East Side of T-202
Operations - East Side T-202
Intelligence - East Side T-202
Materiel - East Side T-202

(2) 96 Bomb Sq - Tool crib Dock 12

(3) 49 Bomb Sq - Tool crib Dock 3

(4) 20 Bomb Sq - Tool crib Dock 11

(5) 2AREFS - Engineering Bldg # T-834

(6) 2AEMS - Bldg # T-813

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(7) FMS:

(a) EBU Southeast corner Bldg T-850

(b) FMS Southeast corner Bldg T-850

(8) Medical Group:

(a) Alpha: Westside corner Bldg T-850

(b) Bravo: 308ARFS Engineering Dock 23

c. 804th Air Base Group:

(1) Headquarters - East Side Bldg T-1201 (308 Ops Bldg)

(2) Air Police - 308ARFS Engineering Dock 23

Change - 1
2 March 1955

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(8) ~~Medical Group~~

~~(a) Alpha - West side Hangar T-850~~
~~(b) Bravo - 2AREFS Eng Bldg T-834~~

7. Separation in each loading area. Squadrons will segregate cargo into Alfa and Bravo areas. KC-97 cargo will be further segregated by Flights.

8. Marking. Marking of all cargo will be as follows:

a. All boxes will carry the normal mobility markings.

b. In addition to the normal marks, a base identification, either Alfa or Bravo, will be placed on the top and 2 opposite sides of each box. This will be done by using masking tape and writing with a black grease pencil. If an item is not crated the masking tape and identification will be placed in the most conspicuous place on the item.

c. Bravo material will have a third marking. Following the word BRAVO will be the Flight number, i.e. 2K-16D-3
BRAVO - Flight 2

9. Procedure for Cargo Pickup.

a. Alfa cargo. The Alfa loading team in each Wing will pick up all Alfa cargo from the squadron loading areas in paragraph 3 above and will deliver same to the commercial transportation officer on the West side of Hangar T-850 (new hangar).

b. Bravo cargo. The Bravo loading team in each Wing will pick up all Bravo cargo from the squadron loading areas in paragraph 3 above and will deliver same to the proper KC-97 aircraft. Each aircraft will have a card designating the flight number hanging above the nose wheel for rapid identification of flights.

c. Flyaway Kits:

(1) Alfa Flysway Kits will be delivered to Hangar T-850.

(2) Bravo flyaway kits will be delivered to each respective AREFS engineering building where a Bravo loading team NCO will direct each load to the proper aircraft.

d. Engines: All engines (Bravo and Alfa) will be moved to a point designated by the Commercial Transportation Officer at T-850 by the respective wing engine build-up sections.

e. Each squadron will furnish a detail of not less than 4 men to help load cargo from the squadron loading area onto the loading team trucks.

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f. One man on each of the trucks of all teams will sign the 1040's for the cargo picked up.

(1) The 1040's will be turned over to the CTO for Alfa cargo.

(2) The 1040's for Bravo will be turned over to the loading officer of each aircraft involved with that particular cargo.

(3) The loading officer will sign 7 copies of the manifest when his aircraft is loaded.

(4) The Bravo loading officer or his representative will pick up one copy of the manifest for each plane and will deliver same to his Wing Logistic Officer.

10. Procedure for aircraft loading.

a. Alfa. All alfa cargo will be loaded onto MATS aircraft by the Commercial Transportation Section under supervision of the MATS Loading Authorities.

b. Bravo. All Bravo cargo will be loaded onto KC-97 aircraft by the flight crews of each aircraft with assistance of personnel from the respective wing Bravo loading team (forklift drivers, one helper, one forklift).

c. All cargo will be tied down by the individual aircraft flight crews.

11. Manifests.

a. Alfa. All manifests for MATS cargo will be made at T-850 by the Commercial Transportation Section.

b. Bravo. Manifests of each flight as per pages 22 Through 413 Sect 4 of Annex "E". Each KC-97 engineer will have a copy of the manifest for his aircraft. He will report any discrepancies of cargo load to the Bravo loading officer or representative as the loading progresses.

c. Signing of manifests and distribution will be as per paragraph 6f above.

12. Timing factors.

a. All loading operations will commence at 1300 E.S.T. on Saturday, 2 April 1955.

b. All loading teams (personnel and vehicles) will be in place at this time.

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13. Loading teams (personnel and vehicles) will assemble at 1230 E.S.T. on 2 April 1955 in the following areas:

a. 2BW Alfa - 2BW Sub Motor Pool

b. 2BW Bravo - at the 2ARS Engineering Office T-834

c. 3BW Alfa - at Dock 23, just west of 3ARS Engineering T-12

d. 3BW Bravo - at Dock 23, just west of 3ARS Engineering T-12

14. Personnel processing teams (personnel and vehicles) will assemble at 1230 E.S.T. on 2 April 1955 in the processing centers.

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ANNEX "E"
APPENDIX 1
SECTION 4
PAGE 1

SPECIAL LOADING TEAM INSTRUCTIONS

1. Designation.

For purposes of Operation "Poor Shot" the following loading teams are hereby designated:

a. Commercial Transportation Team
b. Alpha Team - 2BW
c. Alpha Team - 308BW
d. Bravo Team - 2BW
e. Bravo Team - 308BW

2. All teams will be assembled and briefed on 30 March by the Logistics Officer of the Task Force. This briefing will be held in the Base Theater at 1300 hours.

3. Composition.

These loading teams have the following men and equipment. Units furnishing men and equipment are listed.

	2BW	2ABS	2FMS	308BW	308ABS	308FMS	Motor Pool	8044MS	Fork Lifts	Trucks	Flat Bed	Tractors	Kentucky Trailer
2BW Alpha													
OIC	1								1	1			
Asst OIC	1												
NCOIC	1												
Fork Lift Driver							1						
Truck Dr.							4						
Helpers			9										
308BW Alpha													
OIC				1					1	1			
Asst OIC				1									
NCOIC				1									
Fork Lift Driver							1						
Truck Dr.							4						
Helpers						9							
2BW Bravo													
OIC		1							2	2		1	1
Asst OIC		1											
NCOIC		1											
Fork Lift Driver							2						

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2BW Bravo Cont'd	2BW	2ARS	2FMS	308BW	308ARS	308PMS	Motor Pool	804MBG	Fork Lifts	Trucks	Flat Bed	Tractors	Kentucky Trailer
Truck Dr.							2						
Helpers							1						
Tractor Dr.			10										
308BW Bravo													
OIC					1				2	2		1	1
Asst OIC					1								
NCOIC					1								
Fork Lift Drivers													
Truck Dr.							2						
Helpers							2						
Tractor Dr.						10	1						
Commercial Transportation Team													
OIC								1	3	2	4	4	
3 Asst. OIC								3					
NCOIC								1					
Fork Lift Drivers													
Truck Dr.							3						
Tractor Dr.							2						
Helpers							4						
Typists								30					
Typewriters								2					
Tables								2					
Chairs								2					
Totals:								4					
Officers	2	2											
NCOIC's	1	1							9	14	4	6	2
AIRMEN						19							

4. Responsibilities of the loading teams.

a. Alpha

(1) Will pick up all Alpha cargo at the squadron loading areas and deliver same to the Commercial Transportation Team at Hangar T-850.

(2) When all Alpha cargo has been delivered to the Commercial Transportation Team the trucks, forklifts and helpers will become a part of the Transportation Team and will work under the direction of the C.T.O.

(3) The 1040's will be handled as in Annex E, App 1, Part 3.

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b. Bravo

(1) Will pick up all Bravo cargo at the Squadron loading areas and will deliver same to each KC-97 as marked.

(2) The O.I.C. will be responsible for making placards and placing them on the nose gear of each KC-97 designating the flight number of the aircraft.

(3) The O.I.C. will get the flight numbers from the Engineering Officer of each refueling squadron prior to 1300 hours on 2 April.

(4) The O.I.C. will be ready to direct the trucks carrying Flyaway Kits to the proper KC-97's when the trucks arrive at the Bravo assembly areas.

(5) The 1040's will be handled as in Annex E, App 1, Part 3. Section

c. Commercial Transportation Team.

(1) Will receive all cargo from the Alpha teams and handle all aspects of the loading onto MATS aircraft.

(2) Receive all engines from the Engine Build Up Sections of the Wings for subsequent loading onto MATS aircraft.

(3) Move all Alpha Flyaway Kits from the warehouse to Hangar T-850 for MATS airlift.

(4) Move all Bravo Flyaway Kits from the warehouse to the Bravo Team assembly area for instructions as to further movement to the KC-97 aircraft.

(5) The 1040's will be handled as in Annex E, App 1, Part 3. Section

6. Assembly.

a. Outloading to Overseas Bases.

(1) All loading teams will be assembled and briefed at 1300 hours on 30 March at the Base Theater.

(2) Each O.I.C. will be furnished the names of this team by the Logistics Officer of the Task Force at the time of the briefing.

(3) Teams will assemble for work at 1245 on 2 April 1955 in their respective assembly areas.

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b. Off-Loading from Overseas.

(1) All loading teams will be re-assembled upon notification from the Director of Materiel of the 2nd Bomb Wing.

(2) The teams will function in reverse of how they operated for outloading to overseas.

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Personnel Processing Team Instructions

1. Designation. In order to process the personnel departing on Operation "Poor Shot" the following personnel processing teams will be formed:

a. 2BW Alfa processing team
b. 2BW Bravo processing team
c. 308BW Bravo processing team

2. Composition. Each processing center will have the following men and equipment. Units furnishing items are listed.

a. 2BW Alfa	2BW	308BW	804ABG
2 Officers	1	1	
4 Airman	2	2	
2 Typists	1		1
2 Drivers			2
2 Busses			Motor Pool
2 Tables	1	1	
2 Typewriters	1	1	
1 Bull Horn			AP Squadron

b. 2BW Bravo	2BW	308BW	804ABG
2 Officers	2		
4 Airmen	4		
2 Typists	2		
2 Drivers			2
2 Busses			Motor Pool
1 Table	1		
2 Typewriters	2		
1 Bull Horn			AP Squadron

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c. 3BW Bravo	2BW	308BW	804ABG
2 Officers		1	1
4 Airmen		2	2
2 Typists		1	1
2 Drivers			2
1 Table		1	
2 Typewriters		1	1
2 Busses			Motor Pool
1 Bull Horn			Ap Squadron

3. Location. The location of the processing center and the personnel processing through them are:

a. Alfa. All men from the 2BW, 308BW and 804ABG going to Alfa will process at the southwest corner of T-850 (New Hangar).

b. Bravo.

(1) All 2BW men going to Bravo base will process at T-804, 308ARS engineering.

(2) All 308BW and 804ABG men going to Bravo base will process at T-1286 (Old theater).

4. Procedures. The processing centers will be responsible for the following:

a. Manifesting passengers for all flights.

b. Manifests will be prepared in 7 copies. They will be distributed as follows:

(1) 1 copy to 308BW Logistics, 6 copies to each pilot.

c. One copy of each manifest will be turned in to the 308BW Logistics Officer T-1201 at the completion of the outloading.

d. All absentees will be reported to the squadrons concerned.

e. Delivering passengers to all aircraft with copies of the manifests for the aircraft commander.

f. Designating a troop commander for all MATS flights.

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g. Providing flight lunches for all MATS flights (2BW Alfa Team).

h. All Bravo passengers will be reminded that, with few exceptions, they will return from overseas on the same aircraft they went over on.

5. Assembly.

a. All processing teams will assemble at their respective buildings at 1230 on 2 April 1955 ready to start work. Manifests can be prepared before reporting to simplify the work involved.

b. There will be a briefing of all members of the processing teams at the Base Theater at 1300 hours 30 March 1955.

6. The processing team OIC will be responsible that he has the necessary typewriters, bull horns, table and vehicles for his operation.

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ANNEX "E"
APPENDIX 1
SECTION 6
PAGE 1

Personnel Loading Instructions

1. Personnel of the Task Force will be airlifted as follows:

a. Alfa - via MATS aircraft.

b. Bravo - via KC-97 aircraft of the ZBW and 308BW with a minimum of cargo guards for MATS cargo aircraft.

2. Inflight lunches and survival gear will be provided for each aircraft and are the responsibilities of the A/C Troop Commander for MATS flights and of the aircraft commander for KC-97 flights. (See SOP #4 for detailed instructions as pertaining to flight lunches.)

3. Task Force personnel will deploy with field equipment and clothing as per SOP #2 in Part 5, Chapter 5.

4. Personnel will move from the processing centers to the aircraft as follows:

a. Alfa - On foot by flights

b. Bravo - By bus to each aircraft. (By flights)

5. Personnel will be loaded as follows:

a. KC-97 aircraft

(1) Approximately 25 men per aircraft.

(2) At least two air policemen per aircraft for permanent assignment as aircraft guards.

b. MATS aircraft

(1) 30 per aircraft.

(2) 2 guards per cargo aircraft.

(3) DBMST as determined by the Task Force Logistics Officer.

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ALPHA

GENERAL INSTRUCTIONS

ANNEX E
APPENDIX II
SECTION 1
PAGE 1

1. Appendix II of this annex contains detailed requirements and instructions reflecting Logistical Support for B-47 (Alpha) operations as established in the basic operations order.

2. Action agencies and other personnel using sections of this appendix are cautioned that that information contained in all other appendixes of this Annex except numbers III and V are common to both Alpha and Bravo and must be read, if good planning, implementation and execution of 38th AD Operations Order be realized.

3. Requests for changes, corrections and other constructive comments are solicited. However, such request must be thoroughly substantiated and reduced to writing (D/F will suffice). D/F will be forwarded to the Commander, 38th Air Division, Attn: Staff Logistics Officer for information and necessary action as may be deemed necessary. In this way, refinement of the Alpha requirements (this appendix) may be achieved.

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PERSONNEL REQUIREMENTS
TASK FORCE HEADQUARTERS

TASK FORCE HEADQUARTERS

TITLE	AFSC	38AD	3BW	2BW	804th ABG	TOTAL
COMMAND						
Commander	00002	1				1
Deputy Commander	00002			1		1
Surgeon	09416			1		1
Administrative Officer	07024/16	1				1
Senior Clerk	70250	1				1
Admin Supv	70270	1				1
Base Liaison Off	06424				1	1
DIRECTOR OF OPERATIONS						
Director of Operations	00036	1				1
COMMUNICATIONS						
Comm Off	3016			1		1
Crypto	29250/70				2	2
COMBAT OPERATIONS						
Combat Operations Off	01416			1		1
	1525	1				1
	1435		1			1
Air Opns Supv	60171	1				1
Sr Clerk Typist	70250		1	1		2
WEATHER						
Wea Off	02516	1				1
Wea Off (KC-97)	02524	1				1
AIR TRAFFIC						
Air Traffic Off	01244/45			1		1
INTELLIGENCE						
Chief of Intelligence	02016			1		1

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PERSONNEL REQUIREMENTS
TASK FORCE HEADQUARTERS

ANNEX E
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SECTION 2
PAGE 2

TASK FORCE HEADQUARTERS

TITLE	AFSC	38AD	3BW	2BW	804th AEG	TOTAL
BRIEFING INTEL & E&E						
Intelligence Off	02054		2	1		3
Intelligence Specl	20470		1	1		2
PHOTO INTELLIGENCE						
Intel Photo Rad	02044		2	2		4
Photo Intell Specl	20471/51		1	1		2
Senior Clerk	70250		1	1		2
CONTROL SECTION						
Senior Controller	01416/35			2		2
Operations Officer	01435/16		1			1
Air Opns Supv	60170		2	2		4
DIRECTOR OF MATERIEL						
Director of Materiel	00046		1			1
Deputy Director of Mat	00046			1		1
CHIEF OF MAINTENANCE						
Chief of Maintenance	04311			1		1
Maint Control Off	04344		1			1
Expediter (B-47 & KC-97)	43171E		1	2		3
Clerk	70250		1	1		2
Quality Control Insp	43171E		1	1		2
Fld Maint Off	04344			1		1
LOGISTICS						
Logistics Officer	06416		1			1
Maintenance Specl	43171E			1		1
Senior Clerk	70250		1			1
Aircraft Tech	43171E		1			1
CHIEF OF SUPPLY						
Chief of Supply	06424		1			1
Supply Supv	64175/73		1	1	1	3
Senior Clerk Typist	70250			1		1

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PERSONNEL REQUIREMENTS
TASK FORCE HEADQUARTERS

TASK FORCE HEADQUARTERS

TITLE	AFSC	38AD	3BW	2BW	804th ABG	TOTAL
RADIOLOGICAL						
Mun Off(Radiological)	03254		1	1		2
Mun Supv	46170		1	1		2

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ALPHA
PERSONNEL REQUIREMENTS
TASK FORCE
(30 ACFT) POST STRIKE TEAM

ANNEX E
APPENDIX II
SECTION 2
PAGE 4

B-47 POST STRIKE TEAMS

TITLE	AFSC	3BW	2BW	804th ABG	TOTAL
B-47 FLIGHT LINE					
Flight Line Maint Off	04344	1	1		2
Acft Maint Supv(LineCh)	43171E	1	1		2
Acft Maint Tech(FlCh)	43171E	3	3		6
Sr Acft Mech (Crew Ch)	43151E/71E	21	21		42
Acft Mech	43131/51E	23	23		46
Vechicle Operator	~~60350~~			~~2~~	~~2~~
Sup Org Specl	64131	1	1		2
Clerk	70250	1			1
FIELD MAINTENANCE SUPERVISION					
Acft Maint Off	04344		1		1
IFR HYDRAULIC					
Acft Hyd Mech	42550	1	1		2
INSTRUMENT					
Inst Mech	42250/70	2	2		4
ENGINE REPAIR CHANGE					
Jet Eng Mech	43230/50	3	3		6
Jet Eng Tech	43270	1	1		2
SHEET METAL					
Airframe Repmn	53430/50	2	2		4
Airframe Repmn Supv	43470	1	1		2

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ALPHA
PERSONNEL REQUIREMENTS
TASK FORCE
(30ACFT) POST STRIKE TEAM

B-47 POST STRIKE TEAMS

TITLE	AFSC	3BW	2BW	804th ABG	TOTAL
DRAG CHUTE					
Parachute Rigger	58130/50	1	1		2
ELECTRICAL					
Acft Electrician	42350	3	3		6
Acft Electrician	42370	1	1		2
HYDRAULIC					
Acft Hyd Mech	42152	2	2		4
Acft Hyd Mech Supv	42172	1	1		2
AERO REPAIR					
Acft Mech	43151E	4	4		8
Acft Tech	43171E	3	3		6
Engine Buildup	43250	10	10		20
FIELD MAINTENANCE					
MACHINE SHOP					
Machinist	53150/70	1	1		2
GROUND POWER					
Veh & Mtr Equip Eng Mech	47154	1	1		2
ARMAMENT AND ELECTRONICS					
Elec Off	03054	1			1
A&E Controller	30170	1	1		2

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ALPHA
PERSONNEL REQUIREMENTS
TASK FORCE
(30ACFT) POST STRIKE TEAM

B-47 POST STRIKE TEAM

TITLE	AFSC	3BW	2BW	804th AEG	TOTAL
RADIO					
Radio Maint (A/B)	30130/50/70	4	4		8
RADAR					
Radar Maint (A/B)	30131/51/71	2	2		4
BOMB SYSTEMS					
Bomb Nav Sys	32150E/70E	5	5		10
GUNNERY					
Gunnery Systems	32350C/70C	2	2		4
CAMERA REPAIR					
Camera Repair	40350/70	1	1		2
WEAPONS					
Wea Maint	46250/70	2	2		4
AUTO-PILOT					
Elec Inst Repair	40433/53/70	2	2		4
SERVICES FLYAWAY KIT FLIGHT SECTION					
Sup Supv	64173/75			1	1
Sup Specl	64131/51			2	2
SUPPLY SERVICE UNIT					
Supply Supv	64175			1	1
Supply Specl (Cont)	64152			4	4
Maint Supv (Rear)	43171E	1	1		2

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ALPHA
PERSONNEL REQUIREMENTS
TASK FORCE
(30ACFT) POST STRIKE TEAM

B-47 POST STRIKE TEAMS

TITLE	AFSC	3BW	2BW	804th ABG	TOTAL
MOTOR POOL FLIGHT					
Motor Trans Supv	60370			1	1
Vehicle Operator	60330/50			11	11
REFUELING FLIGHT					
Refueling Operator	64330/50/70			7	7
FOOD SERVICE FLIGHT					
Cook	62230/50/70			6	6
MEDICAL ELEMENT					
Medical Off		1	1		1
Sr Med Supv	90130/50/70	1	1		2
Med Specl	90250/70	1	1		2
Med Admin Supv	90670	1	1		2
CRASH RESCUE FLIGHT					
Fire Fighter	95130/50/70			2	2
TACTICAL COMBAT ELEMENT					
*Wing Liaison	00002	1	1		2
Liaison Mngr	60170	2	1		3

* This is an additional duty.

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ALPHA
PERSONNEL REQUIREMENTS
TASK FORCE
(30 ACFT) POST STRIKE TEAM

B-47 POST STRIKE TEAMS

TITLE	AFSC	3BW	2BW	804th ABG	TOTAL
SUPPLY SERVICE UNIT (CONT'D)					
Supply Supv (Resr)	64172/50			2	2
Supply Specl (Issue)	64152/32			4	4
Supply Specl (Posting)	64152/32			4	4
ADMINISTRATION					
First Sergeant	73170	1	1		2
Clerk	70250	1	1		2
Supply Specl	64151	1	1		2

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ALPHA

ANNEX E
APPENDIX II
SECTION 3
PAGE 1

MATERIAL REQUIREMENTS
TASK FORCE
(2X15) B-47 POST STRIKE TEAMS

B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2BW	3BW	804th ABG	TOTAL
	COMMAND AND ADMIN					
8600-925114	Typewriter	50	4			4
NL	Box	100			2	2
	INTELLIGENCE					
8900-686790	Readers Recordak	261	2	2		4
	Kits, Photo, interpretation	20	3	3		6
	Case, carrying	50	1	1		2
	Case, packing	200	2	2		4
	Cases maps	100	2			2
	MAINT CONTROL					
8600-925114	Typewriter	50		1		1
NL	Office, supplies	53		1		1
8700-056100	Clip Board	1		2		2
8700-068140	Book, visable file	5		1		1
	SURGEON					
6545-919-1400	~~Dispensary Kit~~ Kit, Dispensary	1275	1	1		2
	~~RADIOLOGICAL~~ RADIOLOGICAL					
ECL 20-99-4	Kits ~~Radiological~~ Radiological	400	1	1		2
	OPERATIONS					
NL	Box	100			1	1
	SUPPLY					
	Forms and Publications	160	1			1
	Forms and Publications	120	1			1
	Forms and Publications	175	1			1
	Typewriter	120	1			1

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B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	FIELD MAINTENACE UNIT CHANGE				
F-66013	Jack Assy Eng Spreader	125	1	1	2
F-65928	Support	10	1	1	2
9PPQ-165731	Lever Eng Mount Pin Inst	15	1	1	2
8220-021600	Sling Eng Lifting	220	1	1	2
8144-982000	Watch Stop, Type A-8		1	1	2
7700-529794	Light Explosion Proof 100 Ft Type N-1	15	1	1	2
9PPQ-F65931	Strut Rotated Eng Supporting	10	1	1	2
9PPQ-F65731	Lever Eng Mount Insert and Remove	15	1	1	2
9PPQ-F66013	Spreader Jack Eng From Firewall Rotating	120	1	1	2
9PPQ-F30048	Template Assy Fuel Arm Riggings	4	1*	1	2
Note	*Carried in Tool Kit				
	HYDRAULIC SHOP				
9PPQ-F66187	Wrench Strut	4	1		1
7900-173900	Cutter Tubing	2	1	1	2
7900-561506	Pliers, size 1 snap ring	.5	1	?	1
7900-651507	Pliers, size 2 snap ring	.5	1	1	2
7900-561508	Pliers, size 3 snap ring	.5	1	?	1
7900-814926	Wrench 5/8" Crow Foot	.5	1	1	2
7900-	Wrench 7/8" Crow Foot	.5	1	1	2
7900-849129	Wrench 1" Crow Foot	.5	1		1
MTSE/T/M	Hydraulic Test Stand (Local Mfg)	120	1		1
7900-787865	Tool Flaring	3	1	1	2
7CAD-337110	Gage Assy 0-1500 PSI	2	1	1	2
	MACHINE SHOP				
7900-250840	Dr Twist SS 1/4" thru 1/2" (By 64ths)	2	1*	1	2
7900-769680	Tap Taper		1*	1	2
7900-757080	Tap Plug		1*	1	2
7900-748570	Tap Bottoming		1*	1	2
7900-764310	Tap Taper		1*	1	2

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B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	MACHINE SHOP (CONT'D)				
7900-757090	Tap Plug		1*	1	2
7900-743520	Tap Bottoming		1*	1	2
7900-764400	Tap Taper		1*	1	2
7900-757100	Tap Plug		1*	1	2
7900-743580	Tap Bottoming		1*	1	2
7900-764640	Tap Taper		1*	1	2
7900-757110	Tap Plug		1*	1	2
7900-743700	Tap Bottoming		1*	1	2
7900-764700	Tap Taper		1*	1	2
7900-757120	Tap Plug		1*	1	2
7900-743760	Tap Bottoming	Total Apx 14 LB	1*	1	2
	SHEET METAL				
8100-759620	Shaft Flex 30" 260 Deg Angle ¼" Chuck	5	1	1	2
7900-401398	Gun Blind Rivet Hand Type	2	1	1	2
	ELECTRIC SHOP				
7900-793620	Tool Swaging Hand	3	1	1	2
7CAC-589074	Multimeter	2	1	1	2
7CAC-961960	Voltemeter	1	1	1	2
7700-529794	Light Ext	10	1	1	2
7900-783983	Tool Assy Elec SolderLess Terminal	1	1	1	2
7CAC-526166	Meter Freq	1	1	1	2
	INSTRUMENT SHOP				
7CAC-58974	Voltmeter	1	1	1	2
7CAD-802155	Auto Syn Tester	5	1	1	2
7CAD-806555	Tester O-3	15	1	1	2
7CAD-807280	Tester Jet Cal	50	1	1	2
7CAD-807700	Tester W-1	10	1		1
7700-247110	Cord Extension 100 Ft	10	1	1	2

Note *Carried in Tool Box

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B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	AIR FRAME				
8200-333450	Flowers	125	2	2	4
9900-50D24022	Ducts 12"	5	4	2	6
9900-50D24049	Adapters	7.5	2	2	4
9900-50D24038	Ducts 6"	2.5	6	6	12
7700-52979L	Light Cords	10	2	2	4
9FPA-F-B0031	Surface Protractor	1	1	1	2
7900-123700	Gasket Cutter	1	1	1	2
7900-428143	Torque Wrench ½"	2	2	2	4
7700-247110	Cord Extension 100 Ft	10	1	1	2
7900-016850	Bar Socket Wrench Ext 3/4" Sq DR 8" Lgth	2	1	1	2
7900-017650	Bar Wrecking Goose Neck 3/4" x 30"	4	1	1	2
7900-103065	Clipper Bolt Rigid Head Shear Cut	10	1		1
7900-387480	Gage Tire 400 Lb Hi Press	4	2	2	4
7900-653020	Saw Hand Cross Cut	2	1		1
7900-664400	Screwdriver Common 18" By 9/16" blade	.5	1	1	2
7900-698820 thru 699120	Socket 12 Ft 3/4" Sq Dr 1 5/16" thru 2"(By 16ths)	1	1	1	2
7900-774180	Tape Measuring Steel 100 Ft	1	1	1	2
7900-788670	Tool Midget Grease Fitting	.5	1		1
7900-788672	Tool Standard Grease Fitting	.5	1	1	2
7900-793980	Tool Valve Stem Fishing	.5	1		1
7900-859900	Wrench Set Turnbuckle Hold and Adj	.5	1	1	2
7CAD-801220	Tensiometer Contr Cable G-5	4	1	1	2
9FPQ-F30047	Wrench Spider Fuel Cell Intercom	2	1	1	2
9FPQ-F30053	Protractor Assy Cont Col Adj	1	1	1	2
9FPQ-66153	Lever Drag Chute Release Mech Cocking	5	1	1	2
9FMD-45B1706-36	Wrench MLG Axle Nut 2 5/16" Dir	2	1	1	2
9FMD-45B1706-80	Wrench MLG Axle Nut 5 1/16" Dir	2	1	1	2

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B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCALTURE	UNIT WEIGHT	2FM	308FM	TOTAL
	AIR FRAME (CONT'D)				
8200-368142	Jack Assy 50 Ton Axle	620	1	1	2
8100-134600	Bead Braker	1100	1		1
8100-945170	Pnev Wrench 3/4" Sq Dr	5	1		1
7900-017000	Bar Socket Wrench Ext 3/4" Sq Dr 16"	2	1		1
7900-698700	Socket 12 Pt 3/4" Dr 1 1/16"		4		4
	IFR (ROOM SHOP)				
7CAD-801319-1268	Test Set B-47	50	1		1
NSL	Power Unit MD 3	2500	2		2

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2DA&E	308A&E	TOTAL
	ARM AND ELECT				
7700-529840	Light Ext Type SH 50 Ft	15	2	2	4
7900-706801	Soldering Iron 110v	2	1	1	2
7900-706802-2	Soldering Iron 24v	2	1	1	2
7900-738280	Stripper Wire #22 to #8	1	1	1	2
7900-783982	Tool Stakon #22 to #10	1	1	1	2
7CAC-028975	Ammeter ME-29/v	15	1		1
7CAC-002900-85	Adapter Tube Socket MX949/v		1	1	2
7CAC-028680	Ammeter I-139	2	2	2	4
7CAC-170270-1383	Cable Assy CX-1021/ARN-6	2	1		1
7CAC-177680	Cavity Tuned TS-448/v	40	1	1	2
7CAC-363949	Generator SG-13/ARN	65	1	1	2
7CAC-589074	Multimeter TS-352/v	14	2	2	4
7CAC-611119	Oscilloscope AN/USM-24	60	1	1	2
7CAC-979564	Wattmeter ME-11/v	20	1		1
7CAC-801318-573	Test Set Electron I-177B		1	1	2
7CAC-170276-2	Calibrator Range	25	1	1	2
7CAC-207550	Collimator Assy	63	1	1	2
7CSG-T101006	Cable Assy Set	75	1	1	2
7CSG-T101035	Cable Assy	5	1		1
7CAC-170276-19	Calibrator TS/UPM/11A	60	1	1	2

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B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2DA&E	308A&E	TOTAL
	ARM AND ELECT (CONT'D)				
7CAC-801319-23758	Generator TS 147P/UP	40	1	1	2
7CAC-587943	Meter ME6B	15	1	1	2
7CAC-801318-5725	Test Set Electron Tube TU7/U	28	1		1
7CBQ-F66121	Cable Assy CA125 Ext	2	1	1	2
7CBQ-F66120	Cable Assy CA114 Ext	2	1	1	2
7CBQ-F66122	Cable Assy CA116 Ext	2	1	1	2
7CBQ-F66123	Cable Assy CA117 Ext	2	1	1	2
7CBQ-F66124	Cable Assy CA108 Ext	1	1	1	2
7CBQ-F66115	Cable Assy CA109 Ext	2	1	1	2
7CBQ-F66116	Cable Assy CA110 Ext	2	1	1	2
7CBQ-F66117	Cable Assy CA111 Ext	2	1	1	2
7CAC-801318-5478	Test Set TS-268 D/U	5	1		1
7CAC-274350	Dummy Load AN/URM-43	1	1	1	2

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	20	49	96	373	TOTAL
	FLIGHT LINE						
7700-247110	Cord Extension 100 Ft	5.5	1	1		1	3
7700-332420	Flashlight Taxi wand 8"	1	1	1	2	2	6
7700-529794	Light Explosion Proof 100Ft Type N-1	15		1	1	2	4
7600-365600	Panel Assy - Single Point Refueling Control	45	1	1	2	4	8
7900-000800	Adapter Socket Wrench ½" Female 3/4" Male Sq Dr	.3		2		2	4
7900-000802	Adapter Socket Wrench ½" Male 3/4" Female Sq Dr	.2		2		2	4
7900-016450	Bar Socket Wrench Ext ½" Sq Dr 10" Lgth	1	1			1	2
7900-016850	Bar Socket Wrench Ext 3/4" Sq Dr 8" Lgth	1	1			1	2
7700-333245	Flood Light	87			2	2	4
7900-017650	Bar Wrecking Goose Neck	8	1			1	2
7900-103065	Clipper Bolt Rigid Head Shear Cut	6	1			1	2

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B-47 POST STRIKE TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	20	49	96	373	TOTAL
	FLIGHT LINE (CONT'D)						
7900-387480	Gate Tire 400 Lb Hi Press	.5			2	2	4
7900-401794	Gun Lub Lever Type 2102	5			1	1	2
7900-411155	Hammer Hand Plastic Insert Face 31 Lb	3			1	1	2
7900-426650	Handle Wrench Socket Hinge 3/4" Sq Dr	2			1	1	2
7900-555860	Pliers Comb Slip Joint 10"	.5			1	1	2
7900-653020	Saw Hand Cross Cut	1		1		1	2
7900-654300	Saw Hand Rip	1		1		1	2
7900-664400	Screwdriver common 18" Py 9/16" Blade	.5		1		1	2
7900-696500	Socket 12 PT 3/8" Sq Dr Extra Deep	.2	1			1	2
7900-697060	Socket 12 PT ½" Sq Dr (Incl extra deep) 5/8" thru 1 ¼"	5	1			1	2
7900-698820	Socket 12 PT 3/4" Sq Dr 1 5/16" thru 2" by 16ths	6	1			1	2
7900-841894-4	Wrench Crow Foor 12 PT ¼" Sq Dr 7/16"	.2	1			1	2
7900-841897-4	Wrench Crow Foot 12 PT 3/8" Sq Dr 5/8"	.2	1			1	2
7900-854262	Wrench Open-Double Head 9/16" thru 1 ¼"	3	1			1	2
9BBQ-F30031	Protractor Assy Cont Surface	8	1			1	2
9BBQ-F65931	Strut Rotated Eng Supporting	15		1		1	2
9BBQ-F65731	Lever Eng Mount Insert and Remove	15		1		1	1
9BBQ-F66013	Spreader Jack Eng From Fire Fire Wall Rotating	120		1		1	2
9BMD-45B1703-80	Wrench MLG Axle Nut 5 1/16" Dia	.5		1		1	2
8200-903300	Bar Assy Towing and Steering	382	1	1		2	4
7900-NISL	Sling Canvas, tire change	1	1			1	2
8220-602650	Sling Canopy	4	1			1	2
7700-246775	Cable Refueling 60'	50	1	1	1	3	6
5GDE-15551	Air Chucks High Press	.5	2	2	2	6	12

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ALPHA
LOADING PLAN PRIORITIES
FOR
TASK FORCE HEADQUARTERS

SPECIAL FLIGHT - SURVEY: KC-97G aircraft furnished by 2 Bomb Wing

TITLE	AFSC	38AD	3BW	2BW	804
Commander	00002	1			
D.M.	00046		1		
D.O.	00036	1			
Chief of Intel	02016			1	
Chief of Maint	04311			1	
Sr Controller	01416/35			1	
Comb Opns Off	01416	1			
Field Maint Off	04344			1	
Comms Off	3016			1	
Air Traffic Off	01244/45			1	
Elec Off	03054		1		
Flight Line Maint Off	04344		1		
Chief of Sup	6424	1			
Expediter	43171E			1	
Expediter	43171E			1	
Expediter	43171E		1		
Sup Supv	64175/73			1	
Deputy Comd	00002			1	

The above personnel listing does not include the Air/Ground crew.

Change 3
25 March 1955

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ALPHA
LOADING PLAN PRIORITIES
FOR
TASK FORCE HEADQUARTERS

SPECIAL FLIGHT - ADVON: KC-97E aircraft furnished by 308th Bomb Wing

TITLE	AFSC	38AD	3BW	2BW	804
Combat Oper Off	01416			1	
Sr Clerk Typist	70250			1	
Intel Off	2054			1	
Intel Off	2054			1	
Intel Specl	20470			1	
Intel Photo Rad	2044			1	
Photo Intell Specl	20471			1	
Sr Clerk	70250			1	
Air Ops Supv	60170			1	
Air Ops Supv	60170			1	
Air Ops Supv	60170			1	
Clerk	70250			1	
Qual Cont Insp	43171E			1	
Sr Clerk Typist	70250			1	
Intel Off	2054			1	
Wea Off	2524	1			
Wea Off	2524	1			
Oper	0066		1		
Sr Clerk Typist	70250		1		
Intell Off	2054		1		
Intel Photo Rad	2044		1		
Intell Specl	20470		1		
Intell Specl	20470		1		
Intell Specl	20470		1		
Sr Clerk	70250		1		
Air Opns Supv	60170		1		
Air Opns Supv	60170		1		
Maint Cont Off	4344		1		
Clerk	70250		1		
Logistics Off	6416		1		
Senior Clerk	70250		1		
Aircraft Tech	43171B		1		
Supply Supv	64175		1		
Qual Cont Insp	43171E		1		
Mun Supv	46170		1		
Combat Oper Off	1234B		1		
Surgeon	9416		1		
Base Liaison Off	6424	1			
Admin Off	7024	1			
Admin Supv	70270	1			

The above personnel listing does not include the Air/Ground Crew.

Change 3
25 March 1955

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ALPHA

LOADING PLAN PRIORITIES
FOR
PERSONNEL & MATERIEL

B-47 POST - STRIKE

AFSC	TITLE	PRIORITY	MAJ COMP	TURN ORG
43171E	Line Chief	1	2BW	96BS
43171E	" "	2	3BW	373 BS
43151E/71E	Crew Chief	3	2BW	20BS
"	"	4	"	20BS
"	"	5	"	49BS
"	"	6	"	49BS
"	"	7	"	96BS
"	"	8	"	96BS
9356	Med Off	9	"	2FH
90150	Sr Med Supv	10	"	2FH
64131/51	Org Supply Spec	11	"	49BS
70250	Clerk	12	3BW	373BS
04344	Acft Maint Off	13	2BW	20BS
42250/70	Inst Mech	14	3BW	3FMP
43131/51E	Acft Mech	15	"	3FMS
43270	Jet Eng Tec	16	"	3FMS
42350	Acft Elect	17	"	3FMS
42350	Acft Elect	18	2BW	2FMS
53430/50	Air Frame Repm	19	3BW	3FMS
53430/50	"	20	2BW	2FMS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
53470	Air Frame Supv	21	3BW	3FMS
42152	Acft Hyd Mech	22	3BW	3FMS
42152	"	23	2BW	2FMS
42172	Acft Hyd Mech Supv	24	3BW	3FMS
43151E	Acft Mech	25	2BW	2FMS
43151E	"	26	2BW	2FMS
43131/51E	"	27	2BW	2OBS
43171E	Acft Tech	28	3BW	3FMS
43171E	"	29	2BW	2FMS
47154	Veh & Mtr Equip Eng Mech	30	3BW	3FMS
30170	A&E Controller	31	2BW	2AES
30130/50/70	Radio Maint A/B	32	2BW	2AES
30130/50/70	"	33	3BW	3AES
30131/51/71	Radar Maint A/B	34	3BW	3ABS
32150/70E	Bomb Nav Sys	35	3BW	3AES
32150/70E	"	36	3BW	3AES
40433/53/70	Elec Inst Repmn (Auto)	37	2BW	2AOS
43171E	Acft Maint Tech (Fl. Ch)	38	3BW	373BS
"	"	39	3BW	374BS
"	"	40	3BW	375BS
42550	Acft Hyd Mech	41	3BW	3FMS
42250	Inst Mech	42	3BW	3FMS
42250	"	43	2BW	2FMS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
43230/50	Jet Eng Mech	44	2BW	2FMS
"	"	45	"	2FMS
"	"	46	"	2FMS
53430/50	Airframe Repmn	47	3BW	3FMS
53470	" Supv	48	2BW	2FMS
58130/50	Para Ritter	49	3BW	3FMS
42370	Acft Elect	50	"	3FMS
42152	Acft Hyd Mech	51	2BW	2FMS
42172	" " " Supv	52	"	2FMS
43131/51E	Acft Mech	53	"	49BS
"	"	54	"	96BS
"	"	55	3BW	3FMS
"	"	56	"	373BS
43151E	"	57	"	374BS
"	"	58	"	375BS
43171E	Acft Maint Tech (Fl Ch)	59	2BW	20BS
"	"	60	"	49BS
"	"	61	"	96BS
43151/71E	Crew Chief	62	3BW	375BS
"	"	63	"	374BS
"	"	64	"	375BS
"	"	65	"	373BS
"	"	66	"	374BS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
43151/71E	Crew Chief	67	3BW	373BS
"	"	68	"	374BS
"	"	69	"	375BS
04344	Fl Line Maint Off	70	"	373BS
43131/51E	Acft Mech	71	2BW	20BS
"	"	72	"	49BS
"	"	73	"	96BS
"	"	74	3BW	373BS
"	"	75	"	374BS
"	"	76	"	375BS
43250	Eng Buildup	77	2BW	2FMS
"	"	78	"	2FMS
"	"	79	"	2FMS
"	"	80	"	2FMS
43151/71E	Crew Chiefs	81	"	20BS
"	"	82	"	20DS
"	"	83	"	49BS
"	"	84	"	49BS
43131/51E	Acft Mech	85	"	20BS
"	"	86	"	49BS
"	"	87	"	96BS
"	"	88	3BW	373BS
"	"	89	"	374BS
"	"	90	"	375BS
64131	Org Supply Spec	91	"	375BS
42550	Acft Hyd Mech	92	2BW	2FMS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
43230/50	Jet Eng Mech	93	3BW	3FMS
53430/50	Airframe Repmn	94	2BW	2FMS
42350	Acft Elec	95	"	2FMS
53150/70	Machinist	96	"	2FMS
3054	Electronics Off	97	3BW	3AES
30130/50/70	Radio Maint (A/B)	98	"	3AES
"	"	99	3BW	3AES
"	"	100	2BW	2AES
30131/51/71	Radar Maint (A/B)	101	2BW	2AES
32150E/70E	Bomb Nav Sys	102	"	2AES
"	"	103	"	2AES
"	"	104	"	2AES
"	"	105	"	2AES
32350C/70C	Gunnery Sys	106	"	2AES
"	"	107	"	2AES
40350/70	Camera Repair	108	"	2AES
46250/70	Weapons Maint	109	"	2AES
"	"	110	"	2AES
[illegible]	Elect Inst Repmn	111	3BW	3FMS
43131/51E	Acft Mech	112	3BW	373BS
43131/51E	"	113	"	374BS
"		114	"	375BS
"		115	2BW	20BS
"		116	2BW	49BS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
43131/51E	Acft Mech	117	2BW	96BS
43151/71E	Crew Chief	118	"	96BS
"	"	119	"	96BS
"	"	120	"	20BS
"	"	121	3BW	373BS
"	"	122	"	374BS
"	"	123	"	375BS
43250	Engine Buildup	124	"	3FMS
"	"	125	"	3FMS
"	"	126	"	3FMS
"	"	127	"	3FMS
42152	Acft Hyd Mech	128	"	3FMS
64330/50/70	Refueling Oper	129	804	804SS
"	"	130	"	804SS
62230/50/70	Cook	131	"	804FSS
42250/70	Inst Mech	132	2BW	2FMS
43270	Jet Eng Tech	133	"	2FMS
58130/50	Parachute Rigger	134	"	2FMS
42350	Acft Elec	135	3BW	3FMS
64173/75	Supply Supv	136	804	804SS
64131/51	Supply Specl	137	"	804SS
"	"	138	"	804SS
64330/50/70	Refueling Oper	139	"	804SS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
64330/50/70	Refueling Oper	140	804	804SS
95130/50/70	Fire Fighter	141	"	804IS
60170	Liaison Mngr	142	2BW	2HS
"	"	143	3BW	3HS
9356	Medical Off	144	"	3TH
90150/70	Sr Med Supv	145	2BW	2TH
90250/70	Med Specl	146	"	2TH
"	"	147	3BW	3TH
90670	Med Admin Supv	148	"	3TH
"	"	149	2BW	2TH
43171E	Acft Tech	150	"	2FMS
"	"	151	"	2FMS
"	"	152	3BW	3FMS
43151E	Acft Mech	153	2BW	2FMS
"	"	154	"	2FMS
42370	Acft Elec	155	"	2FMS
43230/50	Jet Eng Mech	156	3BW	3FMS
"	"	157	"	
43151E	Acft Mech	158	"	373BS
"	"	159	"	374BS
43171E	Acft Tech	160	"	3FMS
62230	Cook	161	804	804FSS
62230	Cook	162	"	804FSS
95130	Fire Fighter	163	"	804IS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
60170	Liaison Mngr	164	3BW	3HS
53150/70	Machinist	165	"	3FMS
47154	Veh & Mtr Equip Eng Mech	166	2BW	2FMS
30170	A&E Controller	167	3BW	3AES
30130/50/70	Radio Maint	168	"	3AES
"	"	169	2BW	2AES
"	"	170	"	2AES
30131/51/71	Radar Maint	171	"	2FMS
"	"	172	3BW	3AES
32150/70E	Bomb Nav	173	"	3AES
"	"	174	"	3AES
"	"	175	"	3AES
40433/53/70	Elec Inst Repairman	176	"	3AES
32350/70C	Gunnery Sys	177	"	3AES
"	"	178	"	3AES
40250/70	Camera Repair	179	"	3AES
46250/70	Weapon Maint	180	3BW	3AES
"	"	181	"	3AES
40433/53/70	Elec Inst Repair	182	"	3AES
"	"	183	2BW	2AES
64330/50/70	Refueling Opr	184	804	804SS
"	"	185	"	804SS
42350	Acft Elec	186	2BW	2FMS
"	"	187	3BW	3FMS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	M&J COMP	FURN ORG
4344	Flt Maint Off	188	2BW	2FMS
43250	Eng Buildup	189	"	2FMS
"	"	190	"	2FMS
"	"	191	"	2FMS
"	"	192	3BW	3FMS
"	"	193	"	3FMS
"	"	194	"	3FMS
60370	Motor Trans Supv	195	804	804MVS
60330/50	Vehicle Oper	196	"	"
"	"	197	"	"
"	"	198	"	"
"	"	199	"	"
"	"	200	"	"
"	"	201	"	"
"	"	202	"	"
"	"	203	"	"
"	"	204	"	"
"	"	205	"	"
"	"	206	"	"
64330/50/70	Refueling Opr	207	"	804SS
62230/50/70	Cook	208	"	804FSS
"	"	209	"	"
"	"	210	"	"
43131/51E	Acft Mecn	211	3BW	375BS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
43131/51E	Acft Mech	212	3BW	373BS
"	"	213	"	373BS
"	"	214	"	374BS
"	"	215	"	374BS
"	"	216	2BW	20BS
"	"	217	"	49BS
"	"	218	"	96BS
"	"	219	"	20BS
"	"	220	"	49BS
43151/71E	Crew Chief	221	"	20BS
"	"	222	"	49BS
"	"	223	"	49BS
"	"	224	"	96BS
"	"	225	"	96BS
"	"	226	3BW	373BS
"	"	227	"	374BS
"	"	228	"	375BS
"	"	229	"	373BS
"	"	230	"	374BS
64152/32	Supply Specl (Posting)	231	804	804SS
64175	Supply Supv	232	804	804SS
43151/71E	Crew Chief	233	2BW	96BS
"	"	234	2BW	49BS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
64152/32	Sup Specl (Posting)	235	804 3BW	804SS
64152	Supply Specl	236	804	804SS
"	"	237	"	"
"	"	238	"	"
"	"	239	"	"
43171E	Maint Super (Resr)	240	2BW	2HS
"	"	241	3BW	3HS
64172/30	Supply Super (Resr)	242	804	804SS
"	"	243	"	"
64152/32	Supply Specl (Issue)	244	"	"
"	"	245	"	"
"	"	246	"	"
"	"	247	"	"
"	" (Posting)	248	"	"
"	" "	249	"	"
43250	Eng Buildup	250	3BW	3FMS
"	"	251	"	3FMS
"	"	252	"	3FMS
"	"	253	2BW	2FMS
"	"	254	"	2FMS
"	"	255	"	2FMS
43131/51E	Acft Mech	256	"	96BS
"	"	257	"	20BS

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ALPHA LOADING PLAN (cont'd)

AFSC	TITLE	PRIORITY	MAJ COMP	FURN ORG
43131/51E	Acft Mech	258	2BW	49BS
43131/51E	Acft Mech	259	2BW	96BS
43131/51E	Acft Mech	260	2BW	20BS
43131/51E	Acft Mech	261	2BW	49BS
43131/51E	Acft Mech	262	3BW	375BS
43131/51E	Acft Mech	263	3BW	3FMS
43131/51E	Acft Mech	264	"	"
43131/51E	Acft Mech	265	"	373BS
43131/51E	Acft Mech	266	"	374BS
43131/51E	Acft Mech	267	"	373BS
43151/71E	Crew Chiefs	268	"	374BS
" "	"	269	"	375BS
" "	"	270	"	373BS
" "	"	271	"	374BS
" "	"	272	"	375BS
" "	"	273	2BW	20BS
73170	First Sergeant	274	"	20BS
"	" "	275	3BW	375BS
70250	Clerk	276	"	3HS
"	"	277	2BW	96BS
64151	Sup Specl	278	2BW	20 BS
"	" "	279	3BW	3HS
60350	Vehicle Opr	280	804	804MVS
60350	" "	281	"	"

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PRIORITY OF LOADING
MATERIAL POST-STRIKE TEAM

MATS LOADING PRIORITY
ALPHA

Box Number	Nomenclature	Weight	Cube
2L Post-5	FAK Bin	1,585	121
2L Post-6	FAK Bin	1,695	121
2L Post-12	Mounted Casing	630	33
2L Post-13	Mounted Casing	630	33
2L Post-14	Mounted Casing	630	33
2L Post-9	Mounted Casing	788	39
2L Post-10	Mounted Casing	738	39
2L Post-11	Mounted Casing	788	39
2J-4-4	Jack 50 Ton	500	20
25-6-2	Hyd Shop Tools	175	7.5
2J-6-1	Hyd Shop Tools	50	4.5
2J-3-1	Boom Shop Tools	50	3.3
2K-12-1	Misc Tools	227	7.7
2K-12-2	Tools and Cables	166	6.6
2K-12-3	Spare Parts	101	4.4
2K-12-4	Calibrator	90	3.5
2K-12-5	TS-488 and Cables	120	5
2C-49-5-8	Panel Refueling	65	2.7
2C-49-5-23	Misc Tools	120	5.8
2C-26-4-1	Misc Tools	158	7
2L-Post-15	FAK Bin	1945	121
373-1	Panel Assy Refueling	144	7.0
373-2	Floodlight	87	6
373-3	Floodlight	87	6
373-4	Special Tools	120	3.5
373-5	17-B Hand Tools	100	2.6
373-6	Panel Assy & Misc Tools	71	4.7
373-7	Tow Bar Assy	382	61
373-8	Tow Bar Assy	382	61
373-9	Refueling Cable	150	3
2L-Post-7	Blanket Assy	40	4
2L-Post-8	Blanket Assy	140	10
2L-Post-1	Box Pallet	720	37.1
2L-Post-2	Tube Case	45	6
2L-Post-3	Tube Case	45	6
2L-Post-4	Cone Assy	275	45
2C-49-5-26	Box Misc Tool & Shear Pins	55	5
2C-49-5-41	Tow Bar	382	12
2C-20-2-15	Box Misc Tools	110	6.6
2C-20-2-16	Box Misc Tools & Tow Bar	403	10
2C-20-2-17	Box Misc Tools	40	5
	TOTAL	15,079	

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ANNEX E
APPENDIX II
SECTION 4
PAGE 14

ALPHA

MATS LOADING PRIORITY

TASK FORCE HEADQUARTERS

ORGANIZATION OR BOX NUMBER	NOMENCLATURE	WEIGHT	SECTION
2 Hq	Typwriter	50	TT-Admin
" "	"	50	"
" "	"	50	"
" "	"	50	"
804 Hq	Box	100	"
" "	" Recordack	100	"
2 Hq	Readers, ~~Rewreak~~	261	Intell
" "	" "	261	"
3 Hq	" "	261	"
" "	" "	261	"
2 Hq	Kit, Photo Interp	20	"
" "	" " "	20	"
" "	" " "	20	"
3 Hq	" " "	20	"
" "	" " "	20	"
" "	" " "	20	"
2 Hq	Case, Carrying	50	"
3 Hq	" "	50	"
2 Hq	Case, Packing	200	"
" "	" "	200	"
3 Hq	" "	200	"
" "	" "	200	"
2 Hq	Cases, Maps	100	"
" "	" "	100	"
3 Hq	Typwriter	50	Maint Cont
" "	Office Supplies	60	"
2 TH	Dispensary Kit	1275	Surgeon
3 TH	" "	1275	
804 Hq Sq	Box	100	Operations
	TOTAL	5,424	

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MATS LOADING PRIORITY

MATERIAL LOADING ALPHA (CONT)

Box Number	Nomenclature	Weight	Cube
2-J-16-3	Unit Change Tool	300	17.5
2-J-16-4	Unit Change Tool	220	27
2-J-9-1	Sheet Metal	25	2
2-J-5-1	Elect Shop Tools	30	4.5
2-J-7-1	Inst Shop Tools	100	4.5
2-J-4-1	Air Frame Tools	150	15
2-J-4-2	Air Frame Tools	150	15
2-J-4-3	Air Frame Tools	100	4.5
308K-2-1	Test Equipment	172	7
308K-2-2	Special Tools	190	7
308K-2-3	Test Equipment	196	7
308K-2-4	Cable Assy	75	5
308J-4-Post	Hyd Tools	25	4
308J-5-Post	Machine Shop Tools	15	3.5
308J-6-Post	Shaft and Rivit Gun	15	2.6
308J-7-Post	Elect Shop Tools	40	5.3
308J-10-Post	Jack Assy	560	38
308J-11-Post	Blower	232	18
308J-12-Post	Ducts	70	6
308J-13-Post	Ducts	55	5.3
308J-9-Post	Misc Tools	170	7
308J-14-Post	Blower	232	18
308J-2-Post	Spreader Bar	158	8
308J-3-Post	Sling	100	10
308J-1-Post	Engine Tools	25	5
308J-8-Post	Inst Shop Tools	170	8
2-J-4-31	Air Frame Equipment	600	30
2-J-4-32	Air Frame Equipment	500	25
2L-Post-16	Canopy Assy	1220	207.5
2-J-	Cable Refueling	150	3
2-L	J-47 Dash 25 Engine	3635	~~390~~ 317
2-L	J-47 Dash 25 Engine	3635	~~390~~ 317
308-L	J-47 Dash 25 Engine	3635	~~390~~ 317
308-L	J-47 Dash 25 Engine	3635	~~390~~ 317
2-J	MD-3 Generator	2500	480
2-J	MD-3 Generator	2500	480
	TOTAL	25,585	

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SUPPLY PLAN

1. GENERAL. This plan provides detailed instructions for the operation of the supply function to support the operation of the Task Force.

2. ORGANIZATION. The Task Force Supply Operation occupies three (3) separate locations of office and warehouse space.

a. The Task Force Supply Office is located within the Maintenance Control area.

b. The Service Unit operation is housed in the established location as operated by the Task Force Staging Base Supply in Bldg T-4003.

c. The Flyaway Kit will be located in warehouse space provided by the staging base and will be adjacent to the Service Unit operation in the rear of Bldg T-4003.

3. FACILITIES AND EQUIPMENT

a. The following requirements will be provided by the staging base for the Task Force Supply Office.

(1) Vehicles: (Jeep) truck, ¼ ton, 4x4 (for T/F Supply Officer)

(2) Space: Normal office type 150 square feet, located within the Maintenance Control Area.

(3) Furniture: 3 ea desks, flat top
1 ea desk, typist
6 ea chairs

(4) Communications: 2 ea phone lines, one to be off-base line
1. Control Station on job Control Net.

b. The following requirements will be provided for the Service Unit:

(1) Vehicles:

(a) 5 ea truck, 3/4 ton pick up or weapons carrier. (4 ea for serviceable parts delivery and 1 ea for reparable parts pick up.)

(b) 1 ea forklift, 6000 lbs capacity, pneumatic tired.

(2) Space: The same space presently in use by Service Unit #1 at the staging base.

(3) Furniture: The same furniture presently in use by Service Unit #1 at the staging base.

(4) Communications: The same communications presently in use by Service Unit #1 at the staging base.

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c. The following requirements will be provided by the staging base for Flyaway Kit.

(1) Vehicles: None

(2) Space: 3000 square feet of warehouse space adjacent to the Service Unit and with a door opening to accommodate materials handling equipment. (Building number T-4003)

(3) Furniture: 1 ea desk, flat top
1 ea table, flat top
1 ea bed, folding
2 ea chairs

(4) Communications: 1 ea telephone

d. Forms and publications required will be provided as follows:

(1) The 2nd B.W. Supply Liaison Section will be responsible for securing, packing and deploying to the staging base the following:

(a) 1 ea dash four (-4) for B-47 Aircraft

(b) 1 ea dash two (-2) for J-47 engines

(c) 1 ea S-00-1 (numerical listing of part numbers)

(d) 50 ea SAC Form 248 "Cannibal Auth"

(e) Miscellaneous manuals, regs, directives and data pertaining to a supply operation.

(2) The FAK Section will be responsible for securing, packing and deploying to the staging base the following:

(a) 200 ea SAC Form 283, "Hand Receipt"

(b) 50 ea SAC Form 236, "Delivery Cont Reg."

(c) 500 ea AF Forms 446 & 447 "Issue Slip" and "Turn in Slip"

4. PERSONNEL:

a. Manning of Task Force Supply Activity is as follows:

TITLE	AFSC	QUANTITY
CHIEF OF SUPPLY OFFICE		
Chief of Supply	6424	1

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	AFSC	QTY
CHIEF OF SUPPLY OFFICE (cont'd)		
Supply Supervisor	64173/75	2
Clerk	70250	1
SERVICE UNIT		
Supply Supervisor	64175/73	1
Supply Specl (Controllers)	64152	4
Maint Supv (Research)	43171E	2
Supply Supv (Research)	64172	2
Supply Specl (Issue)	64152/32	4
Supply Specl (Posting)	64152/32	4
Vehicle Operators	60350	10
(10 must be licensed to operate ¼ ton pickup or W/C)		
(4 " " " " " Forklift)		
(2 " " " " " heavy equipment)		
FLYAWAY KIT SECTION		
Supply Supervisor	64173	1
Supply Specialist	64151/50	2

b. (1) Personnel in the Task Force Supply Office are responsible to the Task Force Chief of Supply.

(2) Service Unit Personnel from the Task Force will be integrated into the Service Unit Organization at the staging base, and will be responsible to the supervisor of their respective sections.

(3) Flyaway Kit personnel will be responsible to the Flyaway Kit NCO who is in turn responsible to the staging Base Supply Officer.

5. OPERATION

a. Operation will be based upon principles established in AFM 67-1 and SAC Manual 65-2.

b. Initial source of supply will be the Task Force Staging Base Supply.

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c. Supply of items not available in the Task Force Staging Base Supply will be from other theater stations and assets, or from the SAC Rear Support Base in the ZI, or ZI Zonal Depots.

d. All supply problems will be monitored, directed, and coordinated by the Task Force Chief of Supply, who will also maintain liaison with the Base Liaison and Seaweed Liaison officers.

e. All radio call-ins will be made to the Service Unit Supply Controller. He will perform all the action required of an Aircraft Service Unit as outlined in SAC Manual 65-2.

f. In the event the Staging Base Supply is unable to supply the item requested, the Supply Controller will notify the Task Force Supply Office for verification of priority and preparation of other supply action. Upon verification of priority, the Supply Controller will notify the Service Unit Officer or his representative who will, in turn, initiate requisitioning action commensurate with the priority assigned.

6. RESPONSIBILITIES:

a. The Task Force Chief of Supply:

(1) Is responsible to the Task Force Director of Materiel for all supply problems affecting aircraft maintenance support.

(2) Is responsible to establish and operate the Supply Control Unit.

(3) Will coordinate with the Base Supply Project Officer, the Base Liaison Officer, and the Seaweed Liaison Officer on all respective supply problems.

(4) Will verify all priority requests, and monitor cannibalization requests.

(5) Is responsible for monitoring the operation of the Service Unit and the Flyaway Kit Section, as pertains to Task Force Support.

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b. The Service Unit Officer:

(1) Is responsible for the operation of the Service Unit in conformance with SAC Manual 65-2.

(2) Is responsible for notification of the Task Force Supply Office for verification of priority on items not available on the base and for initiation of requisitioning action commensurate with priority assigned.

(3) Maintain all records necessary for the proper operation of a service unit, i.e. AOCP's, other priorities, consumption data, aircraft parking plan, etc.

(4) Will effect supply of requested items not available by modification, local manufacture, substitution or any other means possible.

c. The Flyaway Kit NCO:

(1) Will receive, store and provide security for the deployed Flyaway Kit.

(2) Is responsible to the staging base supply officer for the operation of the Flyaway Kit Section.

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1. General. The references for this Appendix is Annex "A" to the Mobility Plan and SACM 20-2, August 1954.

a. The purpose of this Appendix is to provide detailed instructions for the implementation of the Maintenance Plan to support the B-47 Post-Strike Team for 30 aircraft at the forward base.

b. The Chief of Maintenance, is organized under the Director of Materiel and is responsible for the establishment of the Maintenance Elements and their operational control at the forward base.

c. The entire maintenance effort at the forward base will be controlled by the Task Force Chief of Maintenance. Planning, scheduling and controlling will be in consideration of participating aircraft and not by wing designation. All aircraft equipment personnel and facilities will be controlled by the TF Chief of Maintenance. The Wing Maintenance structure at the forward base will generally operate in compliance with SACM 66-12 and other SAC Manuals and USAF directives.

d. The requirement for periodic inspection and Post-Flight Inspections at the forward base are waived at the discretion of the TF Chief of Maintenance.

e. All tactical units concerned with the execution of this Task Force order will immediately prepare their assigned aircraft under direction of respective Chief of Maintenance to meet the requirements outlined under the operations portion of this operations order. All aircraft launched will be equipped with slick panels and have aboard static ground wire, landing gear down locks, engine dust excluders, preflight forms and forms #1. In addition each tactical and maintenance support organization will position personnel and equipment as outlined in appendix II of this operations order for immediate deployment.

f. The success of the Maintenance Plan is directly dependent upon efficient deployment of personnel and equipment. It is essential that personnel become familiar with their portion of the loading plan. Further all cargo or equipment must be in a ready status for pick-up in easily identified deployment boxes.

g. All maintenance personnel will carry their individual tool kits to accompany them on this deployment.

h. Mobility vests will be worn as indicated in SOP 1 for the period of this exercise.

i. Manhour accounting will be completed from the day of departure to day of return.

2. Organization

a. The Maintenance Elements will be organized as a Task Force Unit as shown below. Forward Base, Base Liaison, Pre-positioned and Wing Element

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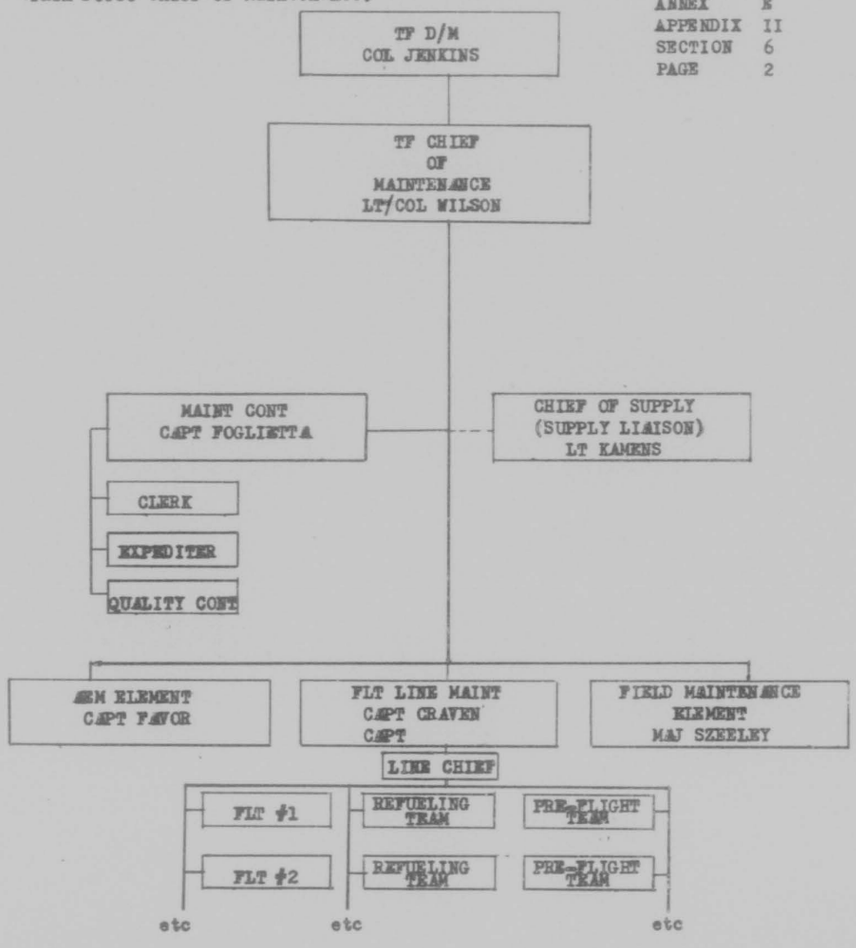
personnel on arrival at the forward base come under the direction of the Task Force Chief of Maintenance.

ANNEX E
APPENDIX II
SECTION 6
PAGE 2



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3. MISSION

a. The mission of the Task Force Maintenance elements at the forward base is to refuel aircraft, clear safety of flight discrepancies on aircraft coming off strike; perform necessary operational checks, perform pre-flight inspections and forward a safe aircraft to the home base for completion of maintenance and repair. Further, prepare and launch aircraft for pre-strike capability with resources available, in event aircraft abort prior to strike.

4. Facilities, Equipment and Support Requirements.

a. These requirements will be generally in accordance with those outlined in SACM 20-2. Specific and detailed requirements are contained under this Annex and are consistent with the known capabilities of the supporting forward base.

5. Personnel.

a. Personnel requirements for forward base Task Force Maintenance are as outlined in SAC Manual 400-1A.

6. Operation.

a. Personnel are provided from within the resources of the 38th Air Division, 2nd Bomb Wing, 308th Bomb Wing and 804th Air Base Group.

b. Flight Line Maintenance will be supported by the AEM Elements, FM Elements and forward base prepositioned equipment and personnel.

c. The maintenance function will be organized and manned by respective supervisors to operate on a 24 hour basis in 12 hour shifts for a ten day period.

d. The Task Force Chief of Maintenance will directly control the maintenance elements and their operation thru the maintenance control unit and respective supervisors.

e. B-47 Flight Line, Field Maintenance and Armament-Electronics will operate as separate elements thru maintenance control for maintenance in support of the Post-Strike mission.

f. Work order control and aircraft status will be retained by Maintenance Control.

7. Maintenance Sequence

a. The sequence will be generally in accordance with SACM 66-12, 66-13, 66-14 and 20-2. All policies and SOP's current at home base will apply to the forward operating base in the same manner, unless modified

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by the Task Force Chief of Maintenance. This includes normal safety precautions, static grounding of aircraft, refueling and ground power equipment operator credentials and driver licenses.

b. Flight line maintenance, Armament-Electronics Maintenance and Field Maintenance Officers will read and become familiar with the operations portion of this plan and Alpha base support plan in order to fully brief respective personnel on job assignments, prior to deployment.

c. Each aircraft commander will notify the Task Force control room at least 30 minutes prior to landing at forward base and report any special maintenance requirements that will prevent refueling. Examples are: multi-engine failure, fuel booster pump replacement, fuel leaks and requirements for landing gear retraction, etc.

d. The Task Force control room will immediately relay all advance maintenance calls to Task Force Maintenance Control for necessary evaluation, scheduling and action.

e. The refueling controller appointed by the flight line maintenance officer will be notified by maintenance control when special maintenance is required. The refueling controller will ride in follow me vehicle or radio vehicle and direct aircraft to refueling pit or maintenance area in coordination with follow me vehicle.

f. Base support personnel will park aircraft at the fuel pit.

g. Flight line maintenance will have positioned, at refueling pits, required equipment and refueling teams to complete the refueling cycle in compliance with procedures outlined in 38th AD ltr, SOP for Refueling, dated 15 Oct 54. Fuel loads will be coordinated by the Flight Line Maintenance Officer.

NOTE: Refueling team personnel will insure drip cans are in place at engine shut down at the pits.

h. Pilot will carry copies of refuel check list 804th ABG Form 398. The Aircraft Commander and observer will leave immediately for debriefing, the pilot will give all intelligence information to AC and remain and accomplish Refueling Operations Officer (ROO) duty. Flight crews will immediately evacuate the aircraft and will not unload personal equipment on the refueling pits. This action will expedite the refueling operation by the refueling team. A&E camera specialist will be available to assist observer in removing film magazines if required.

i. At the refueling area, the aircraft will be met by an aircraft status team, consisting of one A&E representative, one FM representative, one maintenance control expediter in radio vehicle, and Flight Line Maintenance Officer or NCO, who will secure reports, note flying time and make two copies of required specialist maintenance support on SJR SAC Form 322.

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j. The aircraft status team maintenance control expediter maintains one copy of SJR and one SJR will be forwarded to the Armament-Electronics Maintenance dispatch or Field Maintenance Dispatch as required by their team representative. Maintenance Control expediter will assure the form #1 Part II has the SJR number for each item requiring specialist support.

k. Aircraft status reporting will be monitored by the Maintenance Control radio vehicle to maintain specialist support, quality control, flight test and maintenance in keeping with priorities to meet scheduled take-off times.

l. After refueling is complete and a pilot qualified to taxi is available, aircraft will be taxied to parking spot with inboard engines, both seats occupied and wing walkers in place. Otherwise a Coleman tractor and tow bar will be used to tow aircraft to parking area.

m. At the parking area, normal maintenance will begin. Flight crew personal equipment will be unloaded at this time.

n. Flight line radio vehicle will maintain latest status of all aircraft, make necessary supply requests by radio or telephone to supply controller similar to home base activities. Supply delivery will be same as home base by supply expediter system and as indicated in supply portion of this annex.

o. The flight line section will make a complete status report to Maintenance Control at 0800 hours and 1900 hours. Armament-Electronics Maintenance and Field Maintenance status will be given directly to Maintenance Control and changes made as they occur.

8. Responsibilities

a. Task Force Chief of Maintenance

(1) Is responsible to the TF Director of Materiel for the organization, supervision and management of the entire TF aircraft maintenance activity.

(2) Will establish accurate aircraft status reporting to insure accurate aircraft status to the TF Director of Operations.

(3) Will establish and coordinate a detailed aircraft parking plan with the TF Director of Operations.

(4) Will establish an effective specialist control system which will insure prompt dispatch as required.

(5) Will coordinate with forward base commander for additional support and liaison personnel in support of the TF Mission.

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b. Maintenance Control Unit Officer

(1) The Maintenance Control Unit Officer is responsible to the TF Chief of Maintenance for detailed control of all TF Maintenance activities, in accordance with established plans and schedules, to insure readiness of TF aircraft in meeting scheduled take-off times.

(2) Will compile and submit required maintenance reports to the TF Chief of Maintenance, maintain control of quality control inspection and Flight Test.

(3) Secure necessary SAC Form 327 manhour accounting cards for personnel concerned and on return forward to respective Reports and Analysis section.

c. Flight Line Maintenance Section Officers:

(1) The Flight Line Maintenance Section officers are responsible to the TF Chief of Maintenance for prompt accomplishment of high quality of flight line maintenance on TF aircraft in compliance with detailed plans and schedules by the TF Maintenance Control.

(2) Will function as Flight Line status team controller in radio vehicle or furnish an NCO flight line supervisor (AFSC 43171E).

(3) Will furnish a refueling controller, establish and operate six refueling teams with 4 Coleman towing teams, limited capability for engine conditioning, five (5) pre-flight crews to accomplish pre-flight work sheet, servicing hydraulic and engine oil, servicing of air bottles and oxygen systems and launch TF aircraft for return to home station.

(4) Secure at least 100 copies of Refueling Check List, 804th ABG Form 398.

(5) Will be responsible for all organizational maintenance operation and servicing of all TF Seaweed and UEE equipment, insuring effective utilization within his unit.

(6) Will comply with manhour accounting required by SACM 66-14. Coordinate and secure necessary SAC Form 327 manhour cards and on return forward to respective Reports and Analysis sections.

d. Field Maintenance Officer

(1) The Field Maintenance Officer is responsible to the TF Chief of Maintenance for prompt accomplishment of high quality

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Field Maintenance support to TF aircraft in compliance with detailed plans and schedules established by the TF Maintenance Control.

(2) Will furnish one Field Maintenance Technician AFSC 43171 or equivalent to represent the Field Maintenance function of the status control team.

(3) Will establish and be capable of post-strike accomplishment of specialist maintenance for engine build-up, engine change, limited unit change, electrical systems, instrument systems, hydraulic systems, drag chute repacking, wheel change, fuel cell replacement, LG retraction, flight line machinest functions, and organizational maintenance of ground powered equipment.

(4) Will be responsible for all organizational maintenance, operation and servicing of all TF Seaweed and UEE equipment, insuring effective utilization within his organization.

(5) Will comply with manhour accounting required by SACM 66-14. Coordinate and secure necessary SAC Form 327 manhour cards and on return forward to respective Reports and Analysis sections.

e. Armament and Electronics Maintenance Officer:

(1) The A&E Maintenance Officer is responsible to the TF Chief of Maintenance for the prompt accomplishment of high quality armament and electronics maintenance support on TF aircraft in compliance with detailed plans and schedules established by the TF Maintenance Control.

(2) Will furnish an A&E Technician AFSC 30170 or equivalent to represent A&E Maintenance function of the status control team.

(3) Will be responsible for the post-strike capability for airborne communication systems maintenance including system preflight, airborne navigation systems maintenance including system preflight, auto-pilot systems maintenance including system preflight, A-5 gunnery systems, Bomb-Nav systems, weapons and release systems and camera systems preflight requirement as effects post-strike.

(4) Will if required, prepare a pre-strike aircraft utilizing personnel in par 8e(3) above to prepare the aircraft for assigned mission.

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(5) Will be responsible for all organization maintenance, operation and servicing of all TF Seaweed and UKE equipment, insuring effective utilization.

(6) Will comply with manhour accounting required by SACM 66-14. Coordinate and secure necessary SAC Form 327 manhour cards and on return forward to respective Reports and Analysis section.

f. Forward Operating Base

(1) Activate and make available for immediate use required facilities, transportation and equipment.

(2) Will have in operation plan for removal of all crashed aircraft.

(3) Furnish one Transportation Officer and one POL Officer to serve as Liaison with the TF Chief of Maintenance and TF Maint-Control Officer coordinating problems and requirements pertaining to their specialty.

(4) Provide the highest priority to all servicing vehicles and radio vehicles supporting the TF mission.

(5) Provide cleanliness of ramp parking areas and runways in accordance with published directives.

(6) Lend necessary support of base flight personnel for pilot pick-up of critical priority items, drag chute pick up and refueling.

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BRAVO

GENERAL INSTRUCTIONS

ANNEX E
APPENDIX III
SECTION 1
PAGE 1

1. Appendix III of this annex contains detailed requirements and instructions reflecting Logistical Support for KC-97 (Bravo) operations as established in the basic operations order.

2. Action agencies and other personnel using sections of this appendix are cautioned that that information contained in all other appendixes of this Annex except number II and IV are common to both Alpha and Bravo and must be read, if good planning, implementation and execution of 38th AD Operations Order be realized.

3. Requests for changes, corrections and other constructive comments are solicited. However, such request must be thoroughly substantiated and reduced to writing (D/F will suffice). D/F will be forwarded to the Commander, 38th Air Division, Attn: Staff Logistics Officer for information and necessary action as may be deemed necessary. In this way, refinement of the Alpha requirements (this appendix) may be achieved.

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BRAVO
PERSONNEL REQUIREMENTS

TITLE	TASK FORCE AFSC	LOAD * PRI NO	HEADQUARTERS 38AD	308BW	2ARS	804ABG	TOTAL
COMMAND							
Commander	00002	ADVEL	1				1
Surgeon	09416	6		1			1
Admin Off	07024/16	ADVEL				1	1
Sgt Major	70250	ADVEL		1			1
Clerk	70230	7		1			1
DIRECTOR OF OPERATIONS							
Director Of Operations (Also Cmdr 308ARS)	00036			1**			1
Deputy Dir of Operations (Also Cmdr 2ARS)	00036				1**		1
COMMUNICATIONS							
Communications Off	3034	ADVEL				1	1
Crypto Opr	29250/70	(1) ADVEL 10				2	2
Ground Radio (KC-97)	29331/51/71	(3) ADVEL 8,9				5	5
COMBAT OPERATIONS							
Combat Operations Off	00036/01416 01245	1		1			1
WEATHER							
Weather Off (*Det 4, 26 Wea Sq)	02516/02524	ADVEL 11	2*				2
KC-97 OPERATIONS							
Opns Off	01435			1**	1**		2

**indicates crew members

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BRAVO
PERSONNEL REQUIREMENTS

TASK FORCE HEADQUARTERS

TITLE	AFSC	LOAD* PRI NO	38AD	308BW	2ARS	804ABG	TOTAL
Acft Obs-Nav	01534			1**	1**		2
Air Trans Supv	60170	(1) ADVEL 170		1	1		2
Clerks	70230/50	12 171		1	1		2
KC-97 INTELLIGENCE							
Intel Off	02054	2 (1) ADVEL		1	(1)49BS		2
Intel Specl	20450/70	3, 37 172, (1)ADVEL		2	2 (1)2ARS (1)96BS		4
CONTROL SECTION							
Senior Controller	00036 01416	ADVEL		1			1
Air Opns Supv	60170	4		1			1
Control Room Spec	70250 60150/70	(1) ADVEL 38, 39, 40				4	4
DIRECTORATE OF MATERIEL							
Director of Materiel	00046	ADVEL		1			1
Senior Clerk	70250	5		1			1

** indicates crw members

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BRAVO

PERSONNEL REQUIREMENTS

TASK FORCE HEADQUARTERS

TITLE	AFSC	LOAD PRI NO	38AD	308BW	2ARS	804ABG	TOTAL
MAINTENANCE CONTROL							
Maint Control Off	04344/4355	ADVEL			1		1
Production Control Off	04355	32		1			1
Expediter(2 Sup Research)	43170	(2)ADVEL 34, 169		3	1		4
Clerk	70250	33		1			1
Quality Control Insp	43171	36 173		1	1(2HS)		2
LOGISTICS							
Logistics Off	06416	ADVEL		1			1
CHIEF OF SUPPLY							
Chief or Supply	6416/6424	ADVEL				1	1
Sup Supv	64175/73	(1) ADVEL 35, 274		1	1	1	23
Sr Clerk Typist	70250	ADVEL		1			1

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PERSONNEL REQUIREMENTS
BRAVO EXERCISE

KC-97 TURN-AROUND TEAMS

ANNEX "E"
APPENDIX III
SECTION 2
PAGE

TITLE	AFSC	LOAD PRI NO	308BW	2BW	804ABG	TOTAL
KC-97 FLIGHT LINE (FURNISHING ORG)			308ARS	2ARS		
Flight Linr Maint Off	04344	72 174	1.	1		2
(a) Acft Mech/Tech (CRC) (a)	43131/51/71	73 74 92 93 94 132 133 134 175 176 223 224 225 255 256 258	45	45		90
Trans Super	60370	75 177	1	1		2
Sr Vehicle Op	60350	178		1		1
Acft Tech Line & Flt Ch	43171B	77 95 135 174 180 226	3	3		6
Sr Clerk	70250	257		1		1
Trg Sup Specl	64151	78 254	1	1		2
(a) Recip Eng Mech or Equiv	43251	79 96 97 136 181 182 227 228	24	24		48
NOTE (a) (57) of these personnel deploy as ground crew on KC-97 aircraft. Three airman per aircraft						
FIELD MAINTENANCE (FURNISHING ORG)			308FMS	2FMS		
Field Maint Off	04344	80	1			1
Field Maint Supv	43171B	81 183	1	1		2
Hyd Mech	42152	98 99 137 184 185 229	3	3		6
Inst Mech	42250	82 100 138 186 187 230	3	3		6
Hyd Mech (IFR)	42152/72	83 84 101 139 188 189 231 232	4	4		8
Elect Mech (IFR)	42350/70	85 102 103 190 233 234	3	3		6
Airframe Repair	53450	46 47 48 54 55 56 201 202 203 241 242 243	6	6		12

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PERSONNEL REQUIREMENTS
BRAVO EXERCISE

KC-97 TURN-AROUND TEAMS

TITLE	AFSC	LOAD PRI NO	308BW	2BW	804ABG	TOTAL
FIELD MAINTENANCE CONT'D			308ARS	2ARS		
Acft Elec Mech	42350/70	86 104 105 191 235 236	3	3		6
Recip Eng Mech	43251	87 106 107 108 109 110 140 141 142 192 193 194 237 238 239 240 259 260	9	9		18
Acft Maint Tech (Supv)	43171B	41 195	1	1		2
Acft Prop Mech	42151	42 43 196 197	2	2		4
Acft Prop Tech (Supv)	42171	44 198	1	1		2
Veh & Mtr Equip Eng Mech	47154	45 199 200	1	2		3
frame Repair Supv	53470	49 204	1	1		2
Acft Mech	43151B	50 57 205 244	2	2		4
Acft Tech	43171B	51 206	1	1		2
Mach (Supv)	53170	52 207	1	1		2
Parachute Rigger	58150	53 208	1	1		2
AMAMENT AND ELECTRONICS (FURNISHING ORG)			308AES	2AES		
Electronics Officer	03054	209		1		1
Radio Maint	30130/50/70	27 28 29 30 38 111 210 211 212 145 246 247	6	6		12
Radar Maint	30131/51/71	58 59 71 112 113 143 144 213 214 215 248 249 250 251	7	7		14
Elec Inst Repmn (Auto Plt)	42230/50/70	67 68 69 70 216 217 252 253	4	4		8

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PERSONNEL REQUIREMENTS FOR BRAVO EXERCISE

KC-97 TURN-AROUND TEAMS

TITLE	AFSC	LOAD PRI NO	308BW	2BW	804ABG	TOTAL
SERVICES SUPPLY (FURNISHING ORG)					804SS	
SUPPLY SERVICE UNIT						
FAK Officer	6424	262			** 1	1
Expediting Sub Unit						
Sr Clerk	70250	114			1	1
Supply Specl (Controller)	64152	145 146			2	2
Maint Supv (Research)	43171B	118 119	1	1		2
STORAGE SUB UNIT						
Supply Specl	64151/50	266, 267, 268, 269			**4	4
CONTROL SUB UNIT						
Supply Supv	64175/73	264, 265			** 2	2
Supply Specl	64151/50	270, 271, 272, 273			**4	4
** Deploy with Acft Airlifting FAK						
MOTOR POOL FLIGHT (FURNISHING ORG)					804MVS	
Vehicle Operator	60330/50/70	88 120 121 122 123 124 125 126 147 148 149 150 151 154			13	13
Vehicle Operator (Hvy Equip)	60350	154			1	1
FOOD SERVICE FLIGHT (FURNISHING ORG)					804FS	
Baker	62130/50	60 61			2	2
Cook	62230/50/70	62 63 64 65 66 127 128 129 155 156			10	10
CRASH RESCUE FLIGHT					804AIO	
Fire Fighter	57130/50/70	130 131 152 153			4	4

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PERSONNEL REQUIREMENTS FOR BRAVO EXERCISE

KC-97 TURN-AROUND TEAMS

TITLE	AFSC	LOAD PRI NO	308BW	2BW	804AFG	TOTAL
MEDICAL ELEMENTS (FURNISHING ORG)			308TH	2TH		
Medical Officer	09356	91	1			1
Sr Med Supv	90150/70	89 261		1		1
Sr Med Specl	90250/70	90 221		1		1
Med Admin Supv	90670	91 222		1		1
AIR POLICE FLIGHT (FURNISHING ORG)					804APS	
Air Police Officer	7724				(a) 1	1
Air Police Supv	77170				(a) 2	2
Air Policeman	77130/50				78	78

NOTE: Air Policeman will deploy two per acft for guard duty of KC-97 acft.
(a) Deploy on Advel

AIR REFUELING COMMANDERS (FURNISHING ORG)			308ARS	2ARS		
Squadron Commander	00066		*1	**1		
Adjutant	07024	219		1		1
Clerk	70250	76 218	1	1		2
First Sergeant	70270	168 220	1	1		2

*Lt Col Menzies also Dir of Ops

** Maj Rafalko also Deputy Dir or Ops

Acft Maint	43171B	13	1	
Recip Eng Mech	43231/51	14 15 157 158	4	
Acft Mech Recip	43131/51B	16 17 18 19 20 21 22 23 24 25 26 159 160 161 162 163 164 165 166 167	25	

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2D	308	804	TOTAL
	ADMINISTRATION					
8600-925114	Typewriter	50			2	2
NL	Packing Case	100			1	1
	INTELLIGENCE					
ECL 20-20-1	Int. Kit			1		1
	OPERATIONS					
8600-925114	Typewriter	50	3			3
NL	Packing Case	100		1		1
3500-660000	Safe	150		1		1
	SURGEON					
6545-9191400	Dispensary Kit	1,275	1			1
	AIR POLICE					
A001-7142395	Gun, Machine Cal 30	85			4	4
A001-6507052	Mount Machine Gun	39			4	4
	MAINT CONTROL					
NL	Office Supplies	100		1		1
8700-068140	Book visable File	5		1		1
	SUPPLY					
NL	Forms and Publications	60		3		3
8600-925114	Typewriter	50		1		1

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BRAVO
TASK FORCE
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2ARS	308ARS	TOTAL
	FLIGHT LINE				
7700-333245	Floodlight	800	10	10	20
7700-529794	Light Explosion Proof	150	10	10	20
7700-247110	Cord Extension 100 ft	25	5	5	10
7700-332420	Flashlight Taxiwand	8	4	4	8
7600-NSL	Hose Defueling P/N F66203	322	2	2	4
7900-401794	Gun Lubrication	5	2	2	4
7900-401794-5	Gun Lubrication	5	2	2	4
7900-427880	Handle Socket Wrench	2	1	1	2
7900-427915	Handle Socket Wrench	2	1	1	2
7900-428143	Handle Torque Wrench	3	1	1	2
7900-428150	Handle Torque Wrench	3	2	2	4
7900-428155	Handle Torque Wrench	5	2	2	4
7900-428156	Handle Torque Wrench	5	1	1	2
7900-469200	Kit Battery Servicing	15	2	2	4
7CAD-NSL	Indicator Timerite PWA-5665(I-600	3	1	1	2
7CAD-801035	Tensiometer	2	2	2	4
9AMD-49C9492	Wrench Starter Gen	2	2	2	4
9 APW-PWA1485	Wrench Intake Pipe	2	2	2	4
9APW-PWA4644	Wrench Intake Pipe	2	2	2	4
9APW-PWA3790-23	Puller Exhuast	3	1	1	2
9APW-PWA5494	Wrench Push Hed	2	2	2	4
9APW-PWA5616	Wrench Breather	3	1	1	2
7900-857660	Wrench Pipe	7	1	1	2
7900-859000	Wrench Pipe Strap	5	1	1	2
7900-859030	Wrench Pipe Strap	5	1	1	2
7CAC-472650	Light B-1	5	2	2	4
7CAC-589074	Multimeter	15	1	1	2
7CAD-438860	Indicator	2	1	1	2
7CAD-414200	Hydrometer	19	2	2	4
7CAD-NSL	Indicator Timerite (I0600)	20	1	1	2
7CAD0801035	Tensiometer	10	1	1	2
7CAD-801818	Tester Assy Compresion	50	2	2	4
9AMD-49C9492	Wrench Starter Gen	4	2	2	4
9APW-PWA1485	Wrench Intake Pipe	4	2	2	4
9APW-PWA4644	Wrench Intake Pipe	4	2	2	4
9APW-PWA5111	Wrench Push Rod	4	2	2	4
9APW-PWA5185	Wrench Fuel Drain	6	2	2	4
9APW-PWA5451	Wrench Oil Screen	2	1	1	2
9APW-PWA5453	Guide Exhaust	2	1	1	2

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BRAVO
TASK FORCE
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2ARS	308ARS	TOTAL
	FLIGHT LINE(Cont'd)				
9APW-PWA5494	Wrench Push Rod	4	2	2	4
9BBQ-45B1706	Wrench MLG	8	2	2	4
9BMD-45B1706-64	Wrench NLG	8	2	2	4
9DBP-AKR9592	Alignment Jig Brake	75	1	1	2
8200-082158	Bar Assy Towing	183	2	2	4
8200-368016	Jack 5 Ton	65	1	1	2
8200-368150	Jack 50 Ton	400	1	1	2
8200-399701-4	Jack Fin Folding	100	1	1	2
8220-033700	Adapter Supercharger	85	1	1	2
8220-796400	Truck Lift Wheel	150	1	1	2
	Stock Lists	300	4	4	8
	Technical Orders and Publications	400	4	4	8
	Bench Stock Expendables	300	4	4	8
	Special Tools Kit	400	2	2	4

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2A&E	308A&E	TOTAL
	ARMAMENT AND ELECTONICS				
7700-529840	Light Extension 50 ft	15	2	2	4
7900-706801	Soldering Iron 110V	2	2	2	4
7900-706802-2	Soldering Iron 24V	2	2	2	4
7900-738280	Stripper Wire #22 to #8	1	1	1	2
7900-783982	Tool Stakon #22 to #10	1	1	1	2
7CAC-028680	Ammeter I-139A	2	2	2	4
7CAC-028975	Ammeter, ME-29/U	15	1	1	2
7CAC-041086	Test Set TS-148/A/UP	90	1	1	2
7CAC-170270-1383	Cable Assy CX-1021/ARN-6	2	1	1	1
7CAC-177680	Cavity TS-488/Up	40	1	1	2
7CAC-274353	Dummy Load TS-108A/AP	5	1	1	2
7CAC-318208-545	Freq Meter BC-906E	20	1	1	2
7CAC-363939	Generator, Sg-13/ARM	65	1	1	2
7CAC-362954	Generator, I-196B	20	1	1	2
7CAC-365320	Generator, TS-497/U	35	1	1	2
7CAC-589074	Multimeter TS-352A/U	14	2	2	4
7CAC-611119	Oscilloscope AN/USM-24	60	1	1	2
7CAC-654700	Pressurizing Kit MK-20A/UP	15	1	1	2
7CAC-801318-5478	Test Set Ts-268D/U	5	1	1	2
7CAC-801319-2157	Test Set Radar AN/UPM4A	200	1	1	2
7CAC-801319-215 85	Test Set Radar AN/UPM-8	40	2	2	4
7CAC-801319-2175	Test Set Radar AN/UPM-1	175	1	1	2
7CAC-80131902375 8	Test Set Radar TS-147B	40	1	1	2
7CAC-801319-219	Test Set Radar TS-23/APN	20	1	1	2
7CAC-801319-238	Test Set Radar Ts-10C	35	1	1	2
7CAC-979564	Watt meter, ME-11U	20	1	1	2
*Bench Set	AN/AIC-10 Intercomm, AN/ ARC-27, and AN/ARC-3 Radio Sets	375	1	1	2
Bench Set	AN/ARN-18 and AN/ARN-12 Radio Set	100	1	1	2
Bench Set	An/ART-13 Radio Set	200	1	1	2
Bench Set	AN/APN-11 and Radar Set	90	1	1	2
Bench Set	AN/APN-1, SCR-718 Radio Set	90	1	1	2
Bench Set	An/APS-42 Radar Set	700	1	1	2
Bench Set	AN/APN-12 and AN/APN-76 Radar Sets	125	1	1	2
**Bench Set	AN/AIC-8 Intercomm	25	1	1	2
Bench Set	AN/APX-6 Radar Set	60	1	1	2
7CAC-801319-128	Checker, AN/PSM-2	4	1	1	2
7CAC-801318-5725	Test Set, Electron Tube TV-7U	28	1	1	2

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BRAVO
TASK FORCE
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2A&E	308A&E	TOTAL
Bench Set	AN/ARN-6 Radio Set	35	1	1	2
Bench Set	AN/APN-14 Radio Set	270	1	1	2

* Applicable to KC-97C only
** Applicable to KC-97 E&F only

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	HYDRAULIC SHOP				
7900-173900	Cutter		1	1	2
7900-163840	Cutter		1	1	2
7900-561506	Pliers, Size 1		1	1	2
7900-561507	Pliers, Size 2		1	1	2
7900-561508	Pliers, Size 3		1	1	2
7900-787865	Tool Flaring		1	1	2
7CAD-337110	Gage Assy 0-1500 PSI		1	1	2
	TOTAL:	40 Lbs			
	ELECTIC SHOP				
7900-793620	Tool Swaging Hand		1	1	2
7CAC-589074	Multimeter		1	1	2
7CAC-961960	Volt Meter		1	1	2
7700-529794	Light Ext		1	1	2
7CAC-526165	Meter - Freq Port		0	1	1
7900-783983	Tool Assy Elec Solderless Terminal		1	1	2
	TOTAL:	50 Lbs			
	INSTRUMENT SHOP				
7CAC-58974	Voltmeter		1	1	2
7CAD-802155	Autosyn Tester		1	1	2
7CAC-806555	Tester 0-3		1	1	2
7700-529800	Cord Extension 100 Ft		1	1	2
7CAD-807700	Tester W-1		0	1	1
7700-247110	Cord Extension 100 Ft		3	3	6
7700-529794	Light Explosion Proof 100 ft Type N-1		3	3	6
	TOTAL:	100 Lbs			
	POWER PLANT BRANCH-UNIT CHANGE				
4360 Eng					
PWA 5365	Cyl Hold-Down Wrench		4	4	8
90AA-PWA 3109	Ex 18" WF36		1	1	2
PWA 3639	Push Rod Gland Nut Wrench		2	2	4
7900-428150	Torque Wrench 3/8 Dr		1	1	2
PWA 4291	Intake Wrench		2	2	4
PWA 2481	Rod Grommet		1	1	2
PWA 3414	Fix Magtining		1	1	2
PWA 136	Ring Compressor		1	1	2
PWA 3923	Pal Nut Wrench		2	2	4

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	POWER PLANT BR-UNIT CHANGE CONT'D				
F-65735	Wrench Extension		2	2	4
PWA 4166	F F Valve Puller		1	1	2
F-65736	Wrench-Adapter		4	4	8
F-65737	Wrench-Adapter		4	4	8
F-65738	Wrench-Adapter		1	1	2
F-65739	Wrench-Adapter		1	1	2
F-65820	Wrench-Adapter		1	1	2
F-65844	Sling		1	1	2
9BHP-HSP-1276	WR Servo Piston Dome Cap		1	1	2
9BHP-HSP-1460	Socket - Oil Transfer Housing		1	1	2
9BHP-HSP-1584	Puller - Intergral Oil Control		1	1	2
9BHP-HSP-1833	Wrench - Dome Retaining Nut		1	1	2
9BHP-HSP-2288	Wrench - Packing Coller		1	1	2
8220-616600	Sling - Propeller		1	1	2
9ANA-83607	Wrench - Shipping Plus		1	1	2
9BSK-SWE-54A	Handle - Torque		1	1	2
9BSK-SWE-8100A	Power Wrench		1	1	2
9BSK-SWE-63	Handle, Work		1	1	2
9BSK-SWE-67	Ratchet Adapter		1	1	2
9BSK-SWE-8611	Socket Prop Shaft		1	1	2
9BSK-SWE-8900-2	Chest - Torque Kit		1	1	2
9BSK-SWE-84310	Base Plate		1	1	2
*9APW-5665	G-18 Time Rite		1	1	2
*7CAC-472650	Lite Timing Magneto		1	1	2
*7900-428950	Handle Wrench Torque 3/8"				
	TOTAL:	960 Lbs			
	*NOTE: Indicates Tools and Equip to be carried by Eng Condition Personnel in Tool Kits.				
8220-608300	Sling Eng, 7 Point		1	0	1
9APW-PWA-5630	Wrench Gland Nut Push		2	2	4
9APW-PWA-4644	Intake - Gland Nut Wrench		2	2	4
9APW-PWA-5003	Pal Nut Starter		2	2	4
9APW-3922	Puller Dist Finger		1	1	2
9APW-4255	Wrench Socket 6 pt		1	1	2

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	POWER PLANT BR UNIT CHANGE CONT'D				
9APW-PWA-4675	Gage Feeler		1	1	2
9APW-PWA-5058	Puller Drive		1	1	2
9APW-PWA-535AC-37-1	Indicator		1	1	2
9APW-PWA-5655-100 NISL	Rocker APM		1	1	2
	Torque Bare 1" Sq Dr (Gun Barrel)		1	1	2
7700-529794	Light Explosion Proff 100 ft Type N-1		1	1	2
7900-000800	Adapter Socket Wrench ½" female 3/4" male Sq Drive		2	2	4
7900-000802	Adapter Socket Wrench ½" male 3/4" female Sq Drive		1	1	2
7900-101050	Cleaner Engine Spray		1	1	2
7CAD-801818	Tester Assy Comp Acft Eng Cyl Type S1		1	1	2
9AMD-50B9641-1	Wrench Spark Plug Elbow Comp Short type		1	1	2
9AME-50B9641-2	Wrench Spark Plug Elbow Comp Long type		1	1	2
9APW-PWA1485	Wrench Intake Pipe Packnut Spanner		1	1	2
7900-428157	Handle Torque Wrench 1" sp dr		1	1	2
	TOTAL	175Lbs			
	MACHINE SHOP				
7900-769680	Taper		1	1	2
7900-764310	Taper		1	1	2
7900-764400	Taper		1	1	2
7900-764640	Taper		1	1	2
7900-76A700	Taper		1	1	2
7900-757080	Plug		1	1	2
7900-757090	Plug		1	1	2
7900-757100	Plug		1	1	2
7900-757110	Plug		1	1	2
7900-757120	Plug		1	1	2
7900-748570	Bottoming		1	1	2
7900-743520	Bottoming		1	1	2
7900-743580	Bottoming		1	1	2
7900-743700	Bottoming		1	1	2
7900-743760	Bottoming		1	1	2

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	MACHINE SHOP CON'T				
7700-529794	Light Explosion Proof 100 ft Type N-1		1	1	2
7900-250840	Drills Twist SS $\frac{1}{4}$" Turn $\frac{1}{2}$" (by 64ths)		2	2	4
	PROP SHOP				
NSL	Oil Catch Bucket		1	1	2
7CAC-133140	Box Synchronzier Cont Test 2 & 4 Engs		1	1	2
9BHP-HSP-1258	Handle Dome Lifting		1	1	2
9BSK-SWE8200	Lifting Assy		1	1	2
9BSK-SWE84319	Wrench Shaft Nut		1	1	2
	TOTAL:	240 Lbs			
	SHEET METAL SHOP				
7700-5297794	Light Explosion Proof 100 ft type N-1		1	1	2
8100-759352-6	Shaft Flex 30" 360 Deg Ang $\frac{1}{4}$ chuck		1	1	2
	TOTAL	50 Lbs			
	AIR FRAME SHOP				
8200-366150	50 Ton Jack Type F-3		1	1	2
7700-529794	Light cord		2	2	4
NSL	Light cord Adapter		1	1	2
9BBQ-F65890	Folding Jack		1	1	2
9BBQ-F30031	Surface Protractor		1	1	2
7900-123700	Gasket Cutter		1	1	2
7900-428413	Torque Wrench $\frac{1}{4}$"		1	1	1
7700-247110	Cord Extension 100 ft		3	3	6
7900-017650	Bar Wrecking Goosenech		1	1	2
7900-103065	Clipper Bolt Rigid Head Shear Cut		1	1	2
7900-387480	Gage Tire 400 lb Pres		2	2	4
7900-653020	Saw Hand Cross Cut		1	1	2
7900-664400	Screw driver, Common 18"x9/16 Blade			1	1

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BRAVO
TASK FORCE
MATERIAL
KC-97 T/A TEAMS

STOCK NUMBER	NOMENCLATURE	UNIT WEIGHT	2FM	308FM	TOTAL
	AIR FRAME SHOP CON'T				
7900-697060 thru-697750	Socket 12 pt ½" Sq Dr (Incl Set ext deep) 5/8" thru 2" (By 16ths)		1	1	2
7900-698820 thru-699120	Socket 12 pt 3/4" Sq Dr 1 5/16" thru 2" (By 16ths)		1	1	2
7900-774180	Tape Measuring Steel 100ft		1	1	2
7900-788670	Tool Midget Grease Fitting		1	1	2
7900-788672	Tool Standard Grease Fitting		1	1	2
7900-793980	Tool Valve Stem Fishing		1	1	2
9BMD-45B1706-46	Wrench Socket NLG Axle Nut		3	3	6
9BBQ-F65711	Clamp MLG Strut Jack & Installing		1	1	2
7900-859900	Wrench Set Turnbuckle Hold & Adj		1	1	2
7CAD-801150	Tensiometer-Cont Cable		1	1	2
	TOTAL:	760 Lbs			
	IFR (BOOM SHOP)				
7700-529794	Light Explosion Proof 100ft Type N-1		1	1	2
8100-210000	Compressor Portable		1	1	2
7CAD-801035	Tensiometer		1	1	2
9BBQ-F65912	Wrench IFR Nozzle		1	1	2
9BBQ-F66069	Wrench IFR Nozzle		1	1	2
NSL	Hydraulic Stand (KC-97)		1	1	2
	TOTAL:	150 Lbs			

TIRE SHOP

3900-255500	Casing, Nose wheel	40	3	3
3900-836000	Tube	10	3	3
3900-207948-7	Casing, Main wheel	290	6	6
3900-615000	Tube	25	6	6

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1. This chapter contains the priority of deployment of personnel of the 38th Air Division comprising the Task Force. The priorities are segregated into numbered flights so as to facilitate the eventual preparation of passenger manifests. At that ime of preparation, the Wing Personnel Officer need only add the names of two (2) alternates and match names to the titles indicated.

2. The composition of a KC-97 crew is indicated below. These personnel are not shown in the priority listing. However, a sub-total is entered in the recapitulation of personnel at the end of the listing.

AFSC	CREW	QTY	
1234C	Pilot Bombardment	2	
1534A	Acft Obs Nav	1	
43159	In-Flight Reflg Specl	1	
43179	In-Flight Reflg Specl	1	AIR CREW
43271B	Flight Eng Tech	1	
29353	Sr Abn Radio Opr	1	
43171/51/31	Acft Tech/Mech/Apr Mech	1	
43151/31	Acft Mech	1	GROUND CREW
43251	Recip Eng Mech	1	
77150	Air Police	2	

3. Since the in commission status of a particular aircraft cannot be forecast, personnel listings and flights are not assigned to aircraft tail numbers. However, at the time of implementation of this plan each flight, as shown in this chapter, will be assigned to a specific aircraft and will load as indicated.

4. The legend used in the accompanying listings is as follows:

TF	: Task Force Headquarters.
TA	: KC-97 Turnaround Team - Field Maintenance.
TA	: KC-97 Turnaround Team - Flight Line.
TA	: KC-97 Turnaround Team - A&E Maintenance.
SERVICES	: ABG Service Element.
PF	: KC-97 Post Flight

5. With few exceptions, personnel outloading at Bravo on return will remain the same as stated in the following listings.

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ADVON

PERSONNEL REQUIREMENTS

BRAVO EXERCISES

JOB TITLE	AFSC	FURNISHING ORGANIZATION
Rad Maint	30171	308 A&E
Acft Maint Tech	43171B	308 FMS
Acft Maint Tech	42370	308 FMS
Acft Maint Tech	43171B	308 ARS
Acft Mech	43151B	308 ARS
Acft Maint Tech	43171B	2 ARS
Acft Maint Tech	43171B	2 ARS
Clerk	70250	308 HS
Fld Maint Off	04344	308 FMS
Recip Eng Mech	42351	"
"	"	"
"	"	"
"	"	"
"	"	"
"	"	"
Acft Elect	42350	"
Commander	0002	38 Hq Sq
Adm Officer	7016	APGP
Sgt Major	70270	308 Hq Sq
Comm Officer	3016	804 OS
Crypto Op	29250	804 OS
Ground Radio Op	29351	804 OS
DO	DO	804 OS

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ADVON PERSONNEL REQUIREMENTS BRAVO EXERCISES (CONT)

JOB TITLE	AFSC	FURNISHING ORGANIZATION
DO	DO	804 OS
Weather	2524	26 Weather Sq
Sr Comptroller	1416	308 Hq Sq
Air Ops Sup	60170	308 Hq Sq
Control Room Spec	70250	804 Hq Sq
D/M	0046	308 FMS
Maint Cont Officer	4344	2 Hq Sq
Expediter	43170	308 Hq Sq
DO	43170	308 Hq Sq
DO	DO	49 BS
DO	DO	2 ARS
Logistics Off	06416	308 Hq Sq
Chief Of Supply	06416	804 Hq Sq
Supply Sup	64175	308 Hq Sq
Clerk	70250	308 Hq Sq
AP Officer	7721	804 AP Sq
Air Police Sup	77170	804 AP Sq
Air Police Sup	77170	804 AP Sq

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BRAVO

ANNEX E
APPENDIX III
SECTION 4
PAGE 4

Priority Deployment Of
Personnel (308BW ACFT)

Flight One

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
1	Ops Off	1245	308HS	TF
2	Intel Off	2054	308ARS	TF
3	Intel Spec	20450/70	308ARS	TF
4	Air Ops Supv	60170	308ARS	TF
5	Senior Clerk	70250	308HS	TF
6	Surgeon	09416	308TH	TF
7	Clerk	70230	308HS	TF
8	Ground Radio	29331/51/71	8040S	TF
9	Ground Radio	29331/51/71	8040S	TF
10	Crypto Oper	29250/70	8040S	TF
11	Weather Off	02524	26WS	TF
12	Clerk	70230/50	308ARS	TF
13	Aircraft Maint Supv	43171B	308ARS	PF
14	Recip Eng Mech	43231/51	308ARS	PF
15	Recip Eng Mech	43231/51	308ARS	PF
16	Aircraft Mech Recip	43131/51B	308ARS	PF
17	Aircraft Mech Recip	43131/51B	308ARS	PF
18	Aircraft Mech Recip	43131/51B	308ARS	PF
19	Aircraft Mech Recip	43131/51B	308ARS	PF
20	Aircraft Mech Recip	43131/51B	308ARS	PF
21	Aircraft Mech Recip	43131/51B	308ARS	PF
22	Aircraft Mech Recip	43131/51B	308ARS	PF

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Priority Deployment Of
Personnel (308BW Acft)

Flight One Cont'd

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
23	Aircraft Mech Recip	43131/51B	308ARS	PF
24	Aircraft Mech Recip	43131/51B	308ARS	PF
25	Aircraft Mech Recip	43131/51B	308ARS	PF

25: TOTAL

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Priority Deployment Of
Personnel (308BW Acft)

Flight Two

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
26	Acft Mech Recip	43151B	308ARS	PF
27	Radio Maint	30130/50/70	308AES	TA
28	Radio Maint	30130/50/70	308AES	TA
29	Radio Maint	30150	308AES	TA
30	Radio Maint	30150	308AES	TA
31	Radio Maint	30150	308AES	TA
32	Prod Control Off	4355	308HS	TF
33	Clerk	70250	308HS	TF
34	Expediter (Supply Research)	43170	308HS	TF
35	Supply Supv	64175	804ABG	TF
36	Qual Control Insp	43171	308HS	TF
37	Intell Spec	20450/70	308ARS	TF
38	Control Rm Specl	60150/70	804OS	TF
39	Control Rm Specl	60170	804OS	TF
40	Control Rm Specl	60170	804OS	TF
41	Aircraft Maint Supv	43171B	308FMS	TA
42	Acft Prop Mech	42151	308FMS	TA
43	Acft Prop Mech	42151	308FMS	TA
44	Acft Prop Tech (Supv)	42171	308FMS	TA
45	Veh & Mtr Eng Mech	47154	308FMS	TA
46	Airframe Repairmen	53450	308FMS	TA
47	Airframe Repairmen	53450	308FMS	TA

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Priority Deployment Of
Personnel (308BW Acft)

Flight Two Cont'd

	PRI NO.	JOB TITLE	AFSC	FURN ORG	TRAM
***	+8 (DELETE)	Airframe Repmn	53450	308FMS	TA
	49	Airframe Repmn Supv	53470	308FMS	TA
	50	Acft Mech	43151B	308FMS	TA

24: Total corrected total comprising Pax for above flight.

***: These personnel deleted from above flight and to be used as MATS cargo guards.

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BRAVO

Priority Deployment Of
Personnel (308BW Acft)

Flight Three

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
51	Acft Tech	43171B	308FMS	TA
52	Mach (Supv)	53170	308FMS	TA
53	Para Rigger	58150	308FMS	TA
54	Airframe Repairman	53450	308FMS	TA
55	Airframe Repairman	53450	308FMS	TA
56	Airframe Repairman	53450	308FMS	TA
57	Aircraft Mech	43151B	308FMS	TA
58	Radar Maint	30131	308AMS	TA
59	Radar Maint	30131	308AMS	TA
60	Baker	62150	804FS	SERV
61	Baker	62150	804FS	SERV
62	Cook	62270	804FS	SERV
63	Cook	62250	804FS	SERV
64	Cook	62250	804FS	SERV
65	Cook	62250	804FS	SERV
66	Cook	62250	804FS	SERV
67	Elect Inst Repmn	42270	308AMS	TA
68	Elect Inst Repmn	42250	308AMS	TA
69	Elect Inst Repmn	42250	308AMS	TA
70	Elect Inst Repmn	42250	308AMS	TA
71	Radar Maint	30171	308AMS	TA
72	Flight Line Maint Off	04344	308AMS	TA

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Priority Deployment Of
Personnel (308BW Acft)

Flight Three Cont'd

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
73	Acft Maint	43151B	308ARS	TA
74	Acft Maint	43151B	308ARS	TA
75	Trans Supv	60370	308ARS	TA

25: TOTAL

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Priority Deployment Of Personnel (308BW Acft)

Flight Four

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
76	Clerk	70250	308ARS	TF
77	Acft Tech Line & F/Ch	43171B	308ARS	TF
78	Org Supply Spec	64151	308ARS	TF
79	Recip Eng Mech	43251	308ARS	TF
** 80	Field Maint Off (DELETE)	04344	308FMS	TF
** 81	Field Maint Supv (DELETE)	43171B	308FMS	TF
*** 82	Inst Mech (DELETE)	42250	308FMS	TF
83	Hyd Mech	42152	308FMS	TF
84	Hyd Mech	42152	308FMS	TF
85	Elect Mech	42350	308FMS	TF
** 86	Elect Mech (DELETE)	42350	308FMS	TF
** 87	Recip Eng Mech (DELETE)	42351	308FMS	TF
88	Veh Opr	60330	804MVS	SERV
* 89	Sr Med Supv (DELETE)	90170	308TH	SERV
* 90	Sr Med (DELETE)	90250	308TH	SERV
91	Med Officer	09356	308TH	SERV
92	Acft Mech	43151	308ARS	TA
93	Acft Mech	43151	308ARS	TA
94	Acft Mech	43151	308ARS	TA
95	Acft Tech	43171B	308ARS	TA
96	Recip Eng Mech	43251	308ARS	TA
97	Recip Eng Mech	43251	308ARS	TA
98	Hdy Mech	42352	308FMS	TA

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Priority Deployment Of
Personnel (308SW Acft)

Flight Four Cont'd

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
99	Hyd Mech	42352	308FMS	TA
100	Inst Mech	42250	308FMS	TA

17: Correced total comprising yax for above flights.

*: Above personnel comprise last minute total deletions.

**: These personnel deleted from above flights and transferred to ADVON flight.

***: These personnel deleted from above flights and to be used as MAIS cargo guards.

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Priority Deployment Of
Personnel (308BW Acft)

Flight Five

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
101	Hyd Mech	42152	308FMS	TA
** 102	Elect Mech (DELETE)	42370	308FMS	TA
103	Elect Mech	42350	308FMS	TA
104	Acft Elect Mech	42350	308FMS	TA
105	Acft Elect Mech	42350	308FMS	TA
** 106	Recip Eng Mech (DELETE)	42351	308FMS	TA
	Recip Eng Mech	42351	308FMS	TA
108	Recip Eng Mech	42351	308FMS	TA
109	Recip Eng Mech	42351	308FMS	TA
110	Recip Eng Mech	42351	308FMS	TA
111	Radio Maint	30150	308AES	TA
112	Radio Maint	30151	308AES	TA
113	Radio Maint	30151	308AES	TA
114	Sr Clerk	70250	804SS	SERV
115	~~Supply Supv~~ DELETED	~~64173~~	~~804SS~~	~~SERV~~
116	~~Supply Spec~~ DELETED	~~64150~~	~~804SS~~	~~SERV~~
117	~~Supply Spec~~ DELETED	~~64150~~	~~804SS~~	~~SERV~~
118	Maint Supv	43171B	308MS	SERV
119	Maint Supv	43171B	308MS	SERV
120	Veh Opr	60350	804MVS	SERV
121	Veh Opr	60350	804MVS	SERV
123	Veh Opr	60350	804MVS	SERV

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BRAVO

Priority Deployment Of
Personnel (308EW Acft)

Flight Five Cont'd

PRI NO.	JOB TITLE	AFSC	FURN ORG	TRAM
124	Veh Opr	60330	804MVS	SERV
125	Veh Opr	60330	804MVS	SERV

23: Corrected total comprising pax for above flights.

**: These personnel deleted from above flights and transferred to the ADVON flight.

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BRAVO

Priority Deployment Of
Personnel (308BW Acft)

Flight Six

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
126	Veh Opr	60350	804MVS	SERV
127	Cook	62250	804FS	SERV
128	Cook	62250	804FS	SERV
129	Cook	62270	804FS	SERV
130	Fire Fighter	57130	804AIO	SERV
131	Fire Fighter	57130	804AIO	SERV
132	Acft Mech	43151	308ARS	TA
133	Acft Mech	43151	308ARS	TA
134	Acft Tech	43171	308ARS	TA
135	Acft Tech	43171E	308ARS	TA
136	Recip Eng Mech	42351	308ARS	TA
137	Hyd Mech	42152	308FMS	TA
138	Inst Mech	42250	308FMS	TA
139	Hyd Mech	42152	308FMS	TA
140	Recip Eng Mech	42351	308FMS	TA
141	Recip Eng Mech	42351	308FMS	TA
142	Recip Eng Mech	42351	308FMS	TA
143	Radar Maint	30151	308AES	TA
144	Radar Maint	30171	308AES	TA
145	Supply Spec	64152	804SS	SERV
146	Supply Spec	64152	804SS	SERV
147	Veh Opr	60350	804MVS	SERV
148	Veh Opr	60350	804MVS	SERV

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Priority Deployment Of
Personnel (308BW Acft)

Flight Six Cont'd

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
149	Veh Opr	60350	804MVS	SERV
150	Veh Opr	60350	804MVS	SERV

25: Total

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Priority Deployment Of
Personnel (308BW Acft)

Flight Seven

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
151	Veh Opr	60370	804MVS	SERV
152	Fire Fighter	57150	804AIO	SERV
153	Fire Fighter	57170	804AIO	SERV
154	Veh Opr (Heavy Equip)	60350	804MVS	SERV
155	Cook	62270	804FS	SERV
156	Cook	62270	804FS	SERV
157	Recip Eng Mech	43251	308ARS	PF
158	Recip Eng Mech	43251	308ARS	PF
159	Acft Mech	43151B	308ARS	PF
160	Acft Mech	43151B	308ARS	PF
161	Acft Mech	43151B	308ARS	PF
162	Acft Mech	43151B	308ARS	PF
163	Acft Mech	43151B	308ARS	PF
164	Acft Mech	43151B	308ARS	PF
165	Acft Mech	43151B	308ARS	PF
166	Acft Mech	43151B	308ARS	PF
167	Acft Mech	43151B	308ARS	PF
168	1st Sergeant	73170	308ARS	COMM

18: TOTAL

157: Total PAX (308BW)

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Priority Deployment of Personnel (2nd BW Acft)

Flight Six

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
169	Expediter	43170	2HS	TF
170	Air Trans Supr	60170	2ARS	TF
171	Clerk	70250	2ARS	TF
172	Intell Spec	20450	2ARS	TF
173	Qual Control Insp	43171	2HS	TF
174	Maint Off	04344	2ARS	TA
175	Acft Mech	43131	2ARS	TA
176	Acft Mech	43131	2ARS	TA
177	Trans Supv	60370	2ARS	TA
178	Sr Veh Opr	60350	2ARS	TA
179	Acft Tech	43171B	2ARS	TA
180	Acft Tech	43171B	2ARS	TA
181	Recip Eng Mech	43251	2ARS	TA
182	Recip Eng Mech	43251	2ARS	TA
183	Field Maint Supv	43171	2FMS	TA
184	Hyd Mech	42152	2FMS	TA
185	Hyd Mech	42152	2FMS	TA
186	Inst Mech	42250	2FMS	TA
187	Inst Mech	42250	2FMS	TA
188	Hyd Mech	42152	2FMS	TA
189	Hyd Mech	42152	2FMS	TA
190	Elect Mech	42350	2FMS	TA

22; Total

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BRAVO

Priority Deployment of
Personnel (2nd BW Acft)

Flight Seven

PRI NO.	JOB TITLE		AFSC	FURN ORG	TRAM
191	Acft Elect Mech		42350	2FMS	TA
192	Recip Eng Mech		42351	2FMS	TA
193	Recip Eng Mech		42351	2FMS	TA
*** 194	Recip Eng Mech	(Delete)	42351	2FMS	TA
195	Acft Maint Tech		43171B	2FMS	TA
196	Acft Prop Mech		42151	2FMS	TA
197	Acft Prop Mech		42151	2FMS	TA
198	Acft Prop Tech (Supv)		42171	2FMS	TA
199	Veh & Mtr Equip Eng Mech		47154	2FMS	TA
200	Veh & Mtr Equip Eng Mech		47154	2FMS	TA
*** 201	Airframe Repairman	(Delete)	53450	2FMS	TA
*** 202	Airframe Repairman	(Delete)	53450	2FMS	TA
*** 203	Airframe Repairman	(Delete)	53450	2FMS	TA
204	Airframe Rep (Supv)		53470	2FMS	TA
205	Acft Mech		43151B	2FMS	TA
206	Acft Tech		43171B	2FMS	TA
207	Machinist (Supv)		53170	2FMS	TA
***208	Para Rigger	(Delete)	58150	2FMS	TA
209	Electronic Officer		03054	2AES	TA
*** 210	Radio Maint	(Delete)	30130	2AES	TA
211	Radio Maint		30130	2AES	TA
212	Radio Maint		30150	2AES	TA

16: Corrected total comprising passenger for above flight.
xxx : Those personnel deleted from above flight and to be used as MATS cargo guards.

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BRAVO

Priority Deployment Of
Personnel (2nd BW Acft)

Flight Eight

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
213	Radar Maint	30131	2ARS	TA
214	Radar Maint	30131	2ARS	TA
215	Radar Maint	30131	2ARS	TA
216	Elect Inst Repman	42230	2ARS	TA
217	Elect Inst Repman	42250	2ARS	TA
218	Clerk	70250	2ARS	TA
219	Adjutant	07024	2ARS	TA
220	1st Sergeant	70270	2ARS	TA
221	Sr Med Spec	90250	2TH	TA
222	Med Adm Supv	90670	2TH	TA
223	Acft Mech	43131	2ARS	TA
224	Acft Mech	43151	2ARS	TA
225	Acft Mech	43151	2ARS	TA
226	Acft Tech	43171B	2ARS	TA
227	Recip Eng Mech	43251	2ARS	TA
228	Recip Eng Mech	43251	2ARS	TA
229	Hyd Mech	42152	2FMS	TA
230	Inst Mech	42250	2FMS	TA
231	Hyd Mech	42152	2FMS	TA
232	Hyd Mech	42152/72	2FMS	TA
233	Elect Mech	42350	2FMS	TA
234	Elect Mech	42370	2FMS	TA

22: Total

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Priority Deployment Of
Personnel (2nd BW Acft)

Flight Nine

PRI NO.	JOB TITLE		APSC	FURN ORG	TEAM
235	Acft Elect Mech		42350	2FMS	
236	Acft Elect Mech		42370	2FMS	
** 237	Recip Eng Mech	(Delete)	42351	2FMS	
** 238	Recip Eng Mech	(Delete)	42351	2FMS	
** 239	Recip Eng Mech	(Delete)	42351	2FMS	
** 240	Recip Eng Mech	(Delete)	42351	2FMS	
241	Airframe Repmn		53450	2FMS	
242	Airframe Repmn		53450	2FMS	
243	Airframe Repmn		53450	2FMS	
244	Acft Mech		43151B	2FMS	
245	Radio Maint		30150	2AES	
246	Radio Maint		30150	2AES	
247	Radio Maint		30170	2AES	
248	Radio Maint		30151	2AES	
249	Radio Maint		30151	2AES	
250	Radio Maint		30151	2AES	
251	Radio Maint		30171	2AES	
252	Elect Inst Repairmen		42250	2AES	
253	Elect Inst Repairmen		42270	2AES	
254	Acft Mech		43151	2ARS	
255	Acft Mech		43171	2ABS	

17: Corrected total comprising passenger for above flights.
xx: These personnel deleted and transferred to the advance flight.

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Priority Deployment Of
Personnel (2nd BW Acft)

Flight Ten

PRI NO.	JOB TITLE	AFSC	FURN ORG	TEAM
256	Sr Clerk	70250	2ARS	TA
257	Acft Mech	43171	2ARS	TA
258	Recip Eng Mech	43251	2FMS	TA
259	Recip Eng Mech	43251	2FMS	TA
260	Recip Eng Mech	43251	2FMS	TA
261	Sr Mad Supv	90650	2TH	SERV
214	Supply Supv	67175	49BS	7 AF Hq

76: Total
~~83~~ 84: Total passenger (2BW)

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (ZBW)

Flight 1

BOX NO	DESCRIPTION	WT	CU
2L-2D-4	FAX Bin	2405	121
2L-2D-6	" "	2060	121
2L-2D-12	" "	2245	121
2L-2D-27	Brake	350	8
2L-2D-32	Boost Assy	96	10
2L-2D-36	Panel Assy	182	25
2L-2D-45	Mounted Casing	640	33
2L-2D-21	Control	120	7
2L-2D-59	Unmounted Casing (Nose)	60	6
2L-2D-50	Unmounted Casing	250	33
2K-6TA-8	Radar Set	500	15
2F-3-23	Special Tools	205	9
2F-3-25	Special Tools	131	7.5
2F-3-10	Tester IFR Nozzle	120	12
	TOTAL	9364	528.5

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (2BW)

Flight 2

BOX NO.	DESCRIPTION	WT	CU
2L-2D-10	FAK Bin	1630	121
2L-2D-2	FAK Bin	1665	121
2L-2D-11	FAK Bin	1620	121
2L-2D-37	Panel Assy	180	58
2L-2D-42	Harness Assy	60	11
2L-2D-29	Tube Assy	194	19
2L-2D-46	Mounted Casing	640	33
2L-2D-22	Control	120	7
2L-2D-33	Rudde-vator	110	7
2L-2D-51	Unmounted Casing	250	33
2J-4-5	Air Frame Tool	500	20
2J-16-2	Unit Change	325	17
2K-6TA-6	Test Radar	90	4
2K-6TA-7	Spectrum Analyzer	115	8
2K-6TA-9	Radio Set	105	4.5
2K-6TA-10	Radio Set	95	8
2K-5TA-8	Mock Up	180	8
2K-5TA-9	Mock Up & Spares	140	6
2F-3-30	Office Supplies	94	3
2F-3-32	Jack, 5 Ton	65	2
2F-3-24	Special Tools	125	6.5
2F-3-4	Hydrometers	38	2.2
2F-3-27	Office Supplies	205	7.5
2F-3-20	Tech Orders	138	4.5
2F-3-26	263 Files	75	3
	TOTAL	8761	630.2

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (ZBW)

Flight 3

BOX NO.	DESCRIPTION	WT	CU
2L-2D-3	FAK Bin	1640	121
2L-2D-13	" "	2155	121
2L-2D-38	Panel Assy	182	58
2L-2D-43	Harness Assy	60	11
2L-2D-62	Mount Assy	478	58
2L-2D-44	Mounted Casing	640	33
2L-2D-20	Control	120	7
2L-2D-56	Mounted Casing (Nose)	125	6
2L-2D-60	Unmounted Casing (Nose)	60	6
2L-2D-52	Unmounted Casing	250	33
2L-2D-55	" "	250	33
2F-3-21	Special Tools	349	7.5
2F-3-3	Flood Lamps	227	13
2L-2D-67	Stock Lists	95	3.9
2L-2D-68	" "	95	3.9
2L-2D-69		95	3.9
2L-2D-70		95	3.9
2F-3-28	Tire Enst Dolly	175	15
	TOTAL	7091	537.1

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (2BW)

Flight 4

BOX NO.	DESCRIPTION	WT	CU
2L-2D-39	Panel Assy	182	58
2L-2D-5	FAK Bin	1025	121
2L-2D-8	FAK Bin	830	121
2L-2D-47	Mounted Casing	640	33
2L-2D-23	Control	120	7
2L-2D-25	Power Plant	240	15
2L-2D-34	Ruddervator	110	7
2L-2D-35	Window	150	7
2L-2D-57	Mounted Casing (Nose)	125	6
2L-2D-48	Mounted Casing	640	33
2L-2D-61	Unmounted Casing (Nose)	60	6
2L-2D-53	Unmounted Casing	250	33
2K-12KC-1	Misc Tools	211	7.7
2K-12KC-2	Oscilloscope	61	2
2K-6TA-1	"	181	7.5
2K-6TA-2	"	139	7.5
2K-6TA-3	Test Set Radar	200	8.1
2K-6TA-4	Test Set Radar	115	5.5
2K-6TA-8	Misc Equipment	80	5.5
2J-8-2	Boom Shop Tools	75	2.5
2J-8-1	Boom Shop Tools	75	3.4
2J-4-7	Air Frame Tools	150	4.5
2J-4-6	Air Frame Tools	110	3.5
2J-6-3	Hyd Shop Tools	40	4.5
2J-5-2	Elect Shop Tools	50	4.5
2J-11-1A	Prop Shop Tools	225	7
2F-3-5	Expendable	68	3
2F-3-8	Dolly Assy	55	3
2F-3-9	Manometer	25	1
2F-3-11	Stock List	90	3
2F-3-12	Stock List	90	3
2F-3-13	" "	90	3
2F-3-14	Bench Stock	60	2.2
2F-3-15	" "	60	2.2
2F-3-16	" "	65	2.2
2F-3-17	" "	50	2.2
2F-3-18	Tech Orders	100	3
2F-3-19	Tech Orders	105	3
2F-3-22	Special Tools	160	5
2K-5TA-1	Radra Set	100	5.3
2F-3-7	Hose Assy Brnd Refuel	161	13
	TOTAL	9063	574.8

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (2BW)

Flight 5

BOX NO.	DESCRIPTION	WT	CU
2L-2D-28	Brake	350	8
2L-2D-16	Box Pallet	700	37.1
2L-2D-17	" "	650	37.1
2L-2D-40	Panel Assy	182	58
2L-2D-41	" "	182	58
2L-2D-26	Power Plant	240	15
2L-2D-24	Control	120	7
2L-2D-58	Mounted Casing (Nose)	125	6
2L-2D-54	Unmounted Casing	250	33
2L-2D-49	Mounted Casing	640	33
2K-5TA-2	Mock Up	105	4.3
2K-5TA-3	" "	75	4.3
2K-5TA-4	" "	98	4.3
2K-5TA-5	" "	105	4.3
2K-5TA-6	" "	50	2.1
2K-5TA-7	" "	65	2
2J-16-15	Minor Repair	175	35
2J-16-1	Unit Change Tools	310	17
2J-7-2	Inst Shop Tools	100	4.5
2J-9-2	Sheet Metal Shop Tools	50	2
2J-11-3	Prop Shop Tools	90	7
2F-3-1	Flood Lamps	345	28
2F-3-2	" "	227	13
2F-3-31	Jack 50 Ton	620	8
2T-TA-1	Dispensary Kit	1275	40
2L-2D-63	Screw Assy	67	4
2L-2D-64	" "	70	4
2L-2D-65	" "	62	4
2L-2D-66	Aluminum	25	3
2F-3-6	Hose Assy Gnd Refuel	161	13
2L-2D-1	PAK Bin	1000	121
	TOTAL	8434	607

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 8

ORGANIZATION OR BOX NUMBER	DESCRIPTION	WEIGHT	CU
804 HQ - ADM	Typewriter	50	2
804 HQ - ADM	Box	100	8
308 HQ - INT	Intelligence Kit	150	10
308 HQ - OPS	Box	100	8
2D HQ - OPS	Typewriter	50	2
308 HQ - OPS	Safe	150	1
804 APS	Gun Machine Cal..30	85	8
804 APS	Gun Machine Cal..30	85	8
804 APS	Gun Machine Cal..30	85	8
804 APS	Gun Machine Cal..30	85	8
804 APS	Mounts Machine Gun	159	16
308 HQ - MNT	Box	100	8
308 HQ - MNT	Bookrisable File	5	2
308 HQ - MAT	Box	60	8
308 HQ - MAT	Box	60	8
308 HQ - MAT	Box	60	8
308 HQ - MAT	Typewriter	150	2
	TOTAL	1534	118

* TASK FORCE EQUIPMENT

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BRAVO
PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 2

BOX NO.	DESCRIPTION	WT	CU
308L-F-5	PAK Bin	2127	121
308L-F-6	" "	2050	121
308L-F-9	" "	1381	121
308L-F-17	Box Pallet	476	37.1
308L-F-18	" "	775	37.1
308L-F-24	Hoist	105	4
308L-F-25	Dome	70	6
308L-F-19	Control	115	4
308L-F-28	Supercharger	375	28
308L-F-32	PANEL	182	58
308L-F-40	Cylinder	90	4
-41	"	90	4
-42	"	90	4
-43	"	90	4
-44	"	90	4
-45	"	90	4
308K-2-5	Test Equip	188	7
308K-2-6	" "	160	7
308J-1A-4	Hand Tools	15	3.5
1A-5	Spec Tools	30	5
1A-6	Spec Tools	30	4.3
	TOTAL	8619	587.8

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PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 10

BOX NO.	DESCRIPTION	WT	CU
308L-F-10	FAK Bin	2103	121
308L-F-12	FAK Bin	1600	121
308L-F-14	FAK Bin	1600	121
308L-F-16	Pallet	302	37.1
308L-F-20	Control	115	4
308L-F-21	Control	115	4
308L-F-28	Supercharger	375	28
308L-F-33	Panel	182	58
308L-F-46	"	90	4
308K-2-7	Test Equip	135	7
308K-4-301	" "	108	7
308L-F-47	Cylinder	90	4
308L-F-48	"	90	4
308L-F-49	"	90	4
308L-F-50	"	90	4
308K-4-305	Radio Set	100	8
308K-4-306	" "	150	8
308J-1A-1	Hand Tools	25	5.3
308J-1A-2	Spec Tools	50	5.3
308J-1A-3	" "	170	8.2
308J-1A-13	Jack	140	11
308J-1A-8	Spec Tools	200	5.3
	TOTAL	7920	579

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PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 11

BOX NO.	DESCRIPTION	WT	CU
308L-F-1	FAK Bin	1600	121
308L-F-2	" "	1480	121
308L-F-3	" "	1561	121
308L-F-22	Control	115	4
308L-F-23	"	115	4
308L-F-26	Dome	70	6
308L-F-27	Harness	60	10
308L-F-29	Supercharger	375	28
308L-F-31	Mount	465	61
308L-F-51	Cylinder	90	4
308L-F-52	"	90	4
308L-F-53	"	90	4
308L-F-54	"	90	4
308L-F-55	"	90	4
308L-F-56	"	90	4
308L-F-73	Power Supply	250	16
308L-F-83	Weld Assy	50	12
308L-F-84	" "	50	12
308K-4-304	Test Equip	100	5.5
308K-4-302	Test Equip	68	5.5
308K-4-303	" "	90	5.5
308K-4-307	Radio Set	120	8
308J-1A-8	Special Tools	200	5.3
308J-1A-7	Special Tools	12	4
308J-1A-9	Sling	490	18.3
308L-F-90	Weld Assy	80	9
308L-F-91	" "	80	9
	TOTAL	7971	614

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PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 12

BOX NO.	DESCRIPTION	WT	CU
308L-F-4	FAK Bin	1740	121
308L-F-8	FAK Bin	1582	121
308L-F-11	FAK Bin	1525	121
308L-F-34	Panel	182	58
308L-F-35	Panel	182	58
308L-F-57	Cylinder	90	4
308L-F-58	"	90	4
308L-F-59	"	90	4
308L-F-60	"	90	4
308L-F-61	"	90	4
308L-F-62	"	90	4
308L-F-63	"	90	4
308L-F-64	"	90	4
308L-F-74	Brake	360	8
308L-F-75	"	360	8
308L-F-78	Aluminum	80	11
308L-F-79	Aluminum	80	11
308L-F-80	Screen Assy	80	4
308L-F-85	Weld Assy	50	9
308K-4-308	Radio Set	115	5.5
308K-4-309	" "	147	8.3
308K-4-310	Test Equip	75	8
308K-4-311	AIC 10 Intph	92	8
308J-1A-14	Hand Tools	160	7
308J-1A-10	Special Tools	50	3.?
	TOTAL	7570	602

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PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 13

BOX NO.	DESCRIPTION	WT	CU
308L-F-13	FAK Bin	1600	121
308L-F-36	Panel	182	58
308L-F-37	"	182	58
308L-F-65	Cylinder	90	4
308L-F-66	"	90	4
308L-F-67	"	90	4
308L-F-68	"	90	4
308L-F-69	"	90	4
308L-F-70	"	90	4
308L-F-71	"	90	4
308L-F-76	Brake	360	8
308L-F-77	"	360	8
308L-F-81	Screen Assy	80	4
308L-F-82	" "	80	4
308L-F-86	Weld Assy	50	7
308L-F-87	Cylinder	90	4
308L-F-88	Ruddervator	84	6
308L-F-89	"	84	6
308L-F-92	Weld Assy	80	9
308L-F-93	" "	80	9
308L-F-94	" "	80	9
308L-F-95	" "	80	9
308L-F-96	" "	80	9
308L-F-97	Weld Assy	80	9
308L-F-98	" "	80	9
308L-F-99	" "	80	9
308L-F-100	" "	80	9
308L-F-101	" "	80	9
308L-F-102	" "	80	9
308L-F-103	" "	80	9
308L-F-104	Cylinder	90	4
308L-F-105	"	80	4
308K-4-250	Radar Set	440	25.6
308K-4-251	Antenna	170	21.5
308K-4-252	APN 12	385	25
308K-4-253	UPM-1	164	5.5
308K-4-254	APX-6	465	22
308K-4-255	APN-1	320	25
308K-4-256	APT-11	270	22
308K-4-257	Test Equip	100	8
308J-1A-2	Jack	360	38
	TOTAL	7596	622

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PRIORITY DEPLOYMENT
OF
MATERIEL (308BW)

Flight 14

BOX NO.	DESCRIPTION	WT	CU
308-F-6-12	Tow Bar	183	3
308-F-6-13	"	183	3
308-F-6-18	Brake Jig	60	3
308-F-6-19	Rat Hoist	125	10
308-F-6-2	Spec Tools	125	8
308-F-6-3	" "	150	8
308-F-6-4	" "	125	8
308-F-6-5	" "	125	8
308-F-6-6	" "	75	3
308-F-6-7	" "	75	3
308-F-6-14	Floodlight	95	10
308-F-6-15	"	95	10
308-F-6-16	Droplight	40	10
308-F-6-33	Wheel Dolly	110	10
308-F-6-28	Bench Stock	50	3
308-F-6-29	" "	50	3
308-F-6-30	" "	50	3
308-F-6-32	" "	50	3
308-F-6-31	Off Supplies	40	8
	TOTAL	1806	117

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BRAVO

SUPPLY PLAN

1. GENERAL

a. The purpose of this plan is to provide detailed instructions for the operation of the supply function at the Task Force Staging Base.

2. ORGANIZATION: The organization of the Task Force Supply Division is as shown in Inclosure #1 to this plan.

3. FACILITIES AND EQUIPMENT

a. The Task Force Supply Operation is located in two separate locations of office and warehouse space. One of these, the Task Force Supply Office, is located within the Maintenance Control area, while the other, Flyaway Kit Service Unit operation is located in a building adjacent to the flight line containing office and warehouse space. The exact location of these two activities is to be determined by the Survey Team upon arrival at the staging base.

b. The following requirements will be provided by the staging base for the Task Force Supply Office:

(1) SPACE: Normal office type 300 square feet, located adjacent to T/F Maintenance Control

(2) FURNITURE: 2 ea desks, flat top

1 ea desk, typist

(3) COMMUNICATIONS: 2 ea telephone lines, one to be an off-base line.

(4) VEHICLES: 1 ea (Jeep) truck, ¼ ton, 4x4.

c. The following requirements will be provided by the staging base for the Service Unit FAK:

(1) VEHICLES: 4 ea truck, 3/4 ton pick-up or weapons carrier. (3 ea to be used for serviceable parts delivery, and 1 ea to be used for reparable parts pick-up.

1 ea truck, 1½ ton or 6x6

1 ea forklift, 6000 lbs capacity, pneumatic tired.

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(2) SPACE: Normal office type, 1000 square feet located within the FAK warehouse, and 10,000 square feet of warehouse space with at least one door opening to accommodate materials handling equipment.

(3) FURNITURE: 3 ea desks, flat top

1 ea desk, typist

6 ea tables, office

12 ea chairs

5 ea beds

(4) COMMUNICATIONS: 1 ea control station on Maintenance Control Radio Network

2 ea telepnone lines

4 ea field telepnones (1 ea to Task Force Supply Office, 1 ea to Job Control, and 1 ea to each of the two squadron Engineering Offices)

d. The 308th Bomb Wing Supply Liaison Office will be responsible for securing, packing, and deploying to the staging base the following:

(1) 1 ea dash four (-4) for KC-97 aircraft.

(2) 1 ea dash forty-four (-44) for R-4360 engines.

(3) 1 ea S-00-1 (numerical listing of part numbers).

(4) 100 ea SAC Form 248 "Cannibal Auth."

e. The Flyaway Kit Section will be responsible for securing, packing, and deploying to the staging base the following:

(1) Stock Lists - one for each class containing major FAK items.

(2) 2,500 ea SAC Form 223 "Hand Receipt"

(3) 600 ea SAC Form 236 (Delivery Control Register"

(4) 100 ea of each 50 series tags.

(5) 15,000 ea of AF Form 446 "Issue Slip"

(6) 500 ea of AF Form 447 "Turn In Slip"

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4. PERSONNEL

A Manning of the Task Force Supply Activity is as follows:

TITLE	AFSC	QUANTITY
CHIEF OF SUPPLY OFFICE		
Chief of Supply	6424	1
Supply Supervisor	64175/73	2
Clerk	70250	1
SERVICE UNIT		
FAK Officer	6424	1
EXPEDITING SUB-UNIT		
Senior Clerk	70250	1
Supply Specl (Controller)	64152	2
Maint Supv (Research)	43171B	2
Vehicle Operators	60350	10
(10 must be licensed to operate ¾ ton pickup or w/c)		
(4 " " " " " Forklift)		
(2 " " " " " Heavy Equipment)		
STORAGE SUB-UNIT		
Supply Specialist	64151/50	4
CONTROL SUB-UNIT		
Supply Supervisor	64175/73	2
Specialist	64151/50	4

5. OPERATION

a. Operation will be based on principles established in AFM 67-1 and SAC Manual 65-2.

b. Initial source of supply will be the deployed Flyaway Kits.

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c. Supply of items not available in the Flyaway Kits will be from the Task Force Staging Base Supply, the Home Base Supply, and other bases.

d. All supply problems will be maintained, directed, and coordinated by the Task Force Chief of Supply who will also maintain liaison with the Base Liaison Officer.

e. Close liaison will be maintained by the Task Force Chief of Supply and the Home Base Supply.

f. All radio call-ins and telephone call-ins for spares will be to the Service Unit FAK Controller. He will perform all the action as Supply Controller in a Service Unit as outlined in SAC Manual 65-2. When supply cannot be effected from the resources of the Flyaway Kit, the controller will forward the request to the Staging Base Supply to be filled.

g. In the event both the Flyaway Kit and the Staging Base Supply are unable to supply the required item, the supply controller will forward the request to the Task Force Supply Office for verification of priority andfurther supply action.

h. Upon verification of priority and still incomplete supply action, the Task Force Chief of Supply will contact the Task Force Alpha chief of supply and request action be initiated to supply the required item. Followup will be maintained. In the event assistance cannot be given the Home Base Supply will be contacted to supply the request.

i. The Task Force Chief of Supply will make a daily report to the home base of those items used from the kit. Format of the report will be as outlined in SAC Regulation 67-28 as amended. Subject information will be compiled by the Service Unit FAK Officer and forwarded to the Chief of Supply Office.

6. RESPONSIBILITIES

a. The Task Force Chief of Supply:

(1) Is responsible to the Task Force Director of Materiel for all supply problems affecting aircraft maintenance support.

(2) Is responsible for establishing and operating a Supply Control Unit and a Service Unit FAK.

(3) Will coordinate with the Base Supply Officer, the Task Force Alpha Chief of Supply, the Home Base Supply Officer, and the Base Liaison Officer on all respective supply problems.

(4) Will contact the Task Force Alpha Chief of Supply for items not available at the staging base.

(5) Will contact the Home Base Supply Officer on items for which assistance was not received from Task Force Alpha and which are still unavaiable at the staging base.

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(6) Will verify all priority request and monitor cannibalization requests.

(7) Will inform the Home Base Supply Officer of items consumed from the Flyaway Kits. This will be by daily TWX report in the format outlined in SAC Regulation 67-28 as amended.

(8) Will upon completion of TDY submit consumption report in accordent with SAC Regulation.

b. The Service Unit FAK Officer:

(1) Is responsible to the Task Force Chief of Supply for the operation of the Service Unit FAK in accordance with SAC Manual 65-2.

(2) Will receive, store, issue, provide security and account for all property in the Flyaway Kits.

(3) Will contact the Staging Base Supply for all items not available in the Flyaway Kits and in the event these items are also unavailable in Base Supply, inform the Task Force Supply Office.

(4) Will prepare and forward to the Task Force Supply Office a daily list of those items consumed from the Flyaway Kits.

(5) Is responsible for assuring the prompt return of reparables from using organizations. Reparable items will be retained in the Flyaway Kit and returned to the home station.

(6) Will maintain all records necessary for the proper operation of a service unit i.e. priorities, consumption data, aircraft parking plan, etc.

(7) Will effect supply of requested items not available by modification, local manufacture, substitution, or any other means possible.

(8) Will compile information for submission of consumption report at and of TDY mission. Information will be forwarded Chief of Supply.

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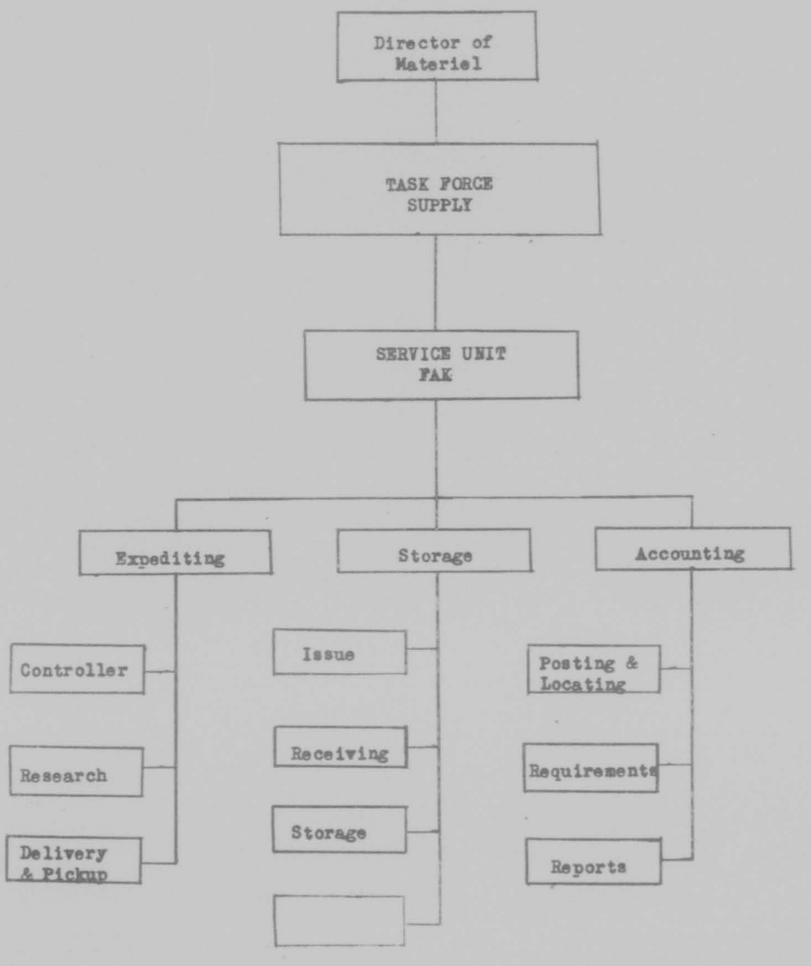
ANNEX E
APPENDIX III
SECTION 5
PAGE 6



Incl #1 Supply Plan

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MAINTENANCE PLAN
(BRAVO)

1. General: The references for this appendix may be found in the 38th Air Division Task Force Mobility Plan and SACM 20-2, August 1954.

a. The purpose of this appendix is to provide detailed instructions for the implementation of the Maintenance Plan to support two KC-97 Turn-Around Staging Teams of 20 aircraft each.

b. The TF Chief of Maintenance is organized under the Director of Materiel and is responsible for the establishment of the Maintenance elements and their operational control at the forward base. Planning, scheduling and controlling will be in consideration of participating aircraft and not by wing designation. The maintenance structure at the forward base will generally operate in compliance with SACM 66-12 and other SAC Manuals and USAF directives.

c. The requirement for periodic inspections and post-flight inspections at the forward base may be waived at the discretion of the TF Chief of Maintenance.

d. All Tactical Units concerned with the execution of this Task Force order will immediately prepare their assigned aircraft to meet the requirements outlined under the operations portion of this order. In addition each tactical and maintenance support organization will position personnel and equipment as outlined in appendix III of this order for immediate deployment.

e. The success of the maintenance plan is directly dependent upon efficient deployment of personnel and equipment. It is essential that personnel be familiar with their portion of the loading plan.

f. All maintenance personnel will carry their individual tool kits to accompany them on the deployment.

g. Mobility identification vests will be worn, during all duty periods as outlined in the inclosed SOP.

2. ORGANIZATION: The Maintenance Elements will be organized as a Task Force unit as shown below. Forward Base, Base Liaison, Pre-positioned and Wing Element personnel upon arrival at the forward base come under the direction of the Task Force Chief of Maintenance.

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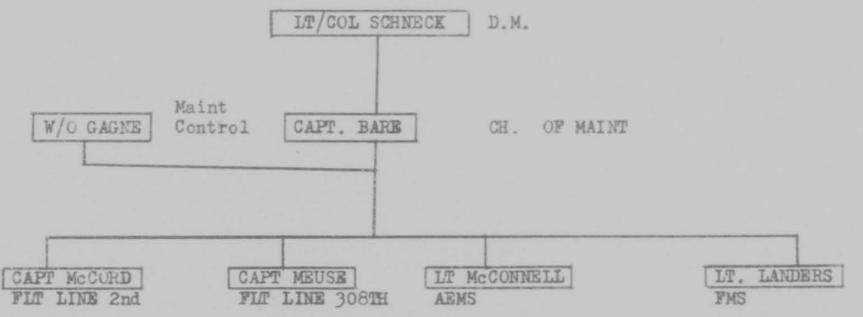

3. MISSION:

a. The mission of the Task Force Maintenance Organization at the staging base is to clear safety of flight discrepancies on aircraft coming off tanker missions; perform necessary operational checks, conduct post-flight inspections as necessary, perform pre-flight inspections and make a safe aircraft capable of supporting the Task Force operational requirements.

4. OPERATION:

a. The TF Chief of Maintenance will directly control the Task Force Maintenance Operation thru the Maintenance Control Unit.

b. KC-97 Flight Line, Field Maintenance and Armament-Electronics will operate as separate units in Maintenance Control for maintenance in support of turn-around missions.

c. Work order control and aircraft status will be retained by Maintenance Control.

d. Flight Line maintenance will be supported by 38th Air Division, FMS, 38th Air Division AEMS, 308 ABG and Staging Base equipment and personnel.

e. The maintenance function will be organized and manned to operate on a 24 hour basis for a 10 day period.

5. PERSONNEL:

a. Personnel requirements for Wing Maintenance Elements are as outlined in Annex E, APP III, Section 2.

6. REFUELING, UNLOADING AND MAINTENANCE SEQUENCE:

a. The maintenance sequence will be generally in accordance with

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SACM 20-2, 66-12, 66-13 and 66-14. All policies and SOP's current at home base apply to staging base in the same manner as normal operations unless modified by the TF Chief of Maintenance. This includes safety precautions, static grounding of aircraft, refueling and ground power operators credentials and drivers license.

b. Aircraft will be directed to the general parking area by the control tower.

c. Aircraft carrying cargo will be unloaded in the parking area utilizing fork lifts and low boy trailers. Aircraft carrying flyaway bins may be directed to the flyaway storage building for off loading.

d. Flight Line Maintenance Officers will provide the crew chief with the exact 115/145 and JP-4 fuel requirements.

e. Refueling will be accomplished in the parking area utilizing F-6 trucks.

f. Oil and ADI will be loaded in the parking area.

NOTE:

Towing of aircraft will be held to an absolute minimum and extreme caution should be exercised during all required towing to prevent damage to tires and wheels.

g. Off Loading.

(1) Passengers, their baggage, and PE (Survival Equipment) will be off loaded in the parking area for immediate transfer as directed by the reception team. Off loading of cargo may be delayed in order to refuel aircraft.

h. All aircraft will be met at the parking area by an Aircraft Status Team consisting of the Flight Line Maintenance Officer or NCO, one A&E Maintenance representative, one FMS representative and one Maintenance Control expeditor (in radio vehicle) who will secure reports, note flying time, establish priorities and make two copies of required specialist maintenance support on SJR SAC Form 322.

i. The aircraft status team (maintenance control expeditor) will maintain one copy of SJR and one copy will be forwarded to the Armament-Electronics Maintenance and/or Field Maintenance dispatch as required by their team representative.

j. The flight line sections will make a complete status report to Maintenance Control at 0800 and 1900 hours.

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k. The radio vehicle being driven by the Maintenance Control Expeditor will give complete coverage to all aircraft.

l. It will be the responsibility of the individual Maintenance Officers to procure sufficient SAC Forms 327 (Manhour time cards) to cover all personnel for the period of the TDY. Upon return to the home stations the time cards will be turned over to Reports and Analysis Sections concerned for processing.

RESPONSIBILITIES

a. Task Force Chief of Maintenance

(1) Is responsible to the TF Director of Materiel for the organization, supervision and management of the entire aircraft maintenance activity.

(2) Will establish accurate aircraft status reporting.

(3) Will establish an effective specialist control system which will insure prompt dispatch when required.

(4) Will coordinate with the forward Base Commander additional support and liaison personnel necessary to complete the mission.

b. Maintenance Control Officer

(1) The Maintenance Control Officer is responsible to the Chief of Maintenance for detailed control of all maintenance activities, in accordance with established plans and schedules, to insure readiness of the maximum number of Task Force aircraft.

(2) Will maintain accurate current aircraft status, location and maintenance progress records and report necessary information as may be desired.

(3) Provide quality control inspection and flight test supervision.

(4) Secure and maintain necessary SAC Form 327's (Manhour time cards) for personnel in his section.

c. Flight Line Maintenance Officer

(1) The Flight Line Maintenance Officer is responsible to the Chief of Maintenance for the accomplishment of high quality flight line maintenance and to meet the Task Force operational mission demands.

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(2) Will function as a member of the aircraft status team or designate a supervisory NCO to function as a member of the team.

(3) Report to Maintenance Control all aircraft status, location and maintenance requirements changes as they occur.

(4) Secure and maintain necessary SAC Form 327's (Manhour time cards) for personnel of their unit.

d. Field Maintenance Officer

(1) The Field Maintenance Officer is responsible to the Chief of Maintenance for the accomplishment of high quality field maintenance support to Task Force aircraft.

(2) Establish and implement the procedures necessary to insure specialist control, dispatch and maintenance accomplishment in accordance with the established priorities, schedules and plans.

(3) Will provide one supervisor NCO to function as a member of the Aircraft Status Team.

(4) Secure and maintain necessary SAC Form 327's (Manhour time cards) for personnel of Field Maintenance.

e. Armament-Electronics Maintenance Officer

(1) The A&E Maintenance Officer is responsible to the Chief of Maintenance for the accomplishment and high quality of all Armament-Electronics Maintenance support required to comply with the plans and schedules of the Task Force Commander.

(2) Report to Task Force Maintenance Control the initial A&E Status and all changes in status as they occur.

(3) Establish and implement the procedures necessary to insure specialist control, dispatch and prompt maintenance accomplishment in accordance with the established priorities, schedules and plans.

(4) Provide one supervisor NCO to function as a member of the aircraft Status Team.

(5) Secure and maintain necessary SAC Form 327's (Manhour time card) for personnel of AEMS.

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ALPHA

RECEPTION PLAN

1. PURPOSE: To provide the 38AD Task Force Commander and all others associated with execution of the basic operations order with information as to existing base facilities and such logistical support which may be available at the Forward Operating Base.

2. SCOPE: Information contained in this Appendix is designed to assist all such personnel of the Task Force charged with planning for deployment.

3. RESPONSIBILITIES: The Task Force Logistics Officer will be responsible for compiling the information required by the deploying elements. A status of any deficiencies can be properly established prior to deployment as related to the FOB vs. our assets. Necessary action to elleviate such deficiencies as are noted herein will be taken by the Task Force Staff Sections for purpose of reducing to a minimum the basic requirements peculiar to the operations planned by the deploying forces.

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General Requirements

1. MISSION: To provide base and logistical support for staging SAC units and MATS aircraft, utilizing all available facilities and equipment at FOB Alpha.

a. Provide base facilities and logistical support for SAC units to FOB Alpha.

b. Provide base facilities and logistical support as required for the Task Force Commander.

c. Provide base facilities and logistical support as required for SAC Phonetic Commander.

d. Provide enroute support for Air Reserve aircraft deploying through the FOB.

e. Provide base facilities and logistical support as required by Reconnaissance Aircraft.

f. Provide airlift for deployment of reconnaissance technical personnel and equipment, and for movement of navigation and target material from FOB to Maint Base Stockpiles.

g. Provide surface transportation to the Commander, 5th ADS, as required, to transport Salvage and Security Teams, Salvage Appraisal Teams, FIT Teams, and Weapons Teams.

h. Provide special weapons support as required.

2. TASKS FOR SUBORDINATE UNITS:

a. Air Installations

(1) Provide buildings and facilities for Task Force Command as shown in this Appendix.

(2) Provide buildings and facilities to be utilized by the reconnaissance technical units in support of this plan.

(3) Provide housing, latrines, mess buildings and the necessary utilities required to support this operations plan.

(4) Confirm Master Planning Board's assignment of personnel housing facilities for staging and/or deployed units.

(5) Will be responsible for all construction phases necessary to accommodate deployed and/or staging units.

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(6) Provide all available crash and rescue equipment in support of aircraft landings, take-offs, refueling, and other flight line activities as required.

(7) Mark and maintain taxiways, ramps, parking spaces etc.

b. 377th Hospital

(1) Provide space and facilities for hospitalization to support this operations plan.

(2) Maintain schedules necessary to provide medical attention to personnel of all units staging and/or deployed to this base.

(3) Provide emergency equipment on the flight line to support SAC and MATS personnel.

c. 49th Communications

(1) To establish adequate communications facilities in housing and shop areas.

(2) To install communications facilities in the flight line area.

(3) Provide inter-base communications.

(4) Provide secondary means for inter-base communications.

d. Operations

(1) Coordinate with TFC on all matters pertaining to briefing room.

(2) Maintenance Control

(a) Develop the flight line operation and maintenance areas for use by the pre or post strike staging team.

(b) Pre-locate office equipment, status boards, expendable supplies, auxiliary power equipment, and such other equipment as may be necessary for use upon arrival of the staging units.

(c) Develop ramp maintenance area, supplies, equipment, etc, for both administrative and technical activity, for use if deployment is directed.

(d) To establish, administrative equip and maintain a maintenance control.

(3) Base Shops

(a) Develop and maintain Base and A&E Shops.

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(b) Administrative and technical development of production control.

(c) All shop facilities will be available immediately for use by staging units and no transfer of accountability will be required.

(d) Prepare receipts by which designated officers may assume responsibility for equipment, tools, etc. whenever deployment is directed.

(4) Base Operations

(a) Develop and coordinate with TFC an adequate parking plan as shown in this Basic (classified TF Operations Plan.

(b) Maintain sufficient alert crews and radio equipped jeeps to support this operations plan.

(c) Assume responsibility for maintaining a personal equipment facility for staging units.

(d) Provide maps, nav aids and facility charts as required.

(e) Provide airlift for deployment of reconnaissance technical personnel and equipment and for movement of navigation and target material from the FOB TIC to Maint Base Stockpiles.

f. Air Police Squadron

(1) Provide an Air Police and security plan as required in basic operations order 20-55.

g. Supply

(1) To establish adequate billeting areas for the accommodation of officers and airmen in accordance with 38AD Operations Plan 20-55.

(2) Pre-locate cots, mattresses, sheets, blankets and pillows in billets for participating personnel.

(3) Designate within unit areas, dallas huts to be used as orderly rooms, supply rooms, etc.

(4) Pre-locate sufficient bedding materials and sanitation supplies in unit supply rooms.

(5) Provide refueling service to support this operations plan.

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(6) Provide motor vehicle servicing.

h. Food Service

(1) Develop a plan for messing of all staging personnel.

(2) Provide adequate dining facilities for staging units.

(3) Provide in-flight lunches to SAC and MATS personnel as required.

i. Motor Vehicles

(1) Provide transportation for initial receipt of staging personnel and cargo.

(2) Establish vehicle utilization plan to support this operation.

(3) Provide transportation to commanders of staging units.

(4) Transport cargo as directed by SAC personnel in charge.

j. Headquarters Squadron

(1) Pre-locate office furniture and equipment in buildings assigned to staging units.

k. Materiel

(1) Establish the cargo off-loading and assembling plan.

(2) Provide logistic support for SAC and MATS aircraft.

(3) Provide surface transportation to Commanders, ADS as required to transport Salvage and Security Teams, Salvage Appraial Teams, and Weapons Teams and necessary equipment to scenes of crashes or emergency releases.

(4) Provide logistical support for the staging units.

(5) Materiel is charged with the overall responsibility and control of billeting and messing of officers and airmen of staging units.

3. General Instructions:

a. Effective Dates: This plan is effective for planning purposes on receipt. It will become effective for implementation subsequent to receipt of 38AD 00-20-55.

b. X-Day will be a calendar day, GCT, as designated in the 38th 00-20-55.

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c. Parking plan to accommodate all incoming tactical aircraft and transient aircraft is as shown in Basic Operations Plan. (Classified)

d. Staging of all aircraft will be conducted by units concerned so as to affect arrival in accordance with schedule shown in Basic Operations Plan.

e. Evacuation instructions, upon arrival of tactical units, will be in accordance with FOB Operations Plan.

f. Preparation for off-load MATS, and tactical aircraft will be as contained in this appendix.

g. Security and control of restricted areas and personnel will be contained in this appendix.

h. Base facilities and services to support incoming units as specified in applicable portions of this appendix.

i. Air evacuation of hospital patients, will be accomplished through the use of MATS turn-around aircraft, if and when deemed necessary by the area commander, and in consonance with evacuation plan coordinated with Regional Liaison Group.

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MAINTENANCE REQUIREMENTS

1. MAINTENANCE CONTROL:

a. Area will provide office space for the Director of Materiel, Chief of Maintenance, Maintenance Controller, Job Control, Reports and Analysis and supply liaison.

b. This section will be set up in accordance with pertinent SAC directives and procedures.

c. Quality Control Unit equiped with limited file of B-47 T.O.

d. Communications Facilities for Maintenance Activities:

(1) Base dial telephones in all offices and sections.

(2) Five weapons carriers equipped with VRC-2 radio sets.

(3) One AN/FRC-6A radio set in Maintenance Control Section.

e. On post-strikes, the Air Base Group will retain control of all maintenance functions through the Maintenance Control Section.

2. FIELD MAINTENANCE:

a. BASE SHOPS:

(1) Field Maintenance facility will be provided with equipment as listed below.

(2) Power in shops will be as required to operate installed equipment.

b. The following equipment required in the shops is as indicated below:

(1) WELDING SHOP (1,400 sq. ft. area).

(a) 1 Kit, Arc, Welding.

(b) 1 Welder, Arc 200 amp.

(c) 1 Gas Welding, Complete (Portable).

(d) 1 Drill Press, 15 inch.

(e) 1 Anvil, Blacksmith.

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(f) 1 Mandrel, Blacksmith, 4 feet high.

(g) 1 Vise, 150 pounds capacity, 8 inch jaw.

(h) 1 Vise, 150 pounds capacity, 10 inch jaw.

(i) 1 Work Bench.

(j) 1 Grinder.

(k) 1 Plate Surfacer.

(2) SHEET METAL SHOP (2,000 sq. ft. area).

(a) 1 Grouver, 36 inch.

(b) 2 Vise, 150 pounds capacity, 8 inch jaw.

(c) 1 Brake, 48 inch.

(d) 1 Brake, 96 inch.

(e) 1 Brake, 18 inch.

(f) 1 Drill Press, 16 inch.

(g) 2 Former, Slip roll, Electric, 48 inch.

(h) 1 Former, Slip roll, Electric, 48 inch.

(i) 1 Grinder and Buffer.

(j) 1 Spot Welder, Air (Portable).

(k) 1 Shear, Ring and Circular, 20 guage.

(l) 1 Shear, 10 inch throat, 14 guage.

(m) 1 Rivetor.

(n) 1 Compressor (Stationary).

(o) 1 Dimpling Machine.

(p) 1 Machine Sheet Metal, cam and pedastal.

(q) 1 Du-Al Band metal.

(r) 1 Punch Turret type.

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(3) MACHINE SHOP (1,400 sq. ft, area).

(a) 1 Power Hack Saw.

(b) 1 Du-Al, 14 inch.

(c) 3 Lathes, metal.

(d) 1 Grinder, Bench Type.

(e) 1 Grinder and Buffer, Pedestal type.

(f) 1 Drill Press, 10 inch.

(g) 1 Drill Press, 14 inch.

(h) 1 Milling Machine, duplex.

(i) 2 Press Arbor floor type, 12 inch.

(j) 1 Press Turret Bench.

(k) 1 Shaper.

(l) 1 Filter (Automatic).

(m) 1 Plate - Surface.

(n) 1 Work Bench

(4) ELECTRIC SHOP (1,600 sq. ft. area).

(a) 1 Grinder and Buffer.

(b) 2 Rectifier, Battery, 6 Amp.

(c) 1 Rectifier 28 volt, 3 cycle.

(d) 1 Oven, Electric, 500 degrees.

(e) 1 Drill Press.

(f) 1 Stand, Starter Test, Pony, Brake.

(g) 1 Stand, -40° C to Plus 200° C, unit capacity.

(5) INSTRUMENT SHOP (1,400 sq. ft. area).

(a) 1 Drill Press, 6 inch.

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(b) 1 Arbor Press, 7 inch.

(c) 1 Apparatus, Gyroscopic.

(d) 1 Tester Dead weight.

(e) 1 Tester Magnasyn instrument.

(f) 1 Torque Wrench Tester.

(g) 1 Vacuum Pump, Stationary, Rotary type.

(6) HYDRAULIC SHOP (2,200 sq. ft. area).

(a) 6 Tire Doollies, E 1

(b) 1 Stand assembly, Hydraulic Test, 3000 pounds capacity.

(c) 1 Stand assembly, Tire breakdown.

(d) 1 Preaker, bead type, tire, heavy duty hydraulic.

(e) 2 Vise, 150 pounds capacity.

(f) 1 Cleaner, Metal Parts.

(7) WOOD SHOP (2,400 sq. ft. area).

(a) 1 Filer, Automatic, hand.

(b) 2 Jointer, 6 inch and 16 inch.

(c) 1 Lathe, wood.

(d) 1 Mortiser.

(e) 1 Sander, Spindle and Disc type.

(f) 1 Band Saw, 36 inch.

(g) 1 Jig Saw, 8 inch throat.

(h) 1 Planer and Surfacer.

(i) 1 Du-Al, 36 inch.

(j) 1 Hand Saw, Electric, 6 inch (Port).

(k) 1 Saw Circular, 8 inch.

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(8) ENGINE-BUILD-UP SHOP (6,000 sq. ft. area).

(a) 3 Hoists, Chain Spur Gear.

(b) 1 Separator, Oil, Moisture

(c) 2 ea "A" Frames.

(d) 10 Vises, 150 pounds capacity.

(e) 1 Dehydrating unit.

(f) 24 Drip Pans, Jet Acft.

(g) 1 Steam Cleaner.

(h) 12 dollies, power package, jet, 3 whell 8220778700.

(9) PARACHUTE SHOP (4,000 sq. ft. area).

(a) Raft Room with storage bins and work benches.

(b) Tower storage.

(c) 2 Packing Tables, Drop Chutes.

(d) 4 Tables, Personnel parachutes.

(e) 5 sewing machines, (2 heavy and 3 light duty).

(f) 2 Scales, raft weighing.

(g) 4 Stencil cutting machines, 2 a ½", 1" and 1-3/4".

(h) 1 electric sutting machine.

c. ADMINISTRATIVE FACILITES:

(1) The administrative facilities in the Base Shops.

(a) Specialist Dispatch and Materiel Control Section.

(b) Intra-communications facilities between specialist dispatch and Base Shops.

(2) An Emergency Crash Rescue and Aircraft Removal Team be available during all Take-offs and Landings.

(a) Provide Drag-Chute pick-up and transportation to the parachute Shop after landings.

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(3) A centralized Ground Power Section organized under the Field Maintenance Section. Equipment requirements are listed in detail in section (a) below.

(a) Following is a listing of essential maintenance equipment required.

1. 6 Marathon Starting systems.
2. 5 MD3 Generators
3. 9 C-26 Generators.
4. 20 C-22 Generators.
5. 9 A-3-A Generators.
6. 8 B-6-B Generators.
7. 5 "K" Carts.
8. 7 Oxygen Carts.
9. 10 H16A Pressure Air Compressors.
10. 12 Low Pressure Air Compressors.
11. 12 Low Pressure Air Compressors.
12. 20 C-1 Maintenance Stands.
13. B-2 Maintenance Platforms.
14. 6 B-4 Maintenance Platforms.
15. 54 ea C-5 Maintenance Platforms.
16. 6 ea Tow Bar B-47.

e. Base personnel to man refueling pits and provide "service station" type refueling.

f. At execution of the current plan, equipment and personnel be prepositioned in accordance with that indicated on the master plan.

(1) See Transportation Requirements.

3. MAINTENANCE RAMP FACILITIES:

a. Facilities as indicated in FOB readiness plan are considered adequate.

b. Central tool crib in the Base Shops building.

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c. Wash rack for cleaning or decontamination purposes located adjacent to the maintenance ramp.

d. Adequate jacking facilities in place on the maintenance ramp.

e. 125 chocks and 150 drip pans.

f. The maintenance ramp illuminated at night by flood lights.

g. Sources of base power for night lighting.

4. HANGAR AND NON-MOTORIZED EQUIPMENT POOL:

a. Hangar and non-motorized equipment used in the maintenance of aircraft be used from a central pool.

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TRANSPORTATION REQUIREMENTS

1. GENERAL:

a. The vehicular equipment requirements are as listed below. During execution of this plan sufficient personnel maybe required to operate these vehicles for limited periods. Personnel who anticipate operating vehicles at FOP will have in their possession a valid government operators permit.

b. Base Transportation consisting of Scheduled, Recurring and Taxi types of Transportation will be required as follows:

(1) Scheduled transportation consisting of reccurring daily dispatches, such as Base Shuttle Buses, which operate on a set schedule and which cannot be diverted from routes of dispatch.

(2) Recurring requirements: This catagory includes function of Task Force units, which cannot be met through the utilization of the taxi pool.

(3) Taxi Transportation: This includes unscheduled transportation such as transporting supplies and personnel to and from the depot, to remote areas and onbase casual requirements.

GENERAL PURPOSE VEHICLES

Director of Materiel	1 Jeep
Chief of Maint	1 Jeep
Maint Control	1 Weapons Carrier w/radio
Quality Control/Flights Test	1 Jeep
Flt Line Maint	6 Jeeps
Flt Line Maint	2 Weapons Carrier
Field Maint	3 Jeeps
Field Maint	1 2½ ton truck
Field Maint	3 Weapons Carrier
Field Maint	1 Weapons Carrier w/radio
Chief of Supply	1 Jeep

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Armament & Electronics	1 Weapon Carrier w/radio
Flt Line Maint	2 Weapon Carrier w/radio
Armament & Electronics	4 Jeeps
Armament & Electronics	7 Weapons Carrier
Special Weapons	1 Jeep

SPECIAL PURPOSE VEHICLES

As Directed	6 Colemans
Flt Line Maint	3 Tugs
Field Maint	3 Tugs
Field Maint	2 Fork Lifts
Armament & Electronics	1 Tug

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ARMAMENT ELECTRONIC SECTION REQUIREMENTS

1. GENERAL INFORMATION

a. Shop Space

(1) 9000 square feet of space.

b. Electrical Power

(1) 110 Volt, 60 Cycle, Single Phase.

(2) 220 Volt, 3 Phase.

(3) 2 Generator, F-1, for 400 Cycle Power.

2. OPERATIONS

a. Equipment

(1) 2 Shop Generators, Type F-1, are located in the A&E Building.

(2) 17 Work Benches.

(3) 7 Bench Stock cabinets.

(4) 2 Air Compressors.

(5) 4 Rectifiers Type 1017, 28 volt, 200 Amp.

(6) 1 Gun Cleaning Vat.

(7) Necessary desks and office equipment.

b. Engineering and Production Control

(1) Engineering and Production Control facilities.

c. List of Equipment required.

(1) 1 ea Generator PC-476-H, 7CAC-363929

(2) 1 ea Test Set I-196-B, 7CAC-681058

(3) 2 ea Multimeter TS-352A/U, 7CAC-801319-233

(4) 1 ea Test Set I-100-B, 7CAC-801319-264

(5) 1 ea Watt Meter Me-11/U, 7CAC-979564

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(6) 1 ea Test Set AN/ARM-1, 7CAC-801319-2542

(7) 2 ea F-1 Generator Set, 8100-307818

(8) 1 ea B-3 Type Rectifier, 8100-63195

(9) 6 ea Marathon Power units

(10) 9 ea C-26 Generators

d. Vehicles

(1) See Transportation Requirements.

e. Communications

(1) Base Dial System

(2) Field Telephones.

(3) Intercom System between Maintenance Control and TFC Hq

(4) 5 station intercom system installed

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POL SECTION REQUIREMENTS

1. Refueling requirements by single point refueling utilizing the maximum number of hydrants and procedures presently in effect to expeditiously service all T.F. aircraft.

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ALPHA

SUPPLY REQUIREMENTS

1. FACILITIES:

a. The Aircraft Service Unit is estabilished in Bldg T-4003.

b. The Post-Strike Flyaway Kit will be stored adjacent to the Aircraft Service Unit in Bldg T-4003.

c. TheTask Force Chief of Supply (supply liaison unit) will be located in the Maintenance Control Facility.

2. RESPONSIBILITY:

a. The Base Supply Officer is responsible for the support of aircraft scheduled for deployment in 2AF Operations Order 20-55 by use of base stocks, Project "Big Eight ", local and theater sources, and base shops repair capability.

b. The Base Supply Offiecer is responsible for the operation of an aircraft service unit in accordance with SAC Manual 65-2.

c. The Base Supply Officer is responsible for those 38th Air Division personnel deployed to augment the Aircraft Service Unit and to store and secure the Post-Strike Flyaway Kit.

3. PROCEDURE:

a. Base Supply will operate the Aircraft Service Unit in Bldg T-4003 with personnel from base resources as augmented by Task Force personnel.

b. The Post-Strike Flyaway Kit will be stored and secured in Bldg T-4003 by Task Force Flyaway Kit personnel under the supervison of the Base Supply Officer. The Kit will not be used in support of the Task Force operation.

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c. Upon receipt of an Aircraft Spares request form the using activity, either by radio or telephone, the item will be delivered to the appropriate aircraft if available from base stocks.

d. In the event item is not available from base stocks, every effort will be made by the Aircraft Service Unit to effect procurement from local sources, from AF 2388 DSO, or to have the reparable item repaired in base or depot shops.

e. Items not available in the theater will be supplied through use of Project "Big Eight", AMC Operations Order 52-55.

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RECEPTION PLAN

BRAVO

1. Purpose. This reception plan is designed to:

a. Outline the duties of personnel and vehicles required to off-load cargo and personnel of the Bravo force.

b. Prepare the Bravo base for the arrival of the Bravo force.

2. Responsibility.

a. It will be the responsibility of the Bravo Logistics Officer to coordinate all necessary matters with the Bravo Base Commander's representative.

b. The Logistics Officer will coordinate and make known to the above requirements of the Bravo Administrative Officer, the Bravo Director of Materiel and any other sections as may be necessary to carry out the mission of the Bravo force.

3. General. In order for the Bravo force to move into place it must request support from the Bravo base in several areas. The various areas for which aid is necessary are listed and discussed below.

a. Reception. The Bravo Logistics Officer, who arrives with the Advance Echelon will make arrangements, in keeping with the Bravo Base's own reception plan, to provide the necessary facilities for the Task Force. Coordinated arrangements will include the following:

(1) A reception team formed from the base resources to aid in the off-loading of all personnel and cargo on arrival. An on-load team for the Task Force will be required to effect return to the ZI. It is recommended the below listed personnel be furnished to the extent possible.

(a) Personnel:

1 - Officer in Charge

1 - Seaweed Officer

2 - NCO's Motor Pool

3 - Clerks Billeting

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6 - Operators, Fork Lift

8 - Drivers Bus, (4 per 12 hour shift)

10 - Dirvers Truck, (for 1½ Ton)

10 - Handlers Cargo

2 - Operators P-1 crane

4 - Operators Coleman Tractor

(b) Equipment

4 - Busses, 29 to 38 Cap. pax.

6 - Forklifts

10 - Trucks 1½ Ton

2 - P-1 Cranes

4 - Coleman Tractors

4 - Tow Bars KC-97 w/extra pins as available

(c) Above Team and equipment will form at the SAC warehouse at least two hours before the arrival of the first T plane.

(2) A plan to pick up passengers and cargo from each aircraft as expeditiously as possible.

(a) All personnel will be briefed as soon as possible after they arrive as to location of their duty station.

(b) Following the briefing they will be taken to the billeting area and mess hall. Those immediately scheduled for duty will return to the line.

(c) Busses must maintain a constant shuttle run between the billets, mess hall, and flight line on a 24 hours basis.

b. Refueling.

(1) The total POL requirements for the Task Force as envisioned at present will be 1,234,000 gallons of AVGAS,

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992,000 gallons of JP-4 fuel, 6080 gallons of oil and 4660 gallons of ADI mixture. As the Task Force will use 24 hour operations for a certain fixed period of time the ability of the Base to deliver fuel in quantity may be taxed. At the worst condition it may be necessary to deliver a full load of approximately 7,000 gallons of gas and 7,000 gallons of JP-4 to 26 KC-97 aircraft within a three hour period.

(2) It is possible that a similar total requirement will be necessary for subsequent phases.

(3) Steps must be taken to insure serviceability of all hydrants, R-6 Trailers, R-14 Trucks refill stands, etc., for the use of the Task Force. Additional repairmen should be placed on 24 hour duty for immediate repair of any facility.

c. Aircrews:

(1) Inbound. Aircraft Commanders will report the "in-commission Status" of their aircraft to the SAC Controller (as designated in pertinent operating orders) as soon as they come within radio range of BRAVO station. If unable to raise the SAC Controller, aircraft commanders will contact, the Airways for Bravo area and request this required information be relayed to the SAC Controller.

(2) Refueling Requirements. Aircraft Commanders will provide the crew chief with the exact 115/145 and fuel requirements before refueling begins.

(3) Duties at the refueling pits. The three ground crew members and one scanner will assist the refueling operators in servicing the aircraft. JP-4 will be onloaded simultaneously, if possible.

(4) Oil and ADI will be loaded in the parking area.

(5) Parking. Parking will be accomplished as directed.

(6) Off Loading.

(a) Passengers and their baggage and PE will be off loaded at the parking area for immediate transfer to the Task Force Maintenance Warehouse by the reception team.

(b) Cargo aircraft with Flyaway Kits move directly to the Task Force warehouse for total off loading.

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(c) The aircrew navigator will escort all passengers from his aircraft to the hangar. He will give all copies of the cargo and passenger manifests to the Engineering Officer in the Task Force Logistics Section located in the hangar and will then return to his aircraft.

(d) Passengers will move from the hangar to their normal duty sections.

(e) Cargo and PE (survival) will be stored in the warehouse as directed by the Chief of Maintenance or his representative. PE will not be mixed but will be segretated by squadrons.

(f) Aircrew responsibilities during off-loading phases.

(1) Aircraft Commander.

(a) Have the engineer compute fuel requirements and give to crew chief before reaching the praking area.

(b) Hold crew at the aircraft until released by the Squadron Operations Officer or his representative.

(c) Perform visual inspection of aircraft at the refueling pit.

(2) Co-Pilot. Will act as the refueling officer for the aircraft.

(3) Navigator.

(a) Act as the escort officer for the passengers to the Task Force Hangar.

(b) Turn in all cargo and passenger manifests to the Logistics Section of the Task Force in the Hangar.

(c) Return to the aircraft.

(4) Scanner One: Assist the ground crew in servicing the aircraft.

(5) Scanner Two: Assist in the Visual inspection of the aircraft.

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(6) Engineer.

(a) Compute the fuel requirements prior to reaching the pit. Requirements will be based upon the configuration required for the First Wave as contained in the appropriate Operations Plan, for the particular aircraft.

(b) Assist in the visual inspection of the aircraft.

(c) With the Aircraft Commander gives a status report on the aircraft to the Chief of the Squadron Maintenance vehicle who will in turn notify Maintenance Control. All malfunctions discovered either in flight or during the visual inspection will be reported at this time.

d. Housing. The Administrative Officer of the Force will arrange with the Base Billeting Officer for Task Force billeting. Housing will be required for approximately 781 men:

Total Officers - 170
Task Force - 44
Combat Crew - 126
Total Airmen - 768
Task Force - 478
Combat Crew - 200
Grade Breakdown for officers:
1 Colonel
4 Lt Colonels
39 Majors or below

As far as possible, combat crew officers will be billeted together and combat crew airmen will be billeted together.

e. Messing. Mess facilities must be provided for 781 officers and airmen - three meals a day, seven days a week. Many men will have to eat on varied schedules. The Bravo force augments Base Food Service with 10 cooks and 2 bakers.

f. Transportation. Three types of transportation are required.

(1) General purpose vehicles for Operations and Maintenance activities; of which thirty-six are required.

(2) Approximately thirty special purpose vehicles for the maintenance effort.

(3) Four (4) busses or suitable substitutes to each parking are on constant shuttle service. The Logistics Officer is responsible to coordinate the requirements versus the ability of the base to furnish same. The complete requirements are listed in Annex E, Appl, Tab 1 and 2.

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6. Facilities. The following facilities are required for the Task Force Headquarters and for maintenance activities. See Annex E, App 5, Tab 1, 2, 3, and 4.

(1) HEADQUARTERS: Adequate space should be provided for the Task Force Commander and his headquarters. There should be nine sections of 44 officers and airmen in the headquarters. A total space of at least 5,000 square feet is believed minimum for efficient operation.

(2) MAINTENANCE:

(a) Office Space. The Director of Materiel and his staff, including the SAC type maintenance control organization consists of 38 personnel requiring office space and 300 airmen who will be integrated with Base maintenance shops or will be on the line working on aircraft. An estimated 2,500 square feet of office space is required.

(b) Warehouse space. The supply requirements of the Task Force Maintenance organization require a minimum of 10,000 square feet of space for the storage of Flyaway Kit Bins, Personal survival equipment (PE), engine parts, organizational tool kits, supplies and equipment.

(c) Integration Space. It is estimated that our specialists, Field Maintenance types and Armament and Electronics, and such others as Air Police, Medical, Food Service and Motor Pool may integrate with the Base Facilities. This will be a total of approximately 300 airmen. In most cases the shops of the base will be saturated as a result, but because of the short duration of time and the priority of this Task Force it is believed that this is the most advantageous method of solution.

(d) Communications. Communications facilities required by the Task Force are the Base phone system, intercom net, local radio net, air to ground communications and Globe Com facilites. Bravo Logistics Officer will arrange for the required communications.

(e) Aircraft Parking. Parking spaces will be required for a minimum of 40 aircraft of the KC-97 type and four C-124's.

(f) Security. Only those persons with SAC or MATS passes will be allowed access to the KC-97 parking and refueling areas. The Task Force will bring 8 Air Police to augment the Base Air Police security patrols.

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(g) Seaweed Equipment. The Seaweed Office must have the seaweed equipment in position and ready for instant delivery to a Task Force or staging unit. Seaweed equipment will be signed for by the Task Force supply officer.

(h) Special Crash Team. The Wing Logistics Officer and Director of Materiel will coordinate the Special Crash Team personnel and equipment with the Base personnel concerned. See Annex E, App 5, Tab 4.

4. DEPARTURE PHASE: (Task Force deployment from the Staging Base)

a. This phase will commence upon orders from higher headquarters.

(1) The Brave Commander will insure:

(a) That all equipment (including Seaweed) used by the Task Force is returned in good condition and under the direction of the Wing Supply Officer to the proper place.

(b) That Base Personnel are available to receive this equipment.

(c) Insure that all hand receipts are cleared.

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(FACILITY REQUIREMENTS (DESKS, CHAIRS, VEHICLES ETC.)

ANNEX "E"
APPENDIX V
PAGE 8

		Desk	Table	Chairs	Staff Car	Jeeps	Weapons Carriers	½ Ton Trucks	Radio Vehicles	Fork Lifts	High Lift) Eyster	Tugs	Buses	Fuel Crane	Coleman	Ex-boy & Tractor	3 Way Combination 2 Drawer Safe	Filing Cabinet
Task Force Comdr.	T-1082	1		2	1													
Administration	T-1082	2	1	4														
Director of Materiel	T-1077	1		4		1												
Chief of Maintenance	T-1077	1		2		1												
Maintenance Control	T-1077	3	2	6		3			1									
Logistics	T-1077	2	1	4		2				4"	4"		2"			2"	1	1
Supply	T-1077	3	1	4		1												
Flyaway Kit	T-1077	4	6	12		0	5											
A&E Maintenance	T-417	2		2		1	2	1	1									
Field Maintenance	T-1077	2	2	6		1	5	1	1			4		2				
AEK Maintenance	T-1077	4		6		2	2		2			2			4			
Director of Opns.	T-1082	3		4		1												
Opns Controller	T-1082	7		11		1											1	1
Weather & Combat Opns	T-1082	9		9		2							2"					
Intelligence	T-1082	1	4*	14*														
Security	Air Pol.		1															
KC-97 Sq. Commanders	P-1082					2												
TOTALS:		47	18	84	1	15	14	2	5	4	4	6	4"	2	4	2	2	2

* Tab A

"Briefing room adequate if available
(Part of reception team:
x2 remain with the Task Force, 2 return to Base.
"Bases to remain with the Task Force as permanent shuttle from Ops to the line.

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Tab 2

VEHICLE AUTHORIZATION PLAN

A. The following persons and/or sections are authorized vehicles as listed below. Trip tickets will be prepared before arrival of the aircraft and vehicles will be released to proper persons as expeditiously as possible by the sub-pool.

	Staff Car	Jeep	Pick-up or Weapons Carrier	1½ Ton Truck	Trlrs	Coleman	Radio Veh Bus
Task Force Commander	1						
Director of Operations		1					
Director of Materiel		1					
Chief of Maintenance		1					
Chief of Supply		1					
Maint. Control Officer		1					1
Logistics Officer		1					
A&E Maint. Officer		1	2	1			1
Field Maint Officer		1	5	1	4		1
(a) ARS Eng. Section		3	1		1	2	1
(b) ARS Eng. Section		1	1	1	1	2	1
Flyaway Kit Section			5				
Task Force Controller		1					
KC-97 Operations		2					4
2 - KC Squadron Comdrs.		2					

B. Any other vehicles or equipment will remain in the equipment pool and will be dispatched on a trip basis as needed and as directed by Maintenance Control.

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Tab 3

BASE SUPPORT EQUIPMENT LISTING

Each	Item	Serial No.	Class
2	Prop Dolly		
1	Boom Dolly		
24	C-21 - C-22	8200-32591 0	19F
12	Flood Lights, portable		
6	Jacks, 20 or 30 ton	8200-	19A
5	Air Compressors, Hi or Low	8200-209750	17A
2	Oxygen cart	8200-953530	19A
2	ADI vehicle		
2	Oil vehicle (oil truck)		
20	B-5 stands	8200-630035	19A
2	B-1 stands	8200-630025	19A
2	B-2 stands	8200-630040	19A
20	B-4 stands	8200-630020	19A
2	Jacks, 50 ton (alligator)	8200-368150	19A
4	Trailers, 4 wheel	8220-758800	19G
2	Pump Assy, barrel	7600-425350	12
2	Hyd mule 0-3000	7CAD-NSLF 66256	17B
40	50 Lb. Fire Ext. (1 ea for 40 acft)		
10	55 gal drums - empty		

POWER REQUIREMENTS FOR ARMAMENT AND ELECTRONICS SHOPS

1. Adequate lighting.
2. 110V 60 Cy outlets.
3. 115V 400 Cy 1 Phase.
4. 115V 400 Cy 3 Phase.
5. 28V 400 Amp Rectifiers.

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Tab A

Special Crash Team and Equipment

1. PURPOSE: To establish procedures for the utilization of available equipment and to define responsibilities in the event of an aircraft is damaged or crashes on the runways, taxiways or in the parking area during the time the Task Force is on the station.

2. GENERAL: The procedures for removing damaged or crashed aircraft will depend on the extent of damage to the aircraft. The Task Force Chief of Maintenance will be in command of all removal operationsinvolving Task Force or other KC-97 aircraft.

3. RESPONSIBILITY:

a. This plan is applicable to the Task Force and the Air Base Group.

b. The Task Force will assist the Air Base Group in all cases.

c. Upon notifiaction that a Task Force is inbound the Base Engineering office will cause this team and its equipment to form and standby adjacent to the crash station.

4. REFERENCES: AFR 62-14, TO 19-15-3 and SAC Reg 66-15.

5. PROCEDURES:

a. Notification of damage or crashed aircraft will be in accordance with existing instructions.

b. During maneuvers or other critical emergency periods, the damaged or crashed aircraft will be removed from the runway as expeditiously as possible to allow resumption of flight operations.

c. Any equipment required for removing crashed or damaged aircraft will be made available upon notification that the Task Force is inbound.

d. Damaged or crashed aircraft will be moved to a location to be considered:

(1) Prior to any removal action, all switches will be turned off and batteries disconnected. All other appropriate safety precautions will be observed.

(2) Nose Gear Failure. Lovain, Browning, or similar type cranes will be moved into position on each side of the nose of the aircraft. A sling or cable will be placed under the nose of the main bulkhead and the aircraft lifted high enough to allow installation of safety jacks.

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The nose bear will then be extended and locked. If this is impossible, the nose of the aircraft will be lowered onto a trailer and the aircraft towed off the runway.

(3) Main Gear Failure. Lifting bags will be placed under the aircraft as prescribed by TO 19-15-3 and inflated to lift the wing high enough so that jacks can be placed under the jacking points. The aircraft will then be jacked as high as necessary to allow lowering and locking of the main gear. If lowering of the gear is impossible, the aircraft must be placed on wing cradles supported by the heaviest capacity low bed trailers available with the nose supported by a crane or trailer. Under these conditions, three towing vehicles will be required to move the aircraft, coordinated by one man. Of neither of these actions can be accomplished, the aircraft will then be dragged clear of the runway by towing or winching, then placed on trailers or prepared for towing.

(4) Demolished Aircraft. After danger of fire is eliminated, the most expeditious method of clearing the runway will be used. Cranes, bulldozers, trailers, and road scrappers will be used to haul away the debris.

(5) Off Runway. If possible, the aircraft will be towed to the runway with a Coleman or A-2 Tractor. If stuck too deeply to be towed, it will be dug out and steel mats or timbers positioned to form a pathway. The aircraft will then be towed or winched back to the runway.

(6) In case of main gear failures and the aircraft is clear of the runway, the engines can be removed and the fuel drained to lighten the lifting load.

(7) Light aircraft may be handled with cranes. This is a relatively simple operation as compared with medium and heavy aircraft.

6. EQUIPMENT: In order to immediately commence runway or taxiway clearing operations, certain specific equipment should be prepositioned and kept in a useable condition at all times. Certain personnel should be designated and in a standby status for crash call to the accident.

a. PERSONNEL

1-NCO
2-Crane Driver
5-Maintenance Men
1-Tractor Driver

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b. EQUIPMENT: To be provided.

1-Tractor for L-e-Boy
1-Le-Boy, 40' flatbed to carry the equipment.
4-20 ton tripod jacks.
1-50 ton alligator jack.
4-axis
2-Air Compressors, hi-speed portable.
2-D-1 Cranes
1-roll-$\frac{1}{2}$"steel cable that may be cut for any use.
Odd lengths of steel cable with ends prepared for crane hooks.
1-Cable Cutters
6-$\frac{1}{2}$" cable clamps
-Lo pressure lifting bags.
-Canvas bags filled with sawdust.
-Odd size sheets of rubber padding.
-Miscellaneous heavy canvas sling.
10-Cross ties.
20-Assorted pieces of lumber.
500-1$\frac{1}{2}$ hemp rope.
3-Towing vehicles (Colemans Euclids etc) to be on priority call from the Task Force and all other maintenance units of the Base.

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MOBILITY IDENTIFICATION VESTS

1. PURPOSE & SCOPE: Personnel of this command as committed to the Task Force who, through their principle duty assignment, are designated team members to support aircraft committed to the operations, will be required to wear Identification Vests during a mobility exercise and/or combat operations.

2. GENERAL: The above requirement is in accordance with instructions contained in SAC Reg. 66-18 dated 29 October 1954. Employment of such vests tends to readily identify various categories of aircraft support personnel utilized during above cited operations.

3. RESPONSIBILITIES: Identity Vests will be locally manufactured by the 308th and the 2nd Bomb Wings to fulfill the above requirement. Vests will be manufactured in accordance with specifications and drawings as shown in this chapter. The vests are primarily designed for wear-use by personnel of the maintenance organizations as stipulated below. Vests will be worn as an "exterior" item over all other wearing apparel by members of maintenance teams, during all duty periods of the operation.

4. MANUFACTURE SPECIFICATIONS FOR MOBILITY IDENTIFICATION VESTS:

a. Material. Bunting - S/N 7100-200000-611
Tape - 3/4 Inch, S/N 7100-779200-161

b. Quantity per vest. Bunting - 2/3 yard.
Tape - 37½ inch neck binding.
- 24 inch waist ties.

c. Colors.

(1) Supervisors - black and white check, 9" x 9"

(2) Crew Chiefs - Yellow

(3) Flight line maintenance personnel - orange

(4) Periodic maintenance personnel - blue

(5) Armament-electronics personnel - white

(6) Field maintenance personnel - green

(7) Refueling personnel - red

d. Specialty Identification. Black or white 2" or 3" letters as appropriate, ("ELEC," "HYD," " " E-SYS," etc) stencilled on front and back surfaces of each vest.

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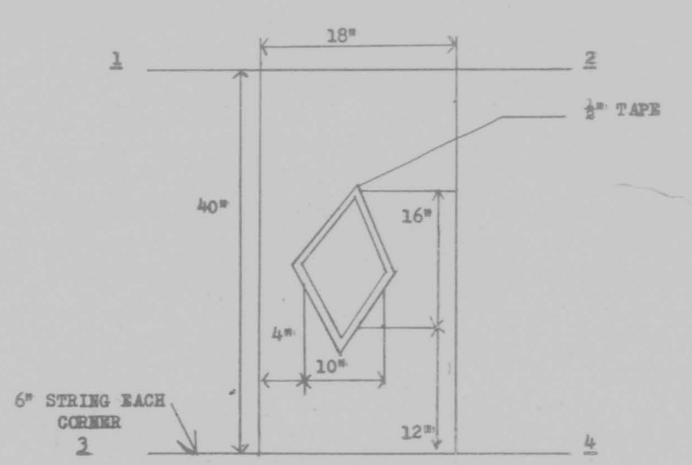
5. DRAWING & NOTES:



NOTE 1. No. 1. 2. 3 and 4 are the ties - each tie is six inches long.

NOTE 2. One piece of bunting 40 inches long and 18 inches wide is used for each complete vest.

NOTE 3. Hole for the head is bound by ½ inch tape or 3/4 inch tape. Area cut out will be 10 inches wide and 16 inches long.

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TF - SOP #2

ORGANIZATIONAL CLOTHING & EQUIPMENT REQUIREMENTS

ALPHA & BRAVO

1. Personnel participating in the execution of Task Forces Plan 20-55 (exclusive of air crew members) will deploy with subject clothing and equipment as prescribed below.

a. To Alpha Base and Bravo Base.

Field Equipment

(1) Hand or shoulder weapon as authorized w/Basic Loads of Ammunition as prescribed in Section 2, Appendix 1 of this Annex.

NOTES: 1. Individuals will be issued weapons to accompany troops.(See below) (Alpha)

2. Ammunition for above will be shipped "cased" to accompany troops.(Alpha & Bravo)

3. Weapons and ammunition may be collected and cased when boarding MATS Aircraft during flight.(Alpha & Bravo)

4. Weapons and ammunition will be turned into Base Provost Marshal on arrival at Alpha. (Alpha personnel may effect "turn in" individually) (Bravo weapons and ammunition except that used by aircraft guards at aircraft parking area only, will be turned in cased and not exposed).

(2) Canteens (filled w/water) and First Aid Packet w/web belt. (Alpha dnd Bravo).

(3) Helmet, Steel w/liner (Alpha & Bravo).

(4) Mask, Protective, Field type M9A1 (in container). (Alpha & Bravo).

(5) Can, meat w/kinfe, fork and spoon (Alpha & Bravo).

Organizational Clothing

(1) Passenger personnel will carry clothing in sufficient quantities to meet a 20 day operational period. Types peculiar to ALPHA or BRAVO are indicated below.

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NOTE: 1. PAX, (primarily maintenance types) will carry such cold weather garments so as to be comfortable for night operations, i.e. Field Jackets will be taken. (Alpha & Bravo).

NOTE: 2. For information relative indicidual clothing ----- see SOP #3 which follows.

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TF - SOP #3

INDIVIDUAL CLOTHING REQUIREMENTS

1. PURPOSE: To list the prescribed items of clothing for officers and airmen, and tc provide a procedure for the deployment of same.

2. SCOPE: All units assigned to the 38th Air Division Task Forces.

3. RESPONSIBILITY: Unit commanders will be responsible to ascertain that all personnel of their command have the mandatory clothing listed on the applicable inclosures.

4. CLOTHING CHECK LIST:

a. Inclosure #1 to this SOP contains an individual clothing check sheet which will be used for checking indivduals clothing assigned to ALPHA BASE of the 38th Air Division Task Force.

b. Inclosure #2 to this SOP contains an individual clothing check sheet which will be used for checking individuals clothing assigned to BRAVO BASE of the 38th Air Division Task Force.

c. Cold weather clothing included on Inclosure #1 are for personnel, primarily maintenance personnel required for night operations. Sufficient clothing will be required to offset any cold atmospheric conditions that may prevail at Alpha Base.

d. Personnel departing Hunter Air Force Base to either Alpha or Bravo Base will carry sufficient clothing for an approximate 20 day operations period.

Change 1
24 Mar 55

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INDIVIDUAL CLOTHING REQUIREMENTS FOR ALPHA

ITEM	AUTH	ITEM	AUTH
Bag, Duffel	1 Ea	Insignia, Sleeve Sher	9 Pr.
Belt, waist Blue	2 Ea	Necktie, Blue	2 Ea.
Cap Flight Wool Blue	1 Ea	Raincoat, Blue	1 Ea.
Buckle, waist web	1 Ea	Shirt, Cotton Khaki	5 Ea.
Cap, HBT	2 Ea	Shoes, Service Black	2 Pr.
Cap, Service Blue	1 Ea	Shoes, Low Quarter Black	1 Pr.
Cover, Rain Cap	1 Ea	Socks, cotton Black	5 Pr.
Drawers, Cotton Shirts	6 Ea	Towel, Large	2 Ea.
Insignia, Cap Service	1 Ea	Trousers, Cotton Khaki	5 Pr.
Insignia Collar	2 Ea	Undershirt, Cotton	6 Ea.
Sweater, wool	1 Ea	Suit, Working HBT	3 Pr.
Insignia Off. Grade	2 Ea	Jacket, Field 1951	1 Ea.

Incl #1 to SOP #3

Change 1
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INDIVIDUAL CLOTHING REQUIREMENTS FOR BRAVO

ITEM	AUTH	ITEM	AUTH
Bag, Duffel	1 Ea	Necktie, Blue	2 Ea
Belt, waist web	2 Ea	Jacket, Wool Serge, Blue	1 Ea
Cap, Flight Wool Blue	1 Ea	Muffler, Wool	1 Ea
Buckle, Waist Web	1 Ea	Raincoat, Blue	1 Ea
Cap, HBT	2 Ea	Overcoat, Wool Blue	1 Ea
Cap, Service Blue	1 Ea	Shirt, Poplin Blue	2 Ea
Coat, Wool Blue Serge	1 Ea	Shoes, Service Black	2 Pr
Cover, Rain Cap	1 Ea	Shoes, Low Quarter Black	1 Pr
Drawers, Cotton Shorts	6 Ea	Socks, Cotton Black	5 Pr
Gloves, Shell	1 Pr	Socks, Wool Cushion Sole	2 Pr
Insignia, Cap Service	1 Ea	Towel, Large	2 Ea
Insignia, Collar	2 Ea	Trousers, Wool Blue	2 Pr
Insignia, Off Grade	2 Ea	Undershirt, Cotton	6 Ea
Insignia, Sleeve Chev.	7 Pr	Suit, Working HBT	3 Pr
Gloves, Insert Wool	1 Pr	Jacket, Field 1951	1 Ea

Incl # 2 To SOP # 3

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ANNEX E
APPENDIX VI
SOP #4
PAGE 1

TF - SOP #4

IN FLIGHT LUNCHES

1. PURPOSE: This SOP is designed to establish responsibility for procurement, issue and/or sale of influght lunches.

2. GENERAL:

a. Flight lunches will be provided by the home or TDY station in sufficient quantities to provision personnel moving in military aircraft to FINAL DESTINATION. Reference SAC Reg. 400-3 as amended.

b. Individual, I-F food packet, is optional for personnel participating in any flight in excess of three (3) hours and mandatory for any meal consumed after eight (8) hours, except that one additional meal is authorized per crew member for each additional six (6) hours of flight. For flights in excess of eight (8) and not exceeding twelve (12) hours, two (2) meals are authorized.

c. Flight meals (sandwich - beverage) may be made upon request for each flight of more than three (3) and less than eight (8) hours duration, provided that only a small number of personnel are involved on the flight and if flight is not combat operational type.

3. UNAUTHORIZED FOODS: Foods from any source other than the Inflight Kitchen are NOT permitted for consumption aboard military aircraft. This includes homemade lunches. (Reference SAC Regulation 146-1).

4. RESPONSIBILITY:

a. Food Service Squadron Commanders will be held responsible for strict compliance with instructions contained in paragraphs 2a, b&c above. Assistance to gain orderly execution of this portion of the exercise may be necessary. Commanders may appoint or designate officers to render such assistance as may be necessary to implement the above cited instructions.

b. The OIC, 2nd Bomb Wing (Alpha) Loading Team will arrange to process inflight lunches for all passengers on MATS Flights and 2nd B.W. KC-97 departing Hunter Air Force Base. Officer in charge Bravo will process inflight lunches for all passengers on Bravo flight for 308 KC-97.

c. Subsequent to departure from Hunter AFB, the Troop Commander will (thru the aircraft commander) radio ahead to the enroute stops the quantity of inflight lunches required together with ETD established by the A/C. This action will take place about two (2) hours out from the enroute stop.

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d. On board Tactical Aircraft, (KC's) responsibility as shown in paragraph 4c is designated to the Aircraft Commander.

5. REIMBURSEMENT: Reimbursement for meals will be in accordance with AFR 146-5.

NOTE: When three (3) or more meals are furnished for consumption during any one (1) calendar day, the total charge to airmen will not exceed the current allowance for separate rations.

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TF - SOP #5

MEDICAL PROCEDURES

1. PURPOSE: To prescribe medical support facilities at the Staging Bases for Task Force Operations.

2. SCOPE: The provisions of this SOP are applicable to all elements comprising the Task Forces at the Staging Bases.

3. GENERAL: The Task Force Surgeon will act as an advisor to the Task Force Commander on all medical matters. He will establish liaison with the Staging Base Surgeon to insure medical support to the extent required that is within the capability of local staging base resources. He will monitor unit mobility plans to insure that proper medical personnel and equipment are being furnished by each participating unit.

4. FACILITIES: The following facilities will be required by the Task Force Medical Element. It is desired that the facility be located in the flight line area:

ITEM		QUANTITY REQUIRED
Dispensary	600 Sq Ft (In-Flight Line Area)	
Ambulance		1
Litter, Straight, aluminum pole		4
Refrigerator mechanically cooled 6 cu.ft.		1
Typewriter, Standard 14 to 16 in.		1
Desks, typing, large		1
Chair, wood or steet, straight w/e arms.		10
Instrument telephone		2
Line, Telephone		1
Receptacle, waste paper		3
Sterilizer, Instrument, Boiling type, electrically heated, CRM, 16 x 6 x 4 inches.		1
Table, treatment		2
Cabinet, filing, 2 drawer		1
Blanket, wood OD		8
Sheet		10

5. PERSONNEL & EQUIPMENT:

a. Medical personnel and equipment to be deployed will be furnished in quantities by the organizations shown in Appendix II and III.

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b. At least one medical type airman or officer will accompany medical equipment shipped aboard military aircraft.

6. OPERATIONS:

a. Dispensary Service: SAC Medical Elements will provide routine and emergency care to SAC personnel at the established flight line dispensary.

(1) The dispensary will be manned on a 24 hour basis by a minimum of one (1) medical officer and two (2) medical airmen. Base ancillary services such as Laboratory and X-Ray facilities will be utilized to augment the Flight Line Dispensary.

b. Ambulance Service: One (1) ambulance w/driver as furnished by the staging base will be stationed at the dispensary on a 24 hour basis.

c. Sick Call: Routine sick call will be conducted daily from 0730 to 0930. Emergency cases will be treated at any time.

d. Hospitalization: Base medical facilities will be utilized for hospitalization in so far as practicable.

e. Medical Evacuation: Emergency evacuation of patients, as authorized by the Task Force Surgeon, will be accomplished through utilization of return combat and cargo aircraft when the condition of the evacuee permits. Normal evacuation of patients will be in accordance with area and MATS procedures.

f. Medical Reporting: The flight line dispensary will maintain the following informal reports which will be furnished the Task Force Surgeon by 0900 hours each day:

(1) Daily Out-patient Report reflecting numbers and type treated.

(2) Daily Report of Flying Personnel temporarily removed from flying. Indicate Name, Rank, Aero Rating, Organization and expected length of grounding.

(3) Daily Report of Hospitalization. Indicate Name, Rank Organization and diagnosis of prognosis.

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SPECIAL INSTRUCTIONS

1. Commanders of tactical bomber squadron, 38th Air Division will insure that one full extra set of Survival and Personal Equipment gear is aboard each departing B-47 aircraft participating in project "Poor-Shot". Items are listed as follows in a/w SAC Reg. 60-8.

OXYGEN MASK, pressure demand A-13A or equivlaent pressure demand equipment with A-2 adapter for use w/H2 (Bailout Bottle) cylinder. (NOTE: A-14 Mask may be used for flights below 34,000').

EMERGENCY OXYGEN, cyl., H-2.
HELMET, P-3 or equal.
JACKET, B-14.
SUIT, Flying K-2B or equiv..
KNIFE, 5"
GLOVES, Flying, AN-G-29 or equiv..
BOOTS, 1 pr. Combat Crew, A-17 or equal.
PARACHUTE (Reg. T.O. (3-5-60) (On flights over 35,000 ft parachutes will be equipped with F-1", Auto para ripcord release.)
VEST, B-5 or equal.
RAFT, 1 man.
SUIT, overwater MARK IV.
KIT, Survival, A-1

2. The 308th and 2nd Bomb Wing will each have two (2) B-47 aircraft equipped and configured to carry J-47 FAK Power Pack-Ups.

308TH BW SQDNS: (1) B-47 ------373D/BS
(1) B-47 ------374TH/BS
2ND BW SQDNS: (1) B-47 ------20TH/BS
(1) B-47 ------49TH/BS

Items required on each of above B-47 aircraft.
2 (ea) HOIST, BOMB, C-9, SN 8220-478100.
1 (ea) RACK, BOMB, TYPE U-2, 10000 LB., R-7245.

NOTE

J-47 Pack-ups will be airlifted to Alpha Base on MATS Aircraft. These engines being shipped complete s/DOLLY, BOEING, F30032.

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INOCULATIONS

3. Personnel participating in Project "PACK SHOT"; Operations Plan 20-55 who are due or become due for "YELLOW FEVER SHOTS". So much as pertains to above requirement has been waived by Task Force Surgeon.

25 March 1955

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ANNEX E
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CARGO COMPARTMENT AND CARGO DOOR
DIMENSIONS OF VARIOUS TYPES TRANSPORT AIRCRAFT

TYPE OF AIR-CRAFT	CARGO COMPARTMENT INSIDE DIMENSIONS			CARGO AREA SQ FT	CARGO VOLUME CU FT	CARGO DOOR DIMENSIONS		
	L	W	H			Height or Length	width	Distance from Ground
C-54	Main 36.8'	Comp 8.1'			Belly Comp Front and Rear 126 each	5.6'	7.9'	8.8'
C-74	Main 71.4'	Comp 11.1'	8.3'	Main Comp 814	Main Comp 6466 Lower Comp 816	Main Loading Door 10.4'	10'	11.9'
						Cargo Loading Well 12.9'	7.1'	
						Belly Loading Doors Fore & Aft 40"	Center 35"	Rightside
C97C	Main 63.6'	Cabin 8.8'	8'	Main Comp 559 Lower Comp 222	Main Comp 4309 Lower Comp 1618	Main Loading Door 14.3'	Fore & Aft 9.3' 6.4'	Fore & Aft 7.8' 9.6'
						Cargo Door Rightside 6.5'	6.7'	
C-121 -A	Main 41.9'	Comp 10.9'	6.7'		Main Comp 2480 1670 Aft Lower 223 Fore Lower 141	Main Loading Door 9.3'	6.0'	
						Aft Cargo Comp Door 40"	30"	
C-124 A&B	Main 77'	Cabin 11.3'	11.6'	11.	Main Cabin 10,000	Main Loading Door 11.6'	11.3'	13'
						Elevator Well 13.3'	7.7'	8.8'

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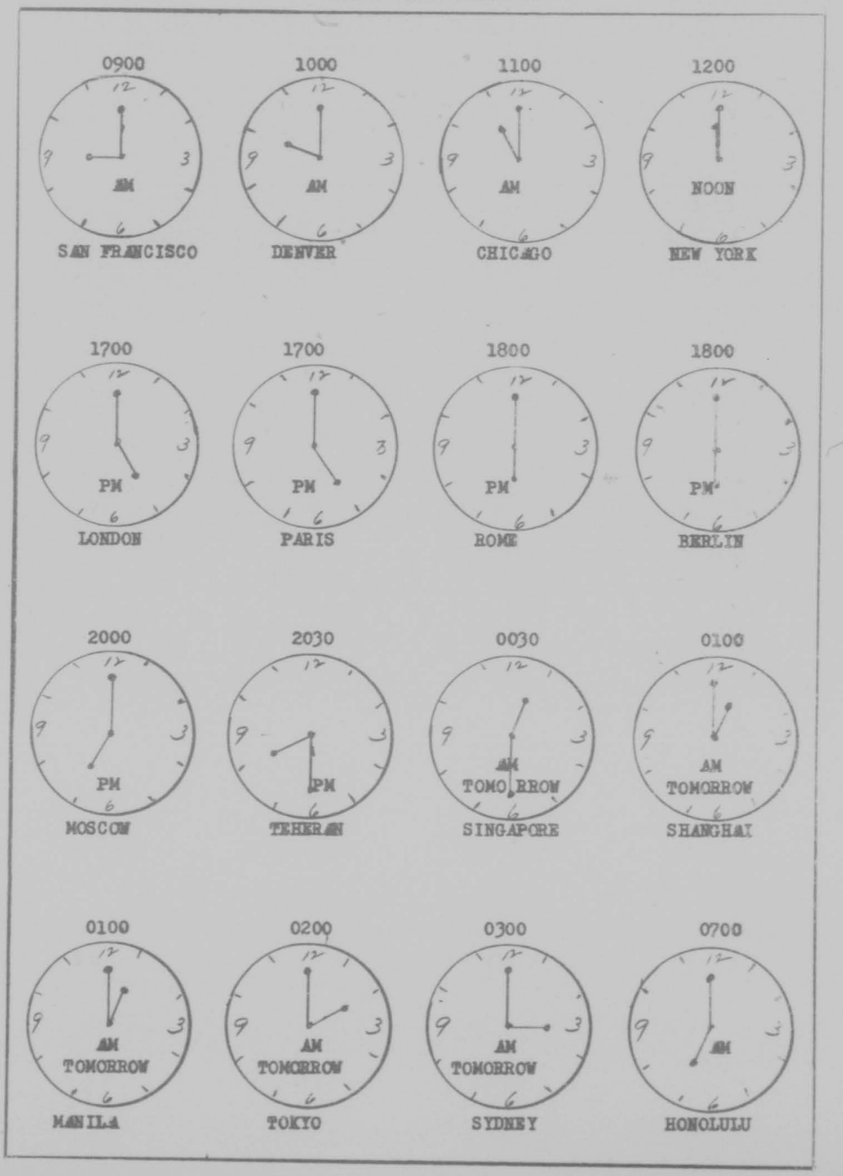
WORLD TIME CHART-GCT



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ANNEX E
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MATS AIRLIFT SCHEDULE TO SUPPORT OPS ORD 20-55

DESTINATION	TRIP	TYPE ACFT	OPR	ETD GCT	ETD LOCAL	DAY OF REF.	PAX	CARGO WGHT & TYPE
BRAVO	1501	C-124	1607	0800	0300	X-4	2	16800 (2 R-4360's
BRAVO	1503	C-124	1607	0001	1901	X-3	2	25251 (3 R-4360's
ALPHA	1505	C-54	42ND	0001	1901	X-3	2	12000 (1 ea J-47
ALPHA	1507	C-54	1608	0100	2000	X-3	30	
ALPHA	1509	C-54	1608	0300	2200	X-3	30	
ALPHA	1511	C-54	1608	0500	2400	X-3	2	10000 (1 ea J-47
ALPHA	1513	C-54	1608	0700	0200	X-2	30	
ALPHA	1515	C-54	1608	0900	0400	X-2	30	
ALPHA	1517	C-54	1608	1100	0600	X-2	30	
ALPHA	1519	C-54	1608	1300	0800	X-2	30	
ALPHA	1521	C-54	42ND	1500	1000	X-2	2	12000 (1 ea J-47
ALPHA	1523	C-54	1608	1500	1000	X-2	22	1000
ALPHA	1525	C-54	1608	1700	1200	X-2	30	
ALPHA	1527	C-54	1608	1900	1400	X-2	22	1000
ALPHA	1529	C-54	1608	2100	1600	X-2	30	
ALPHA	1531	C-54	1608	2300	1800	X-2	2	10000 (1 ea J-47
BRAVO	1533	C-124	1607	0800	0300	X-1	2	25251 (3 R-4360's
[illegible]	1535	C-124	1607	2300	1800	X-1	2	16800 (2 R-4360's

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24 March 55

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT: Monitoring of Unit Supply Accounts

TO	FROM	DATE	COMMENT NO. 1
373BS 374BS 375BS 308FMS Attn: Commander 308BS 308PMS 308ARMS 308ARS	308FMS	5 May 1955	

1. This office has initiated a program to monitor the status of unit property accounts. The program is threefold in nature, and is as follows:

a. A weekly informal inspection and staff visit to each activity. A minimum of ten (10) pertinent items are reviewed and discussed with Squadron Supply personnel. This visit is on each Friday and is for approximately 30 minutes. Personnel are at this time requested to present any problems on which they require assistance.

b. A monthly inspection of each activity comprising review of items checked in preceding three informal visits. A written report of inspection and status will be forwarded to the Squadron Commander for his information and action. No reply is required.

c. Quarterly inspection in accordance with SAC Regulation 67-32. Schedule of next inspection is:

16 May 1955 - Headquarters Squadron
23 May 1955 - Periodic Maintenance Squadron
30 May 1955 - 375th Bombardment Squadron
6 June 1955 - 374th Bombardment Squadron
13 June 1955 - Field Maintenance Squadron
20 June 1955 - Air Refueling Squadron
27 June 1955 - Armament-Electronics Squadron
5 July 1955 - 373rd Bombardment Squadron

2. Your comments and suggestions on improvements to this program are solicited.

/s/t/ KENNETH G. KAMENS, 1st Lt., USAF
Wing Staff Supply Officer

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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OFFICE OF DIRECTOR OF SAFETY
308TH BOMBARDMENT WING M
Hunter Air Force Base
Savannah, Georgia

308DS

SUBJECT: April 1955 Flying Safety Activities Report

TO: Commander
38th Air Division
Hunter Air Force Base
Savannah, Georgia
Attn: Director of Safety

1. A survey was made of the crash rescue and crash fire fighting facilities at this base. The check list introduced in the accident prevention campaign was used and almost every item checked was found to be satisfactory. A shortage of one O-10 truck was noted and difficiencies were found in the perimeter access roads. However, these roads are being repaired or are progremed to be repaired soon. A road for fire trucks is being built along side of the taxi lanes to give more space between trucks and taxiing aircraft.

2. The crash fire facilities were discussed at the Wing Flying Safety meeting. Also the need for accurate information, relayed to the tower of the situation and intentions of the pilot, was stressed to give the firemen a chance to plan there actions. Fly Safe Message 55-22 through 55-48, incident reports and violations of flying regulations were covered. The Wing had over 90% of all pilots assigned present for either this meeting or a Squadron Flying Safety meeting.

3. Flying Safety Publications were received in sufficient quantities and distribution was made to personnel concerned. One incident report was submitted last month.

4. This organization submitted a Crew and Maintenance Man of the Month for consideration by the 38th Air Division Accident Prevention Committee. The Maintenance Man of the Month submitted by this Wing was considered the most outstanding and is being submitted for the Base, all information and photographs concerning this airman are attached to this report.

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Office of Dir of Safety, 308 BW, MAFB, Ga., Subj: April 1955 Flying Safety Activities Report.

5. The 38th Air Division Accident Prevention Committee Meeting was held on 28 April 1955 and was attended by the Wing Commander, Director of Operations and Director of Safety.

6. Ground Safety has been emphasized at all safety meetings and has become a special subject at the Wing Commander's staff meetings. A special meeting is held every morning in Division Control Room to obtain all new information from the contractors as to the progress and dangers to be encountered on the ramp, taxi-way and runway due to construction. This information is immediately passed on to the Operations Officers by the Director of Safety.

7. An Executive Ground Safety Council was held 30 March 1955 and attended by the Director of Safety. This meeting was one day early due to pending overseas TDY of some of the members. All recent accidents and problem areas were discussed with corrective action recommended.

8. Total number of personnel assigned to the 308th Director of Safety:

Captain Waldo N. Blackmon, 17203A.

1 Incl
Ltr Maint Men of the
Month Recommendation

s/t/ WALDO N. BLACKMON
Captain, USAF
Director of Safety

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NOMINATION FOR SAC MAINTENANCE MAN OF THE MONTH

T/Sgt Claude Vann Jr. of the 373d Bombardment Squadron, Flight Chief of "Bravo" Flight is recommended for Maintenance Man of the Month.

During the first year of operation of the 308th Bombardment Wing M, T/Sgt Vann has demonstrated his outstanding qualities as a leader in directing the efforts of five (5) crew chiefs assigned to his flight.

Due to his initiative, ability and effort the aircraft assigned to his flight have participated in every major mission assigned to the 308th Bombardment Wing M during the past year, with no late take-offs or aborts.

This represents a total of fifty-four (54) sorties flown on Wing or higher headquarters directed missions and includes three (3) overseas deployments and redeployments.

This outstanding record is not believed to have been equalled for B-47 operations in the past. Further, the report covers every major mission assigned during the year. This record was accomplished in strict compliance with all flying and ground safety directives and regulations and was completed without accident or incident.

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-308-Hi	Nov/54			308th Bomb Wing	S	
290		Dec/54				S	
543		Jan/55				S	
813		Feb/55				SRD	
1256	↓	Mar/55			↓	S	
1584	K-WG-308-Hi	Apr/55			308th Bomb Wing	S	
1994	Index				Index		

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