N0367 IRIS Number 00455626 D00035594

Operation Open Mind, Old Fogy
Teapots.

455626

Department of Energy Declassification Review

1st Review Date: 4-15
AU-60 Reviewer: 40 brothers
Authority: ☐ DC ☒ DD
Derived From: _____
Declassify On: _____
2nd Review Date: 5/15/15
AU-60 Reviewer: Rschaffter
Authority: DD

Determination: [Circle Number(s)]
1. Classification Retained
2. Classification Changed To: FRD
3. Contains No DOE Classified Info
4. Coordinate With: _____
5. Declassified
6. Classified Info Bracketed
7. Other (Specify)_____

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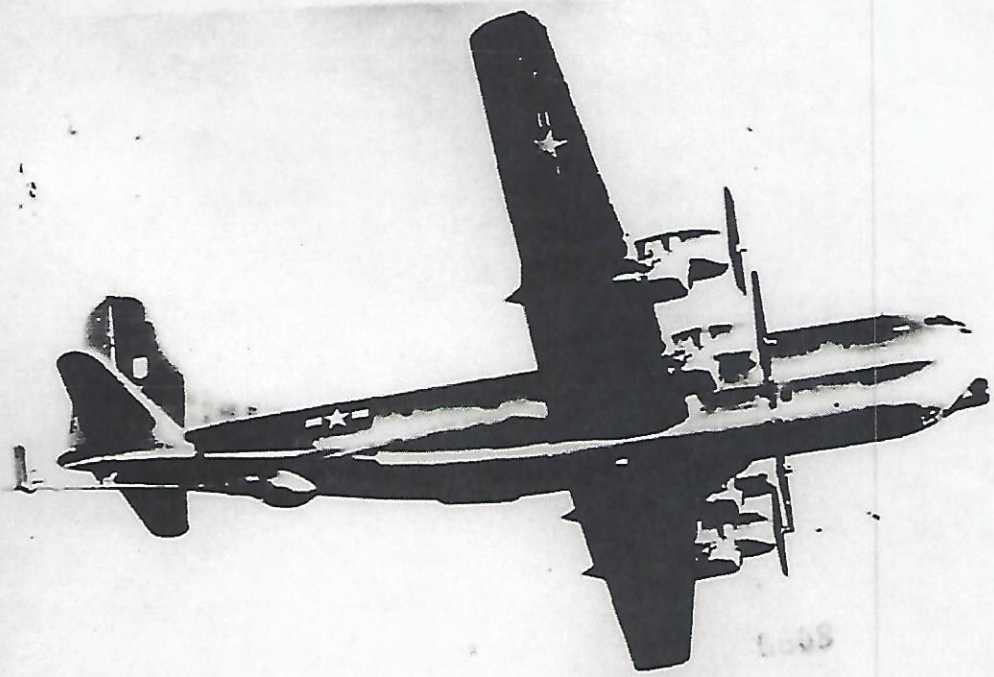
HISTORICAL REPORT

320TH

BOMB WING (MEDIUM)

FEBRUARY, 1955



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HISTORY

of the

320TH BOMBARDMENT WING, MEDIUM

March Air Force Base, California

FEBRUARY

1955

William R. Large, Jr
WILLIAM R LARGE JR
Colonel, USAF
Commander

8984   6598

5-3192-34

Prepared by A/1C Robert J. Stout

Historical Officer: 2/Lt Robert A. Gibbs

Wing Historical Officer: Capt Clifford H. Burnett

Prepared in accordance with AFM 210-1 and SAC Manual 210-1

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CHAPTER IV - SECTION B - SUPPLY

CHRONOLOGY

26 January - Major David M. Lindquester replaced Lieutenant Colonel David S. Fallister as Commander of the 441st Bomb Squadron

1 February- Major Harold A. Conn replaced Lieutenant Colonel James R. Irish as Director of Comptroller.

13 February- Major Oliver C. Bushow replaced Major Leonard H. Yarbrough as Commander of the 320th Armament and Electronics Maintenance Squadron.

15 February- Operation "Teapot", the atomic tests over the Nevada desert, scheduled to begin, involving the 320th Bombardment Wing.

18 February- Public notification of Operation "Teapot" was made.

27 February- Airmen of the year for 1954 named.

3 March - Procedures for ordering supplies revised.

THE MISSION

The mission of the 320th Bombardment Wing is to be prepared to conduct strategic bombing operations on short notice in any portion of the world and under any conditions of climate, terrain or weather. In order to maintain this condition of readiness, the wing performs a training program encompassing ground and air training which is designed to insure that combat crews will be capable of efficiently performing this function and that ground personnel will be able to plan and conduct operations and maintain equipment in a high state of efficiency.

LIST OF KEY PERSONNEL

COMMANDER
Colonel William [illegible]

DEPUTY COMMANDER
Colonel [illegible]

WING INSPECTOR
Major [illegible]

ADJUTANT
Captain Clifford H. Burnett

DIRECTOR OF COMPTROLLER
Major Harold A. [illegible]

DIRECTOR OF PERSONNEL
Major Leslie D. Shapton

DIRECTOR OF MATERIEL
Lieutenant Colonel Clark A. Tate

DIRECTOR OF OPERATIONS
Colonel [illegible]

COMMANDER, HEADQUARTERS SQUADRON SECTION
Captain Clifford H. Burnett

COMMANDER, 320TH AIR REPUBLIC SQUADRON
Lieutenant Colonel Russell F. Ireland

COMMANDER, 320TH FIELD MAINTENANCE SQUADRON
Major Robert J. Dunn Jr.

COMMANDER, 320TH PERIODIC MAINTENANCE SQUADRON
Major Charles K. Hicks

COMMANDER, 320TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON
Major Oliver C. [illegible]

COMMANDER, 441ST BOMB SQUADRON
Major William R. Griner Jr.

COMMANDER, [illegible]
Lieutenant Colonel Keith A. Whitaker

COMMANDER, [illegible]
Major Richard [illegible]

COMMANDER, [illegible]
Lieutenant Colonel William T. Kelly

SECURITY OFFICER
Major James M. [illegible]

Director of Comptroller. Captain Harold A. Conn[1] became the Director of Comptroller effective 1 February 1955,[2] replacing Lieutenant Colonel James R. Irish, who had held that post since the reactivation of the 320th Bombardment Wing.

Commander, 320th Armament and Electronics Maintenance Squadron. Major Oliver C. Bushow officially assumed the duties of Squadron Commander of the above named organization on 13 December 1955. The former commander, Lieutenant Colonel George D. Wood, was reassigned to Altus Air Force Base, Oklahoma, to become squadron commander of the newly formed 96th Armament and Electronics Maintenance Squadron.[3]

Commander, 441st Bomb Squadron. Lieutenant Colonel David S. Pallister, Commander of the 441st Bomb Squadron since the reactivation of this Wing in November 1953, departed for Altus, Oklahoma, Air Force Base on 20 January 1955, as part of the cadre movement.[4] On his departure, Major David M. Lindquester, a 441st Bomb Squadron aircraft commander, took charge.[5]

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1. Promoted to Major during Feb.
2. Hq 320th BOMWG GO 2, 1 Feb 55. Exhibit A.
3. Maj Leonard H. Yarbrough served as interim commander from 31 Jan to 13 Feb. See the Jan 320th BOMWG history, same chapter and subtitle.
4. See Chapter II, subtitle: B-47 Cadre.

LEADERSHIP AND AWARDS

Airmen of the Month. The airman of the month program, culminating in an "Outstanding Airman of the Year" announcement, gave NCOs and/or airmen from each squadron in the 320th cash awards and letters of commendation on 27 February 1955. Colonel William R. Large Jr., the Wing Commander, personally made the presentation of certificates.

LEADERSHIP AND MORALE (Cont'd)

AWOL Rate. Only three AWOLs were recorded in January, leaving the Wing with a 100 percent score in the Monthly Analysis.[7] [8] This perfect score was maintained throughout the calendar year 1954. One absent without leave case occurred during the month of February, thus the perfect record was maintained, with the 320th still 100 percent in this category.

The three AWOLs, however, cost the 320th a red pennant in the Squadron Management Control score for the month.[9]

Squadron Management Control System. The "red pennant" mentioned above was a change in the handling of the monthly squadron rating system.[10] The red pennant is awarded to the organization with the best scores in disciplinary offenses; a yellow pennant goes to the outfit compiling the best vehicle accident prevention score;

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5. Lt Col [redacted] John W. Swanson, from Hq 12th ADiv D/M, was destined to become the Squadron's permanent CO; however, before he took command Maj Lindquester, Maj Kurte Thurmond Jr., and Maj William R. Griner Jr. were temporary commanders.

6. Story - "Outstanding Airmen of the Second Half of 1954", MAFB Beacon, 4 Mar 55, p. 3. Exhibit B.

7. Monthly Analysis for Jan 55. Exhibit C.

8. Due to a delay on new requirements for the publication of this document, the Jan analysis did not appear in distribution until 4 Mar 55. Thus the figures it contained were not included in the history for Jan.

9. Squadron Management Control Statement, Jan 55. Exhibit D.

10. The competing organizations are 320th BOMWG, 22d BOMWG, and 807th ABGMD.

a black flag is awarded for ground safety, a blue pennant goes to the organization with the best recruiting program; and a white pennant is awarded the outfit with the best administration score.[11] During January, the first month of "pennant system" operation, the 320th won flags for fewest security violations, fewest serious incidents, low number of uniform and pass violations, fewest driving while intoxicated cases, fewest major vehicle accidents, fewest minor vehicle accidents, and fewest delinquent military pay orders (MPOs). Of a total of 14 pennants awarded, the 320th captured seven.

This system was established by March Air Force Base Regulation 170-3, dated 3 January 1955.[12] Under its provisions, Wing and Air Base Group agencies tabulate and forward compilations of the incidents covered by the Management Control report to the Base Director of Comptroller. They are then consolidated into the Squadron Management Control Statement, which is included in this history as exhibit D.

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11. These pennants are displayed below the Wing or ABGRU flag atop the Base Operations Building.

12. Hq MAFB Reg 170-3, 3 Jan 55, subj: Comptroller (Squadron Management Control System). Exhibit E.

B-47 CADRE MOVES

The final move of the B-47 cadre, which had trained within the 320th Bombardment Wing since November 1953, occurred during February. As reported in the January history, the personnel made the 96th Bombardment Wing at Altus Air Force Base, Oklahoma, their new home. The commitments of this Wing to the cadre movement, plus data concerning the new base and methods of transfer, were covered last month.

The results of this move necessitated a complete changeover of key squadron personnel in the maintenance and tactical organizations. "A complete readjustment was accomplished to place the few supervisors left in the important jobs," said the 320th Periodic Maintenance Squadron Maintenance Section Chief.

Comments from the other squadrons, particularly in reference to maintenance personnel (rated tactical squadron personnel were not as deeply affected as were mechanics and line chiefs) were much the same. For example, the Adjutant of the 320th Armament and Electronics Maintenance Squadron said, "with the departure of the cadre, officer assignments within the squadron shifted considerably. They are now (on 28 February) back to a stable organization . . ."

PERSONNEL ACTIVITIES

Officer Manning. Officer manning figures for February, as listed in the Director of Personnel's historical report, were as

PERSONNEL UTILIZATION (Cont'd)

follows:

With Cadre

Number of Officer Required	460
Number of Officers "IRS"	377
Number of Officers Assigned	403
Percent "IRS"	82%
Body Manning Percentage	87.6%

Without Cadre

Number of Officer Required	428
Number of Officers "IRS"	374
Number of Officers Assigned	403
Percent "IRS"	87.6%
Body Manning Percentage	94%

Officer manning showed a drop in body manning figures. January's statistics showed body manning figures of 89.7 percent (with cadre) and 96.2 percent (without cadre).

Airmen Manning.

With Cadre

Airmen Direct Support Skills

Number of Airmen Required	1295
Number of Airmen "IRS"	1059
Number of Airmen Assigned	1299
Percent "IRS"	82%
Body Manning Percentage	100%

Airmen Indirect Support Skills

Number of Airmen Required	578
Number of Airmen "IRS"	488
Number of Airmen Assigned	588

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1. IRS - In required specialties.

PERSONNEL ACTIVITIES (Cont'd)

Percent "IRS"	84.4%
Body Manning Percentage	100%

Combined

Number of Airmen Required	1873
Number of Airmen "IRS"	1547
Number of Airmen Assigned	1887 /2
Percent "IRS"	82.6%
Body Manning Percentage	100%

Without Cadre

Airmen Career Support Skills

Number of Airmen Required	1070
Number of Airmen "IRS"	945
Number of Airmen Assigned	1299
Percent "IRS"	88.3%
Body Manning Percentage	110%

Airmen Indirect Support Skills

Number of Airmen Required	544
Number of Airmen "IRS"	466
Number of Airmen Assigned	588
Percent "IRS"	85.6%
Body Manning Percentage	110%

Combined

Number of Airmen Required	1614
Number of Airmen "IRS"	1411
Number of Airmen Assigned	1887
Percent "IRS"	87.4% /3
Body Manning Percentage	110%

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2. Figure includes unauthorized AFSCs.

3. Ibid.

FIFTEENTH AIR FORCE MISSION

Operation "Spot Light", a Fifteenth Air Force directed bomber stream type mission, was flown on 5, 6 and 7 January. The coverage of that mission was contained in the last 320th Bombardment Wing history; however, additional results and conclusions were forthcoming during the month of February.

Figures released by the Director of Operations, Fifteenth Air Force, revealed the following results for the 320th Bombardment Wing:

Aircraft Scheduled	24
Aircraft Airborne	24 *
Radar Runs Possible	69
Record Runs Accomplished	55 *
CEA	3407
CEP	2150
Bombing Reliability Percentage	81.8% *
Gross Errors	6 *
Gross Error Rate Percentage	10.9% *
Airborne Radar Abort Rate Percentage	18.8% *
Crews Winning Awards	1
Percent Crews Winning Awards	4.3%

* Indicates better than the Fifteenth Air Force average for the six units participating in Operation "Spot Light."

The aircraft abort rate of this Wing during the operation was "an improvement over the results obtained on previous missions of this type."[1][2]

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1. Quote, Analysis of Spot Light. Filed 320DOCO

2. See the Jan 320th BOMBG history, same chapter and subtitle, In that document the mission, covered day-by-day, reports the aborts as they occurred.

FIFTEENTH AIR FORCE REGULATION 10-01 82

Bombing results are quoted from the Analysis of Spot Light as follows:

320th Bombardment Wing. The results obtained by the 320th Bombardment Wing demonstrated marked improvement in bombing reliability and radar abort rate. Target study time was adequate and crews averaged 2.8 hours of trainer time. CPI reference point procedures were used on all runs. The six gross errors were as follows: two on Richmond, one due to aiming point identification and one due to synchronization, four on Atlanta, primarily due to synchronization. The bombing errors on Atlanta were aggravated by the rounding off of the radar return from the CAP, which made it more difficult to position the cross-hairs on the exact aiming point. The 320th Bombardment Wing was scored for timing over control points sixty-six times, the control point was made good within plus or minus two minutes. The night celestial leg was cancelled due to enroute weather.

Major Robert A. Heinert, the 320th Standardization Team aircraft commander, and his crew received awards for gaining CEAs and CEPs below the 1500 foot figure.[3]

According to the document already mentioned, bomb impact point plotting for all Wings was, "by far, the best accomplished to date." In this regard, Operation "Spot Light" was compared with Operations "Skylark" and "Big Tent".

Again the Analysis of Spot Light is quoted:

The 320th Bombardment Wing obtained the best BIP scores of those units participating. Part of this can be attributed to the excellent photography (0-15) obtained by the wing and the excellent portrayal of photography obtained, on the observer's

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3. CEA - 1397; CEP - 1220.

FIFTEENTH AIR FORCE HQ. (Cont'd)

radar photo log. (It cannot be over-emphasized that successful BIP plotting is entirely dependent on good radar photographs and complete, concise, radar photo logs.) To further substantiate the above statement, the Reconnaissance Technical Squadron (Fifteenth Reconnaissance Technical Squadron) was able to obtain the best scoring error probable in this Air Force while scoring the 320th Bombardment Wing's results. All aircraft obtained film capable of being scored by the unit and the Reconnaissance Technical Squadron. [4]

The summation of all phases of Operation "Spot Light" in comparison with the two aforementioned previous missions, was, the "320th Bombardment Wing demonstrated marked improvement in bombing reliability and radar abort rate."

TDY COMMITMENT TO HARMON

Background. Twenty KC-97s and their crews spent part of the month shivering in NEAC [5] cold as part of a support TDY to Ernest Harmon Air Force Base, Newfoundland. They were scheduled to perform routine air refueling sorties from that snow engulfed station, pumping gas into RB-47s from the 801st Air Division. [6] This was a Second Air Force sponsored mission in which the 320th Air Refueling Squadron had a supporting role. Its operational nickname was "Old Foggy."

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4. BIP - Bomb Impact Plotting

5. NEAC - North East Air Command

6. Stationed at Lockbourne AFB, Ohio.

TDY COMMITMENT TO HARMON (Cont'd)

Preparations. In order to efficiently and effectively complete the TDY, which was a self-contained move by this Wing's Air Refueling Squadron alone, the administrative (orderly room) section formed part of the control team, handling the message and communications flow. The chief clerk was utilized at the forward base (Harmon) as a controller, with the added responsibility of preparing effectiveness reports on the Squadron's majors.[7]

The Mission. The mission, refueling bombers from the 801st Air Division, was routine in nature insofar as the 320th Air Refueling Squadron was concerned, and will not be dwelled heavily upon in this report. Statistics concerning the detriments and accomplishments of this movement are discussed in the Training section of this chapter (subtitle: Flying Training - Air Refueling Training) and in the Wing Commander's Remarks of the monthly 6-SAC-T12 report.[8]

Results and Conclusions. This move to the North East Air Command's home stomping grounds did not present a morale problem. Quite to the contrary, according to the history of the organization.

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7. Ordinarily, this would be the responsibility of the Consolidated Personnel Section, 320th BOMWG; however, with the CO at Harmon and the CPS clerks at March, it was deemed advisable to complete these at the former base.

8. Wing Commander's Remarks, Air Training Report, RCS: 6-SAC-T12. Exhibit F.

TDY CONSIDERATIONS (Cont'd)

"A boost to morale," that document said, "was given by . . per diem vouchers for the personnel who were TDY the first half of February." " . . close liaison and cooperation with the Base Finance Officer (at Myron Air Force Base) resulted in the vouchers being paid within 72 hours of returning."

The mission, as far as the operational part of it was concerned, was completely successful. However certain deterrent results occurred on its account in the maintenance shops at the home station, especially flight line Armament and Electronics sections such as radar and radio. These shops, already short of personnel, were put on an even shorter basis when some of their members accompanied the Squadron on its 12 day mission.[9]

OPERATION TEAPOT

Background. The public information release on Operation "Teapot", an Atomic Energy Commission test on the Nevada desert, was published in the Myron Air Force Base "Beacon" on 18 February. The opening paragraph read:

> B-47s of the 22nd and 320th Bombardment Wings stationed here will be among the more than 60 Strategic Air Command bombers slated to simulate wartime roles during the current Department

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9. This alone was not a major hampering factor; however, these shops also lost personnel to the SAC S.E.S. program, which was stepped up during March (see Training Chapter, subtitle: Flying Training), thus the added weight of the TDY left them with only four to five men available daily for dispatch.

OPERATION TEAPOT (Cont'd)

of Defense's AEC atomic weapons test series.[10]

Three 320th Bombardment Wing aircraft were directed to stand-by for participation in this SAC wide mission[11] (the 12th Air Division requirement was for six aircraft, three from each of its assigned Bomb Wings).[12] Each aircraft was equipped with special equipment, as directed by the above-referenced letter, and all personnel nominated to participate were required to possess film badges. The primary purpose of participating in "Teapot" was to study and photograph the reactions from the atomic test.

> The Department of Defense and AEC will test experimental nuclear devices at the Nevada Proving Ground for approximately six weeks commencing on 15 February 1955. Code name for this test is "Tea Pot."

Thus began a letter from the Commander, 12th Air Division, outlining the 320th's responsibilities in reference to this operation.[13]

The mission--SAC's purpose for taking part--was stated in Operations Order 9-55 (Headquarters, Strategic Air Command).

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10. Story, "March B-47's Will Be Among A-Test Aircraft," 18 Feb 55, p. 1. Exhibit G.

11. See Section B, this chapter, subtitle: Flying Training

12. Ltr - Hq 12th ADiv, DO, 4 Jan 55, subj: IBDA Project of Operation Teapot. Exhibit H.

13. Ltr - Hq 12th ADiv, subj: Fifteenth Air Force Operations Order 9-55 (Teapot). Exhibit I.

OPERATION TEAPOT (Cont'd)

MISSION. To test IBDA[14] techniques including data gathering, reduction and interpretation. To provide an opportunity for SAC combat crews to fly near a nuclear explosion.

Another major duty was assigned to 12th Air Division--the responsibility of forming and operating an aircraft accident investigation board for all phases and all aircraft involved in this atomic test. Colonel Ernest C. Eddy, Deputy Commander, 320th Bombardment Wing, was appointed president of this board, and Major James M. Rogers was named recorder. In addition, the two medical members of the board were both from the 320th Tactical Hospital.[15]

Of the three 320th aircraft taking part, two were actual "Mission" planes and the other was to be retained as a spare aircraft. This was in accordance with instructions received from higher headquarters.[16]

Results and Conclusions. Results of the "Teapot" operation, insofar as this organization was affected, were still inconclusive at the end of the reporting period. Further coverage of this activity will be contained in future histories.

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14. IBDA - Immediate Bomb Destruction Assessment.

15. Hq 12th ADiv LO 131, dtd 9 Feb 55. Exhibit J.

16. TWX - Hq 12th ADiv, 16 Feb 55. Exhibit K.

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OPERATION OPEN MIND

Background. Operation "Open Mind" was scheduled to test the adequacy and validity of planning factors in use by SAC. Besides the 320th Bombardment Wing's three tactical squadrons (441st, 442d and 443d Bomb Squadrons) the Ninth Weather Squadron, [17] 93d Air Refueling Squadron, [18] Alaskan Air Command, and the Military Air Transport Service [19] were involved, according to the plans outlined in the Operations Order.

The Mission. The actual mission was never flown, being cancelled according to orders from higher headquarters. (b) (3) (A)

(b) (3) (A) [redacted]

(b) (3) (A) [redacted] The aircraft then taxied out onto the runway, and roared down the strip until take off power was attained. They then cut their power and taxied back to the parking area, Operation "Open Mind" completed.

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17. Assigned the duty of coordinating with Weather Central, SAC, to supply necessary weather data for accomplishing the mission.

18. From Castle AFB, California. Assigned the duty of providing necessary KC-97s and crews at Spokane, Washington, refueling area for refueling 320th BOMWG B-47s.

19. Assigned the duties of providing search and rescue facilities over the route, of necessary base facilities at Eielson AFB, Alaska, of ground personnel to provide security, and of stand-by aircraft and security team at Eielson AFB for possible salvage operations.

Had the mission been flown, it would have provided extensive flying training for the six crews, including air-to-air gunnery requirements. The actual route of the mission, stated in the operations order, would have taken the bombers over the San Joaquin Valley to a refueling point at 47-47 North, 117-06 West. Kodiak, or Kodiak Island, off the Alaskan coastline, would have been the strato-jets target.[21]

The redeployment route (the six planes were scheduled to RON--remain overnight--at Elelson Air Force Base, Alaska) would have taken them over Vancouver Island directly south over Klamath Falls, Oregon, and Castle Air Force Base, California, and March Air Force Base.

Results and Conclusions. Operation Open Mind was primarily a special weapons exercise. The special weapons officer for the 320th Bombardment Wing, Captain Roy L. Marston, wrote the following summary of the operation for this history:

> Project "Open Mind", a test of an alert concept, took place during the first week of the month. Overall, the special weapons aspects were fairly satisfactory. Lack of sufficient coordination in two instances caused undesirable situations. These situations were

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20. Assigned the duties of providing normal search and rescue facilities, and salvage and security support within the E.I.

21. See Map of Operation "Open Mind". Exhibit L.

OPERATION OPEN END (Cont'd)

corrected with very little harm done. The two biggest problem areas were in security and supply. In this operation the Munitions Section was responsible for aircraft security from arrival at the aircraft until the loading was completed, then the security became a Wing responsibility. The supply responsibility had to be changed at that time also. To ease the supply problem on the flight crews, the weapons responsibility was assumed by the Special Weapons Section on sort of a hand receipt from the Class 39 D Section of Base Supply. Upon delivery of the training capsules, the flight crew signed for the entire unit in accordance with AFM 67-1. The hand receipt was thus invalidated. This was a bad situation because the Special Weapons Section had no control of the equipment, which was contrary to good supply procedures. A change has been made in the procedures. Now the Munitions Section will be responsible for security from the arrival at aircraft until the flight crew arrives for the mission and the #9 E Section will maintain supply responsibility during the entire period. The Special Weapons Section thus stays out of the Supply game. This appears to be a much better system, however, it is anticipated that there may be some difficulties as far as access to the aircraft by maintenance personnel is concerned. A realistic test of the new procedures will be made during the USCM scheduled in March.

INTELLIGENCE

Training. Lectures on survival, interrogation and Soviet anti-air defense were the focal subjects for February Intelligence training, which was scheduled for all combat crewmembers. All the select and lead crews in the Wing (a total of 24) finished this training.

Personnel from the 320th Intelligence Section also "gave a helping hand" to 807th Air Base Group squadrons, giving lectures on the political philosophy of the Soviet Union, escape and evasion tactics, and conduct of airmen after possible capture by enemy forces.

As far as actual time devoted to intelligence and Emergency War Plan (EWP) training was concerned, fewer hours were scheduled and completed than had been during either of the two previous months. Approximately 270 hours were given, compared to 325 hours in January. However, all requirements under existing Strategic Air Command regulations were met.

Intelligence Library. The intelligence library, which received a great deal of space in both the October-November and December histories, has matriculated into a regular intelligence function. During February, the Airfield and Seaplane Stations of the World maps and up-to-date charts on the Formosan situation were prepared and posted.

Mission Preparations. Briefing aids for the mission flown

INTELLIGENCE (Cont'd)

in February and those projected for March were "number one priority" projects for the personnel working in the mission support branch of the Wing Intelligence Section. Operation "Micro Volt", Operation "Cork Tip", the formation mission, and Operation "North Cliff", the projected TDY of the 320th Air Refueling Squadron to Harmon Air Force Base, Newfoundland, were the principal projects.

FLYING TRAINING

Flying during the month of February was concentric around meeting the minimums prescribed in SAC Regulation 50-8. The second month of the first training quarter in 1955 ended with the 320th ahead of the pace in most flying training categories.

Missions prescribed by higher headquarters did not prove a deterrent to bombing training; however, the 320th Air Refueling Squadron received an overdose of commitments, resulting in the loss of training that would otherwise have been attained.

Weather conditions had a minimum effect on operations during a month that ordinarily would be considered "bad." High winds on 18 February cancelled a scheduled Division Formation and the deployment dates for the Air Refueling Squadron to (b) (1) (A) (b) (1) (A) had to be postponed for three days due to weather interference. As a result, the Air Refueling Squadron returned three days later than scheduled, costing approximately 75 hours that could have been devoted to training. Weather also

FLYING TRAINING (Cont'd)

pointed an interfering finger during Operation "Teapot", the atomic tests in which this Wing participated. Constant readjustment on dates for the "Teapot" operation, and the need to hold the three crews required to participate always "on ready status" kept those aircrew members from completing ordinary training for which they had been scheduled.

Other limitations were imposed by the large S.E.S. (Strategic Evaluation School) commitment and non-availability of the Air Refueling Squadron to fulfill air refueling requirements.

The 10-Day Cycle, covered explicitly in the January history (see especially Standing Operating Procedure 51-2 in the appendix), was used for the second month, and, according to the Wing Records and Analysis Officer, Major Ralph H. Lane Jr., "statistics are beginning to indicate that this system is most conducive to meeting operational requirements for aircraft and systems." This 10-Day Maintenance and Operational Scheduling System has been an important factor in improving the quality of training accomplishment, and has "improved the capability of the Wing to implement its monthly Operations Schedule."[1] [2]

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1. Quote, Major Lane.

2. As stated in previous histories, this plan calls for crews to be scheduled in their assigned aircraft by tail number, with consideration given to the type and duration of the missions.

FLYING TRAINING (Cont'd)

On the following page, the basic chart establishing this system will be found.

Major Lane continued describing the 10 Day Cycle System by explaining:

> Monthly scheduling has permitted optimum scheduling of crews for accomplishment of 50-8 and 51-26 training requirements on a quarterly basis. Implementation of Wing SOP 51-2, which standardized the scheduling and air training activities of this Wing, has proven invaluable and has increased the effectiveness of unit mission accomplishment.

This scheduling system has proven notable in another regard. No deviations from the cycle have yet occurred, a first time in operations and maintenance scheduling as far as the 320th Bombardment Wing is concerned.

B-47 Training. Figures for B-47 flying training accomplishments are contained in the Air Training Report (6-SAC-T12), signed by the Wing Commander.[3]

As mentioned before in this narrative, February was the second month of a training quarter. At the end of the month, composite training requirements specified by SAC Regulation 50-8 had been completed in the following percentages:

Bombardment Wing Total	67%
441st Bomb Squadron	63%
442d Bomb Squadron	65%
443d Bomb Squadron	72%

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3. Wing Commander's Remarks, Air Training Report, 6-SAC-T12. Exhibit F.

FLYING TRAINING (Cont'd)

Non-combat ready crew training was emphasized as much as possible throughout the month, with the NR crews logging much more flying time than they had during January. Select, lead, and combat ready crews all recorded a decrease in flying time from the previous month.

Record visual RBS (radar bomb score) runs and bomb drops were the main points concentrated on the B-47 training scheduling, and, on 28 February, most of the squadrons were very close to par on both of these items. No difficulty was anticipated in completing all 50-8 requirements 100 percent.

As recorded previously, certain handicaps were met during the month in effectively accomplishing all the desired training. Foremost among these, from the Bomb Squadron operations sections' point of view, were the crews and aircraft on stand-by for higher headquarters directed missions, namely "Teapot" and "Open Mind." Cancellations for weather, and maintenance difficulties, including both ground and air aborts, were other contributing factors. The larger Strategic Evaluation School quota also dug into time that could have been used for 50-8 training.

The quality of B-47 training for the month of February left nothing to be lacking, however. The scores on the RBS runs, both visual and radar, were "below the squadrons' overall CEA and below the SAC average."

pertaining to flying training

Air Division survey of

effective uses. The 320th Bombard-

ment Wing answer to this request for survey contained the infor-

mation that in only two instances (of 41 encounters with icy condi-

tions that required use of the system) was the system reported inopera-

tive. Both of these malfunctions resulted in the B-47 failing to

attain the proper dash altitude.[4]

"Short Fall Type" tables were prepared and published by the

320th Directorate of Operations to enable aircrew members to com-

pute fast and accurate ballistic settings. With the exception

of arbitrary corrections, known as "fudge factor", all the data

necessary was contained on a single table. The advantages of us-

ing one of the "Short Fall Type" tables, according to the intro-

duction attached, are ... the use of new types of altitude argu-

ments and a new method of correcting the basic settings for vari-

able factors."

Another project appearing during the month involving the sub-

ject of flying training was an unnumbered Standing Operating Pro-

cedure written for the purpose of indoctrinating all personnel in

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4. Quote, 441st Bomb Squadron history.

5. TWX - Hq 320th BOMWG, 320BW, Exhibit M.

FLYING TRAINING (Cont'd)

cold weather operations and procedures.[6]

Air Refueling Training. February, the second month of the training quarter, saw two missions assigned by higher headquarters,[7] both of considerable duration, forcing the Air Refueling Squadron to lose time that otherwise could have been utilized in 50-8 and 51-26 training. A total of 693:40 hours were flown, an average of 31:30 hours per tanker, with 550 hours of this devoted to the two aforementioned missions.

A total of 50 air refueling missions were flown, during which 43 wet and 79 dry hookups were accomplished, transferring 2,084,790 pounds of fuel. Sixty celestial legs were flown.

Sixty-seven percent, or exactly two-thirds, of the quarterly training requirements had been achieved by 28 February. The category in which the fewest accomplishments have been recorded was air refueling.

Non-combat ready crew training was one high spot in the month's flying activities. Their total flying time compared "very favorably with the average time flown by combat ready crews."[8]

Another balance in ARS training came in the amount of aerial

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6. SOP (unnumbered), subj: Cold Weather Operations. Exhibit N.

7. Squadron Commander's Remarks, Refueling Training Report, 4-SAC-T12. Exhibit O.

8. Quote, Lt Col Russell F. Ireland, 320th Air Rflg Sq Comdr.

FLYING TRAINING (Cont'd)

time spent by the two individual types of tankers assigned to this wing. For the first month since the 10 KC-97-G refuelers arrived, the time flown by the two types was practically equal. The "F" models were in the air for 346:05 hours, and the new planes flew 346:55 hours.

Crew Assignments. One combat ready crew was upgraded to lead crew status during February, one lead crew was downgraded to combat ready, two combat ready crews were downgraded to non-combat ready, and three new crews were formed to take the place of three crews which had been dissolved.

This action left the Wing with 50 combat crews, 34 ready and 16 non-ready. In addition, 21 of the 24 assigned KC-97 crews were combat ready.

Five of these 34 combat ready crews were in the "select crew" category. Nineteen were listed as lead crews, and 10 as ready crews. At the end of last November, 41 crews were in the combat ready status, 20 of them lead crews (there were no select crews at that time) showing the regression that has taken place in the past three months. The monthly Air Training Report (6-SAC-T12) gave one of the primary reasons, listing, for the month of February alone, 11 individual crew changes and the reasons necessitating them. These varied from failing the SAC Evaluation School at Davis-Monthan to transferring crewmembers to the squadron

FLYING TRAINING (Cont'd)

operations staffs.[9]

A fluctuation has also taken place in the manning of the big Boeing KC-97 refuelers. A glance at the "crew changes" paragraphs in the past two Refueling Training Reports shows the gains and losses that have already occurred in 1955.[10] [11]

An administrative change in the method of processing crew status changes was originated in February, and published the first week in March. Colonel William R. Large Jr., explaining the reason for inaugurating the new procedure, said in a letter addressed[12] to his squadron commanders:

> The past method of processing crew changes has been generally unsatisfactory in that the form does not sufficiently present all the necessary information upon which to base an approval or disapproval of the change.

This change, which was actually an amendment to Wing Regulation 55-5, stipulated that squadron commanders or operations officers would hand carry the proposed change to the Wing Reports and Records Section to study the effect the change would have upon 50-8 and 51-2b training. The projected change would then go through

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9. See Exhibit F.
10. Squadron Commander's Remarks, 4-SAC-T12. Exhibit O.
11. See the history for this Wg for Jan 55.
12. Ltr - Hq 320th BOMWG, 320DP, subj: Combat Air Crew Personnel Changes, dtd 7 Mar 55. Exhibit P.

FLYING TRAINING (Cont'd)

the Wing Director of Operations, back to the squadron commander for final review, then to the Wing Personnel Section, who would make applicable remarks and sign the request. The squadron commander would then hand carry the request to the Wing Commander for his final approval, and the change would be effected.

S.E.S. Throughout this chapter mention has been made of the large amount of Strategic Evaluation School training accomplished during the month. Five crews were sent to S.E.S. with four of them successfully completing the course.

Pre-S.E.S. training, including night celestial and grid navigation training, was outlined in a letter sent by the Wing Commander to his squadron COs. Stressed was having an instructor observer act as an evaluator and fly with the crew scheduled to go to Davis-Monthan. This instructor-evaluator would make a complete replot, analysis and critique of the mission after it had been flown.[13]

GROUND TRAINING

A new system of handling ground training was introduced during the month of February, known as "block training." Designed to better cohere with SC-8 flying training requirements, this system facilitates four crews a week, giving each B-47 crew a complete

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13. Ltr - Hq 320th BOMWG, 32000, subj: Pre-SES Training Missions (no date). Exhibit Q.

GROUND TRAINING (Cont'd)

training course per quarter before attending S.A.C.

The training operations order, which was followed closely in almost all instances emphasized physical conditioning and special weapons training throughout the month.

Ground training for the 550th Air Refueling Squadron was at a minimum, however, due to the absence of the greater portion of the organization throughout the month.

In the bomb squadrons, some ground training was not accomplished due to unscheduled visitations by inspecting personnel and required aircraft maintenance by personnel assigned to those duties. However, in the majority of instances in the bomb squadrons (a very top heavy majority) the scheduled ground training was met.

The maintenance squadrons, too, lost some ground training time because personnel were needed on extended or mission preparation maintenance jobs, but overall the achievements were satisfactory.

Combat Crew Training

B-47 Simulator. Simulator training, regularly scheduled with the Base Operations Squadron, was accomplished per schedule, with approximately 47 hours completed by each bomb squadron.

Survival. Survival training minimums were met, with lectures and movies on "Survival on Polar Ice" emphasized.

GROUND TRAINING (Cont'd)

T-2. A reduction in this type training from January was noticed in a review of hours accomplished. Fifty hours of T-2 time was logged for the month of February (compared with 78 the month previous).

Altitude Indoctrination. Eighteen bomb squadron crew chiefs attended the altitude indoctrination course during February.

Link. More time was spent in link trainers during February than had been either of the past two months. Total time reached approximately 140 hours.

Maintenance Ground Training

Supply Refresher Course. Three 320th Bombardment Wing airmen attended the supply refresher course administered by the 807th Air Base Group.

Total MTD Utilization.[14]

	Required	Utilized	% Utilized
B-47	7000	3663	52.3 %
KC-97	4000	1545	38.6 %
Wing	11000	5208	47.3 %

Ground Power Equipment Operators. A ground power equipment operators training program was established during the month. Maintenance Instruction Letter Number 33, published on 16 February,

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14. These figures are for both January and February 1955. See the Monthly Analysis for February 1955. Exhibit R.

(b) (1) (A)

[redacted]

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The principal changes will consist of new specialist dispatch procedures, more work space for the maintenance activities, and the construction of a new soundproof room for the field maintenance specialist dispatch control room.

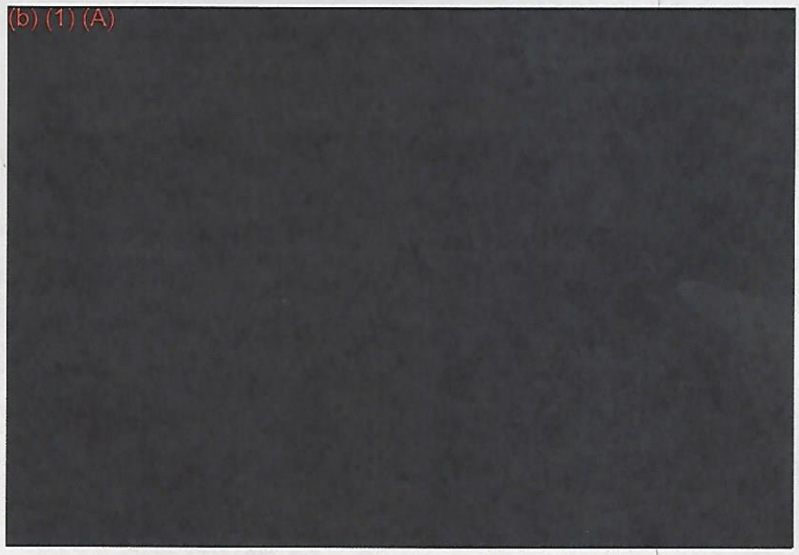
66-15 INSPECTIONS

The inspection system established by Strategic Air Command

32

(b) (1) (A)

(b) (1) (A)



As has been described in previous 320th Bombardment Wing histories, there are three periodic maintenance docks in use. Two of these are for the inspection of B-47s, the other for KC-97s. During the month of February 1955, only three tankers were inspected in the KC-97 dock, encountered a very light work load in view of past accomplishments. All of these were completed by the 14th of the month, from that time on the dock crews were utilized for other maintenance duties.[3] On the other hand, the B-47 docks

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2. The 320th Per Maint Sq was given a semi-annual inspection on TOs, publications, and files, and the 320th Auto-Pilot Shop was given a 90 day (quarterly) inspection.

3. This low number of inspections is easily understandable after a review of the Operations and Training Chapter. The 320th

66-15 INSPECTIONS (Cont'd)

were busy throughout February's 28 days.

15th Headquarters ICM Team Visit. During February the Headquarters, Fifteenth Air Force maintenance standardization team paid an official visit to the [redacted] Bombardment Wing maintenance functions. The purpose for this safety trip was to review 66-15 accomplishments and assist [redacted] Periodic Maintenance personnel in fully carrying out the intent of TO Manual 66-15. The following account was given by the chief of the maintenance section, 320th Periodic Maintenance Squadron:

> They were of great help to us in obtaining priority for the manufacture of the proper type card holders for each dock. From their experience gathered while visiting other stations, they were able to assist the dock chiefs who were having difficulty planning and scheduling the work loads as each inspection progressed from hour to hour. The one thing that accounted for the greatest improvement in our operation was the manner in which the pre-dock meetings were revised. All known factors are not charted prior to the aircraft coming to the wash rack. Another improvement, which should shorten the time the aircraft are in postdock, is the completion of all SPR checks prior to the aircraft starting its cycle through the docks. The assistance rendered by this Fifteenth Air Force Team was appreciated and welcomed by this section.

AREFO was TDY to [redacted] most of the month. A large number of MC-97 inspections were anticipated for the month of March.

4. SPR - Special Weapons Release

Jet engines climbed

(b) (1) (A)

[redacted]

Since the majority of flying scheduled for the month of February was sandwiched into nineteen days, several problems regarding B-47 maintenance were encountered. Already covered in this history was the departure of the B-47 cadre, which left several sections short handed in the number of men available. In addition, the maintenance sections (especially those in the three B-47 tactical squadrons) were given additional obligations which "were not proportionately reduced in conjunction with the loss of assigned personnel."[7]

These included the loss of four mechanics detailed to the 807th Air Police Squadron security forces; an average of 13 mechanics required to stand fire guard on ground powered equipment when all of the authorized equipment was in use,[8] five mechanics and an officer required for all refueling and defueling operations;[9] two

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5. Eleven others were beyond the repair capabilities of the local Field Maintenance Squadron and had to be sent off-base.

6. See Personnel Chapter, subtitle: B-47 Cadre Program.

7. Quote, 443d Bomb Squadron history.

8. 1AM SAC Reg 66-1.

mechanics daily (to [illegible] and one supervisory NCO (master sergeant or [illegible]) on daily duty as a courtesy patrolman.

Jet Engine Damage. Jet engine damage caused by the entrance of foreign objects has [illegible] a matter of concern. On 12 January 1955 the Headquarters [illegible] Air Division Director of Materiel requested the 320th Director of Materiel to furnish him with information concerning preventative procedures being used within this organization to prevent damage to jet engines by the entrance of foreign objects. In reply, Lieutenant Colonel Clark A. Tate, 320th Director of Materiel, listed nine periodic procedures currently in practice to combat this problem. They included: Covering engine inlets and exhausts when maintenance is not being performed on the individual engines; extending engine screens during all ground operations; maintaining an interval of at least 200 feet between taxiing aircraft; thoroughly pre-flighting aircraft prior to engine operations; making post-flight inspections of engine screens, inlet guide vanes, rotors, and stator blades after each flight; policing maintenance and parking areas; inspecting the parking areas daily; requesting daily cleaning of ramps

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9. IAW MAFB Reg 65-11.

10. The screens are in open position immediately prior to take-off, and in closed position immediately prior to landing.

by magnetic and mechanical broom sweepers, and pulling periodic command checks to see that all preventive measures are complied with.

Designation of Warmup Areas. Three areas were designated as "B-47 warmup areas" by Headquarters, 12th Air Division Policy Letter 66-1. The end of runway 30, the end of runway 31, and the end of runway 12 were the locations so decreed.[11]

Air Inlet Section Maintenance. New procedures for performing maintenance on jet engine air inlet sections went into effect near the end of February, the aim being to standardize these procedures in accordance with SAC Regulation 66-23. As of 21 February, all personnel working with jet engines were required to make a red cross entry in the aircraft's Form 1 any time maintenance[12] was performed in or around the air inlet section of an installed J-47. After the maintenance has been completed, an inspection of the inlet section is made, and another red cross entry is made.[13] All of these entries are cleared prior to maintenance work, in accordance with existing tech orders and SAC Manual 66-12.

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11. Hq 12th ADiv Pol Ltr #66-1 dtd 3 Dec 54, subj: Maintenance (B-47 Jet Engine Run-up). Exhibit U.

12. The entry reads: SAC Reg 66-23 to be c/w.

13. It reads: SAC Reg 66-23 c/w. This entry is made in addition to any other red cross entries already made.

ENGINE REPAIR (Cont'd)

Refueling and Defueling Procedures. The results of 36 spot checks made by Headquarters, 12th Air Division Director of Materiel upon refueling and defueling procedures were sent to the 320th Bombardment Wing Commander on 6 January 1955.[14] The report is self-explanatory and complete in its entirety, therefore, no mention of it is made in this text.

14. DF -- 12th ADiv DM, dtd 6 Jan 55, subj: Refueling and Defueling Discrepancies. Exhibit V.

SUPPLY SUMMARY

The supply situation, when viewed from the overall outlook, showed definite improvement during the month of February. Men- (b) (1) (A) [redacted] 1954, were also received, erasing them from the "must have" category.

EQUIPMENT SHORTAGES

Five B-47 aircraft were AOCP (aircraft out-of-commission for parts) during February for a total of 18 aircraft days and an AOCP percentage of 1.35 percent. No Strato-Jets were out for an unreasonable length of time.

No KC-97s were AOCP, an 0.0 AOCP percentage figure. "This," said the Maintenance Control Officer, "is a very fine record for KC-97 aircraft."

The composite Wing AOCP rate, then, was .96 percent, also considered a fine figure in this category.[1]

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1. This Wing, it will be remembered, established a record during

EQUIPMENT SHORTAGES (Cont'd)

In ANFE (aircraft not fully equipped), the rate for B-47 aircraft was 4.67 percent. The tanker rate was 1.84 percent, bringing the Wing overall ANFE rate to 3.85 percent.

Back up and follow through procedures for ordering supplies through the aircraft service unit were revised and published in Maintenance Instruction Letter 50. It is attached as an exhibit. /2

Transportation. Transportation, as a problem affecting 320th Bombardment Wing maintenance, was lessened during the month, although the actual reasons were not clearly definable. As explained in the last 320th Bombardment Wing history, transportation shortages affect the Wing most severely during "max-effort" missions or other large scale operations where the demands for immediate transportation are heavy. During February, the number of missions flown, plus the fact that the 320th Air Refueling Squadron was away from the Base most of the month, did not impose severe demands upon the 807th Motor Vehicle Squadron and the flight line sub-motor pool.

Supply sections, however, did report delays caused by the lack of fork lifts and flat bed trucks. In order to carry out the instructions intoned in SAC Manual 65-2, the pick-up and delivery

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their rotational move to England last year by completing the entire TDY without a single B-47 AOCP on the books.

2. Hq 320th BOMWG MIL #50, dtd 3 Mar 55. Exhibit W.

EQUIPMENT SHORTAGES (Cont'd)

of bench check items has to correspond with certain time limitations. Delays in returning recoverable bench check items resulted from transportation shortages.

Power Units. The power unit problem still existed, although it was perhaps less severe than during December or January. Gremco units, in particular, were not available or were out-of-commission at times when they were badly needed.

The 443d Bomb Squadron kept a day-by-day record of available aircraft starts furnished by these machines, comparing them to the number of starts authorized for a ten day period. When this record was compiled, it revealed that an average of 5.4 starts was short per day, and an average loss of 11.2 man-hours was accrued per day.

This loss of man-hours generally resulted when a specialist, dispatched by Maintenance Control, arrived at the aircraft to perform maintenance, only to discover that power was unavailable.

Colonel Large, in the Air Training Report, referred to this problem, saying:

> Although a combined daily average of 34 sources of aircraft power (Gremco and C-26s) was available from assigned power units during the month, maximum utilization of each could not be made. Extensive apron repairs for the past sixty days have necessitated a very undesirable aircraft parking plan, and the relocation of the B-47 docks to three widely separated areas made constant repositioning of aircraft to provide a source of

EQUIPMENT SHORTAGES (Cont'd)

power necessary, and resulted in an average daily maximum of thirty aircraft that could be provided with power at any one time. A considerable number of non-productive maintenance hours, delays, and cancellations were induced in accomplishing the planned maintenance schedule because of this one factor.

Serviceable A-5 Sextants. Materiel failures on the A-5 sextants caused them to fall under the latest list of parts shortages. A great deal of difficulty has been confronted by the tactical squadron supply sections in acquiring replacement sextants for those unserviceable ones turned into Base Supply.

Camera Parts Shortages. A civilian camera tech order compliance team arrived on the base to guide and assist camera maintenance personnel; however, they were unable to attain maximum accomplishments because such parts as connectors and duze fasteners were not available.

Cannon Plugs. Another shortage that emerged during the month came in the form of cannon plugs. Due to this loss, cabling in several B-47s could not be replaced.

Welding Shop Shortages. The lack of a heli-arc welder continued to harrass welding shop accomplishment. In addition, the air

EQUIPMENT SHORTAGES (Cont'd)

circulating heat treating oven went out of commission during the month, and was still unusable on 28 February.

Instrument Shop Shortages. Hampering the out-put of the instrument shop (320th Field Maintenance Squadron) was the lack of a compressor, vacuum pump, and dead weight tester.

SUPPLY ACTIVITIES

Processing of Tool Kits. During the first part of February, all new tool kits, received during the last week in January, [3] were issued in accordance with the new EOL (Equipment Component List). Headquarters, Fifteenth Air Force, had "given the green light" for this project, placing a priority upon its accomplishment. To effect the change, it was necessary that each man's tool box be inspected, necessary statements of charges initiated, and new tools issued per the new EOL. In all, it was a time involving process, and other supply activities of more routine nature had to be delayed. However, according to the Wing Supply Officer, all the projects had been completed on 28 February.

The movement of over 200 cadre people during January and February made this tool kit authorization a complicated project, since men were continually clearing through their unit supplies, ready to leave the squadrons for their new jobs in Oklahoma.

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3. See the history for this unit for Jan 55, same chapter, subtitle: Equipment Shortages.

SUPPLY ACTIVITIES (Cont'd)

"Unit Support Equipment (USE) levels will have to be reestablished when . . personnel losses and gains are received (in final form) from the Wing Personnel Officer," the Wing Supply Officer said in his monthly historical report.

GLOSSARY

AACS	Airways and Air Communications Service
ABGRU	Air Base Group
ADC	Air Defense Command
ADDC	Air Defense Directional Center
AFSC	Air Force Specialty Code
A & E	Armament and Electronics
A/3C	Airman Third Class
Bm	Bomb
DNIF	Duty Not Involving Flying
DOS	Date of Separation
DP	Director of Personnel
DPA	Director of Personnel, Airman's Branch
EWP	Emergency War Plan
FAK	Flyaway Kit
GCI	Ground Controlled Intercept
Incls	Inclosures
IRAN	Inspect and Repair as Needed
Jan	January
Lt	Lieutenant
M/Sgt	Master Sergeant
n/c	No Change
NCOIC	Non-Commissioned Office In Charge
Nov	November

OIC	Officer-In Charge
PM	Periodic Maintenance
QEC	Quick Engine Change
Reg	Regulation
SAAMA	Sacramento Air Materiel Area
SAC	Strategic Air Command
SES	Strategic Evaluation Squadron
Sq	Squadron
T/O	Table of Organization
T/Sgt	Technical Sergeant
UHF	Ultra High Frequency
US	United States
USAF	United States Air Force
VDM	Vehicle Deadlined for Maintenance
VDP	Vehicle Deadlined for Parts
VHF	Very High Frequency
Wg	Wing

EXHIBITS

"A" Hq 320th BOMBG GO #2

"B" Story - Outstanding Airmen of 2d Half of 54

"C" Monthly Analysis for January 1955

"D" Squadron Management Control Statement

"E" March Air Force Base Regulation 170-3

"F" Excerpts - Wing Commander's Remarks - 6-SAC-T12 (February)

"G" Story - March B-47s Will Be Among A-Test Aircraft

"H" Letter - IBDA Project of Operation Teapot

"I" Letter - 15th Air Force Operations Order 9-55 (Teapot)

"J" 320th Bombardment Wing Letter Orders 131

"K" TWX - DO 7701

"L" Map - Operation Open Mind

"M" TWX - 320 DM _____ .

"N" 320th Bombardment Wing Standing Operating Procedure - Cold Weather

"O" Excerpts - Squadron Commander's Remarks - 4-SAC-T12 (February)

"P" Letter - Combat Air Crew Personnel Changes

"Q" Letter - Pre-SBS Training Missions

"R" Monthly Analysis for February 1955

"S" Maintenance Information Letter #33

"T" Maintenance Information Letter #33A

"U" March Air Force Base Policy Letter #66-1

"V" DD Form 96 - Refueling and Defueling Discrepancies

"W" Maintenance Information Letter #50

HEADQUARTERS
320TH BOMBARDMENT WING, MEDIUM (SAC)
March Air Force Base, California

GENERAL ORDERS
NUMBER 2

1 February 1955

ANNOUNCEMENT OF STAFF ASSIGNMENT

Announcement is made of the assignment of Captain HAROLD A. CONN, (b) (6) this headquarters as DIRECTOR OF COMPTROLLER, vice LIEUTENANT COLONEL JAMES R IRISH, (b) (6) this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLIFFORD H BURNETT
Captain, USAF
Adjutant

/s/Clifford H Burnett
CLIFFORD H BURNETT
Captain, USAF
Adjutant

OUTSTANDING AIRMEN OF THE SECOND HALF OF 1954 representing organizations within the 330th Bomb Wing received certificates at wing headquarters last week. They are, left to right: A/2c Kenneth J. Austin, S/Sgt. Clifford A. Sager, S/Sgt. William [redacted] Matthews, Jr., S/Sgt. Thomas A. Meeth, A/1c Arthur P. Kretz, A/1c James C. Phillips, A/1c Donald R. Stacy, T/Sgt. Wendell P. Chambers, M/Sgt. Ben C. Baldt, T/Sgt. Patrick E. Jermyn, S/Sgt. James W. Maynard, S/Sgt. Andrew J. Campbell, T/Sgt. Robert E. Greely, and M/Sgt. Paul L. Amerine. Not pictured are A/2c Dean R. Auld, A/1c Willard L. Erickson and T/Sgt. Joe A. Miller. Col. William R. Large, Jr. (right), wing commander, congratulates the airmen.

March Air Force Base "Beacon", 4 March 1955, page 3

~~SECRET~~

CLASS: ~~SECRET~~
AUTH : CO320BW
DATE : 4 Mar 55
INITS:

320TH BOMBARDMENT WING, MEDIUM
MARCH AIR FORCE BASE, CALIFORNIA

320 AC

4 March 1955

SUEJECT: Monthly Analysis for January 1955 (RCS: 15-U2)

TO: Commander
Fifteenth Air Force
ATTN: COMA
March Air Force Base
California

(~~Secret~~) SECTION I
FORECAST OF SAC MANAGEMENT CONTROL SYSTEM SCORES

	Max Score	% of Max Score Last Qtr.	% of Max Score January	Score
Personnel				
1. Manning in Req Spec				
a. Officers	30	60.0%	60.0%	18.0
b. Airmen				
(1) Direct Skills	150	50.0%	50.0%	75.0
(2) Indirect Skills	25	90.0%	90.0%	22.5
2. AWOL Rate	30	100%	100%	30.0
3. Ground Safety	25	30.0%	45.0%	11.3
4. Reenlistment Rate	40	30.0%	30.0%	12.0
5. MTD Utilization	20	65.0%	48.0%	9.6
	320	55.0%	55.8%	178.4
Materiel				
1. Flying Hours as a Percent Required	60	100%	90.7%	54.4
2. Reports of Survey	20	90.0%	85.6%	17.0
	80	97.5%	89.3%	71.4
General Items				
1. Flying Safety	50	100%	100%	50.0
2. USCM	100	19.6%	NR	NR
	150	46.4%	100%	50.0

P-5652-S

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M28039

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320 AC
Subject:

Operations	Max Score	% of Max Score Last Qtr.	% of Max Score January	Score
1. Training Minimums				
a. Bombardment	150	84.2%	35.5%	53.2
b. Tanker	50	100%	32.0%	16.0
2. Flying Hour Utilization	100	NR	76.1%	76.1
3. RBS Radar Bomb Accuracy	40	84.0%	100%	40.0
4. RBS Visual Bomb Accuracy	25	92.0%	100%	25.0
5. Night Celestial Nav.	20	100%	100%	20.0
6. Flight Engineering	15	100%	100%	15.0
7. Gunnery	20	60.0%	60.0%	12.0
8. Air Refueling Prof.				
a. Wet Hookups	20	100%	100%	20.0
b. Radar Rendezvous	20	100%	100%	20.0
9. Probation Status	50	NR	60.0%	30.0
10. Combat Ready Crews				
a. Bombardment	40	50.0%	50.0%	20.0
b. Tanker	10	100%	85.0%	8.5
11. Physical Conditioning	20	10.0%	10.0%	2.0
	580	80.0%	61.7%	357.8
Total	1130	70.0%	63.8%	657.6

SECTION A

PERSONNEL

1. Manning in Required Specialties

a. Officers (Max Score 30)(18 points earned)

(1) Computations for Officer Manning for the reporting period ending 31 January 1955 was as follows:

Number of Officers Required	457
Number of Officers "IRS"	398
Percent "IRS"	87.1%
Percent of Score	60.0%
Score	18.0

(2) This score reflects a shortage of 44 authorized officers. 96.4% of the individuals possessed are properly assigned.

~~SECRET~~

~~SECRET~~

320 AC
Subject: Monthly Analysis for January 1955

1. Manning in Required Specialties (Cont'd)

b. Airmen Direct Support Skills (Max Score 150)(75 points earned)

(1) Computation ending 31 January 1955 for this category was as follows:

Number of Airmen Required	1295
Number of Airmen "IRS"	1067
Percent "IRS"	82.4%
Percent of Score	50.0%
Score	75.0

c. Airmen Indirect Support Skills (Max Score 25)(22.5 points earned)

(1) Number of Airmen Required	578
Number of Airmen "IRS"	514
Percent "IRS"	88.9%
Percent of Score	90.0%
Score	22.5

d. The above scores reflect the following:

Airmen excess by authorized AFSC	230
Airmen training to higher level AFSC	50
	280

2. AWOL Rate (Max Score 30)(30 points earned)

a. Computation for the four month period ending 31 January 1955 was as follows:

Number of AWOL's	10
Cumulative Mean Strength	10109
AWOL Rate	.99
Percent of Score	100%
Score	30.0

b. The Wing had ten (10) AWOLs during the four month period. Two (2) in the 441st Bomb Sq, two (2) in the 442nd Bomb Sq, one (1) in the 443d Bomb Sq, one (1) in the Field Maint Sq, one (1) in the Periodic Maint Sq and three (3) in the A&E Maint. Sq.

3. Ground Safety (Max Score 25)(11.3 points earned)

a. Computations for the four month period ending 31 January 1955 was as follows:

Accident Cost Index	10.64
Ground Safety Index	7.16
Percent of Score	45.0%
Score	11.3

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Subject: Monthly Analysis for January 1955

3. Ground Safety (Cont'd)

b. During the month of January the Wing had twelve (12) Military injuries, two of which were fatal. The twelve accidents amounted to $70,754 or a cost per individual of $29.97. The information received by this headquarters disagrees with Fifteenth Air Force in two categories under Ground Safety. For November 15AF shows 75780 Mandays of Exposure while we show 75870. We show two vehicle accidents in the month of September while 15AF has two in October.

4. Reenlistment Rate (Max Score 40)(12 points earned)

a. Computations for the Wing Reenlistment Rate for the period ending 31 January 1955 was as follows:

Number Discharged	158
Number Reenlisting	48
Percent Reenlisting	30.4%
Percent of Score	30.0%
Score	

5. Mobile Training Detachment Utilization (Max Score 20)(9.6 points earned)

a. Computation covers a four month period ending 31 January 1955.

	Required	Utilized	% Utilized
B-47	14000	7883	56.3%
KC-97	8000	2766	34.6%
Wing	22000	10649	48.0%

SECTION B

MATERIEL

1. Flying Hours as a Percent of Required (Max Score 60)(54.4 points earned)

a. Computation covers the month of January only.

	Required	Utilized	% Utilized
B-47	1410	1246	88.4%
KC-97	662	633	95.6%
Wing	2072	1879	90.7%

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2. Reports of Survey (Max Score 20)(17 points earned)

a. Computation for Reports of Survey for the reporting period ening 31 January 1955 was as follows:

Number of Surveys	50
Total Dollar Cost	$3455.99
Cumulative Population	10123
Average Cost Per Survey	$ 69.12
Surveys Per 1000 Population	2.02
Percent of Score	85.0%
Score	17.0

SECTION G

GENERAL ITEMS

1. Flying Safety (Max Score 50)(50 points earned)

a. Computation for Flying Safety for the reporting period ending 31 January 1955 was as follows:

Total Flying Time	8512
Accidents, Major & Minor	0
Aircraft Accident Rate	0
Percent of Score	100%
Score	50.0

2. USCM (Not Rated)

This item will not be rated until the USCM is flown.

SECTION D

OPERATIONS

1. Training Minimums (Max Score 200)

a. Bombardment (Max Score 150)(53.2 points earned)

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320 AC
Subject: Monthly Analysis for January 1955

1. Training Minimums (Max Score 200)

b. Bombardment (Cont'd)

Major Category	Max Score	# Items Required	# Items Scored (Jan)	% of Score	Score
Bombing	35	824	295	35.8%	12.5
Navigation	25	306	104	33.9%	8.5
Flight Engineering	10	85	45	52.9%	5.3
Air Refuel & Radar Rendezvous	25	435	113	25.9%	6.5
Gunnery	10	111	46	41.4%	4.1
Atomic Weapons	10	407	54	13.3%	1.3
Miscellaneous	15	473	229	48.4%	7.3
Flying Time	20	1875	718	38.3%	7.7
	150			35.5%	53.2

b. Tanker (Max Score 50)(16 points earned)

Major Category	Max Score	# Items Required	# Items Scored (Jan)	% of Score	Score
Wet Hookups & Radar Rendezvous	15	306	67	21.9%	3.3
Navigation	10	198	69	34.8%	3.5
Flight Engineering	5	54	25	46.3%	2.3
Miscellaneous	10	330	134	40.6%	4.1
Flying Time	10	270	75	27.8%	2.8
	50			32.0%	16.0

2. Flying Hour Utilization (Max Score 100)(76.1 points earned)

a. B-47	Factor (Hrs) Per Unit	Units Accomplished	Total Hrs (1) X (2)
RBS Record Runs	.50	241	121
Malfunction Runs	.50	76	38
RBS Visual Runs	.50	61	31
Simulated Radar Attacks	.33	91	30
Simulated Visual Attacks	.33	51	17
Scored Visual Releases	.25	16	4
Night Celestial Legs	2.00	34	68
Day Celestial Legs	1.50	39	59
Grid Legs	1.50	36	54
Combat Load Mission	1.00	26	26
Formation Flying	Actual F/H	0	0
Night Cell Tactics	1.00	0	0
Pilot Prof. Missions	3.00	10	30
Wet Hookups	.50	93	47
Radar Rendezvous	.50	51	26

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2. Flying Hour Utilization (Cont'd)

a. B-47	Factor (Hrs) Per Unit	Units Accomplished	Total Hrs (1) X (2)
Sub Total			551
Repetitive Requirements (15% of sub total)			83
Take-Offs & Landings	1.00	(196 - 10)	186
Total Effective Flying Hours			820

$\frac{\text{Training Flying}}{\text{Total T-12 Flying Time}} \times 100 = \frac{820}{1246} \times 100 = 65.8\%$

b. KC-97

Night Celestial	2.00	25	50
Day Celestial	1.50	25	38
Radar Legs	2.00	48	96
Grid Legs	3.00	12	36
Pilot Proficiency	3.00	20	60
Wet Hookups	.50	162	81
Dry Hookups	.25	246	62
Radar Rendezvous	.50	52	26
Sub Total			449
Repetitive Requirements (15% of sub total)			67
Take-Offs & Landings	1.00	(123 - 20)	103
Total Effective Flying Hours			619

$\frac{\text{Training Flying}}{\text{Total T-12 Flying Time}} \times 100 = \frac{619}{644} \times 100 = 96.1\%$

c. Wing Total

$\frac{\text{B-47 - 820 + KC-97 - 619 - 1439}}{\text{B-47 - 1246 + KC-97 - 644 - 1890}} \times 100 = 76.1\%$

d. This is a new item under the SAC Rating System. All record and practice activity is included in the above computations.

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Subject: Monthly Analysis for January 1955

3. Wing Proficiency

Due to a change in method of computation provided by the new manual covering this report no individual comparison will be drawn between scores earned for the month of January and scores earned for the last quarter. One new item was added (Probation Status of Select/Lead Crews) under Wing Proficiency. Max score was attained in every category with the exception of Probation Status, Gunnery, Combat Ready Crews and Physical Conditioning.

a. RBS Radar Bombing (Max Score 40)(40 points earned)

No. Runs	169
No. with CE under 3500	143
No. with CE over 3500	26
Proficiency Level	84.6%
Percent of Score	100%

b. RBS Visual Bombing (Max Score 25)(25 points earned)

No. Runs	56
No. with CE under 1900	49
No. with CE over 1900	7
Proficiency Level	87.5%
Percent of Score	100%

c. Night Celestial Navigation (Max Score 20)(20 points earned)

(1)	No. B-47 Legs	29
	No. with CE under 32NM	29
	No. with CE over 32NM	0
	Proficiency Level	100%
	Percent of Score	100%
(2)	No. KC-97 Legs	18
	No. with CE under 20NM	18
	No. with CE over 20NM	0
	Proficiency Level	100%
	Percent of Score	100%
(3)	No. Wing Legs	47
	No. Acceptable	47
	Proficiency Level	100%
	Percent of Score	100%

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d. Flight Engineering (Max Score 15)(15 points earned)

(1)	No. B-47 Missions flown	50
	No. with PI over 90%	48
	No. with PI under 90%	2
	Proficiency Level	96.2%
	Percent of Score	100%
(2)	No. KC-97 Missions flown	22
	No. with PI over 90%	21
	No. with PI under 90%	1
	Proficiency Level	95.5%
	Percent of Score	100%
(3)	Total Wing Missions flown	72
	Total No. Acceptable	69
	Proficiency Level	95.8%
	Percent of Score	100%

e. Gunnery (Max Score 20)(12 points earned)

No. Missions	23
No. over 74% firecut	15
No. under 74% firecut	8
Proficiency Level	65.2%
Percent of Score	60.0%

f. Wet Hookups (Max Score 20)(20 points earned)

No. Wet Hookups Att. - Wing	41
No. Wet Hookups Suc. - Wing	41
Proficiency Level	100%
Percent of Score	100%

g. Radar Rendezvous (Max Score 50)(30 points earned)

Total Wing Rendezvous Att.	69
Total Wing Rendezvous Succ.	69
Proficiency Level	100%
Percent of Score	100%

h. Probation Status (Max Score 50)(30 points earned)

	Number S/L Crews	Number Not On Probation For Proficiency
December	24	22
January	23	17
	47	39

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h. Probation Status (Cont'd)

$\frac{39}{47}$ = 82.9% which equals 60% of the max score

i. Combat Ready Crews (Max Score 50)(28.5 points earned)

(1) Bombardment Crews (Max Score 40)(20 points earned)

Total No. Crews Authorized	50
Total No. C/R Crews Assigned	39
Percent of Score	50.0%
Score	20.0

(2) Tanker Crews (Max Score 10)(8.5 points earned)

Total No. Crews Authorized	20
Total No. C/R Crews Assigned	19
Percent of Score	85.0%
Score	8.5

j. Physical Conditioning (Max Score 20)(2.0 points earned)

Number Combat Ready Personnel Assigned	392
Number Completing Required Hours	60
Percent Completing Required Hours	15.3%
Percent of Score	10.0

SECTION III

ANALYSIS OF TRAINING

1. Negative

SECTION IV

COMMANDERS REMARKS

1. See Wing Commanders Remarks submitted on Air Training Reports for 320th Bombardment Wing (RCS: 3-SAC-T-12) and 320th Air Refueling Squadron (RCS: 4-SAC-T12).

SECTION V

RECONCILIATION OF SCORES

1. Negative.

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Subject: Monthly Analysis for January 1955

SECTION VI

ASSIGNED PERSONNEL

1. The following personnel [illegible] duties in the Comptroller Section of the 320th Bombardment Wing:

a. Major Harold A. Conn Primary AFSC - 2054 Duty AFSC - 00510

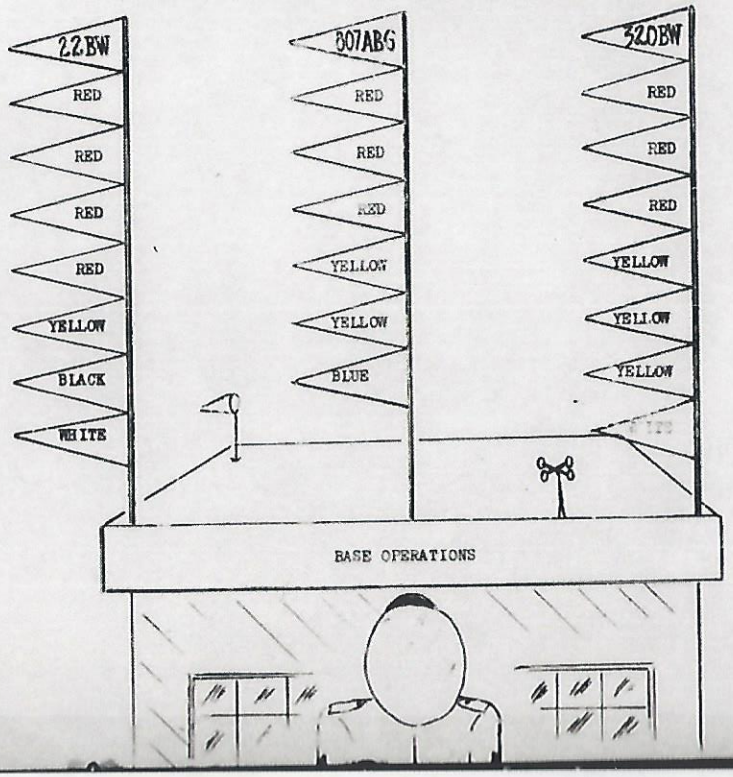
b. T/Sgt Dewey J. Heaton Primary AFSC - 80170 Duty AFSC - 80170

c. S/Sgt Donald B. Graham Primary AFSC - 70250 Duty AFSC - 70250

ERNEST C. EDDY
Colonel, USAF
Commander

SQUADRON MANAGEMENT CON[illegible]OL STATEMENT

JANUARY 1955



FORWARD

In conjunction with the Squadron Management Control System, Base Reg 170-3, dated 3 January 1955, it has been determined that a monthly award will be presented in addition to the quarterly awards as outlined in this regulation. A pennant will be awarded to the organization achieving the highest average percentage rating in each category of this system. A percentage rating for each category will be determined by adding the total percentages earned by each squadron divided by the number of squadrons in that organization. Organizations competing for these monthly awards will be the 807th AB Gp, the 22nd Bomb Wing, and the 320th Bomb Wing. Colored pennants in thefollowing order will designate accomplishments in each category: Red - Disciplinary Offenses (six categories), Yellow-Vehicle Accident Prevention (three categories), Black-Ground Safety (one category), Blue-Recruiting (one category) and White-Administration (five categories).

Three flag poles representing the 22nd BW, the 320th BW, and the 807th AB Gp are being erected atop the Base Operations Bldg, #470, with appropriate streamers identifying each organization. Monthly award pennants won by each organization will be displayed on these poles until they are lost to another organization in the proceeding month.

ALTHOUGH THE SQUADRON MANAGEMENT CONTROL SYSTEM IS COMPETITIVE IN NATURE, IT SHOULD BE CONSIDERED MORE AS A "TOOL OF MANAGEMENT" DESIGNED TO KEEP THE SQUADRON COMMANDER ADVISED OF THE STATUS OF HIS SQUADRON. COMPETITION INCREASES INTEREST AND ESPRIT DE CORPS WITH AN ULTIMATE INCREASE IN THE MORALE AND EFFICIENCY OF AN ORGANIZATION.

Monthly Pennant Winners*

Sub-Division	Categories	Average Effectiveness Percentages 807th AB Gp	22nd BW	320th BW
Disciplinary Offenses (red pennants)	Security Violations	95%	97%	100% *
	AWOL Rate	65	94*	87
	Serious Incidents	100*	100*	100*
	Drunk & Disorderly	95*	91	84
	Disorderly	95	100*	91
	Uniform and/or Pass Violation	100*	100*	100*
Vehicle Accident Prev. (yellow pennants)	Moving Traffic Violations	35*	16	17
	Driving while Intoxicated	98*	90	98*
	Major Vehicle Accidents	88	94*	94*
	Minor Vehicle Accidents	70	57	83*
Ground Safety(Blk Pennant)	Major Accidents	94	100*	72
Recruiting (Blue Pennant)	Re-enlistment Rate	63*	33	36
Administration (White Pennants)	Delinquent Military Pay Orders	54	80	90*
	Morning Report Errors	75	87*	84
	C&A List Errors	NA	NA	NA
	Military Expense Summary Errors	NR	NR	NR
	Supply Issue Slip Errors	NR	NR	NR

NR - No Report - because of new category. Insufficient time to establish feeder reports

NA - Not applicable this month

SQUADRON MANAGEMENT CONTROL SYSTEM
MONTH OF JANUARY

PERCENTAGE SCORES / CATEGORY	12th Air Div Avg	Hq 22d (186)		2d Bomb Sq (162)		19th Bomb Sq (162)		33d Bomb Sq (172)		22d Air Rftg (371)		22d A&E Sq (350)		22d Fld Maint (436)		22d Fld Maint (162)		22d Tac Hosp (119)	
		No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff
PART I DISCIPLINARY OFFENSES																			
a. Security Violations	98%	1	70	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100
b. AWOL	86%	0	100	0	100	1	50	0	100	0	100	0	100	1	100	0	100	0	100
c. Serious Incidents	100%	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100
d. Drunk and Disorderly	95%	1	70	0	100	1	60	0	100	1	90	0	100	0	100	0	100	0	100
e. Disorderly	97%	0	100	0	100	0	100	0	100	1	100	0	100	0	100	0	100	0	100
f. Uniform and/or Pass Violations	100%	0	100	0	100	0	100	0	100	0	100	0	100	1	100	0	100	0	100
PART II GROUND SAFETY																			
a. Minor Accidents	NR	0	NR	0	NR	1	NR	0	NR	1	NR	0	NR	2	NR	0	NR	0	NR
b. Major Accidents	91%	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100
PART III VEH ACCIDENT PREVENTION																			
a. Moving Traffic Violations	32%	2	30	3	10	2	20	2	20	10	0	5	10	10	0	4	0	1	50
b. Driving Drunk	90%	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100	1	10
c. Major Accidents Vehicle	88%	1	100	0	100	0	100	0	100	1	50	0	100	0	100	0	100	0	100
d. Minor Accidents Vehicle	71%	1	50	0	100	0	100	1	40	3	20	2	40	0	100	1	40	1	20
PART IV RECRUITING																			
a. Regular (Immediate Reenlistment) (Reenlistment/Discharges)	44%	5/2	50	1/0	10	10/1	10	1/1	30	5/1	20	16/3	20	11/5	50	4/0	10	9/6	100
PART V ADMINISTRATION																			
a. Delinquent Mil Pay Orders	80%	1	60	0	100	0	100	0	100	0	100	1	90	9	10	1	60	0	100
b. Morning Report Errors	67%	1	70	2	40	0	100	1	70	1	100	0	100	0	100	0	100	0	100
c. C&A List Errors	NR	NR		NR		NR		NR		NR		NR		NR		NR		NR	
d. Military Expense Summary	NR	NR		NR		NR		NR		NR		NR		NR		NR		NR	
e. Supply Issue Slip Errors (Line Items Req/Reject)	NR	NR		NR		NR		NR		NR		NR		NR		NR		NR	

SQUADRON MANAGEMENT CONTROL SYSTEM MONTH OF JANUARY		Hq 320th		441st Bomb Sq		442d Bomb Sq		443d Bomb Sq		320th Air Rflg		320th AAE		320th Fld Maint		320th Pdc Maint		320th T.C Hosp	
PERCENTAGE SCORES	12th Air Div Avg	192		219		214		206		362		371		474		206		114	
CATEGORY		No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff
PART I DISCIPLINARY OFFENSES																			
a. Security Violations	98%	0	100	0	100	0	100	0	100	0	100	1	100	0	100	0	100	0	100
b. AWOL	86%	0	100	0	100	1	60	1	60	0	100	0	100	0	100	1	60	0	100
c. Serious Incidents	100%	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100
d. Drunk and Disorderly	95%	0	100	0	100	3	10	0	100	0	100	1	90	3	60	0	100	0	100
e. Disorderly	97%	0	100	0	100	1	70	0	100	1	100	0	100	2	80	1	70	0	100
f. Uniform and/or Pass Violations	100%	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100	0	100
PART II GROUND SAFETY																			
a. Minor Accidents	NR	0	NR	0	NR	1	NR	0	NR	0	NR	1	NR	0	NR	0	NR	0	NR
b. Major Accidents	91%	0	100	1	50	1	50	1	50	1	50	1	50	0	100	0	100	0	100
PART III VEH ACCIDENT PREVENTION																			
a. Moving Traffic Violations	32%	5	0	4	10	2	40	3	10	4	30	10	0	7	10	6	0	1	50
b. Driving Drunk	92%	0	100	0	100	0	100	0	100	1	80	0	100	0	100	0	100	0	100
c. Major Accidents Vehicle	68%	0	100	0	100	0	100	0	100	0	100	1	50	0	100	0	100	0	100
d. Minor Accidents Vehicle	71%	0	100	1	50	0	100	1	50	0	100	0	100	2	50	0	100	0	100
PART IV RECRUITING																			
a. Regular (Immediate Reenlistment) (Reenlistment/Dischargs)	44%	5/3	80	3/0	10	4/0	10	2/2	100	5/1	20	9/2	20	13/3	20	7/1	10	2/1	50
PART V ADMINISTRATION																			
a. Delinquent Mil Pay Orders	80%	0	100	0	100	0	100	0	100	0	100	1	90	9	20	0	100	0	100
b. Morning Report Errors	67%	3	30	1	80	0	100	0	100	1	100	4	50	0	100	0	100	0	100
c. C&A List Errors	NR	NR		NR		NR		NR		NR		NR		NR		NR		NR	
d. Military Expense Summary	NR	NR		NR		NR		NR		NR		NR		NR		NR		NR	
e. Supply Issue Slip Errors (Line Items Rec/Reject)	NR	NR		NR		NR		NR		NR		NR		NR		NR		NR	

SQUADRON MANAGEMENT CONTROL SYSTEM
MONTH OF JANUARY

PERCENTAGE SCORES	12th Air Div Avg	523d AF Band		11th RBS Sq		9th Wea Sq		March Flt Svs		1907th AMS		42d Air Rsc				
		37		40		57		62		200		132				
CATEGORY	Avg	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff	No	% Eff			
PART I DISCIPLINARY OFFENSES																
a. Security Violations	98%	0	100	0	100	0	100	0	100	0	100	0	100			
b. AWOL	86%	0	100	0	100	0	100	0	100	0	100	0	100			
c. Serious Incidents	100%	0	100	0	100	0	100	0	100	0	100	0	100			
d. Drunk and Disorderly	95%	0	100	0	100	1	100	0	100	0	100	1	50			
e. Disorderly	97%	0	100	0	100	0	100	0	100	0	100	0	100			
f. Uniform and/or Pass Violations	100%	0	100	0	100	0	100	0	100	0	100	0	100			
PART II GROUND SAFETY																
a. Minor Accidents	NR	0	NR	0	NR	0	NR	0	NR	0	NR	1	NR			
b. Major Accidents	91%	0	100	0	100	0	100	0	100	0	100	0	100			
PART III VEH ACCIDENT PREVENTION																
a. Moving Traffic Violations	32%	0	100	0	100	0	100	0	100	2	40	2	10			
b. Driving Drunk	92%	1	80	0	100	0	100	0	100	0	100	0	100			
c. Major Accidents Vehicle	88%	0	100	0	100	0	100	0	100	0	100	0	100			
d. Minor Accidents Vehicle	71%	1	100	0	100	0	100	0	100	1	50	0	100			
PART IV RECRUITING																
a. Regular (Immediate Reenlistment) (Reenlistment/Discharge)	44%	3/1	40	5/2	50	2/1	60	2/1	60	7/1	10	12/2	20			
PART V ADMINISTRATION																
a. Delinquent Mil Pay Orders	80%	0	100	0	100	0	100	0	100	0	100	0	100			
b. Morning Report Errors	67%	1	100	0	NR	0	NR	0	NR	0	NR	0	NR			
c. C&A List Errors	NR		NR		NR		NR		NR		NR		NR			
d. Military Expense Summary	NR		NR		NR		NR		NR		NR		NR			
e. Supply Issue Slip Errors (Line Items Req/Reject)	NR		NR		NR		NR		NR		NR		NR			

HEADQUARTERS
March Air Force Base
California

BASE REGULATION)
NUMBER 170-3)

3 January 1955

COMPTROLLER

Squadron Management Control System

(This regulation supersedes letter 12AD, AAC 300, dated 1 Feb 53, Subject: "Leadership, Effectiveness and Morale Rating System," Change 1, dated 6 Jul 53, and Base Regulation 170-3, 1 Feb 53)

1. PURPOSE: The purpose of this management control system is twofold:

a. To provide a management tool to be used by squadron commanders as an aid in determining the effectiveness of their squadrons in reaching and maintaining prescribed and implied goals for the various categories included in the system.

b. To provide information on individual factors affecting the performance of the squadrons so that corrective action can be instituted. This action may be the responsibility of the squadron, Wing, Air Base Group, Air Division, or other outside agency as determined by a complete analysis of background data.

2. SCOPE: This regulation is applicable to those units assigned or attached to the 12th Air Division as listed in para 1 of the General Statement in Attachment No 1.

3. PROCEDURE:

a. All units included in the Squadron Management Control System will be given a monthly effectiveness score for each category rated. The effectiveness scores will be published each month in the "Squadron Management Control Statement". An overall effectiveness score will be published at the end of each calendar quarter.

b. The method of scoring, awards, organization for units included in the system and the responsibility of unit personnel will be in accordance with instructions contained in the Squadron Management Control System. (Attachment No 1)

c. Questions or requests for official interpretation of the system will be submitted through channels to the Commander, 12th Air Division, Attention: Director of Comptroller

4. RESPONSIBILITY: The following responsibilities are assigned:

a. Base Director of Comptroller

(1) Will be responsible for the preparation of effectiveness scores for the categories included in the Management Control System. The method of computing the various effectiveness scores is described in Attachment #1. The data used in computing the scores will be furnished by each of the agencies indicated following the scoring procedure for the various categories.

(2) Will be responsible for supplying all squadron commanders with the data that will be used to compute effectiveness scores at least 48 hours prior to the actual computation of scores.

(3) Will be responsible for determining the calendar quarterly standings of all squadrons. The standings will be based on an equitably weighted overall effectiveness score for the quarterly periods ending March, June, September and December. Overall effectiveness scores will not be computed on a monthly basis. A monthly Management Control Statement will be published showing the effectiveness score for each category rated, by squadron.

b. Squadron Commander

Will be responsible for investigating the raw data (submitted by the Directorate of Comptroller) within 48 hours after receipt. If the squadron commander believes that any of the data submitted are incorrect, he will contact the reporting agency as listed following the scoring procedure for that category. Protests after the forty-eight hour period will not be accepted.

c. Base Adjutant

Will be responsible for the publication and distribution of the final report of effectiveness scores (Squadron Management Control Statement) to all agencies concerned.

5. REPORTS REQUIRED: The following agencies will be responsible for submitting a tabulation of the incidents indicated by type for each squadron included in the Management Control System, to the Base Director of Comptroller, Attention: Management Analysis Division, NLT the 3d work day following the EOM in which the incidents occurred. The squadrons included in the system are listed in para 1 of the General Section of Attachment No. 1.

a. Air Provost Marshal: A report of the following incidents which are chargeable to squadrons in accordance with the provisions contained in the Squadron Management Control System (Attachment #1) will be submitted to the Base Director of Comptroller, per instructions in para 5 above: RCS: 1-MLFB-M2.

(1) Security Violations

(2) Serious Incidents

(3) Drunk and Disorderly

(4) Disorderly

(5) Uniform and/or Pass Violations

(6) Moving Traffic Violations

(7) Driving While Intoxicated

b. Base Director of Personnel: A report of the following accidents and recruiting data which are chargeable to squadrons in accordance with the provisions contained in the Squadron Management Control System (Attachment #1) will be submitted to the Base Director of Comptroller per instructions in para 5 above: RCS: 2-MLFB-M2

(1) Major Vehicle Accidents

(2) Minor Vehicle Accidents

(3) Major Ground Accidents

(4) Minor Ground Accidents

(5) Separations and Reenlistments RCS: 3-MLFB-M2

c. Base Supply Officer

A report of the number of line items requisitioned and rejected due to erroneous entries which are chargeable to squadrons in accordance with the provisions contained in the Squadron Management Control System (Attachment #1) will be submitted to the Base Director of Comptroller per instructions in para 5 above: RCS: 4-MAFB-MC

BY ORDER OF THE COMMANDER:

1 Attachment:
Squadron Management
Control System

FREDERICK W. GRIMDLE JR
Major, USAF
Adjutant

OFFICIAL:

/s/ Edwin C. Garrity

EDWIN C. GARRITY
Captain, USAF
Asst Adjutant

DISTRIBUTION: "X"

STANDARD MOVEMENT CONTROL SYSTEM

ATTACHMENT #1, BASE REG 170-3, 3 JAN 55

CONTENTS

SQUADRON MANAGEMENT CONTROL SYSTEM

SQUADRON MANAGEMENT CONTROL SYSTEM

GENERAL

1. Scope: The following units will be included in the March Air Force Base "Squadron Management Control System".

807TH AIR BASE GROUP

Hq 807th Air Base Group (Including Hq 12th Air Division)
807th Supply Squadron
807th Motor Vehicle Squadron
807th Air Police Squadron
807th Installations Squadron
807th Food Service Squadron
807th Operations Squadron
4164th USAF Hospital (Including 8th Altitude Chamber Indoctrination Flt)

22D BOMB WING

Hq 22d Bomb Wing
2d Bomb Squadron
19th Bomb Squadron
33d Bomb Squadron
22d Air Refueling Squadron
22d A&E Maintenance Squadron
22d Field Maintenance Squadron
22d Periodic Maintenance Squadron
22d Tactical Hospital

320TH BOMB WING

Hq 320th Bomb Wing
441st Bomb Squadron
442d Bomb Squadron
443d Bomb Squadron
320th Air Refueling Squadron
320th A&E Maintenance Squadron
320th Field Maintenance Squadron
320th Periodic Maintenance Squadron
320th Tactical Hospital

Tenant Units

523d AF Band
11th RBS Squadron
9th Weather Squadron
March Flight Service Center
1907th AACS Squadron
42d Air Rescue Squadron

Squadron Management Control System

2. Method of Scoring

a. Squadrons will not be charged for accidents, offenses, etc., if the reporting agency determines that the person involved is innocent of causing or materially contributing to the incident.

b. Accidents resulting from participating in authorized sports will not be charged to any squadron.

c. Any incident or accident committed by personnel away from the station on TDY or in confinement on or off the station will not be charged to the parent organization. In addition, incidents or accidents occurring to personnel in an AWOL status, except for the AWOL offense, will not be charged to any squadron, however, incidents or accidents committed by personnel in a leave status will be charged to the parent organization.

d. Squadrons will be charged with incidents regardless of the agency responsible for the apprehension of the person committing the reportable incident.

e. Disciplinary offenses and accidents will not be charged to any squadron unless personnel involved have been assigned and present for duty to the squadron for at least 15 days except as noted in the scoring procedure for each category.

f. The following is an example of computing an effectiveness score for those categories for which the score is based on a rate per 100 personnel present for duty:

Squadron "A" has an average PFD strength of 378 for the month rated and is charged with 2 AWOL offenses.

$$\frac{\text{No. of offenses} \times 100}{\text{PFD Strength}} = \text{Rate per 100}$$

$$\frac{2 \times 100}{378} = .529 \text{ or } .53$$

Referring to Scoring Table II for the AWOL category, a rate of .53 falls in the interval of .43 - .58 Squadron "A" in this example would earn an effectiveness score of 60% for the AWOL Rate category.

g. The monthly effectiveness scores earned for each category in the system will be based only on the data for the month rated. These scores will be published in the Squadron Management Control Statement each month. At the end of each calendar quarter (March, June, September and December) an overall score will be computed for each squadron in addition to the individual monthly scores for the categories. At that time, the squadrons will be placed in decending order in accordance with the overall effectiveness score earned. The overall effectiveness score will be based on the three-month weighted average of the individual monthly category scores. The weights used for each category are listed in the Table of Contents.

3. Awards

a. First Place: The 12th Air Division assigned and tenant squadrons which earn the highest overall effectiveness score for the calendar quarter will be awarded a circulating banner representing outstanding achievement. Personnel assigned to the First Place squadrons will be given a day off during the quarter following the presentation of the award. Duty section supervisors will schedule the day off of personnel assigned for duty so as to prevent disruption in the operation of the agency concerned. Tenant squadrons will be rated only against other tenant squadrons.

b. Greatest Improvement: That squadron that has the greatest improvement in the current overall quarterly effectiveness score compared to the previous quarterly effectiveness score, will be awarded a circulating banner denoting such achievement.

c. Ties: In case of ties for any of the awards, the squadron with the largest average present for duty strength for the quarter rated will be declared the winner.

d. Presentation of Awards: All awards will be presented during a 12th Air Division parade and review which will be held during the month following the end of the calendar quarter for which the awards are to be made. The squadron commanders will accept the awards in behalf of their squadrons. The squadrons presented the First Place Awards will then "take the review".

4. Organization

a. Airmen assigned to the squadrons included in the Squadron Management Control System will be assigned to elements. Each element will vary in size of from 5 to 10 personnel. Personnel will normally be assigned to elements according to their duty assignment, and the section chief or sub-chief will be the element leader so far as is possible. In some cases more effecient control of personnel

can be effected by assigning them to elements without regard to duty assignments.

b. The elements within each squadron will be organized into flights with senior noncommissioned officers appointed as flight leaders. Each flight will vary in size of from 4 to 8 elements.

c. All flight leaders will report directly to their squadron First Sergeant.

d. Squadron commanders will be responsible for organizing their squadrons in accordance with the above instructions and will maintain element and flight assignments in chart form.

5. Responsibility

a. It will be the responsibility of the squadron commanders to bring to the attention of flight and element leaders the number of incidents (AWOLs, disorderly incidents, accidents, etc.) occurring to personnel under their control.

b. It will be the responsibility of the element or flight leader or both to counsel airmen charged with incidents and to recommend to the squadron commander corrective action deemed necessary. In addition, element and flight leaders will have a thorough understanding of the many subjects in which they may be called upon to advise airmen under their control. These subjects will include:

(1) Military Courtesy and Custom of the Service.

(2) Customs peculiar to the squadron and/or station.

(3) Uniform requirements on and off-base.

(4) Off-duty conduct standards.

(5) Special Service activities of the base

(6) Squadron policies concerning privileges and awards.

Symbols used in Squadron Management Control Statement:

NR - Not Rated (all categories)

D- Discharged)
Re-enlistment Rate Category
R - Re-enlisted)

SECTION I

DISCIPLINARY OFFENSES

1. Security Violations

a. The effectiveness score for this category is based on the number of various types of security violations as reported in Item 130 and 131 of the Air Provost Marshal Activities Report (AF-Y7).

(1) Item 130 reflects security violations involving safeguarding of military information or material.

(2) Item 131 reflects security violations involving trespassing in military restricted areas.

(3) All others, e.g., loss of restricted area passes, attempting to enter a restricted area without proper identification, compromise of the pass word, and other related security violations.

b. The effectiveness score is determined from Table I, based on the rate of violations per 100 personnel present for duty.

Table I

SCORING SYSTEM FOR SECURITY VIOLATIONS

Rate per Hundred	Effectiveness Score
0 - .30	100%
.31 - .42	90
.43 - .53	80
.54 - .72	70
.73 - 1.09	60
1.10 - 1.50	50
1.51 - 1.92	40
1.93 - 2.92	30
2.93 - 4.81	20
4.82 - 6.90	10
6.91 - above	0

Source: Air Provost Marshal

2. AWOL

a. The effectiveness score for this category is based on the number of personnel going AWOL from a present for duty or leave status provided that such personnel have been assigned and present for duty in the squadron for at least 15 days during the current assignment.

b. Personnel going AWOL from a TDY status, or from confinement or from the Detachment of Patients will not be charged to the parent squadron or any other squadron.

c. Personnel going AWOL while performing duty in a 12th Air Division squadron other than their parent squadron, will be charged to the parent squadron and not to the squadron for which they are performing duty.

d. The effectiveness score is determined from Table II, based on the rate of AWOL offenses per 100 personnel present for duty.

TABLE II

SCORING SYSTEM FOR AWOLs

Rate per Hundred	Effectiveness Score
0 - .25	100%
.26 - .31	90
.32 - .37	80
.38 - .43	70
.44 - .55	60
.56 - .63	50
.64 - .78	40
.79 - .92	30
.93 - 1.22	20
1.23 - 1.89	10
1.90 - above	0

Source: Base Statistical Services

3. Serious Incidents

a. The effectiveness score for this category is based on the number of incidents which constitute crimes against persons or property as defined by civilian criminal codes and/or crimes and incidents which are set forth in para 2a through 2t of SAC Regulation 125-7 and other crimes and incidents which may fall within the purview of SAC Reg 125-7.

b. Serious Incidents will be charged to the squadron to which personnel were assigned at the time the serious incident occurred with the following exceptions:

(1) If the offender, who was assigned to the squadron identified in para b above, had been assigned to that squadron for a period of less than ninety (90) days at the time the serious incident was committed, and it is determined that identical types of serious incidents also had been committed, without apprehension, by the offender during the time he was assigned to another or other 12th Air Division squadron(s), then the serious incident in question will be charged to the squadron to which the offender was assigned for the longest period of time provided that the period of time was fifteen (15) days or more.

(2) If it can not be determined that identical types of serious incidents were committed by the offender in another 12th Air Division squadron and the offender had been assigned to the squadron identified in para b above for a period of 15 days or more, then the serious incident will be charged to the squadron identified in para b above.

c. The effectiveness score is determined from Table III, based on the number of serious incidents charged.

TABLE III

SCORING SYSTEM FOR SERIOUS INCIDENTS

Number of Serious Incidents	Effectiveness Score
0	100%
1	50
2	20
3 or more	0

Source: Air Provost Marshal

4. Drunk and Disorderly

a. The effectiveness score for this category is based on the number of Drunk and Disorderly Violations occurring on and off-base, as reported in item 141 of the Air Provost Marshal Activities Report (AF-47).

b. Violation for driving while intoxicated or violations which are charged in the "Disorderly" category will not be charged under this category.

c. The effectiveness score is determined from Table IV, based on the rate of violations per 100 personnel present for duty.

TABLE IV

SCORING SYSTEM FOR DRUNK AND DISORDERLY

Rate per Hundred	Effectiveness Score
0 - .26	100%
.27 - .38	90
.39 - .46	80
.47 - .56	70
.57 - .66	60
.67 - .76	50
.77 - .84	40
.85 - .99	30
1.00 - 1.20	20
1.21 - 1.62	10
1.63 - above	0

Source: Air Provost Marshal

5. Disorderly

a. The effectiveness score for this category is based on the number of disorderly incidents taken from the Daily Incident Reports submitted to the Provost Marshal and the squadron concerned, by the Air Police. These incidents include disorderly occurences which are not covered in any other category in the Disciplinary Section of the Squadron Management Control System.

b. The effectiveness score is determined from Table V, based on the rate of Disorderly Incidents per 100 personnel present for duty.

TABLE V

SCORING SYSTEM FOR DISORDERLY

Rate per Hundred	Effectiveness Score
0 - .30	100
.31 - .35	90
.36 - .45	80
.46 - .50	70
.51 - .60	60
.61 - .80	50
.81 - .95	40
.96 - 1.10	30
1.11 - 1.30	20
1.31 - 1.95	10
1.96 - above	0

Source: Air Provost Marshal

6. Uniform and/or Pass Violations

a. The effectiveness score for this category is based on the number of Uniform and/or Pass Violations taken from the daily Incident Report submitted by the Air Police to the Provost Marshal and the squadron concerned.

b. Uniform and/or Pass Violations will be charged to the squadron to which the offender is assigned regardless of the duration of assignment.

c. The effectiveness score is determined from Table VI, based on the rate of violations per 100 personnel present for duty.

TABLE VI

SCORING SYSTEM FOR UNIFORM AND/OR PASS VIOLATIONS

Rate per Hundred	Effectiveness Score
0 - .26	100%
.27 - .34	90
.35 - .44	80
.45 - .50	70
.51 - .54	60
.55 - .72	50
.73 - .90	40
.91 - 1.22	30
1.23 - 1.50	20
1.51 - 1.99	10
2.00 - above	0

Source: Air Provost Marshal

SECTION II

VEHICLE ACCIDENT PREVENTION

1. Moving Traffic Violations

a. The effectiveness score for this category is based on the number of moving traffic violations (e.g., other than parking) in either civilian or government vehicles on or off-base. These violations are reported in Item 122 and 123 of the Air Provost Marshal Activities Report (AF-Y7).

b. No violations will be charged against any squadron unless it has been sustained by the Base Traffic Board or other competent authority if no Base Traffic Board exists.

c. The effectiveness score is determined from Table VII, based on the rate of violations per 100 personnel present for duty.

TABLE VII

SCORING SYSTEM FOR MOVING TRAFFIC VIOLATIONS

Rate per Hundred	Effectiveness Score
0 - .28	100%
.29 - .38	90
.39 - .49	80
.50 - .62	70
.63 - .78	60
.79 - .88	50
.89 - 1.03	40
1.04 - 1.15	30
1.16 - 1.30	20
1.31 - 2.00	10
2.01 - above	0

Source: Air Provost Marshal

2. Driving While Intoxicated

a. The effectiveness score for this category is based on the number of personnel charged with driving a civilian or government vehicle, on or off-base, while intoxicated.

b. The effectiveness score is determined from Table VIII, based on the rate of violations charged per 100 personnel present for duty.

TABLE VIII

SCORING SYSTEM FOR DRIVING WHILE INTOXICATED

Rate per Hundred	Effectiveness Score
0 - .17	100%
.18 - .21	90
.22 - .29	80
.30 - .33	70
.34 - .37	60
.38 - .40	50
.41 - .48	40
.49 - .60	30
.61 - .66	20
.67 - .94	10
.95 - above	0

Source: Air Provost Marshal

3. Major Vehicle Accidents

a. The effectiveness score for this category is based on the number of civilian or government vehicle accidents, on or off-base, in which damage incurred to government property is $25 or more, or hospitalization is required, other than first aid, for the personnel involved.

b. For the purpose of this system, the term "vehicle" includes special purpose vehicles.

c. The effectiveness score is determined from Table IX, based on the number of Major Vehicle Accidents.

TABLE IX

SCORING SYSTEM FOR MAJOR VEHICLE ACCIDENTS

Number of Accidents	Effectiveness Score
0	100
1	50
2	20
3 or more	0

Source: Base Ground Safety

4. Minor Vehicle Accidents

a. The effectiveness score for this category is based on the number of civilian or government vehicle accidents, on or off-base, in which damage incurred to government property is less than $25 and no hospitalization is required for personnel involved other than first aid.

b. For the purpose of this system the term "vehicle" includes special purpose vehicles.

c. The effectiveness score is determined from Table X, based on the Minor Vehicle Accident rate per 100 personnel present for duty.

TABLE X

SCORING SYSTEM FOR MINOR VEHICLE ACCIDENTS

Rate per Hundred	Effectiveness Score
0 - .27	100%
.28 - .31	90
.32 - .34	80
.35 - .37	70
.38 - .40	60
.41 - .56	50
.57 - .67	40
.68 - .76	30
.77 - .88	20
.89 - 1.49	10
1.50 - above	0

Source: Base Ground Safety

SECTION III

GROUND SAFETY

1. Major Ground Accidents:

a. The effectiveness score for this category is based on the number of on and off-base accidents in which one or more mandays are lost.

b. All injuries caused by traffic accidents and injuries occurring while participating in authorized sports activities are excluded from this category.

c. The effectiveness score is determined from Table XI, based on the number of Major Ground Accidents.

TABLE XI

SCORING SYSTEM FOR MAJOR GROUND ACCIDENTS

Number of Accidents	Effectiveness Score
0	100%
1	50
2	20
3 or more	0

Source: Base Ground Safety

2. Minor Ground Accidents

a. No effectiveness score will be computed for this category and the number of Minor Ground Accidents will not affect the overall effectiveness score for the squadron at the end of the calendar quarter. However, the number of minor Ground Accidents occurring in each squadron will be reported in the monthly Squadron Management Control Statement as a guide for the squadron commander in instituting safety training and methods for preventing similar accidents in those areas in which minor accidents are prevalent.

b. Minor Ground Accidents include only on-duty accidents in which no mandays are lost but which require first aid treatment.

c. All injuries caused by traffic accidents and injuries occurring while participating in authorized sports activities are excluded from this category.

Source: Base Ground Safety

SECTION IV

RECRUITING

1. Re-enlistments

a. The source for the data used in computing the effectiveness score for this category will be the Morning Reports dated the first through the last day of the month rated. The effectiveness score will be based on a one-month re-enlistment rate. Only permanent party regular airmen will be included in the re-enlistment rate.

b. Since the cut-off date is the last day of each month, personnel who are reported as being separated in a Morning Report dated after the last day of the month rated, although their separation date occurred during the month rated, will be included in the re-enlistment rate computations for the succeeding month.

c. The following re-enlistments will be included in the numerator of the re-enlistment rate:

For Re-enlistments

Code*	Description
S-1	Regular AF immediately re-enlisting in Regular AF upon expiration of term of service
S-3	Regular AF immediately re-enlisting in Regular AF before expiration of term of service

d. The denominator of the re-enlistment rate will include those immediate re-enlistments (within 24 hours) identified in para c above, plus:

For Separations

Code*	Descriptions	Regulations
J-1	Release from AMS and returned to AFRes or ANG status	AFR 39-10
J-2	Discharged and not returned to a Reserve status	AFR 39-10

Computation

$$\frac{S1 + S3}{S1 + S3 + J1 + J2} = \text{Re-enlistment Rate}$$

* From SAC Manual 171-1
Type change Code SC-55 (1 Jul 54)

a. The effectiveness score for this category is determined from Table XII, based on the re-enlistment rate computed from the above instructions.

EXAMPLE: Squadron "A" has 4 regular airmen who re-enlist immediately upon ETS (Code S-1) and three regular airmen who immediately re-enlist after being separated before expiration of term of service (Code S-3). There are four regular airmen falling in Code J-1; four in J-2. The re-enlistment rate for Squadron "A" would be computed as follows:

$$\frac{\underset{(S\text{-}1)}{4} + \underset{(S\text{-}3)}{3}}{\underset{(S\text{-}1)}{4} + \underset{(S\text{-}3)}{2} + \underset{(J\text{-}1)}{4} + \underset{(J\text{-}2)}{4}} = \frac{7}{15} = \begin{matrix}46.66\% \text{ or} \\ 46.7\%\end{matrix}$$

From scoring Table XII, a re-enlistment rate of 46.7% would earn an effectiveness score of 60%.

TABLE XII

SCORING SYSTEM FOR RE-ENLISTMENTS

Re-enlistment Rate	Effectiveness Score
65.0 - above	100%
61.0 - 64.9	90
57.0 - 60.9	80
52.0 - 56.9	70
46.0 - 51.9	60
39.0 - 45.9	50
32.0 - 38.9	40
24.0 - 31.9	30
15.0 - 23.9	20
14.9 & below	10

Source: Morning Reports
Base Recruiting (For Protests)
Base Operation Center

SECTION V

ADMINISTRATIVE

1. Delinquent Military Pay Orders

a. The effectiveness score for this category is based on the number of delinquent MPOs during the month rated.

b. Military Pay Orders authorizing the following types of adjustments will be considered delinquent and reported as such if they are not received by Base Finance within the time limits indicated below:

TYPE OF ADJUSTMENT	DUE NOT LATER THAN
Open Account	5 days subsequent asgmt to duty orgn.
Close Account	5 days prior to discharge
Deceased	24 hours subsequent to dt of death.
AWOL	24 hours subsequent to dt individual reported as AWOL
To Transfer and Adjust MPR	24 hours prior to time individual will depart the station.
Advance Pay or Advance Tvl Alws	24 hours prior to dt of departure from station
All Other Types of Adjustments	5 days after effective date of adjustment
Travel Vouchers	5th day following completion of tvl

c. The effectiveness score is determined from Table XIII, based on the rate of delinquencies per 100 personnel present for duty.

TABLE XIII

SCORING SYSTEM FOR DELINQUENT MPO's

Rate per Hundred	Effectiveness Score
0 - .25	100%
.26 - .31	90
.32 - .39	80
.40 - .49	70
.50 - .65	60
.66 - .85	50
.86 - 1.09	40
1.10 - 1.25	30
1.26 - 1.90	20
1.91 - 2.18	10
2.19 - above	0

Source: Base Finance Office

2. Morning Report Errors

a. The effectiveness score for this category is based on the number of erroneous and/or late Morning Reports as reported for the month rated by the Statistical Services Division.

b. A Morning Report error is any discrepancy found on the Morning Report as listed in Chapter 2, Inclosure No 4, pages 1 and 2, SAC Manual 171-1 and Base Regulation 171-1. In addition, squadrons submitting Morning Reports after the due date will be charged with a Morning Report Error.

c. The effectiveness score is determined from Table XIV, based on the rate of errors per 100 personnel present for duty.

TABLE XIV

SCORING SYSTEM FOR MORNING REPORT ERRORS

Rate per Hundred	Effectiveness Score
0 - .31	100%
.32 - .42	90
.43 - .52	80
.53 - .65	70
.66 - .93	60
.94 - 1.09	50
1.10 - 1.26	40
1.27 - 1.90	30
1.91 - 2.19	20
2.20 - 3.03	10
3.04 - above	0

Source: Base Statistical Services

3. C&A List Errors

a. The effectiveness score for this category is based on the number of C&A List errors and/or late C&A Lists as reported by the Statistical Services Division.

b. A C&A List error is any entry found on the Classification and Audit List which is not in accord with reporting instructions contained in Chapter IV, SAC Manual 171-1 and/or 15AF Technical Letters as received with C&A Lists.

c. This category will be rated following the month in which C&A Lists were audited by the Statistical Services Division. An effectiveness score will be assigned to this category only on alternate months.

d. The effectiveness score is determined from Table XV, based on the rate of errors per 100 personnel present for duty.

TABLE XV

SCORING SYSTEM FOR C&A LIST ERRORS

Rate per Hundred	Effectiveness Score
0 - .31	100%
.32 - .42	90
.43 - .52	80
.53 - .65	70
.66 - .93	60
.94 - 1.09	50
1.10 - 1.26	40
1.27 - 1.90	30
1.91 - 2.19	20
2.20 - 3.03	10
3.04 - above	0

Source: Base Statistical Services

4. Military Expense Summary Errors

a. The effectiveness score for this category is based on the number of erroneous and/or late Military Expense Summaries (S.C Form 177) as reported by the Budget and Accounting Division.

b. A Military Expense Summary error will be charged for any entry placed on S.C Form 177 which is in disagreement with the reporting instructions contained in AF Manual 171-8, and Base Regulation 172-7 and/or incorrect arithmetical calculations. In addition, squadrons submitting Military Expense Summaries after the due date, will be charged with an error for each day that the summary is late.

c. The effectiveness score is determined from Table XVI, based on the rate of errors per 100 personnel present for duty.

TABLE XVI

SCORING SYSTEM FOR MILITARY EXPENSE SUMMARY ERRORS

Rate per Hundred	Effectiveness Score
0 - .31	100%
.32 - .42	90
.43 - .52	80
.53 - .65	70
.66 - .93	60
.94 - 1.09	50
1.10 - 1.26	40
1.27 - 1.90	30
1.91 - 2.19	20
2.20 - 3.03	10
3.04 - above	0

Source: Budget and Accounting

5. Supply Issue Slip Errors

a. The effectiveness score for this category is based on the number of line items requisitioned on Supply Issue Slips (F Form 146) submitted to Base Supply, which are rejected due to erroneous entries, i.e., entries that are not in accord with reporting instructions contained in AFM 67-1. The number of line items rejected due to erroneous entries and total line items requested by squadron will be reported by the Base Supply Officer to the Director of Comptroller.

b. The effectiveness score is determined from Table XVII, based on the per cent of total line items requisitioned that were rejected due to erroneous entries.

c. EXAMPLE: Squadron A submitted 115 Supply Issue Slips to Base Supply. There was a total of 525 line items requisitioned on the 115 issue slips. Fifteen (15) line items were rejected due to erroneous entries.

$$\frac{\text{Line Items Rejected}}{\text{Total Line Items Requested}}$$

$\frac{15}{525} = 2.85\%$ or 2.9% rejected

Referring to Table XVII, a rate of 2.9% earns an effectiveness score of 100%.

NOTE: Line items which have no erroneous entries but which are located on the same issue slip which is rejected because of an erroneous entry for another line item, will not be considered as a rejected line item. Only those line item entries which are erroneous will be charged against the squadron.

TABLE XVII

SCORING SYSTEM FOR SUPPLY ISSUE SLIP ERRORS

Per Cent Rejected	Effectiveness Score
0 - 2.9%	100%
3 - 5.9	90
6 - 8.9	80
9 - 11.9	70
12 - 14.9	60
15 - 17.9	50
18 - 20.9	40
21 - 23.9	30
24 - 26.9	20
27 - 29.9	10
30 - above	0

Source: Base Supply

Headquarters - [illegible]th Bombardment [illegible]ing (M)
Wing Commander's Remarks - Part V 1 February - 28 February 1955

a. Hours flown performing missions ordered by higher headquarters:

(1) Flying hours expended performing ordered missions were not of such an extent as to interfere with the accomplishment of Training requirements. However, aircraft committed to "Open Mind" and "Teapot" did adversely affect the number of sorties flown, since these aircraft were not allowed to fly training sorties.

b. Weather and local Conditions affecting training:

(1) High winds on 18 February resulted in the cancellation of 17 scheduled sorties, 14 of which were to be formation.

* * * * * * * *

d. Combat crew gains and losses:

(1) Crew members gained:

1 Aircraft Commander
1 Co-pilot
3 Observers

(2) Crew members lost:

2 Aircraft Commanders to Wing Staff
1 Aircraft Commander to Squadron Staff
1 Observer to Wing Staff

* * * * * * * * *

g. Crew Status Changes:

R45 to L45 24 Feb 55 - Upgraded
R49 to L49 24 Feb 55 - Upgraded
L30 to R30 3 Feb 55 - Downgraded - failed SAC Evaluation
R19 to N19 1 Feb 55 - AOB to Wing Staff
R51 to N51 -1 Feb 55 - AOB extended DNTF
L14 - Disbanded 1 Feb 55 - AOB pending reassignment, A/C to LO1 CP to L13
R15 - Disbanded 1 Feb 55 - A/C to Wing Staff
R06 - Disbanded 1 Feb 55 - A/C to Squadron Staff
N97TP to N67 1 Feb 55
N61 to N97TP 1 Feb 55
N98TP to N65 1 Feb 55

1. Materiel and Personnel Problems:

(1) Personnel Factors:

(a) The full impact of skilled personnel withdrawals to man the 96th Bombardment Wing Cadre was felt throughout all the maintenance activities during the month. Ninety-five Air plance general and specialists personnel, in the "5" and "7" level AFSC's, and 34 additional Armament-Electronics personnel, "5" and "7" levels were transferred. In addition, 50 semi-skilled personnel, AFSC 49131E were transferred to the 22nd Bombardment Wing in mid-February. The net losses sustained in these maintenance AFSC's in the past two months total:

Airplane General ("5" and "7" level)	130
Airplane General ("3" level)	50
Armament-Electronics ("5" and "7" level)	37
Aggregate	217

Such mass withdrawals subsequently incur a tremendous number of internal transfers to maintain an equitable balance of the remaining skills in each squadron. The withdrawals represent approximately 35% of the higher skills lost in a period of the past sixty days. As a result, of these personnel losses, and losses due to routine PCS Transfers and discharges, the experience level available to maintain aircraft systems has increased the number of cancellations, aborts, and maintenance delays which resulted in curtailed training missions.

(b) A critical shortage of certain specialists categories such as Aircraft Hydraulic Technicians, AFSC 42172, and Aircraft Electricians, AFSC 40370 - 350, exists. The shortage of hydraulic specialists is the most critical where only fourteen of an authorized strength of twenty-three are assigned. This shortage is further aggravated by the necessity to simultaneously support special missions such as "Bobsled", "Hipshot", "Open Mind" and the TDY aircraft at Strategic Evaluation School. Although personnel present for duty in this AFSC have frequently worked twelve to fourteen hours daily, they have been incapable of supporting the Wing flying effort on a sustained basis.

(c) Recent losses of supply personnel contributed to a great extent to the reduced maintenance capability, and the full impact of these losses are yet to be realized. In mid-

February the Maintenance Control Supply Unit Officer was lost to a PCS transfer, and no replacement is locally available, or programmed for assignment. In addition, both "7" level supply NCO's assigned to this unit received PCS orders, to become effective during the month of March 1955. Again, no replacements are available within the resources of the Wing, and none are projected for assignment. The Supply Unit is one of the most vital functions of the Specialized Maintenance System, and is a key activity in the proper operation of the Supply Expeditor System, under SAC Manual 65-2. It has both direct and indirect effect on the capability of each maintenance activity to perform its mission; and, without the assignment of experienced personnel to perform its functions, all maintenance activities have been most seriously affected.

(2) Maintenance factors:

(a) Although a combined daily average of 34 sources of aircraft power (Gremco and C-26s) was available from assigned power units during the month, maximum utilization of each could not be made. Extensive apron repairs for the past sixty days have necessitated a very undesirable aircraft parking plan, and the relocation of the B-47 docks to three widely separated areas made constant repositioning of aircraft to provide a source of pwer necessary, and resulted in an average daily maximum of thirty aircraft that could be provided with power at any one time. A considerable number of non-productive maintenance hours, delays, and cancellations were induced in accomplishing the planned maintenance schedule because of this one factor.

(b) Approximately 90 non-productive maintenance man-hours were expended daily in each squadron in effecting compliance with SAC Regulation 66-17, to provide fire guards and standby operators for each power unit in use. Crew chief and assistant crew chief categories must be utilized in performing this function, regardless of the daily average of available man-hours in the tactical squadron and maintenance activities. The productive maintenance effort and training programs are affected accordingly.

(3) Special Missions:

(a) The necessity to retain six aircraft on 24 hour alert status (Operation "Open Mind"), during the first seven days of the month, materially reduced the number of aircraft available for maintenance scheduling purposes; and actually affected the pre-planned maintenance schedule for the first nine days. In addition, tactical squadron maintenance

capability, and specialist support, was greatly affected because of the "shift" basis that was necessarily placed into effect. Such personnel were not available for the entire period of the alert for routine maintenance requirements.

(b) Simultaneously with the implementation of Operation "Open Mind", three aircraft were withdrawn from the maintenance and training schedule on 3 February, for the purpose of permitting the installation of special equipment by an AMA depot team for use in Operation "Teapot". The installations required an average of four days per aircraft. Only one practice mission of short duration for this operation was realized on each aircraft prior to the 15th, when they were placed on daily alert. No other missions were flown during the month on these aircraft, and they were not available for replacement in the maintenance schedule for support of routine training requirements.

(c) A daily average of five aircraft were TDY to Strategic Evaluation School during the entire month, and were not available to the maintenance schedule to support the training mission. In addition, the most highly qualified support personnel were placed on TDY with the aircraft and were not available to the local maintenance effort.

* * * * * * * * *

k. Non-Combat Ready Crews capable of deploying unit aircraft:

N19	N51	N56	N58	N65
N50	N54	N57	N63	

* * * * * * * *

p. Comments and Recommendations of the Wing Commander:

(1) A total of 969 hours were flown on assigned aircraft for an average of 20.6 hours per aircraft. This total does not include all of the flying time by crews TDY to SES. The flying time accomplished at SES has only been partially received by this headquarters. Of this total, 946 hours were utilized for training (see paragraph i(2) above).

(2) The problem of not being allowed to utilize RBS Sites as scheduled is becoming increasingly serious. This condition too often results in loss of training accomplishments, and causes

poor utilization of the aircraft and crews, since an Aircraft Commander can never be sure that he will be allowed on the site until after the flight has progressed to a point within radio range of the site. It is recommended that aircraft scheduled for a site be given priority over non-scheduled traffic and that such traffic be required to vacate the site on arrival of the scheduled aircraft if the site is saturated.

(3) During the month of February, 15 Record Day Celestial Legs were accomplished for a CEA of 15.3 and 20 Record Grid Legs were accomplished for a CEA of 12.3.

(4) The following crews accomplished Gunnery at GBS:

Crew	Loaded	Fired
L02	400	283
S18	1200	600
L27	400	400
L40	400	95
L41	1200	400
L44	400	400

/s/Ernest C. Eddy
ERNEST C. EDDY
Colonel, USAF
Commander

(b)(1)(A) [redacted]

and 320th
stationed here
the more than 60
and bombers
wartime roles
current Department of
atomic weapons test

of the SAC aircraft,
B-46's and B-47's,
atomic bomb delivery,
under at altitudes
six miles, to coincide with

Included among the other activi-
of SAC will be crew indoctrina-
cloud development photography,
reconnaissance and other opera-
tional functions.

Thirteen different SAC wings, located
in all parts of the U.S., will be repre-
sented in the tests.

Although most of the SAC aircraft will
be out of standard bomber configuration,
some of them will be reconnaissance bom-
bers, RB-36's and RB-47's, and will come
from SAC strategic reconnaissance wings.

The 10-engined B-36's and RB-36's are
heavy SAC bombers built by Convair. The
all-jet 6-engined B-47's and RB-47's are
medium bombers built by Boeing.

DO 4 January 1955

SUBJECT: IBDA Project of Operation "Teapot"

TO: Commander, 22d Bombardment Wing
Commander, 320th Bombardment Wing
March Air Force Base, California

1. Reference SAC message DORB 8331 (~~Secret~~), 22 December 1954, M 14367, Major Thomas P. O'Rielly (Ext. 3205) has been appointed project officer for this headquarters.

2. On 28 and 29 December 1954, Major O'Rielly attended a briefing on Operation "Tea Pot" at SAC Headquarters where certain requirements and ground rules were laid down concerning this operation.

3. Six B-47s of the 12th Air Division will participate in "Teapot" for IBDA purposes, with three each from the 22d and 320th Bombardment Wings. These aircraft must be selected at once as special equipment will have to be installed almost immediately. This special equipment consists of an APN 106, K-17C, 023s, and O-15.

4. All crew members on this operation will need film badges and each aircraft will have one gamma survey meter aboard.

5. There will be four shots in all with the first ready date 15 Feburary 1955. Shots will be fired as rapidly as technical readiness and weather conditions permit. Four of the six aircraft selected for "Teapot" will fly on each shot with the other two being spares.

6. IBDA analysis will be made by the 15th Recon Tech Squadron and all film magazines will have to be picked up from the participating aircraft by a Q cleared man.

7. Reflectors are being set up at the various target areas which will be used as offset points for this operation. The crews selected for this exercise will be thoroughly briefed in this mission and dry runs will be made prior to the first shot.

Hq 12ADiv DO Subj: IBDA Project of Operation "Teapot"

8. Additional information on "Teapot" is contained in SAC message DOOPW 8641 ~~(Secret)~~, 31 December 1954, M 14439.

9. This correspondence is classified ~~SECRET~~ in accordance with paragraph 23, Air Force Regulation 205-1.

FOR THE COMMANDER:

JOHN W. SWANSON
Lt Colonel, USAF
Director of Operations

Info:
15th Recon Tech Sq,
Div Comdr

~~SECRET~~

~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT - 1946~~

SUBJECT: (Unclas) Fifteenth Air Force Operations Order 9-55 (Teapot)

TO: Commander, 22d Bombardment Wing (M)
Commander, 320th Bombardment Wing (M)
Air Base Commander
March Air Force Base, California

1. The Department of Defense and AEC will test experimental nuclear devices at the Nevada Proving Ground for approximately six weeks commencing on 15 February 1955. Code name for this test is "Tea Pot".

2. Tasks for subordinate units of this command will be as follows:

a. Colonel Lloyd H. Dalton, Jr., Commander, 22d Bombardment Wing, is designated 22d Bombardment Wing Strike Commander for Operation "Tea Pot". He will assume operational control of all 22d Bombardment Wing Aircraft involved in this mission. The 22d Bombardment Wing will:

(1) Comply with provisions of Annex A and Appendix 2 thereto of SAC Operations Order 9-55 in supplying aircraft and crews for Sidewinder 1 and 2. Provide one spare aircraft for all four shots.

(2) Keep the Commander, 12th Air Division constantly informed of the progress of "Tea Pot".

(3) Make all required reports with information copy to this headquarters.

b. Colonel William R. Large, Commander, 320th Bombardment Wing, is designated 320th Bombardment Wing Strike Commander for Operation "Tea Pot", and will assume operational control of all 320th Bombardment Wing aircraft involved in this mission. The 320th Bombardment Wing will:

(1) Comply with provisions of Annex A and Appendix 2 thereto of SAC Operations Order 9-55 in supplying aircraft and crews for Sidewinder 3 and 4. Provide one spare aircraft for all four shots.

~~SECRET~~

~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT 1946~~

(2) Keep the Commander, 12th Air Division constantly informed of the progress of "Tea Pot".

(3) Make all required reports with information copy to this headquarters.

c. Colonel Gilbert F. Friedericks, Base Commander, is delegated the task of base support necessary to insure successful accomplishment of the mission assigned to the 22d and 320th Bombardment Wings.

d. Reference paragraph 3, Fifteenth Air Force Operations Order 9-55, Lt Colonel George E. Meglemre, Base Flying Safety Officer, is designated coordinator for insuring an accident investigation team is established and available for the purpose of conducting an investigation of any accident involving any B-47 aircraft in the Nevada Proving Ground. Lt Colonel Meglemre will coordinate with the 807th Air Base Group in providing an aircraft to stand by to transport this team to Indian Springs, Nevada.

3. Flying Safety will be the primary consideration in all decisions.

4. This correspondence is classified ~~SECRET~~ in accordance with paragraph 23, Air Force Regulation 205-1.

LLOYD H. DALTON, JR.
Colonel, USAF
Commander

(b) (1) (A)

[redacted]

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) COMDAIRDIV 12 MARCH A B CALIF

TO: COMDRSAC OFFUTT AFB OMAHA NEBR

INFO: COMAF 15 MARCH AFB CALIF/COMDRSAC/

DATE-TIME GROUP	SECURITY CLASSIFICATION UNCLASSIFIED
PRECEDENCE FOR: ACTION	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE: IDENTIFICATION SAC Msg DMAMTML-6-21, 4 Jan55	CLASSIFICATION UNCLASSIFIED

/U N C L A S S I F I E D/320D ________. Reurmsg DMAMTML-7-21 397 4 Jan 55. Ten aircraft commanders with a combined total of six thousand hours were interviewed. Forty-two instances of encountering ice which required use of anti-icing system were reported. Five occurred at altitudes between twenty-one and twenty-five thousand feet and the remainder were all experienced from twenty-five to thirty thousand feet. Severity of icing in all instances varied from one-eighth to one-quarter inches. Only two instances were reported in which system was inoperative both of which resulted in failure to attain mach 81 and approximately one-half inch build-up. Best flare speeds were increased ten knots on landing approach and aircraft stalled six knots higher than dash one charts indicated. In all instances where anti-icing system was operative no particular difficulties were noted in eliminating ice. Average man hours to maintain system is approximately two per month.

DRAFTER'S NAME (and signature, when required) /s/CLARK A. TATE /t/CLARK A. TATE, Lt Col, USAF	SECURITY CLASSIFICATION UNCLASSIFIED — PAGE 1 OF 1 PAGES
	RELEASING OFFICER'S SIGNATURE
SOL — TELEPHONE 2-2106	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

U. S. GOVERNMENT PRINTING OFFICE

1. PURPOSE: To indoctrinate all personnel in cold weather operations and procedures in the 320th Bombardment Wing.

2. SCOPE: This SOP is applicable to all maintenance personnel and operating crews of the 320th Bombardment Wing. (M).

3. RESPONSIBILITIES: It will be the specific responsibility of the Squadron Commanders to insure compliance with paragraphs 6a, 7a, and 8a of this SOP prior to deployment (as applicable).

4. GENERAL COLD WEATHER INFORMATION FOR PERSONNEL:

a. All personnel must wear proper clothing , parkas, gloves, etc., but do not overdress . Dress so you are pleasantly cool but not cold.

b. Never run in below-zero weather as it can be extremely dangerous to your lungs.

c. Keep alert and watch yourself and others for signs of frost bite. (Reddish-white coloring of the skin).

d. Don't walk long distances. Exercise causes perspiration which can freeze and cause difficulties to the individual.

e. Don't touch cold metal with the bare hands. Moisture on hands may cause hands to freeze to the metal. In the event this occurs, warm area before attempting to remove the skin from the metal.

f. Use extreme caution when walking on surfaces that are iced or where anti-icing or de-icing fluid has been applied.

g. Don't wear tight outer clothing. Artic clothing should have an air space between layers.

h. Keep mittens, gloves, and fatigues dry.

i. Always keep ears covered and protect the face from freezing winds and snow. Avoid prop blasts.

j. Keep as clean as possible. Oil and grease on your clothing will reduce the insulating qualities of fabrics.

k. Use chapstick to prevent chapped or cracked lips.

l. Don't spill gasoline or other substances which will remain liquid at very low temperatures on your hands. Frostbitten hands can result almost instantly.

m. When gloves are removed, do not cup hands and blow on them. Breath moisture can freeze on hands and cause frost bite.

n. The noise in [illegible] hearing handicap makes hearing difficult. Keep a sharp lookout when in [illegible] areas. Don't get your hood so far back in a parka that your vision is limited.

o. Try to keep large tools inside the hangar when not in use. If not possible, warm with the ground heater prior to using. Small hand tools should be kept in pockets.

5. GENERAL MAINTENANCE PROCEDURES APPLICABLE TO BOTH KC-97 AND B-47 WHEN ARCTIC WX:

a. When equipment is very cold, do not use too much tension when making repairs, replacing equipment and tightening nuts, bolts, cables, etc., as freezing or snapping of the items can result when the aircraft expands on warming.

b. Remember that high pressure flexible lines become very stiff at -20° to -40° temperature.

c. Avoid use of excessive amounts of lubricants. Only prescribed lubricants will be utilized. This particularly important around flap jack-screws and slipway doors.

d. Aircraft will not be placed in a heated hangar unless considerable maintenance is required or weather conditions prohibit outside maintenance. If placed in hangar, scheduled aircraft should be flown as soon as possible after taken outside.

e. If aircraft are in hangars, apply de-icing fluid to wings and empennage immediately after removal from hangar. If outside, apply de-icing fluid not to exceed three(3) hours prior to aircraft departure time.

f. Exposure of an aircraft to low temperatures and the resulting contraction of metals and hardening of rubber seals will require continual checking. Fluid leakage is aggravated by sudden temperature changes such as encountered by moving an aircraft in and out of a warm hangar. Metal components of fluid systems will expand during the exposure to warm hangar temperatures and the contraction as the aircraft returns to the low outside temperatures will cause excessive leakage. Continued retorquing to stop leakage can result in pulled bolts, metal cracks, cutting of hose, failure of seals, etc., Careful checks for fluid should be made in two (2) to three (3) hours after aircraft is removed from hangar.

g. Care should be exercised when removing ice by application of heat as water will run down and freeze immediately outside of heated area causing further icing problems.

h. Frost and light ice can be removed by application of de-icing fluid. This is best accomplished by spraying on surface. In lieu of spraying equipment, , brooms or mops can be utilized to apply same. Do not apply to snow or to surfaces before snowfall.

i. Do not apply heat too rapidly or directly against windshields, windows and canopies. Cracking may result.

j. Check air pressure in tires, hyraulic accumulators, and check struts.

k. All accessory fluid tanks will be drained of condensate prior to every engine start.

l. Place burlap, canvas, or other suitable insulating material under wheels to pervent tires from freezing to ground, or ramp. If frozen while parked, tires can be released by application of heat. Under no condition should the heat exceed a temperature of 71oC (160°F).

m. All protective covers and plugs will be installed except wing and canopy covers. Wing and canopy covers will not be utilized unless local situations otherwise dictate.

n. Normally, fuel servicing of aircraft should be accomplished immediately after landing to preclude sweating of tanks. Servicing to full capacity will be avoided as change in temperatures will cause overflow. Drain fuel sumps and drain cocks.

o. When a layover of four (4) hours or more is expected, batteries will be removed and stored in a heated building until ready for reinstallation.

p. Maximum effort will be made to submit unsatisfactory reports on all aircraft and equipment malfunctions experienced during cold weather maneuvers.

6. COLD WEATHER OPERATING PROCEDURES FOR B-47 AIRCRAFT:

a. Prior to deployment, tactical commanders will insure that:

(1) All aircraft are winterized in accordance with T.O. 1B-47A-7 and T.O. 00-60A-1.

(2) All maintenance and crew personnel are thoroughly familiar with Cold Weather Procedures contained in Section IX of T.O. 1B-47D-1 and instructions contained in this SOP. No deviations will be allowed from procedures contained therein. This is a Must for successful cold weather operations.

(3) All connections, fittings, lines, hose clamps and accessory mounting studs are properly torqued. The accomplishment of this type maintenance will reduce fluid leaks when the aircraft is exposed to cold weather.

(4) Anti-icing systems and controls functionally checked for specified operation.

(5) Aircraft serviced with 1005 grade oil.

(6) Fuel screens removed and cleaned. Micronic type filters showing evidence of water contamination will be replaced.

(7) Engine igniter plugs removed, cleaned and checked for proper electrode gap or length.

(8) Ignition system thoroughly checked for complete operation. Vibrator tubes with questionable reliability should be replaced.

(9) Cowling hinge pins, latches, fasteners, and rigging checked for specified adjustments.

(10) Compressor discharge pressure bleed system and acceleration rates checked for specific "bleed-off" and "bleed-on" operation.

(11) Accumulators serviced and drained of all moisture.

(12) Each aircraft has two (2) or more brooms aboard.

(13) Brake chute yolk assembly post #AN-3386 lubricated at the [illegible]swivel with specification MIL-G-7421 grease.

b. BEFORE STARTING

(1) Unless otherwise directed preflight aircraft in accordance with the applicable -2 and -6 technical orders. Ground crews should be available for duty five (5) hours prior to aircraft departure time.

(2) Carry out Cold Weather Procedures as outlined in Section IX, T.O. 1B-47E-1.

(3) When using de-icing fluid, do not spray into engine inlet ducts.

(4) Preheat cockpit, forward wheel and power control units for at least twenty (20) minutes prior to turning on radio equipment or power control. If this is not done, broken tubes or blown fuses will result.

(5) Bomb bay doors will remain closed except for pilots pre-flight.

(6) Canopies are opened while in hangar. When aircraft are taken outside, the canopies should remain open for approximately thirty (30) minutes before closing.

c. STARTING ENGINES AND WARMING UP

(1) Carry out procedures as outlined in Cold Weather Procedures, Section IX, T.O. 1B-47E-1.

(2) Do not attempt starts below the recommended starting RPM. Such attempts increase the possibility of engine damage from hot starts.

(3) Engine air inlet screens will not be used for air or ground operation.

(4) Functionally check anti-icing systems and controls.

(5) Don't become alarmed if idle RPM is high in extremely cold weather. Service tests by Boeing have shown that under such conditions, throttles set for 35% will indicate 43-45% RPM.

(6) Compressor discharge pressure will be "on" during ground operations and take-offs at temperatures below 59°F (15°C).

(7) Do not exceed starting limitations.

d. TAXING

(1) Taxiing will be done in accordance with procedures as outlined in Cold Weather Procedures, Section IX, T.O. 1B-47E-1.

e. TAKE-OFFS

(1) Take-offs will be made in accordance with Cold Weather Procedures as outlined in Section IX, T.O. 1B-47E-1.

(2) Use extreme caution on take-off when the use of thermal wing de-icing system is necessary. The loss of thrust by the compressor blades will require 20-25 percent longer ground roll than normal to attain safe take-off speed.

f. AFTER TAKE-OFF, DURING FLIGHT

(1) Exercise Cold Weather Procedures as outlined in Section IX, T.O. 1B-47E-1.

g. DESCENT, LANDING

(1) Exercise procedures as outlined in Cold Weather Procedures, Section IX, T.O. 1B-47E-1.

(2) The possibility of brake chute failure should be anticipated if take-offs were made from wet runway.

h. PARKING, STOPPING OF ENGINES

(1) Use normal operating procedures.

(2) Caution should be exercised when towing aircraft with heavy gross weights as hydraulic seals are easily damaged in low temperatures and strut leakage will result.

i. POST-FLIGHT

(1) Carry out procedures as outlined in Cold Weather Procedures, Section IX, T.O. 1B-47E-1.

(2) Unless otherwise directed, post-flight aircraft in accordance with applicable -2 and -6 technical orders. In addition:

(3) Engines will be motored over at periods of thirty (30) minutes and one (1) hour after engine shut down to clear engines of possible condensation.

7. COLD WEATHER OPERATING PROCEDURES FOR KC-97 AIRCRAFT

a. Prior to deployment, tactical squadron commanders will insure that:

(1) All maintenance and crew personnel are thoroughly familiar with Cold Weather Procedures as outlined in Section IX, T.O. 1C97(K)B(T)-1 or Section VI, T.O. 1C97(K)B(T)-1, as applicable, and instructions contained in this SOP. No deviations will be allowed from procedures contained therein. This is a must for successful cold weather operation.

(2) All aircraft are winterized in accordance with applicable -7 technical order (when published) and T.O. 00-60A-1.

(3) All connections, fittings, lines, hose clamps, and accessory mounting studs are properly torqued.

(4) Anti-icing systems and controls are functionally checked for specified operation.

(5) Fuel screens and carburetor fuel inlet screens removed and cleaned. Micronic type filters showing evidence of water contamination will be replaced.

(6) Fuel flow meters drained of all moisture.

(7) Manifold pressure lines drained or purged.

(8) Flap screws and tracks cleaned of dirt and heavy grease.

(9) Check cowling hinge pins, latches and fasteners for specified adjustment.

(10) Carburetor chambers drained, flushed and bled of air.

(11) Approved type spark plugs installed.

(12) Ignition system checked for complete operation.

(13) To preclude difficulties caused by washing of sludge and carbon particles from interior parts of engines during dilution and subsequent collapse of oil screens, the following procedures will be carried out:

(a) Operate engines until temperatures have stabilized.

(b) Dilute engine oil at 1200-1400 RPM until appreciable drop in oil pressure is noted.

(c) Shut down, clean oil screens and drain sumps. Reinstall oil screens. Insure that sump drain plugs are tight.

(d) Run engines for a minimum of thirty (30) minutes to evaporate fuel in oil system.

(e) Repeat procedures outlined in steps (a) through (d) above until screens are found to be clean upon removal.

(14) Engines which have been operated more than fifty (50) hours since the last oil dilution will have the oil screens removed and cleaned as outlined in preceding paragraphs.

(15) Functionally check oil dilution solenoids with line to engine disconnected to assure proper "on" and "off" operation.

(16) Turbos serviced with #10 grade oil.

(17) Propellers serviced with 50% grade 1100 engine oil and 50% grade 1010 Jet engine oil. Propellers which have been replenished as a result from the engine oil system during cold weather operation will be drained and reserviced with the blend of oil indicated above.

(18) Each aircraft has two (2) or more brooms and 60 foot of ½" rope. Items to be utilized in removing snow from the aircraft.

(19) Accumulators serviced and drained of moisture.

b. BEFORE STARTING:

(1) Unless otherwise notified, preflight aircraft in accordance with applicable -2 and -6 technical orders. Ground crews should arrive at the aircraft five (5) hours prior to take-off time.

(2) Carry out procedures as listed in Cold Weather Procedures, Section IX, T.O. 1C-97(K)3(T)-1 or Section 1C-97(K)3(T)-1, as applicable.

(3) Avoid the use of aircraft batteries when possible as battery output is greatly reduced by low temperatures.

(4) With use of proper oil dilution, engine preheat will not be required at temperatures above 0°F (-18°C).

(5) When preheating of engine is required, both accessory and power sections should be heated. When applying the heat, direct it to the individual oil tank of each engine. Do not permit excessively hot air from heaters (temperatures

(13) During engine ground runs at low RPM, "blood ice" may be encountered. This is evidenced by excessively rich mixtures and is caused by ice forming in the bleed passages between the high and low boost venturi suction lines. This can be eliminated by running engines at higher RPM and by application of carburetor heat.

(14) A condition of "hung RPM" may be also be encountered. This may be overcome by careful use of the primer until proper RPM is reached.

(15) Due to encreased air density, the prop load will be such as to cause lower RPM at all power settings above field barometric pressures.

(16) Exercise propellers through minimum of three(3) cycles to assure free operation and circulation of oil.

(17) Sheltered air will be utilized on all ground operations.

d. TAXIING:

(1) Taxiing will be done in accordance with Cold Weather Procedures as covered in Section IX, T.O. 1C-97(K)G(T)-1 or Section VI, T.O. 1C-97(K)E(T)-1, as applic ble.

e. TAKE-OFFS:

(1) Take-offs will be made in accordance with Cold Weather Procedures as covered in Section IX, T.O. 1C-97(K)G(T)-1 or Section VI, T.O. 1C-97(K)E(T)-1, as applicable.

(2) In performing engine run-ups a deviation of check list will be made in that all propellor checks will be accomplished after the engines have had the magnetos checked and the engine temperatures are within normal limits.

(3) Use sheltered air take-off. Turbos will not be utilized to obtain additional carburetor air temperatures at brake horsepowers above 2650. Since the use of turbo is not practical during take-off of BHP's above 2650, carburetor preheat is essentially not available; however, sheltered air will provide a 5-10 degree F rise in CAT (depending on the OAT), and in addition will provide anti-icing protection during the short period of take-off. Use sheltered air with turbo off and take the CAT that results. Take-offs resulting in CAT values between -10 degrees C and 7 degrees C should be avoided or limited to short duration by bringing

in the turbo and applying preheat as soon as the first power reduction (2650 MP or less) is made.

f. AFTER TAKE-OFF, DURING FLIGHT:

(1) Accomplished in accordance with Cold Weather Procedures as covered in Section IX, T.O. 1C-97(K)G(T)-1 or Section VI, T.O. 1C-97(K)E(T)-1, as applicable.

g. DECENT, LANDING:

(1) Accomplished in accordance with Cold Weather Procedures as covered in Section IX, T.O. 1C-97(K)G(T)-1 or Section VI, T.O. 1C-97(K)E(T)-1 as applicable.

h. PARKING, STOPPING OR ENGINES:

(1) Accomplished in accordance with Cold Weather Procedures as covered in Section IX, T.O. 1C-97(K)G(T)-1 or T.O. 1C-97 (K) E(T)-1, as applicable.

(2) Proper oil dilution cannot be overemphasized. Referenced technical order should be only reference used to determine proper dilution procedures. Flight crews will accomplish oil dilution for the predicted low temperature of the next flight. In no instance will engine be cut before proper oil dilution has been accomplished as per technical order referenced in paragraph 7h(1) above. Flight crews will make a specific or non-accomplishment of oil dilution.

(3) Check oil dilution solenoids for proper operation by following procedure;

(a) After engines are shut down, keep fuel booster pump "on".

(b) Flick oil dilution switch and note fuel pressure drop. If no drop in fuel pressure is noted, investigate.

(c) Turn off booster pumps.

i. POST-FLIGHT:

(1) Carry out procedures as covered in Cold Weather Procedures, Section IX, T.O. 1C-97(K)E(T)-1 or Section VI, T.O. 1C-97 (K)E(T)-1, as applicable.

320th Air Refueling Squadron 1 February - 28 February 1955
Section 6, Squadron Commander's Remarks - Part III

a. Hours Flown Performing Missions Ordered by Higher Headquarters:

(1) TDY to Fairchild AFB in support of 22nd Bomb Wing 1 through 16 February 177:00

(2) VIP Ferry Flights during period 9 through 17 February 12:30

(3) TDY to [redacted] 17 through 28 February 373:00

Total Hours 562:30

b. Weather or Local Conditions:

During the TDY to Fairchild AFB, weather delayed the planned missions three (?) days. Approximately 75 hours of potential scheduling for pilot proficiency and navigation legs were lost. During the TDY to Newfoundland, weather delayed the planned missions three (?) days. Approximately 75 hours of potential scheduling for pressure pattern legs and pilot proficiencies were lost.

* * * * * * * *

d. Combat Crew Member Gains and Losses:

(1) Gains:

(a) Six (6) Radio Operators

(b) One (1) Boom Operator

(2) Losses:

(a) One (1) Pilot 90 day TDY to Randolph AFB, Texas

(b) Two (2) Navigators discharged.

(c) One (1) Engineer discharged

(d) Two (2) Radio Operators - One discharged, one transferred PCS

(e) One (1) Boom Operator discharged

e. Crew Member Changes:

In addition to the crew changes required by the losses in paragraph d(2) above, the following changes were also necessary:

(1) One (1) Navigator to increase crew effectiveness

(2) One (1) Engineer changed temporarily because of emergency leave

* * * * * * *

j. SAC Minimum Training Requirements Not Accomplished:

(1) The Squadron did not accomplish its prorated amount of heavy-weight hookups this month due to the missions ordered by higher headquarters. (See paragraph o(2) of January T-12 Squadron Commander's Remarks.)

(2) Reference paragraph g above, Crew T26 will not be charged with "P" Crew requirements this quarter, but will accomplish "M" Crew requirements.

k. Non-combat ready crews capable of deploying:

M30

l. Non-combat Ready Crew Training:

The flying time of all non-combat ready crews compared favorably with the average time flown by combat ready crews. (Crews M32 and M99TP received no flying time as integral crews.)

* * * * * * *

o. Comments or Recommendations of the Squadron Commander:

(1) The squadron flew 693:30 hours this month. Fifty air refueling sorties were flown, accomplishing 43 wet and 79 dry hookups and transferring a total of 2,084,790 pounds of fuel. Navigation included 35 day celestial legs with a CEA of 11.6 miles, 25 night celestial legs with a CEA of 8.8 miles, and 5 grid legs with a CEA of 10 miles.

* * * * * * *

s/s/RUSSELL F IRELAND
RUSSELL F IRELAND
LT COL USAF
COMMANDER

HEADQUARTERS 320TH BOMBARDMENT WING (M)
March Air Force Base
California

320DP

7 March 1955

SUBJECT: Combat Air Crew Personnel Changes

TO: Commander, 441st Bombardment Squadron
Commander, 442nd Bombardment Squadron
Commander, 443rd Bombardment Squadron
Commander, 320th Air Refueling Squadron
320th Bombardment Wing, Medium
March Air Force Base, California

1. Your attention is invited to a recent change of paragraph 4, Wing Regulation 55-5, subject as above, 7 April 1954, relative to procedure to be followed in the future submission of requests for crew changes.

2. The past method of processing crew changes has been generally unsatisfactory in that the form does not sufficiently present all the necessary information upon which to base an approval or disapproval of the change.

3. It is therefore considered advisable to have all future crew change forms hand-carried by personnel having complete knowledge of the proposed change. In this manner, both the Wing Director of Operations and myself can be fully informed of all pertinent facts not normally reflected on the change form.

William R Large Jr

WILLIAM R LARGE JR
Colonel, USAF
Commander

1 Incl
Wg Reg 55-5A

HEADQUARTERS 320TH BOMBARDMENT WING, MEDIUM
March Air Force Base
California

320 00

SUBJECT: Pre-SES Training Missions

TO: Commander, 441st Bombardment Squadron, Medium
Commander, 442d Bombardment Squadron, Medium
Commander, 443rd Bombardment Squadron, Medium
March Air Force Base, California

1. The Pre-SES training missions will be planned to incorporate these items on which the crews will be tested at SES. Additional items may be scheduled, but missions which in no way resemble SES type missions will not be written off as complying with the requirement.

2. At least one of these missions will include night celestial and grid navigation flown in accordance with the check sheet which will be made available to all observers. On this mission an instructor observer will fly as evaluator and a complete replot, analysis, and critique of the mission will be made.

3. A summary of the results of this mission to include the evaluators report will be submitted to Wing Director of Operations.

BY ORDER OF THE COMMANDER:

CLIFFORD H. BURNETT
Captain, USAF
Adjutant

~~SECRET~~

CLASS: ~~SECRET~~
AUTH : CO 320BW
DATE : 18 Mar 55
INITS: Hom

320TH BOMBARDMENT WING, MEDIUM
March Air Force Base, California

320 AC 18 March 1955

SUBJECT: Monthly Analysis for February 1955 (RCS: 15-U2)

TO: Commander
Fifteenth Air Force
Attn: COMA
March Air Force Base
California

~~(Secret)~~ SECTION I
FORECAST OF SAC MANAGEMENT CONTROL SYSTEM SCORES

Personnel	Max Score	% of Max Score January	% of Max Score February	Score
1. Manning in Req Spec				
a. Officers	30	60.0%	50.0%	15.0
b. Airmen				
(1) Direct Skills	150	50.0%	50.0%	75.0
(2) Indirect Skills	25	90.0%	50.0%	12.5
2. AWOL Rate	30	100%	100%	30.0
3. Ground Safety	25	45.0%	45.0%	11.3
4. Reenlistment Rate	40	30.0%	30.0%	12.0
5. MTD Utilization	20	48.0%	47.3%	9.5
	320	55.8%	51.7%	165.3
Materiel				
1. Flying Hours as a Percent Required	60	90.7%	90.6%	54.4
2. Reports of Survey	20	85.0%	60.0%	12.0
	80	89.3%	83.0%	66.4
General Items				
1. Flying Safety	50	100%	100%	50.0
2. USCM	100	NR	NR	NR
	150	100%	100%	50.0

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Subject: Monthly Analysis for February 1955

Operations	Max Score	% of Max Score January	% of Max Score February	Score
1. Training Minimums				
a. Bombardment	[illegible]	[illegible]	57.7%	86.5
b. Tanker	50	[illegible]	61.8%	30.9
2. Flying Hour Utilization	[illegible]00	[illegible]	73.3%	73.3
3. RBS Radar Bomb Accuracy	40	100%	100%	40.0
4. RBS Visual Bomb Accuracy	25	100%	100%	25.0
5. Night Celestial Navigation	20	100%	100%	20.0
6. Flight Engineering	15	100%	100%	15.0
7. Gunnery	20	60.0%	40.0%	8.0
8. Air Refueling Proficiency				
a. Wet Hookups	20	100%	100%	20.0
b. Radar Rendezvous	20	100%	100%	20.0
9. Probation Status	50	60.0%	70.0%	35.0
10. Combat Ready Crews				
a. Bombardment	[illegible]0	50.0%	30.0%	12.0
b. Tanker	[illegible]0	85.0%	100%	10.0
11. Physical Conditioning	[illegible]0	10.0%	[illegible].0%	2.0
	[illegible]50	61.7%	[illegible]	397.7
Grand Total	[illegible]00	63.[illegible]%	[illegible]	679.4

SECTION A

PERSONNEL

1. [illegible]ties

a. Officers [illegible] (15.0 points earned)

(1) Computation of Officer Manning for the reporting period ending [illegible] February 1955 was as follows.

Number of Officers Required	460
Number of Officers Assigned	403
Number of Officers "IRS"	388
Percent "[illegible]"	84.3%
Percent of Score	50.0%
Score	15.0

(2) Officer Manning received 50% of the max score for the period ending 2[illegible] February 1955. This score is 10% or 3.0 points less than the score received for the last reporting period. The primary reason for the drop in score was due to the loss of 19 officers to the Cadre and normal ZI and overseas transfers. A slight increase in "MIRS" is expected in the next reporting period when the Cadre authorization is withdrawn from the wing.

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b. Airmen Manning Direct Skills (Max Score 150)(75 points earned)

(1) Computations for Airmen Manning Direct Support Skills for the reporting period ending 28 February 1955 was as follows:

Number of Airmen Authorized	1295
Number of Airmen Assigned	1299
Number of Airmen "IRS"	1059
Percent "IRS"	81.8%
Percent of Score	50.0%
Score	75.0

(2) The Wing earned 50% of the max score for Airmen Manning in the Direct Support Skills. This score is the same score as was received for the last reporting period.

c. Airmen Manning Indirect Support Skills (Max Score 25)12.5 points earne

(1) Computations for Airmen Manning Indirect Support Skills for the reporting period ending 28 February 1955 was as follows:

Number of Airmen Authorized	578
Number of Airmen Assigned	588
Number of Airmen "IRS"	466
Percent "IRS"	80.6%
Percent of Score	50.0%
Score	12.5

(2) The Wing earned 50% of the max score for Airmen Manning in the Indirect Support Skills for the period. This score is 40% or 10 points less than was received for the last reporting period. The drop in score was due to the loss of 49 airmen. Fourteen (14) to Altus AFB, six (6) to Lincoln AFB, six (6) to ZI Transfer, ten (10) oversea transfers and thirteen (13) discharges. It is expected that a slight increase will be realized during the next reporting period when the Cadre authorization is withdrawn.

2. AWOL Rate (Max Score 30)(30.0 points earned)

a. Computations for the Wing AWOL Rate for the reporting period ending 28 February 1955 was as follows:

Number of AWOL's	8
Cumulative Mean Strength	9905
AWOL Rate	.81
Percent of Score	100%
Score	30.0

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2. AWOL Rate (Cont'd)

b. The Wing had eight (8) AWOL's during the four month period. Two (2) in the 442d Bomb Sq, two (2) in the 443d Bomb Sq, one (1) in the Field Maint Sq, one (1) in the Periodic Maint Sq and two (2) in the A&E Maint Sq. Eight AWOL's and a cumulative mean strength of 9905 gives an AWOL Rate of .81 which earned 100% of the maximum score. This score is the same score as was received for the last period.

3. Ground Safety (Max Score 25)(11.3 points earned)

a. Computations for the Wing Ground Safety Rate for the reporting period ending 28 February 1955 was as follows:

Accident Cost Index	7.53
Ground Safety Index	7.15
Percent of Score	45.0%
Score	11.3

b. The wing earned 45% of the max score for Ground Safety for the period ending 28 February 1955. This score is the same score as was received for the month of January.

4. Reenlistment Rate (Max Score 40)(12.0 points earned)

a. Computations for the Wing Reenlistment Rate for the reporting period ending 28 February 1955 was as follows:

Number Discharged	150
Number Reenlisting	44
Percent Reenlisting	29.3%
Percent of Score	30.0%
Score	12.0

b. The Wing had 44 reenlistments out of 150 discharges for the four month period which earns the wing 30% of the max score. This score is the same as was received for the last reporting period.

5. Mobile Training Detachment Utilization (Max Score 20)(9.5 points earned)

a. Computations for MTD Utilization for the reporting period ending 28 February 1955 was as follows:

	Required	Utilized	% Utilized
B-47	7000	3663	52.3%
KC-97	4000	1545	38.6%
Wing	11000	5208	47.3%

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5. MTD (Cont'd)

b. MTD Utilization is based on experience for the months of January and February only. MTD Utilization was not rated for the month of December 1954 in accordance with information contained in message, number DOTO 23490, from Headquarters 12th Air Division.

MATERIEL

1. Flying Hours as a Percent of Required (Max Score 60)54.4 points earned)

a. Computations for Flying Hours as a Percent of Required for the period ending 28 February 1955 was as follows:

	Required	Utilized	% Utilized
B-47	2539	2192	86.3%
KC-97	1327	1310	98.7%
Wing	3866	3502	90.6%

b. Flying Hours as a Percent of Required is scored on activity performed during the months of January and February only. The low score received for this item was due to the following reasons: Flying Hours expended performing ordered missions were not of such an extent as to interfere with the accomplis. ment of Air Training requirements. However, aircraft committed to Operation "Open Mind" and "Teapot" did adversely affect the number of sorties flown, sinc these aircraft were not allowed to fly training sorties. Six aircraft were re- tained on 24 hour alert status for operation "Open Mind" during the first seve: days of the month and reduced the number of aircraft available for maintenance scheduling purposes. This situation actually affected the pre-planned main- tenance schedule for the first nine days of February. Simultaneously with the implementation of operation "Open Mind" three aircraft were withdrawn from the maintenance and training schedule on 3 February for the purpose of permitting the installation of special equipment by an AMA Depot team for use in operatio: "Teapot". The installation required an average of four days per aircraft. Only one practice mission of short duration for this operation was realized on each aircraft prior to the 15th of the month, when they were placed on daily alert.

2. Reports of Survey (Max Score 20)(12.0 points earned)

a. Computations for Reports of Survey for the reporting period ending 28 February 1955 was as follows:

Number of Surveys	30
Total Dollar Cost	$4,241.64
Cumulative Population	9773
Average Cost Per Survey	$141.39
Survey Per 1000 Population	3.07

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Subject: Monthly Analysis for February 1955

2. Reports of Survey (Cont'd)

Percent of Score	60.0%
Score	12.0

b. The Wing earned 60% of the max score for Reports of Surveys for the period ending 28 February 1955. This score is 25% or 5.0 points less than was received for the period ending 31 January 1955

GENERAL ITEMS

1. Flying Safety (Max Score 50)(50.0 points earned)

a. Computations for the Wing Flying Safety Rate for the reporting period ending 28 February 1955 was as follows:

Total Flying Time	7701
Accidents, Major and Minor	0
Aircraft Accident Rate	0
Percent of Score	100%
Score	50.0

b. The Wing scored 100% of the max score in Flying Safety for the report period ending 28 February 1955. This score is the same score as was received for the last reporting period. February was the ninth consecutive aircraft accident free month of the wing.

OPERATIONS

1. Training Minimums (Max Score 200)

a. Bombardment (Max Score 150)(86.5 points earned)

(1) Computations for the Bombardment portion of training minimums for the reporting period ending 28 February 1955 was as follows:

Major Category	Max Score	# Items Required	# Items Scored	% of Score	Score
Bombing	35	627	412	65.7%	23.0
Navigation	25	237	126	53.2%	13.3
Flight Engineering	10	66	56	84.8%	8.5
Air Refueling & Radar Rendezvous	25	360	117	32.5%	8.1
Gunnery	10	93	59	63.4%	6.3
Atomic Weapons	10	341	92	26.9%	2.7
Miscellaneous	15	396	271	68.4%	10.3
Flying Time	20	1890	1349	71.4%	14.3
	150			57.7%	86.5

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320 AC
Subject: Monthly Analysis for February 1955

1. Training Minimums

a. Bombardment (Cont'd)

(2) The full impact of skilled personnel withdrawals to man the 96th Bomb Wing Cadre was felt throughout the wing during the month of February. Ninety-five (95) Airplane General and Specialist personnel, in the "5" and "7" level AFSC's and twenty-four (24) Armament-Electronics personnel, "5" and "7" levels, were transferred. In addition, fifty (50) semi-skilled personnel, AFSC 43131E, were transferred to the 22nd Bomb Wing. As a result of these personnel losses and losses due to routine PCS transfers and discharges the experience level available to maintain aircraft systems has been reduced proportionately and has been evidenced by an increased number of cancellations, aborts and maintenance delays which resulted in curtailed training missions. In addition, to the Special Missions discussed in the Flying Hour Utilized as a Percent of Required portion of this report 17 scheduled sorties were cancelled on 18 February due to high winds. Fourteen of the cancelled sorti were to have been formation.

b. Tanker (Max Score 50)(30.9 points earned)

(1) Computations for the Tanker portion of Training Minimums for the reporting period ending 28 February 1955 was as follows:

Major Category	Max Score	# Items Required	# Items Scored	% of Score	Score
Wet Hookups & Radar Rendezvous	15	306	159	52.0%	7.8
Navigation	10	198	136	68.7%	6.9
Flight Engineering	5	54	37	68.5%	3.4
Miscellaneous	10	330	280	84.8%	8.5
Flying Time	10	270	116	43.0%	4.3
	50			61.8%	30.9

(2) Participation in special missions ordered by higher headquarters during the month handicapped the unit's efforts to accomplish a proportionate share of all training items and in particular, heavyweight hookups and pilot proficiency missions. During the TDY to Fairchild AFB, weather delayed the planned mission three days. Approximately 75 hours of potential scheduling for pilot proficiency and navigation legs were lost. During the TDY to Newfoundland, weather delayed the planned missions three days. Approximately 75 hours of potential scheduling for pressure pattern legs and pilot proficiencies were lost. In addition to the missions ordered by higher headquarters, in which the

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320 AC
Subject: Monthly Analysis for February 1955

1. Training Minimums

b. Tanker (Cont'd)

majority of the Air Refueling Squadron was TDY 21 days during the month, Operation "Open Mind" involved 4 crews and aircraft being on strict alert status as well as the normal strip alert crew which resulted in another 7 day period of no flying time or training accomplishments by these five crews.

2. Flying Hour Utilization (Max Score 100)(73.3 points earned)

a. Computations for the Bombardment portion of Flying Hour Utilization for the two month period ending 28 February 1955 was as follows:

	Factor (Hrs) Per Unit	Units Accomplished	Total Hrs (1) X (2)
RBS Radar Runs	.50	445	223
Malfunction Runs	.50	133	67
RBS Visual Runs	.50	131	66
Simulated Radar Attacks	.33	164	54
Simulated Visual Attacks	.33	84	28
Scored Visual Releases	.25	67	17
Night Celestial	2.00	64	128
Day Celestial	1.50	57	86
Grid Legs	1.50	48	72
Gunnery - Full Load	1.00	49	49
Formation Flying	Act hrs	27	27
Night Cell	1.00	14	14
Pilot Proficiency	3.00	15	45
Wet Hookups	.50	113	57
Dry Hookups	.25	105	26
Radar Rendezvous	.50	64	32
Sub Total			991
Repetitive Requirements (15% of Sub Total)			149
Take-Offs & Landings	1.00	(372 - 15)	357
Total Effective Flying Hours			1497

$$\frac{\text{Training Flying}}{\text{Total T-12 Flying Time}} \times 100 = \frac{1497}{2192} \times 100 = 68.3\%$$

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Subject: Monthly Analysis for February 1955

2. Flying Hour Utilization (Cont'd)

b. The Bombardment portion of Flying Hour Utilization received 68.3% of the max score for the reporting period. This score is an increase of 2.5% over the score received for the first month of the training quarter.

c. Computations for the Tanker portion of Flying Hour Utilization for the two month period ending 28 February 1955 was as follows:

	Factor (Hrs) Per Unit	Units Accomplished	Total Hrs (1) X (2)
Night Celestial	2.00	58	116
Day Celestial	1.50	66	99
Radar Legs	2.00	81	162
Grid Legs	3.00	17	51
Pilot Proficiency	3.00	35	105
Wet Hookups	.50	217	109
Dry Hookups	.25	325	81
Radar Rendezvous	.50	114	57
Sub Total			780
Repetitive Requirements (10% of Sub Total)			78
Take-Offs & Landings	1.00	(252 - 35)	217
Total Effective Flying Hours			1075

$$\frac{\text{Training Flying}}{\text{Total T-12 Flying Time}} \times 100 = \frac{1075}{1316} \times 100 = 81.7\%$$

d. The Tanker portion of Flying Hour Utilization received 81.7% of the max score for the reporting period. This score is 14.4% under the score received for the first month of the training quarter.

e. The Wing total for Flying Hour Utilization for the two month period was as follows:

$$\frac{\text{B-47 - 1497 + KC-97 - 1075}}{\text{B-47 - 2192 + KC-97 - 1316}} = \frac{2572}{3508} \times 100 = 73.3\% \text{ or } 73.3 \text{ points earned.}$$

f. The Wing received 73.3% of the max score for Flying Hour Utilization for the two month period. This score is 2.8% less than was received for the first month of the training quarter.

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3. Wing Proficiency

Computations for Wing Proficiency Items for the first two months of the training quarter were as follows:

a. RBS Radar Bombing (Max Score 40)(40.0 points earned)

Number of Runs	318
Number with CE under 3500	270
Number with CE over 3500	48
Proficiency Level	85%
Percent of Score	100%
Score	40.0

b. RBS Visual Bombing (Max Score 25)(25.0 points earned)

Number of Runs	119
Number with CE under 1900	106
Number with CE over 1900	13
Proficiency Level	89%
Percent of Score	100%
Score	25.0

c. Night Celestial Navigation (Max Score 20)(20.0 points earned)

(1)

Number B-47 legs	50
Number with CE under 32 NM	49
Number with CE over 32 NM	1
Proficiency Level	98%
Percent of Score	100%

(2)

Number KC-97 legs	43
Number with CE under 20 NM	43
Number with CE over 20 NM	0
Proficiency Level	100%
Percent of Score	100%

(3)

Number Wing Legs	93
Number Acceptable	92
Proficiency Level	99%
Percent of Score	100%
Score	20.0

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Subject: Monthly Analysis for February 1955

3. Wing Proficiency (Cont'd)

d. Flight Engineering (Max Score 15)(15.0 points earned)

(1)	Number B-47 missions flown	94
	Number with PI over 90%	92
	Number with PI under 90%	2
	Proficiency Level	98%
	Percent of Score	100%
(2)	Number KC-97 missions flown	45
	Number with PI over 90%	38
	Number with PI under 90%	7
	Proficiency Level	84%
	Percent of Score	90%
(3)	Total Wing missions flown	139
	Total number missions acceptable	130
	Proficiency Level	94%
	Percent of Score	100%
	Score	15.0

e. Gunnery (Max Score 20)(8.0 points earned)

Number of Missions	46
Number over 70% Firecut	26
Number under 70% Firecut	20
Proficiency Level	57%
Percent of Score	40%
Score	8.0

f. Wet Hookups (Max Score 20)(20.0 points earned)

Number Wet Hookups Attempted - Wing	95
Number Wet Hookups Successful - Wing	95
Proficiency Level	100%
Percent of Score	100%
Score	20.0

g. Radar Rendezvous (Max Score 20)(20.0 points earned)

Total Wing Rendezvous Attempted	134
Total Wing Rendezvous Successful	134
Proficiency Level	100%
Percent of Score	100%
Score	20.0

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3. Wing Proficiency (Cont'd)

H. Probation Status (Max Score 50)(35.0 points earned)

(1) Computations for Wing Probation Status for the first two months of the training quarter was as follows:

	Number S/L Crews	Number Not On Probation For Proficiency
December	24	22
January	23	18
** February	24	20
	71	60

$\frac{60}{71}$ = 84.5% which earns 70% of the score.

** The February score is an estimate only, no official score had been received from SAC at the time of this report.

(2) The Wing earned 70% of the max score for Probation Status for the first two months of the training quarter. This score is an increase of 10% over last months score.

i. Combat Ready Crews (Max Score 50)(22.0 points earned)

(1) Bombardment (Max Score 40)(12.0 points earned)

a. Computations for the Bombardment portion of Combat Ready Crews for the period ending 28 February 1955 was as follows:

Total Number Crews Authorized	50
Total Number C/R Crews Assigned	34
Percent of Score	30%
Score	12.0

b. The Bombardment portion received 30% of the score for the period. This score is 20% or 8.0 points less than was received for the month of January.

(2) Tanker (Max Score 10)(10.0 points earned)

a. Computations for the Tanker portion of Combat Ready Crews for the period ending 28 February 1955 was as follows:

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320 AC
Subject: Monthly Analysis for February 1955

3. Wing Proficiency (Cont'd)

(2) Tanker (Cont'd)

Total Number Crews Authorized	20
Total Number C/R Crews Assigned	20
Percent of Score	100%
Score	10.0

b. The Tanker portion received 100% of the max score for the period. This score is 15% or 1.5 points above the score received for January.

j. Physical Conditioning (Max Score 20)(2.0 points earned)

(1) Computations for Physical Conditioning for the period ending 28 February 1955 was as follows:

Number Combat Ready Personnel Assigned	369
Number Completing Required Hours	62
Percent Completing Required Hours	16.8%
Percent Of Score	10.0%
Score	2.0

(2) The Wing received 10% or 2.0 points for Physical Conditioning for the period ending 28 February 1955. This score is the same score as was received for the month of January.

(3) The Wing Commander has instructed that command emphasis be placed on PCU by each Tactical Squadron Commander. The requirements in this category will be accomplished by the end of March.

SECTION III

ANALYSIS OF TRAINING

1. Negative

SECTION IV

COMMANDERS REMARKS

1. Due to an error in the T-12 report for January the Wing lost 7.5% of the max score in the Bombardment portion of Flying Hour Utilization. This loss lowered the total wing score from 78.0% to 73.3% of the max score. It should be mentioned that all activity, both practice and record, including Wing Standboard Crews, Non-ready Crews, TP Crews and XXXXX Crews are used in this computation.

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Subject: Monthly Analysis for February 1955

Commanders Remarks (Cont'd)

The T-12 error was as follows:

On the January T-12 report the wing reported 127 practice dry hookups attempted for XXXXX crews, 9 practice dry hookups attempted for combat ready crews and 8 practice dry hookups attempted for non-ready crews. All of the attempted hookups were successful but the wing failed to list them on the T-12 as being successful. Consequently the wing lost credit for 144 practice dry hookups.

Procedures have been established to prevent the re-occurrence of these mistakes.

SECTION V

RECONCILIATION OF SCORES

1. Negative.

SECTION VI

ASSIGNED PERSONNEL

1. The following personnel are assigned duties in the Comptroller Section of the 320th Bombardment Wing:

a. Major [illegible] Primary AFSC - 2054 Duty AFSC 0051C

b. T/Sgt [illegible] Primary AFSC - 80170 Duty AFSC - 80170

c. S/Sgt [illegible] Primary AFSC - 70250 Duty AFSC - 70250

WILLIAM R. LARGE JR.
Colonel, USAF
Commander

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HEADQUARTERS, 320TH BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER) 16 February 1955

NUMBER- - - - - - - - - - - 33)

Ground Power Equipment Operators Training Program

1. PURPOSE: To establish a training program for ground power equipment operators so as to insure that authorized operators are qualified in accordance with SAC Regulation 66-17.

2. SCOPE: This directive is applica ble to all Maintenance Personnel assigned to the 320th Bombardment Wing.

3. GENERAL: This directive will insure that personnel have been properly trained and indoctrinated in the operation of ground power equipment. It will also insure that qualified operators are issued documentary evidence authorizing them to operate ground power equipment.

4. PROCEDURES:

a. All personnel whose duties require them to operate ground power equipment must satisfactorily complete a course of instruction and pass a written and practical examination before being authorized to operate ground power units assigned to the Wing.

b. The 320th Field Maintenance Squadron will assign qualified personnel from the Wing Centralized Ground Power Equipment/Maintenance Section as instructors to conduct the training of operators and administer the written and practical examinations.

c. The 320th Maintenance Standardization Team will monitor the program and will prepare tests covering the following phases of operation on C-21, C-22, C-26, B-11, and Gramco Units.

(1) Provisions of SAC Regulation 66-17 and the directives referenced there in.

(2) Pre-Start inspection.

(3) Starting procedures.

(4) Cold Weather starting procedures.

(5) Normal operation.

(6) Normal shut down procedures.

(7) Emergency shut down procedures.

(8) Emergency removal of power from aircraft.

MHL #53, Headquarters, 320th Bombardment Wing (M), March AFB, California, dated 16 February 1955, cont'd

(9) Proper positioning of units.

(10) Fire guards, and approved fire fighting methods.

d. DCT will distribute copies of these written tests to the Central Motorized Equipment/Maintenance Section.

e. The Officer in Charge of the Central Motorized Equipment/Maintenace Section will be responsible for establishing a training program designed to insure that all provisions of SAC Regulation 66-17 included in paragraph 5, a. (2), 5, a. (2) and 5, b. of SAC Regulation 66-17 and the applicable portions of this directive, are included in the course criteria.

f. The Officer in charge of the Central Motorized Equipment/Maintenance Section will insure that written and practical examinations are administered to all personnel upon completion of the established training course.

g. Upon the completion of a course of instruction and the satisfactory completion of tests mentioned in paragraph 4, f. above the Officer in charge of the Central Motorized Equipment/Maintenance Section will insure that:

(1) A disposition form is forwarded to the Commander of the 807th Motor Vehicle Squadron. The disposition form will list the name, rank, AFSN, andAFSC, and organization of each individual completing the course and a list of the ground power units that each individual is authorized to operate. A statement will be included certifying that all listed personnel are authorized to operate units as listed, also request that the Motor Vehicle Squadron issue each individual A DD Form 313, listing the units they are authorized to operate.

h. The completed and graded test papers of personnel will be forwarded by the Officer in charge of the Central Motorized Equipment/Maintenance Section to the Officer in charge of the 320th Maintenance Standardization Team. The Maintenance Standardization Team will review all test papers and maintain a SAC Form 134 on each individual so as to reflect satisfactory or unsatisfactory completion of the course and the weak areas.

i. Personnel failing to satisfactorily complete the course will be rescheduled to attend the course.

j. Squadrons desiring to schedule personnel to the ground power operators course will submit a disposition form to the Officer in charge of the Central Motorized Equipment/Maintenance Section. The disposition form will list the name, rank, AFSN, and AFSC of personnel to be trained and the type unit personnel will be required to operate. The 441st, 442nd, 443rd Bomb Squadrons, and the 320th Air Refueling Squadron will only schedule personnel assigned duties of a Flight Chief or Crew Chief.

k. Upon receipt of disposition forms from an organization, the Officer in charge of the Central Motorized Equipment/Maintenance Section will arrange a schedule to train the personnel, without undue delay. The organizations requesting training will then be notified as to the starting time of the course for individuals listed

MTL #[illegible], Headquarters, 320th Bombardment Wing (H), March AFB, [illegible],
dated 16 February 1955, cont'd.

and the place and time personnel will report for training.

1. As individuals complete the course and return to their duty sections the maintenance officers of each unit concerned will take the necessary action to insure that Squadron personnel action memorandums are published authorizing personnel to operate unit or units listed on the DD Form 313 possessed by individuals that have satisfactorily completed the course (Ref: SAC Reg 66-17). Copies of these P.A.M.'s will be forwarded to the 320th Quality Control Unit and the Maintenance Standardization Team.

2. The Central Motorized Equipment/Maintenance Section will not issue any ground power unit to an individual who does not possess a DD Form 313 authorizing him to operate the unit.

BY ORDER OF THE COMMANDER

Wilbur Goff

Distribution "B"

WILBUR GOFF
Major, USAF
Chief of Maintenance

HEADQUARTERS, 320TH BOMBARDMENT WING (M)
MARCH AIR FORCE BASE
CALIFORNIA

MAINTENANCE INSTRUCTION LETTER) 21 February 1955

NUMBER - - - - - - - - - - - 33A)

Ground Power Equipment Operators Training Program

1. Maintenance Instruction Letter, Number 33, dated 16 February 1955, is hereby amended, as follows.

a. Paragraph 4, 1., is changed to read:

4. PROCEDURES:

* *
* *

1. As individuals complete the course and return to their duty sections the Maintenance Officers of each unit concerned will take the necessary action to insure that Wing Special Orders are published, authorizing personnel to operate unit or units listed on the DD Form 313 possessed by individuals that have satisfactory completed the course. Also insure the new Wing Special Orders are published every sixty (60) days, which will rescind the previous order and reflect a current list of personnel authorized to operate ground power units. Wing Special Orders will be published as of the 10th calendar day of March, May, July, September, November, and January. Copies of orders will be forwarded to DMQC and DMST.

2. Paragraph 4, 1., of MIL # 33 dated 16 February 1955 will be lined out and a notation entered on basic MIL as follows (See MIL # 33A, dated 21 February 1955.

3. Appropriate entries will be made in the active index and MIL # 33A filed in front of MIL # 33.

BY ORDER OF THE COMMANDER:

William R Hayes

Distribution "D"

for WILBUR GOFF
Major, USAF
Chief of Maintenance

HEADQUARTERS 12TH AIR DIVISION
March Air Force Base
California

3 December 1954

POLICY LETTER)
NUMBER 66-1

MAINTENANCE

B-47 Jet Engine Run-Up

1. Purpose: To establish a base wide policy for run-up of B-47 aircraft.

2. Scope: This letter is applicable to all B-47 operation on this base.

3. Definition: Warm-up areas are the three areas designated on the base layout plan. Warm-up area one is off the end of runway 30. Warm-up area two is off the end of runway 31. Warm-up area three is off the end of runway 12.

4. Responsibility: The wing commanders and air base group commander are responsible for compliance with the procedure prescribed herein.

5. Procedure:

a. Routine engine ground checks may be conducted within the parking area.

b. Maximum allowable engine RPM for run-up in the parking area will not exceed 70% of the engine RPM.

c. Aircraft will be towed to one of the designated warm-up areas for all acceleration tests or other run-ups requiring over 70% of engine RPM. These tests will not be conducted between the hours of 2200 and 0700 without prior approval of the 12th Air Division Commander.

BY ORDER OF THE COMMANDER:

/s/Frederick W. Grindle Jr.
FREDERICK W. GRINDLE JR.
Major, USAF
Adjutant

Refueling and Defueling Discrepancies

320C 12 Air Div DM 6 Jan 55
LtCol Brown/ls/3204

1. By direction of the Division Commander, 36 spot checks have been accomplished on the refueling and defueling procedures utilized in the 320th Bomb Wing.

2. The check list attached as Incl 1 was utilized to determine deficiencies. The following discrepancies are listed with reference to the line number on the check list and are forwarded for your information and necessary action where applicable:

Line 4. No discrepancies noted.

Line 5. In one case the aircraft was not static-grounded.

Line 6. In 15 cases fire extinguishers were not properly positioned or only one fire extinguisher was used.

Line 7. In six cases ground power units were not properly positioned.

Line 8. In 19 cases the ground power unit operator did not remain with the unit.

Line 9. In 10 cases the refueling officer did not inspect the hydrant equipment prior to connection with the aircraft.

Line 10. In 10 cases refueling officer did not supervise the connection of the SPR panel.

Line 11. In five cases refueling officer did not check to determine that all equipment not required for refueling was turned off.

Line 12. In nine cases personnel were in the aircraft during the refueling operation.

Line 13. In nine cases the aircraft was improperly parked.

Line 14. In five cases the aircraft was not chocked.

Line 15. In seven cases the refueling officer did not give the command to start refueling.

Line 16. In eight cases the crew chief did not operate or supervise the operation of the panel.

Line 17. In eight cases refueling officer did not observe the operation of the panel

TO: 320C FROM 12 Air Div DM 6 Jan 55 COMMENT 1 (cont)

Line 18. In one case the refueling officer did not supervise the disconnection of the hydrant equipment.

Line 19. No discrepancies noted.

Line 20. No discrepancies noted.

Line 21. No discrepancies noted.

Line 22. In 15 cases the refueling crew were not in verbal contact with one another.

Line 23. In 25 cases a portion of the refueling crew was absent or did not remain at the post.

3. Attached as Incl 2 are the individual check lists as they were accomplished.

2 Incl
1. Check List Form
2. Indiv completed check lists

EDWARD T. BROWN
Lt Colonel, USAF
Director of Materiel

ISO
ATTN: ADMIN. STAFF

HEADQUARTERS 320TH BOMBARDMENT WING (M)
March Air Force Base
California

320 DMS

3 March 1955

MAINTENANCE INSTRUCTION LETTER)

NUMBER - - - - - - - - - - - 50)

BACK ORDER AND FOLLOW-UP PROCEDURE FOR SUPPLIES ORDERED THROUGH THE AIRCRAFT SERVICE UNIT

1. PURPOSE: The purpose of this MIL is to establish a definite procedure for organizations to maintain record of all items that are back-ordered by the aircraft service unit, and to enable them to take proper follow-up action on all back-ordered items.

2. SCOPE: This MIL is applicable to all organizations of the 320th Bombardment Wing who order parts through the aircraft service unit. It is NOT applicable to unit supply officers, or for items ordered through them.

3. RESPONSIBILITY: It is the responsibility of all maintenance officers and maintenance supervisors to insure that the provisions of this MIL are complied with immediately upon receipt.

4. GENERAL: Follow-ups will be made by all organizations every thirty days, on the day shown in the schedule below. If any earlier follow-up action is required for a specific item, it will be made through the Maintenance Control Supply Unit.

441st Bomb Sq	1st Tuesday of each month
442nd Bomb Sq	1st Wednesday of each month
443rd Bomb Sq	1st Thursday of each month
320th A&E Sq	2nd Tuesday of each month
320th Fld Maint Sq	2nd Thursday of each month
320th PM Sq	3rd Monday of each month
320th ARS	1st Friday of each month

5. PROCEDURES:

a. In order to accomplish proper follow-up, it will be necessary for the organizations to have and maintain a record of all items back-ordered by the aircraft service unit. This information is available from the organizational copies of the AF Form 446 (Issue Slip) for all back-ordered items. These organizational copies are available from the 320th research personnel at the aircraft service unit and will be picked up daily and filed within the organization in numerical sequence. When a back-ordered item is received on a

back-order [redacted] organizational suspense
copy from [redacted] following this action, the
back-order [redacted] Maintenance Control Supply
Unit [redacted]

[redacted] to the docks, or when an
aircraft [redacted] requisition for all back-
ordered [redacted] that will have physical
possession [redacted] by the organization
screening [redacted] Disposition Form (DD Form 96)
will be [redacted] transferred to the required
organization [redacted] following information:

[redacted] affected.

[redacted] will be as follows:

[redacted] organization.

[redacted]

[redacted]

[redacted] Supply Unit.

When screening the back-orders, it is determined that some items are no longer required, the Disposition Form will indicate that the requests for these items are to be cancelled. Items to be cancelled will be listed in the same manner as those that are to be transferred.

c. Immediately prior to the monthly follow-up being made, all back-orders will be screened by the crew chief to determine whether or not the items are still required. When the follow-up is made, the organizational back-orders will be hand carried to the service unit. Follow-up on classes not stocked in the service unit will be made at Base Supply (Bldg. 430). Personnel from the organization will work with the base supply personnel in conducting the follow-up. Base supply personnel will enter the latest supply action on the organizational copy of the AF Form 446. On items that have been back ordered for thirty (30) days, action will be taken in accordance with 320th Bombardment Wing Regulation 67-3 and routed through the Maintenance Control Supply Unit. If the screening of the back-orders reveals that some items are no longer required, they will be

cancelled at the time of the follow-up. The Maintenance Control Supply Unit will be advised of all items cancelled by aircraft number, control number and stock number.

d. Prior to taking the organizational copies to the aircraft service unit, or base supply, the organization will call the follow-up section and arrange for a definite time to conduct the follow-up. Phone numbers to call are: Aircraft Service Unit follow-up section: 4166. Base Supply (Bldg. 430) Follow-up Section: 5102.

e. Flight chiefs will closely monitor entry of control numbers on AF Form 1, (or DD 781 Form), Part II's, and Part III's. Flight chiefs' signature of entry approval on Part III's delayed discrepancies will be a certificate that a control number is correct and current, (If entered), and that follow-up action has been initiated.

BY ORDER OF THE COMMANDER:

WILLIAM GOFF
Major, USAF
Chief of Maintenance

DISTRIBUTION:
"D"