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HISTORY

MAR 1956



321ST BOMBARDMENT WING (M)
813TH AIR DIVISION
PINECASTLE AIR FORCE BASE
FLORIDA

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HISTORY OF THE 321ST BOMBARDMENT WING, MEDIUM (SAC)

11TH AIR DIVISION, SECOND AIR FORCE

MARCH 1956

FINECASTLE AIR FORCE BASE, FLORIDA

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TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGES</u>
I	Mission and Organization	1
II	Personnel and Administration	2 thru 7
III	Operations and Training	8 thru 17
IV	Supply, Maintenance & Facilities	18 thru 21
	Poster of Key Personnel	22
	List of Supporting Documents	23

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1

CHAPTER I

MISSION AND ORGANIZATION

The mission of the 321st Bombardment Wing, Medium, did not change during the month of March 1956, nor has it changed since it was republished in July 1955 by Headquarters, ^{1/} Second Air Force.

^{1/} Second Air Force Regulation 23-6, 1 July 1955.

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2

CHAPTER II
PERSONNEL AND ADMINISTRATION

The percentage of overall officer manning dropped during March 1956 to 84.5% from the 87.1% figure of February 1956. The sharp decrease was mainly due to the loss of three complete combat ready crews to Hunter AFB, Savannah, Georgia, during early March 1956 while the number of authorized officers rose from 429 to 431. The number of officers actually assigned fell from 374 to 364. Likewise due to the loss of the three combat ready crews the effective officer manning percentage fell considerably with 355 of the 364 assigned officers effectively assigned. The effective percentage dropped from 85.3%^{2/} to 82.4%.

The TAC Hospital reported the lowest effective manning for officers of all the 321st squadrons with 34.6%. The TAC Hospital was authorized 26 officers with only nine assigned. A request was forwarded to Strategic Air Command Headquarters (SAC) during March concerning the lifting of the SAC Manning Authorization Program and to use the present restrictive

^{2/} 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #1).

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3

manning under which the Wing is presently operating. This would substantially increase the effective manning of the TAC Hospital and likewise boost the overall Wing percentage rating. The answer from SAC was negative however, so the effective percentage of the TAC Hospital will continue to be low. ^{2/}

Airman effective manning showed a decided increase during the month of March when compared to the previous three months. Effective Manning Percentage jumped from 71.7% during February to 76.6% in March. This was due to the assignment of 41 new airmen who were all effectively assigned in the Wing. The Periodic Maintenance and Armament and Electronics Maintenance Squadrons reported the largest increase in effectively assigned airmen, from 71.0% and 71.7% respectively to 81.1% and 77.1%. The number of airmen authorized in the Wing increased from 1606 during February to 1626 during March while the number of effectively assigned airmen went from 1151 to 1245 to account for the 5% increase in effective manning in March.

The number of airmen actually assigned to the Wing took

^{3/} Information furnished by Captain Allen Osborn, Jr., 321st Base Wing Director of Comptroller.

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a decided jump during March also, going from 1487 in February to 1540 in March. This increased the overall body manning for airmen in the Wing from 92.5% to 94.7%, the highest figure of the past four months.

Airmen Direct Support skills reported the highest improvement since last December. The percentage figure rose from 77.5% in February to 83.8% in March. The big rise was due mainly to personnel input and considerable OJT completion. A total of 71 effectively assigned airmen were picked up during March through input and OJT. The Aircraft Engine Maintenance career field (43) reported the largest increase in effective manning with 48 new effectively assigned airmen boosting the percentage figure for that field from 84.4% to 89.7%.

Airman Body Manning in the direct support fields is at 101.0% for the 321st Bomb Wing which is a good indication that with a concentrated use of OJT training the percentage of effectively assigned airmen in the direct support fields will continue to increase.

Although the airman indirect support fields manning increased during March, the entire area is still dangerously

321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #1).

Ibid.

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5

low. The percentage of effectively assigned airmen in the indirect support fields increased from 58.6% in February to 63.5% in March. Here again the increase was mainly due to OJT upgrading and some input of qualified personnel. A total of 578 airmen are authorized in the indirect support fields with 481 assigned. The percentage assigned stood at 83.2% however only 367 of the airmen assigned are effectively assigned for the percentage of 63.5%. The greatest shortages in effectively assigned indirect support airmen continued to be in the Personnel and Administration Career Fields. For comparison the Personnel Field (73) is authorized 49 airmen, has 34 assigned with only 16 effective for a percentage effective of 31%. The Administrative Field which isn't quite as bad, was authorized 89 airmen with 72 assigned and 52 of these effective for a 58% effective figure. Concentrated use of the OJT Program is seen as the best possible solution to this problem.

Usage of the Wing On-The-Job-Training (OJT) Program during March decreased slightly from the almost perfect figure of February 1956. The percentage of personnel on OJT fell

6/ 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #1).

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6

from 97.8% in February to 95.5% for March 1956. A total of 454 out of 475 eligibles were actually in training as of 31 March. The big factor in pulling the percentage figure down was the fact that the 321st Air Refueling Squadron (321st AREFS) had only 112 out of 131 eligibles in training. For the remainder of the Wing 342 out of 344 eligibles were actually in training. The Field Maintenance and Armament and Electronics Maintenance Squadrons each had one man not on O.T. ^{7/}

The March Absent-Without-Leave (AWOL) Rate fell to the low figure of .5%, the lowest it has been since November 1955, with only one man being counted as AWOL in the Wing. This man was reported from the 321st AREFS. Six of the nine squadrons assigned to the 321st Bomb Wing reported perfect records for the past quarter without a single AWOL. The low figure compiled for March also lowered the Wing quarterly rating to 2.2%, but this is still above the SAC average and the Second Air Force average. ^{8/}

The Wing Re-enlistment Rate increased from 26.1% in February to 40.5% in March. The increase was felt mainly because the discharges for the personnel transferred from

7/ 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #1).
8/ Ibid.

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7

the 19th Bomb Wing early in January have been completed and an intensive re-enlistment program being conducted in the Wing. A total of 37 airmen were eligible for discharge in March with 15 of them re-enlisting. Headquarters Squadron reported a perfect 100% with four out of four. The Armament and Electronics Squadron also reported a high percentage figure with five out of eight re-enlisting. Altogether the March boost pushed the quarterly total to 28.4%, still below the SAC average, but considerably better than the outlook during the early part of the quarter. ^{9/}

The Administrative Plan to provide the procedures necessary to effect the movement of personnel and material under Operation Buckhorn, was published by the 321st Bomb Wing Logistics Section during March 1956.

Published in six sections the Administrative Plan covered general procedures, administration, loading of personnel and cargo, transportation, supply and procedures such as housing, baggage, handling of weapons, etc. ^{10/}

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- ^{9/} 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #1).
^{10/} 321st Bomb Wing Administrative Plan for Deployment in connection with Operation Buckhorn. (See Exhibit #2).

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CHAPTER III

OPERATIONS AND TRAINING

March 1956 terminated the January to March S.C. Regulation 50-8 Training Quarter with the 321st Bomb Wing completing 100% of the requirements. In addition all crews completed S.C. Regulation 51-26 training requirements without a single crew on probation. The latter part of the month of March 1956 was devoted to preparing for the forthcoming deployment of the 321st Bomb Wing.^{11/}

321st Bomb Wing Operations Order 204-56, "CRY BABY", was published on 2 March 1956. This order covered the requirements for the 321st Bomb Wing to conduct a Weapons exercise and a Unit Simulated Combat Mission (USCM) during the quarter ending March 1956. The Wing was to use a single air refueling and attack targets in the Northeastern United States and Bahama Islands and to conduct a weapons exercise in conjunction. A total of 28 aircraft were scheduled to conduct the mission in three waves. The first and third waves were made up of ten aircraft and the second wave of eight.

^{11/} Supplement #1, 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #3).

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In addition the first and third waves carried weapons and capsules on the USCM. X-day was 8 March 1956 with the first wave taking off at 1017Z on 9 March, the second wave at 2320Z on 9 March and the final wave at 1017Z on 10 March. ^{12/}

All 28 of the aircraft were airborne with only one aircraft aborting due to the slipway door malfunctioning. The success of the mission was estimated as successful with no recommendation to higher headquarters. A non-existent island was responsible for two gross errors and resulted in a Probability of Damage (POD) of zero for one strike and 19 percent for the second strike on the same target. It was felt that the lack of a 100 or 250 Target Complex Chart (TCC) for the above targets contributed in part to the gross errors and resultant POD. No useable Offset Timing Point (O&P) was portrayed on the 25 series Mosaic which was available, therefore O&P was selected using a sectional aeronautical chart. ^{13/}

A total of 28 bombing attacks were scheduled with 27 being attempted. 22 of the 27 attacks scored were reliable for an 86% reliability. In addition to the one run lost due

^{12/} 321st Bomb Wing Operations Order 204-56, "CRY BARRY", 2 March 1956. (See Exhibit #4).

^{13/} ZINFO, B-27 Report, 321st Bomb Wing to COMAF 2, Barksdale AFB, La., #7-050, 16 March 1956. (See Exhibit #5).

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to malfunction of the lipway door, three camera attacks were lost because of malfunction of O-15 camera and MFS 23 malfunction.^{14/}

The 20 aircraft comprising the first and third waves of the mission in addition to carrying weapons and capsules, were also loaded with 700 rounds each for gunnery fireout. Seventeen of the aircraft fired out 100 percent while malfunctions kept the remaining three from firing at all.

Weather, although it had no appreciable effect on the final results, did cause the entire mission to be delayed for 2 1/2 hours with the third wave delayed an additional six hours. Also weather caused the third wave to use a new refueling area after they were airborne which decreased the fuel reserve.^{15/}

The five bombing attacks which were not scored as reliable were scored at 19400, 6400 and 4200 for the Offset Aiming Point misidentified and 18000 and 7500 for the target which was a non-existent island.^{16/}

321st Bomb Wing Operations Order 27-56, "BUCKHORN" was

14/ ZIFFO, B-27 Report, 321st Bomb Wing to COMAF 2, Barksdale AFB, La., #3-050, 16 March 1956. (See Exhibit #5).

15/ Ibid.

16/ Chart for Photo Score on USCG "CHY B-SY" from office of 321st Director of Operations. (See Exhibit #6).

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published on 30 March 1956 to cover the deployment of the 321st Bomb Wing for a 90 day temporary duty move to Sidi Slimane, Morocco. The deployment was scheduled to begin on 7 April 1956 with the advance party scheduled to depart Pinecastle AFB on 28 March 1956. Departure date for the B-47 aircraft was set for 11, 12 and 13 April 1956. ^{17/}

Since only the movement of the advance party occurred during March 1956, only that portion of the deployment will be covered in this history. A total of 55 personnel were scheduled to depart on 28 March 1956 for Sidi Slimane to make the necessary arrangements to receive the main body of the Wing in April. The advance party was in place on 30 March 1956. ^{18/}

321st Bomb Wing Operations Order 38-56, "DEVIL FISH", was published on 16 March 1956 for the 321st Bomb Wing to support the Air Research and Development Command on Project Lincoln which involved the development and airborne testing of electronic aircraft detection equipment and systems. ^{19/}

The mission was to begin on 19 March 1956 with one

^{17/} 321st Bomb Wing Operations Order 27-56, "HORNHORN", 30 March 1956. (See Exhibit #7).

^{18/} Ibid.

^{19/} 321st Bomb Wing Operations Order 38-56, "DEVIL FISH" 16 March 1956. (See Exhibit #8).

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B-47 scheduled for each day for four days (19, 20, 21 and 22 March) and 16 B-47's for the 23rd of March. They were to test the effectiveness of Airborne Early Warning Radar, Alarm Radar, and the Cape Cod Air Defense System. ^{20/}

Although no reports were required by the Operations Order and no summary of the mission was prepared, it was estimated that the 321st Bomb Wing performed the mission successfully. It was understood that a critique would be held later with all Project Officers attending. Until such time, no definite report of the success of the mission and success or failure of the equipment can be given. ^{21/}

813th Air Division Operations Order 22-56, "BLUE CROSS", was published on 17 February 1956 to cover a three phase mission involving in addition to the 321st Bomb Wing, the 19th Bomb Wing, 813th Air Base Group, and 379th Air Base Group. The three phase mission was to accomplish the tactical deployment of the 321st Air Refueling Squadron, to attack European-African-Mediterranean Targets specified in the 2AF Operations Order 22-56, and to exercise the Wheelus and Tuffhunter Task Forces. ^{22/}

^{20/} 321st Bomb Wing Operations Order 38-56, "DEVIL FIRE", 16 March 1956. (See Exhibit 49).

^{21/} Information furnished by Major Gerard L. Cleary, 321st Chief of Operations and Training.

^{22/} 813th Air Division Operations Order 22-56, "BLUE CROSS", 17 Feb 56. (See 813th Air Division March History).

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The 321st Bomb Wing was assigned the task of providing a ten aircraft (B-47) post strike staging team at Wheelus Air Base in Tripoli. A total of 162 personnel were to be deployed on the staging team. Estimation of the success of the mission was successful, however for complete information refer to the March History of the 813th Air Division.

The 321st Bomb Wing Flying Safety Record was kept intact for another month as no major or minor accidents were reported for March 1956. The Wing has been accident free since June 1955. The B-47 aircraft of the Wing flew a total of 1296 operation hours during March to boost their time for the first quarter of 1956 to 3832 hours. In addition 151 hours were logged for tests and other purposes during March bringing the total flying time to 1447 hours without an accident. Coupled with the 321st Air Refueling Squadron which flew a total of 2703 hours during the first quarter of 1956, the 321st Bomb Wing flew a total of 6815 hours.^{23/}

As of 31 March 1956 the 321st Bomb Wing was authorized a total of 61 crews in the three tactical squadrons however only 39 were assigned. This was a drop of two from the previous month also dropping the average number available from

23/ Supplement #1, 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #3).

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35 to 35. One crew was upgraded from Combat Ready status to Lead status during the month, Crew 179 on 29 March 1956, bringing the total of Lead Crews to 21 for the Wing. Combat Ready Crew 245 was disbanded on 5 March 1956 and the Aircraft Commander and Pilot placed on another Combat Ready Crew. Crew 255 was upgraded to Combat Ready on 5 March 1956, keeping the number of Combat Ready Assigned Crews at 12. All non-Combat Ready Crew Members completed 1000 flying hour requirements of SAC Regulation 50-8 during the quarter ending 31 March 1956.^{24/}

No training hours were lost performing missions ordered by higher headquarters, however numerous hours were expended on higher headquarters ordered missions. A total of 343 hours were flown in connection with Operation CRY BLY on 9 and 10 March. Another 138:55 hours were flown supporting Operation BOWL FISH for the Lincoln Laboratories. Another 10:15 hours were expended supporting Aviation Depot Squadron (ADS) landings at Goose Bay, Lab. Some 40 training hours were lost during the month when Second Air Force Message DM-20426 restricted the fuel load of the B-47 aircraft to 160,000 pounds.^{25/}

^{24/} RCS Report 3-8-56-1-12, Part V, 321st Bomb Wing, Month of March 1956. (See Exhibit #9).

^{25/} Ibid.

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As stated before the 321st Bomb Wing completed 100% of the SAC Regulation 50-8 training requirements for the quarter. Wing Reliability for the quarter is as follows: ^{26/}

IBS Under	92.5%
RCS Visual	91.4%
Nite Cal.	100%
Visual Release	98.8%

The overall abort rate for the Wing decreased slightly during March, dropping from 8.1% in February to 6.9% in March. A total of 217 sorties were flown with 19 of the aircraft aborting. The number of air aborts rose from six in February to 11 in March for a 5.1% air abort rate. The ground abort rate dropped to 1.8% however with only four ^{27/} ground aborts for March compared to 12 for February.

The gunnery fireout rate for the first quarter of 1956 increased slightly over the final quarter of 1955. A total of 63,700 rounds were loaded during the quarter just ended with 58,576 rounds being fired for a 92% fireout rate. This was an increase of 4.3% ^{28/} over the previous quarter.

^{26/} RCS Report, 3-S.C.T-12, Part V, 321st Bomb Wing, Month of March 1956. (See Exhibit #9).
^{27/} Supplement #1, 321st Bomb Wing Progress Analysis Report for the Month of March. (See Exhibit #3).
^{28/} Ibid.

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16

Ground training for the 321st Bomb Wing continued to exceed the expected minimum during the month of March. All phases of training were ahead of schedule with both Phase I and Phase II of Block Training, both four month courses, 90% and 96% completed respectively. The S-6 Trainer which is programmed as a semi-annual course was 77% complete at the end of the third month. The physical conditioning unit, A-5 Gunnery, O.Q. Range, Survival Exercise, Advanced Survival, and Physiological Training, all annual units, were well above the expected average with Physiological Training 100% complete. Flying training as previously announced was 100% complete. ^{29/}

AIR REFUELING SQUADRON

The KC-97 aircraft of the 321st Air Refueling Squadron (321st AREFS) flew a total of 1400 operational hours during March 1956 to raise their time for the first quarter of 1956 to 2622 hours. Another 21 hours were flown for tests bringing the total to 2703 hours for the quarter. ^{30/}

The number of crews authorized and assigned in the 321st AREFS has remained stable for the past two months. A total of 30 crews were authorized with 26 persons assigned. Of the 26 crews assigned 22 are Combat Ready Assigned with the other

^{29/} Supplement #1, 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #3).

^{30/} Ibid.

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17

four Non-Combat Ready Assigned available. An average of 20 crews were available during the month of March. ^{21/}

The abort rate for the 321st AREFS dropped to an all time low during March when only two air aborts were recorded and not a single ground abort. A total of 220 missions were flown by the 321st AREFS aircraft with two air aborts for a percentage of .009%. Coupled with the zero rate for ground aborts the squadron's overall abort rate for March was only .009%. ^{22/}

21/ Supplement #1, 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (See Exhibit #3).
22/ Ibid.

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CHAPTER IV
SUPPLY, MAINTENANCE AND FACILITIES

A total of 219 sorties were scheduled for March with the 321st Maintenance Organization delivering 217 aircraft for a delivered of scheduled rate of 99%. The number of air aborts increased sharply over the February total of five to 11 in March however the number of March ground aborts decreased just as sharply from 12 to four. A total of 213 sorties were flown of the 219 scheduled for a flown of scheduled percentage rate of 97%. The flown of delivered percentage, 213 of 217, was 98%. The 11 air aborts which knocked the number of sorties completed down to 202 also dropped the completed of scheduled and completed of delivered considerably over the February rate. The completed of scheduled rate, 202 of 219, was at 92% while the completed of delivered, 202 of 217, was at 93%. The completed of flown rate, 202 of 213, was 95%.^{22/}

The in-commission rate for the month of March dropped slightly from the February rate of 83.4%, to a flat 80% with the aircraft in-commission 28,009 hours out of 34,968 hours they were on hand. This pulled the quarterly rate down to

^{22/} 321st Bomb Wing progress analysis report for the month of March 1950. (See Exhibit #1).

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87.1% with the aircraft in-commission for 110,154 hours out of 134,232 hours available. The 82.1% quarterly in-commission rate for the 321st Bomb Wing compared favorably with the S.C average of 81%.^{34/}

The aircraft-Out-Of-Commission-For-Maintenance (AOCM) rate for March 1956 remained constant from February at 15.5%. The aircraft were on hand a total of 34,968 hours and out of commission for maintenance only 5,410 hours. The Aircraft-Out-Of-Commission-For-Parts (AOCF) rate went back up after the banner month in February when the aircraft were out of commission for 509 hours out of the 34,968 hours available, for an AOCF rate of 1.45%.^{35/}

The Foreign Object Damage (FOD) rate for the month of March 1956 settled back to the average maintained over the previous six months with two of nine engines removed in March being for FOD for a monthly rate of .0092. This brought the total engines removed for FOD in the previous six months to seven and the FOD rate to .0053%.^{36/}

A turbine wheel puller designed and built by Master Sergeant Julian Gordon and Technical Sergeant Harvey R. Campbell,

^{34/} 321st Bomb Wing Progress Analysis Report for the Month of March 1956. (S. Exhibit #1).

^{35/} Ibid.

^{36/} Ibid.

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both of the 321st Field Maintenance Squadron, proved to be a great success. The turbine in the jet engine used in the B-47's assigned to the Wing can be removed or installed while the engine is still on the aircraft in approximately four minutes. Previous to this it was necessary to remove the engine from the aircraft and haul it to the shops before the turbine could be removed. It was estimated that the invention would save \$4,000.00 per year in the 321st Bomb Wing alone. The idea was submitted to the Base Manpower Office as a management improvement suggestion on 28 March 1956 and a \$25.00 award for the two sergeants was approved on 29 March. In addition, the invention was forwarded to higher headquarters for their approval and use throughout SAC. ^{37/}

In addition to the above invention, Technical Sergeant Carl E. Garrison invented a special wrench to properly torque accumulators upon overhaul. His invention was also forwarded as a management improvement suggestion and an award of \$25.00 approved. His invention was forwarded to higher headquarters for Air Force wide usage.

37/ Photographs of Turbine Wheel Puller invented by W/Sgt Julian Gordon and T/Sgt Harvey R. Campbell, 321st Field Maintenance Squadron. (See Exhibit #10).

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AIR REFUELING SQUADRON

The Aircraft In-Commission rate for the 321st Air Refueling Squadron (321st AREFS) KC-97's rose to a high of 91% during March, exceeding the February figure of 82.1% by almost 8%. The aircraft were on hand for a total of 14,136 hours and in commission for 12,864 hours. The 91% far exceeded the 73% SAC average.

Likewise the Aircraft-Out-Of-Commission-For-Maintenance (AOCM) rate showed considerable improvement over the February figure as well as the previous several months, with the aircraft out of commission for maintenance for only 876 hours out of the 14,136 hours available for a 6.2% AOCM rate.

The Aircraft-Out-Of-Commission-For-Parts (AOCF) rate for March continued to improve over the previous months as it fell to 2.2% with the aircraft AOCF for only 310 hours out of the 14,136 hours available. This was an improvement of 3% over the month of February. ^{38/}

^{38/} 321st Bomb Wing Progress Analysis Report for the Month of March, 1956. (See Exhibit #1).

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