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ROSTER OF KEY PERSONNEL

AS OF 31 MARCH 1956

Commander	Colonel MICHAEL W. MCCOY	9151
Deputy Commander	Colonel RALPH W. STANLEY	69261
Director of Personnel	Major WILLARD J. BOSTON, JR.	10791632
Director of Operations	Lt. Col. CHARLES JOYCE	10790674
Director of Materiel	Colonel HUGH H. GROSER	28541
Director of Comptroller	Captain ALLEN CSORNY, JR.	10800030
Director of Safety	Major JAMES T. GLEDSTONE	1101111
Inspector	Lt. Col. WILFRED D. CHAFF	111491
Adjutant	Major CHARLES C. GASTON	63781
Commander, Hq Sq	Major CHARLES C. GASTON	63781
Commander, 115th Bomb Sq	Lt. Col. BURDETTE J. MCKINNIS	78931
Commander, 116th Bomb Sq	Lt. Col. CORNELL J. LUFELER	82211
Commander, 117th Bomb Sq	Lt. Col. ROBERT R. BARR	108541
Commander, 121st REFS	Lt. Col. DONALD L. GAYLORD	100031
Commander, 321st FM Sq	Lt. Col. CHRISTIAN P. PETERSEN	10797893
Commander, 321st FM Sq	Major CLARK KOLLER	10537574
Commander, 321st MAE Sq	Lt. Col. JAMES W. CURIA	10562798
Commander, 321st TAC Hosp	Lt. Col. GEORGE E. DRURY	101906661

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LIST OF SUPPORTING DOCUMENTS

<u>EXHIBIT #</u>	<u>DESCRIPTION</u>
1.	321st Bomb Wing Progress Analysis Report for the Month of March 1956.
2.	321st Bomb Wing Administrative Plan of Deployment in connection with Operation Buckhorn.
3.	Supplement #1, 321st Bomb Wing Progress Analysis Report for the month of March 1956.
4.	321st Bomb Wing Operations Order 204-56, "CRY B.B.W." 2 March 1956.
5.	Z1PFC, B-27 Report, 321st Bomb Wing to COMAF 2, Barksdale AFB, La., #3-050, 16 March 1956 in connection with Operation "CRY B.B.W."
6.	Chart for Photo Scans on USCI "CRY B.B.W." from office of 321st Director of Operations.
7.	321st Bomb Wing Operations Order 27-56, "BACK HORN" 30 March 1956.
8.	321st Bomb Wing Operations Order 38-56, "DEVIL FISH" 16 March 1956.
9.	RCS Report, 3-510-t-12, Part V, 321st Bomb Wing, month of March 1956.
10.	Photographs of the Turbine Wheel Puller invented by W/Sgt Julian Gordon and T/Sgt Harvey Campbell, 321st Field Maintenance Squadron.
	<u>ADDITIONAL INFORMATION</u>
11.	Hq 813th Air Division, Master Ground Training Schedule for month of March 1956.
12.	Hq 321st Bomb Wing Training Plan 552-56, for the month of March 1956.

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REQUESTS
 321st Bombardment Group, 8th AF (M)P
 APO 137, US Air Force
 THE FOLLOWING REQUESTS WERE
 FOR THE MONTH OF MARCH 1954

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I-S-M-D-C-T-I-N-G

1. This is the fourth monthly report which has been prepared by the 31st District Mine Inspector.
2. Constructive comments regarding this report are invited; telephone contact with the Mine Director, 31st District Mine Inspector.
3. This report shows four months mining operations of Superior Mine in almost all areas. The report shows a steady increase in output which is a credit to the mine and its operators.
4. Operations which have been removed from the previous analysis report and will be published as classified supplements.
5. Items which are scored in S.C. Management Control System are indicated by a check mark in the margin.
6. Problems are captioned in the analysis report.
7. The Superior Management Control System analysis is being included in this report. The operations scoring is included in the classified supplements to this report.

W. G. GIBSON
Captain, U.S.M.
Director of 31st District

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2. ANALYSIS HIGHLIGHTS:

a. Under OAG Technical Directive 170-1, SAC Management Control System, the 321st Post Support Wing (ASW) received the following scores. (Figures include Technical Hospital and 321st Air Refueling Squadron).

<u>APPROPRIATE</u>	<u>MAX SCORE</u>	<u>FOUL SCORE</u>	<u>POINTS LOST</u>	<u>PERCENT W/ SCORE LTH ON</u>	<u>* PERCENT SAC UPPER QUANTILE</u>
<u>Personnel:</u>					
Manning Required Specialties:					
Officers	30	12	18	10.0%	10.0%
Airman Direct	150	90	60	60.0	50.0
Airman Indirect	25	2.5	22.5	17.0	10.0
AWOL Rate per 1000	30	30	0	100.0	100.0
Reenlistment Rate	40	12	28	30.0	10.0
MTD Utilization	20	10	10	50.0	80.8
FOUL	295	150.5	134.5	51.1	68.1
<u>Material:</u>					
Flying Hour Delivered	60	60	0	100.0	100.0
Maint Man Hours	200	182	18	91.0	85
FOUL	260	212	48	81.1	85.0
<u>General Items:</u>					
Cost per Flying Hour	150	106.5	43.5	71.0	90.0
Flying Safety	50	50	0	100.0	100.0
Ground Safety	25	17.5	7.5	70.0	100.0
FOUL	225	174.0	51.0	77.3	91.3
<u>Operations:</u>					
FOUL	580	500.2	79.8	86.2	88.1
GRAND FOUL	1360	1070.7	289.3	78.9	80.1

* Upper quartile - is the value so located that three-fourths of the items fall below it and one-fourth exceed it.

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3. **MANPOWER HIGHLIGHTS: (Cont'd)**

b. **Personnel Highlights:**

(1) Percentage of officer manning decreased from 81.3% in February to 82.7% in March. Of the 431 authorized officers, 359 are effectively assigned. Officer body manning is 84.5%. Of the 34 assigned officers, nine (9) are considered ineffectively assigned, which is one more than in February. Headquarters Squadron reported four (4) while Air Refueling Squadron reports five (5) of the above nine (9) officers.

(b) (1) (B)

(2)

(3) (b) (1) (B)

(4)

<u>DATE</u>	<u>REPORT</u>	<u>ASSIGNED</u>	<u>UNASSIGNED</u>	<u>TOTAL</u>	<u>%</u>	<u>REMARKS</u>
(73)	PERSONNEL	49	34	83	59	47
(70)	ADMINISTRATIVE	49	72	121	50	17

1. MONTHLY HIGHLIGHTS: (Cont'd)

b. Personnel Highlights: (Cont'd)

THE LOSS OF CIVILIAN PERSONNEL DURING MARCH DECREASED THE PERSONNEL SHORTAGE FIELD TO SIX EFFECTIVE SQUADS. (LOS)

- (5) The wing OIT Program decreased from 97.4% in February to 95.2% in March. The Air Refueling Squadron reported the lowest percentage of personnel in training with 95.5, which was estimated from data reported in the morning reports. Both the Field Maintenance and A & B Squadrons reported the men which had not been placed in training as of the end of the month.

(b) (1) (B)



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2. AIRCRAFT HIGHLIGHTS: (Cont'd)

c. Material Highlights:

- (1) Maintenance scheduled 219 aircraft of which 217 were delivered, for a 97% delivery as scheduled rate. The two non deliveries were caused by AOCF and flight line maintenance difficulties. Of those delivered, there were four (4) ground aborts and eleven (11) air aborts. The percentage of scheduled sorties vs flown increased from 94% in February to 97% in March.
- (2) There were no aircraft late take-offs during March. (45-30 min.)
- (3) B-47 in-commission rate remained constant at 80% during March. KC-97 aircraft rate increased from 75.3% in February to 91.0% in March, due to their decrease in both AOCF and AOC rates. B-47 AOCF rate increased from .05% to 1.4%, with 5.9 hours off the total 34,968-hours of aircraft in hand being chargeable to AOCF.
- (4) The average work days on aircraft in docks varied from 7.3 days during the January-February cycle to 7.5 days during the February-March cycle. Two of the eight (8) aircraft in dock during the two month period, remained eight (8) days, thus increasing the average slightly.
- (5) (b) (1) (B)
- (6) Average hours since overhaul of B-47 engines showed a marked improvement, in that hours increased from 345 in February to a high of 716 hours in March due to the high number of flying hours on the engines before being changed. Previous to engine change, no engine had 1163 hours; and 1007 hours and two in the 900-950-hour interval.
- (7) Average maintenance man hour per backlog work orders as of the last day of March, decreased from 1.3 hours in February to 11.3 hours in March. Total backlog man hours decreased from 527 to 317. The Ground Power and Parachute and Fabric Shops reported the largest decrease in man hours on work order during the month.
- (8) ME submitted reports from 1, in February to 15 in March. The LAE submitted reported eight (8) of the total number reported. All submitted reports were in individual files.
- (9) Man Hour Utilization: See page 22 thru 31.

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2. **UNITED STATES: (Cont'd)**

a. **Material Highlights: (Cont'd)**

Material Requests:

Maintenance capability shall continue to remain high because of previous months indications and the present increase in skill level of wing maintenance personnel. Time in-commission rate should show a slight increase in future months, due to the limited availability of aircraft parts while in development at the. In like manner, MOC rate should have a steady increment.

Work on work days on aircraft in shops shall remain constant at approximately 7.5 days if flow of assemblies are not too heavy. Foreign Object Damage should remain at its present level. Average hours since overhaul of engines shall continue to show increments at the level of skill personnel on aircraft maintenance continues to increase.

The number of utilization records shall increase slightly due to the low number of flying hours reported during deployment, but will be the same as hours reported at present level.

b. **Supply Highlights:**

- (1) Aircraft average status indicated a total average of 100% aircraft possessed and 100% available. Reported for KC-97 was 22 and available was 21.
- (2) There were no Supply Inspections. The next squadron inspections will not be held until the wing returns to their home station.
- (3) Wing MRE status, excluding the Air Refueling Squadron, remained at 100% for MRE and 83% for MRE. The quantity of items authorized for MRE is 174,935 compared to the figures on hand of 144,448. MRE items authorized is 14,238 while on hand is 11,500. The MRE status reported the lowest percent of MRE equipment on hand of 90%, while the Field Air Refueling Squadron reported the lowest percent for MRE equipment with 97%. MRE status for the Air Refueling Squadron was not received by this time.

(4) (b) (1) (B)

(5)

Supply Requests:

Aircraft average shall remain at its present level. Wing MRE status on all this remain static. Reports of Survey should

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2. ANALYSIS HIGHLIGHTS: (Cont'd)

a. Supply Highlights: (Cont'd)

decreased while in deployment, but should increase upon return to home station due to the loss of supplies while in deployment.

b. Controller Highlights:

- (1) 1st place in the initial award line of the 321st Bombardment Wing quarterly Squadron Management Control System competition, due to the 445th Bomb Squadron; with the 443rd Bomb Squadron second and the 447th Bomb Squadron third. Complete statement can be found in pages 37 thru 39.

- (2) Wing Direct Operational Cost decreased from \$ 01,279 in February to \$ 01,111 in March. The supply and fuel cost reports the greater part of this decrease in costs.

Military labor cost increased from \$ 37,292 to \$ 37,136 in March, due to a slight increase in personnel and the increase in the number of actual work days during the month from 21 to 22 days.

- (2) At the close of March the Air Force Service Store expenditures for the 3rd quarter was \$ 17,439 of the \$ 16,200 quarter authorized. The percentage of quarter expenditures is 107.4%. All squadrons with the exception of the 447th Bomb Squadron and the 443rd Bomb Squadron, reported a 100% or over percent expenditures. Reason for this high percentage was due to the deployment build-up schedule during the month of March. There were five (5) squadrons which received additional credit authorization but was not sufficient to meet their requirements.

- (3) Unit Fund Status: March rate on income expenditures, exclusive Air Refueling Squadron, increased from 79% in February to 111% of 122 in March. Expenditures or obligations by the squadrons were low due to the anticipated use of these funds upon return to home station. The 443rd Maintenance Squadron March performance was additionally increased \$ 250 for achieving first place in the recent Ground Safety Award Program, while the Headquarters Squadron received an additional \$ 75 for placing third.

At the close of March, the wing end of the month balance was \$ 2,334 or an increase of \$ 706 over that of February. March average fund per man was 11.2%.

- (4) Management Costs: This information is provided for the 5th consecutive month. Only noticeable change was in the cost per jet engine in use which decreased from 24 in February to 22 in March. This was due to the increase in the number of direct man hours of 131 to 134, while the number of engines changed increased only one.

2. MAINTENANCE: (Cont.)

C

a. Control Room: (Cont.)

Direct Operational Costs shall remain static during deployment. In Force Service Store expenditures shall increase due to the past build-up status of war supplies. Rate of expenditures of unit funds shall remain low while the wing is in deployment due to the restricted use of these funds upon return to the home station.

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I. PERSONNEL:

a. Officers (See Form 3)

UNIT	AUTH	ASG	PERCENT MANNED	EFFECTIVE MANNER	PERCENT DISCIPLINE	POINTS RECORDED
Hq Sq	44	42	160.6	44	97.7	30
445th BS	77	62	80.5	62	80.5	12
446th BS	77	60	77.9	60	77.9	0
447th BS	77	64	83.1	64	83.1	15
321st FM	7	6	85.7	6	85.7	18
321st FM	4	3	75.0	3	75.0	0
321st ABM	12	9	75.0	9	75.0	0
321st AFS	30	29	97.2	29	97.2	30
Tac Hosp	20	0	36.6	0	36.6	0
TOTAL	481	360	74.5	355	74.4	12

	DEC	JAN	FEB	MAR	AVG & NOS.
Authorized	431	432	429	431	430
Assigned	377	376	374	372	372
Effective	365	366	366	365	365
% Manned	87.3	87.0	87.1	87.5	86.9
% Effective	84.5	84.7	85.3	84.4	84.4

b. Airmen:

UNIT	AUTH	ASG	PERCENT MANNED	EFFECTIVE MANNER	PERCENT DISCIPLINE
Hq Sq	106	127	119.8	84	79.2
445th BS	100	93	93.0	86	86.0
446th BS	100	96	96.0	82	82.0
447th BS	100	94	94.0	86	86.0
321st FM	305	267	87.5	226	74.0
321st FM	69	57	82.6	56	81.1
321st ABM	297	301	101.2	229	77.1
321st AFS	458	464	101.3	464	79.5
Tac Hosp	31	41	132.1	35	113.1
TOTAL	1626	1570	96.7	1306	79.6

	DEC	JAN	FEB	MAR	AVG & NOS.
Authorized	1626	1627	1626	1626	1626
Assigned	1427	1421	1427	1427	1424
Effective	1377	1377	1377	1377	1377
% Manned	84.7	87.0	84.6	84.7	84.2
% Effective	78.6	78.7	78.7	78.6	78.2

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(1) Direct Support Skills (MAX POINTS - 150)

UNIT	NUM	SGD	FCI SGD	SUPPORTIVE	PERCENT SUPPORTIVE	POINTS EARNED
Hq Sq	24	34	95.8%	23	95.8%	150
445th FS	76	78	102.6	73	96.0	150
446th FS	76	81	106.6	70	92.1	150
447th FS	76	77	101.3	70	92.1	150
321FM	142	140	91.4	127	75.4	45
321FM	52	49	94.2	49	94.2	150
321EM	234	253	107.1	136	79.5	60
321ARS	348	339	97.4	280	80.5	75
Tac Hosp	-	-	-	-	-	-
TOTAL	1048	1059	101.0	873	83.3	60

(2) Indirect Support Skills (MAX POINTS - 24)

UNIT	NUM	SGD	FCI SGD	SUPPORTIVE	PERCENT SUPPORTIVE	POINTS EARNED
Hq Sq	12	93	113.4%	61	74.3%	3
445th FS	24	15	62.5	13	54.2	3
446th FS	24	15	62.5	12	50.0	3
447th FS	24	17	70.8	16	66.6	3
321FM	143	119	83.2	99	69.2	3
321FM	17	8	47.1	7	41.2	3
321EM	63	48	76.2	43	65.1	3
321ARS	110	125	113.6	64	70.4	3
Tac Hosp	91	61	67.0	32	35.2	3
TOTAL	578	481	83.2	307	53.1	3

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c. Manning Direct Support Skills (Airman) Effective Assigned. (MCS)

AFSC	D/C		JAN		FEB		MAR		APR			
	ATH	ASD	ATH	ASD	ATH	ASD	ATH	ASD	ATH	ASD		
30 Audio-Rec Sys	39	31	31	14	69	2.1	76	61	70.9	72	73	82.1
32 Acc Sys Maint	160	126	79	160	115	71.0	170	111	67.0	160	123	76.0
40 Instricn Equip	16	10	63	15	10	66.7	16	0	50.0	15	9	60.0
42 Wrt Rec	132	112	05	134	0	73.1	139	93	66.9	144	99	66.6
43 Wrt Eng Maint	653	579	09	657	502	5.5	624	527	84.4	647	574	88.7
TOTAL	1050	901	36.4	1050	74	1.3	1041	607	77.5	1042	678	83.3

2. Skill Points (Total Points - 50)

10

AFSC	Elig	In Trg	Ratio	Elig	In Trg	Ratio	Elig	In Trg	Ratio	Elig	In Trg	Ratio	QUARTER (in months)		Pts. Earned
													Ratio	Score	
41.00	27	27	100%	34	34	100%	124	114	91.9%	40%	20				
41.01	17	12	70.6%	15	15	100%	64	55	85.9%	17%	5				
41.02	23	20	87%	1	1	100%	61	42	68.9%	17%	5				
41.03	20	17	85%	22	22	100%	60	47	78.3%	10%	5				
32.00	60	55	91.7%	72	72	100%	323	275	85.3%	40%	20				
32.01	15	15	100%	15	15	100%	64	5	7.8%	4%	20				
32.02	11	0	0%	114	114	100%	643	621	96.4%	70%	35				
32.03	17	14	82%	10	10	100%	437	37	8.5%	4%	20				
T.O. W.C.	14	11	78.6%	0	0	0%	44	41	93.2%	50%	25				
TOTAL	215	207	96.3%	400	477	119.3%	1627	1477	91.3%	-	-				

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321st AW Progress Analysis Report, March 1951

3. UNIT Operations (MS) (MAX POINTS - 25)

UNIT	No. Goals AMOL				Ave Load Str				Goals per 1000				QTR	%	PTS
	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar			
Hq Sq	1	-	-	-	175	173	173	172	5.7	-	-	-	1.4	100%	24
445th IS	-	-	-	-	170	193	197	195	-	-	-	-	-	100	30
446th IS	-	-	-	-	139	153	147	140	-	-	-	-	-	100	30
447th IS	-	-	-	-	157	162	154	157	-	-	-	-	-	100	30
321FM	3	2	1	-	271	296	272	277	10.7	6.0	3.7	-	5.4	50	15
321FM	-	-	-	-	50	62	50	50	-	-	-	-	-	100	30
321AEM	-	-	-	-	375	314	375	377	-	-	-	-	-	100	30
321LRS	5	1	3	1	521	540	500	470	9.2	1.0	5.1	1.7	4.5	60	15
Tac Hosp	-	-	-	-	49	52	49	51	-	-	-	-	-	100	30
TOTAL	9	3	4	1	1270	1951	1936	1936	4.0	1.5	2.0	.5	2.2	100	30
SAC Avg									1.5						
Z.F Avg									1.3						

4. Immunizations (MAX POINTS - 25)

UNIT	PERCENT COMPLETION		% MAX SCORE	POINTS RECEIVED
	MARCH	QUARTER		
Hq Sq	100%	97.2%	100%	25
445th IS	100%	97.8%	100	25
446th IS	100	96.7	60	15
447th IS	100	96.7	60	15
321FM	100	97.7	100	20
321AEM	100	96.7	100	25
321FM	100	96.7	100	25
Tac Hosp	100	99.9	100	-
Wing	100	97.3	-	-

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5. GROUND SAFETY (G.S.) (MAX 100 - 25)

UNIT	ACCIDENT COST INDEX			GROUND SAFETY INDEX			PCT POTENTIAL	FIRST AID INJURIES	NO.	COST
	QUARTER	QUARTER	ACCIDENT COST	MIL	CIVILIAN	GROUND SAFETY				
	TOT COST	AV STRENGTH	INDEX	ACC RATE	ACC RATE	INDEX	SCORE			
Hq Sq	-	711	-	-	-	-	100%	25	-	-
445BS	-	740	-	-	-	-	100	25	-	-
446BS	-	5-7	-	-	-	-	100	25	1	\$ 7
447BS	\$270	616	.44	5.41	-	5.41	90	23	2	\$14
321PM	\$ 50	1234	.95	2.97	5.23	5.25	60	15	5	\$35
321PM	-	237	-	-	-	-	100	25	3	\$21
321LEM	\$270	1232	.22	5.41	-	5.41	90	23	-	-
321LWS	\$651	2277	.29	4.39	-	4.39	100	25	-	-
PT/Hosp	-	199	-	-	-	-	100	25	-	-
TOTAL	\$1249	7041	.16	3.02	4.53	7.60	70	10	11	\$77

First Aid Injuries are costed at \$7.00 each/not scored in Rating System.
 *MIS & The Hosp are not scored in Wing Rating System.

MINUTE
 321ST PM

SEC (min)

Military Injury Rate per 100,000 Man Days
 Government Vehicle Accident Rate For 100,000 miles operated
 Ground Safety Index composed of above rates plus civilian
 Accident Cost Index Divided by Man Strength + Civilian

3.02

5.5

7.60

6.7

.6

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5. 1. GROUND SAFETY: (DIE-FLING INJURIES)(ACS)

UNIT	MIL LOST TIME ACCTS	MIL W/D EXPOSURE	DIV LOST TIME ACCTS	DIV W/D EXPOSURE	COM W/H ACCIDENTS	HOW W/H MILEAGE	COMPLIANCE INDEX	ACT COST	NEAR STR CIVIL	COST INDEX
Hq Sq: MAJ	-	4,300	-	800	-	-	-	-	177	-
QTR	-	20,230	-	2,000	-	-	-	-	711	-
445BS: MAJ	-	5,655	-	-	-	-	-	-	195	-
QTR	-	22,410	-	-	-	-	-	-	740	-
446CS: MAJ	-	4,202	-	-	-	-	-	-	140	-
QTR	-	17,607	-	-	-	-	-	-	507	-
447BS: MAJ	1	4,350	-	-	-	-	22.90	90	150	.60
QTR	1	14,502	-	-	-	-	5.41	270	616	.44
321FM: MAJ	1	7,430	-	4,000	-	-	12.70	30	300	.10
QTR	1	33,605	1	10,020	-	-	0.25	58	1234	.05
321FM: MAJ	-	1,602	-	-	-	-	-	-	50	-
QTR	-	7,115	-	-	-	-	-	-	237	-
321LHM: MAJ	1	0,203	-	-	-	-	11.2	210	307	.60
QTR	2	30,937	-	-	-	-	5.41	270	1032	.22
321LW: MAJ	-	17,400	-	-	-	-	-	-	600	-
QTR	3	60,211	-	-	-	-	4.39	651	2277	.29
7/10sup: MAJ	-	1,479	-	-	-	-	-	-	51	-
QTR	-	5,969	-	-	-	-	-	-	199	-
Wing: MAJ	3	50,579	-	5,600	-	21,207	5.30	330	1006	.17
QTR	7	231,174	1	21,000	-	80,000	7.00	1249	7041	.16

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321st BW Progress Analysis Report, March 1956

6. REENLISTMENT RATES: (MOS) (MAX POINTS - 40)

UNIT	RD FOR TOT			MARCH			4TH QTR 55			REPORT MAX SCORE	POINTS REMOVED
	Disc	Reenl	%	Disc	Reenl	%	Disc	Reenl	%		
Hq Sq 321st BW	13	4	31	4	4	100	12	5	41.7	50	20
445th Bomb Sq	8	-	-	2	1	50	10	7	43.0	50	20
446th Bomb Sq	12	2	16	1	0	0	17	6	35.3	40	16
447th Bomb Sq	11	5	45	2	-	0	19	4	21	20	8
321st Fld Maint	51	20	39	7	2	28.6	13	14	10.7	20	6
321st Per Maint	11	5	45	-	-	-	14	3	21.4	20	8
321st Ara Elec Maint	23	11	48	-	5	62.5	30	13	33.3	40	16
321st Air Refuel Sq	24	26	111	11	3	27.3	63	24	38.1	40	16
Tactical Hospital	11	7	64	-	-	-	8	1	12.5	10	4
TOTAL	234	80	34.2	37	15	40.5	271	77	28.4	20	12
SEC Average			33								

Based upon the standard cost of training an airman of \$12,000.00 - AF's loss was \$274,000.00 in March.

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Sheet of Progress Analysis Report, March 1960

11. SUMMARY

1. Flight Hours or Percent of Available: (See Pts--50)

ACFT	PERCENTAGE				FLIGHT				HOURS				Qtr
	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	
445S	100	100	100	100	431	377	434	1242	100%	100%	100%	100%	60
446S	100	100	100	100	432	416	432	1280	100%	100%	100%	100%	60
447S	100	100	100	100	453	427	430	1310	100%	100%	100%	100%	60
448S	100	100	100	100	111	122	126	369	100%	100%	100%	100%	60

2. Hours in-Com. vs. Available: (See Pts--50)

ACFT	IN-COM.		AVAIL.		PERCENT		Qtr
	Hrs.	%	Hrs.	%	Avail.	%	
445S	11,100	11.7%	11,100	34,761	42,443	45,596	13,232
446S	7,531	7.27%	7,531	21,009	31,201	37,709	11,154
447S	35,200	77.6%	35,200	45,000	42,500	70,300	52.1%
448S	-	-	-	-	30	30	20
448S (July)	-	-	-	-	10	-	3

3. Sorties Available vs. Accomplished: (See Pts--50)

ACFT	AVAILABLE				ACCOMPLISHED				Qtr
	Jan	Feb	Mar	Apr	Jan	Feb	Mar	Apr	
445S	60	61	60	181	62	71	65	198	5
446S	59	59	59	177	58	57	52	167	5
447S	61	60	61	182	60	70	61	191	5
448S	102	103	100	305	100	100	100	300	5

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321st MI Progress Analysis Report, March 1954

MISSION (CONT'D)

4. Accuracy of Mission Performance

a. Overall scheduling effectiveness excludes that of Army Pilots.

	44th FS				44th FS				44th FS				44th FS			
	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR
Submits	71	67	73	74	75	68	75	74	70	75	74	71	22	20	22	21
Delivers	71	67	72	74	75	66	75	73	73	75	74	70	21	20	23	21
Ground Abort																
Cancelled	10	1	1	1	10	1	7	2	10	2	4	1	30	4	12	
Flown	61	66	71	73	65	65	68	71	60	73	70	69	18	20	20	21
Air Aborts	-	2	1	5	2	3	2	3	2	6	2	3	4	11	5	1
Compl 5%	61	64	70	68	63	62	66	68	61	67	66	64	17	18	20	21
Lt TO's	22	5	10	-	10	2	5	-	23	11	14	-	63	15	29	
% Compl on Sch	86	96	96	92	83	94	92	92	87	96	93	93	83	93	91	
% Compl on Del	86	96	97	92	84	94	90	93	84	96	94	94	84	93	92	
% Compl on Fln	100	97	99	93	97	95	97	96	77	92	97	96	91	95	93	
% Fln on Sch	86	99	97	99	86	98	91	96	83	97	95	97	85	96	94	
% Fln on Del	86	99	99	99	87	98	91	97	86	97	95	97	86	96	95	
% Del on Sch	100	100	99	100	99	100	100	99	96	100	100	99	99	100	99	
% Lt TO's Fl	36	8	14	-	8	3	7	-	37	15	20	-	33	9	14	

5. Non-Flight Missions

	44th FS				44th FS				44th FS				44th FS			
	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR
A & E	-	-	1	-	-	-	-	-	1	-	-	-	1	-	1	-
Per Maint	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOCP	-	-	-	-	1	-	-	1	-	-	-	-	1	-	-	1
Flt Maint	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-
Flt Line Maint	-	-	-	-	-	-	-	-	1	-	-	1	1	-	-	1
Sch'dg Errors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	1	-	1	-	-	1	3	-	-	2	4	-	2	-

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321st BW Progress Analysis Report, March 1954

6. Explosives

Exp. Subst.	4. 2nd 50				4. 2nd 50				MTH TOTAL	
	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR	DEC	JAN
F-1 Motor	-	-	-	-	1	-	-	-	1	-
Operations	-	4	-	3	-	2	-	-	3	1
Weapons	2	-	-	-	-	-	-	-	2	-
Cann-Mov	1	-	1	-	2	-	-	-	1	-
Boob-Mov	-	-	1	-	-	-	-	-	2	-
<u>Field Mater</u>										
Grid Power	1	-	-	-	-	-	-	-	1	-
Electric 1	2	-	1	-	-	-	-	1	2	3
Power Plant	-	-	-	1	-	-	-	-	1	1
Other	1	2	1	-	3	2	2	-	3	3
<u>Runway & Obstruction</u>										
Obstruction	5	2	1	-	2	-	1	-	4	3
Clearance	6	1	-	-	2	-	-	-	3	3
Weather	4	-	1	-	5	-	-	-	7	1
TOTAL	22	5	10	-	10	2	5	-	23	11

7. Accidents

	R-47				HC-97		
	DEC	JAN	FEB	MAR	DEC	JAN	FEB
Hrs. AOCN	4400	4715	5000	5500	2593	1011	2320
AOCN rate	12.0	13.7	15.6	15.6	17.0	12.9	17.2
S.C. Avg (July)	15				15		

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301st BW Progress Analysis Report, March 1944

3. ADP Rate:

	E-7				K-17			
	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR
Aircraft on Hand	31968	31975	32722	31968	15251	14760	13161	11136
Hours ADP	521	267	16	509	915	611	710	310
ADP Rate	1.5	.8	.05	1.1	3.9	7.0	5.0	2.2

5. Periodic Maintenance Squadron Performance:

Average number of work days aircraft in docks:

Oct - Nov Cycle	7.7
Nov - Dec Cycle	7.5
Dec - Jan Cycle	8.1
Jan - Feb Cycle	7.3
Feb - Mar Cycle	7.5

February-March Cycle				March - April Cycle			
No.	IN	OUT	WORK DAYS	No.	IN	OUT	WORK DAYS
260	1 Feb	13 Feb	7.75	297	12 Mar	13 Mar	7.15
231	7 Feb	14 Feb	7.25	276	7 Mar	19 Mar	7.5
315	9 Feb	17 Feb	7	321	9 Mar	16 Mar	7
335	11 Feb	21 Feb	8	317	11 Mar	23 Mar	7
210	16 Feb	28 Feb	8	251	16 Mar	23 Mar	8
310	21 Feb	1 Mar	7	351	21 Mar	30 Mar	8
313	25 Feb	5 Mar	7.25	319	22 Mar	30 Mar	7
239	29 Feb	11 Mar	8	195	27 Mar	Inc.	

10. Foreign Object Damage:

	N.F.	6 MO. TOT.L.
No. Engines Removed	9	53
Eng. Removed F.O.D.	2	7
Total Sorties	217	1299
Percent F.O.D.	.0092	.0053

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321st W. Progress Analysis Report, March 1958

11. B-47 Engine Change Statistics (By Aircraft Only)

	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>TOTAL</u>
• Propeller sect failure	-	-	-	-	-
• Compressor or blower sect foreign object	1	-	3	2	6
• Compressor or blower sect other than foreign object	1	-	2	1	4
• Turbine sect tail buckets	1	1	-	-	2
• Turbine sect tail other than buckets	1	-	-	-	1
• Internal Failure	1	-	-	1	2
• Exceed operational limits temp	1	-	-	-	1
• Max chg over time	-	-	-	-	-
• Excess oil consumption	1	5	1	-	7
• Rough Operation	1	-	1	1	3
• Other	3	2	1	1	7
• Total Engine Change	11	8	8	9	36
• Average Hrs/Engine changed	323	332	395	710	1760

12. U.S. Submissions

	<u>115</u>	<u>116</u>	<u>117</u>	<u>AEI</u>	<u>FI</u>	<u>IN</u>	<u>H</u>	<u>MG TOTAL</u>
• December	2	1	1	8	-	4	1	17
• January	-	2	1	12	-	3	2	18
• February	1	-	1	6	-	3	2	13
• March	2	1	-	6	-	1	-	10
• 4 Month Total	5	4	2	32	-	11	5	52

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13. Maintenance Man Hour Breakdown by Shop.

	A&E Shop			Mech Shop			VEHICLE		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
Prod Hours: Jet Shop	21	20	11	424	773	277	23.0	39.1	42.4
Inst & Off Mach	3	7	4	35	43	1	11.7	11.4	11.0
Wheel & Tire	2	2	2	90	124	97	45.0	62.0	48.5
Hydraulic	1	-	1	50	-	4	50.0	-	4.0
Ground Power	2	4	1	200	1253	15	140.5	313.2	15.0
A/C Repair	2	2	2	101	705	1040	50.5	352.5	52.0
Elect	6	3	-	110	100	-	18.3	66.7	-
Machine	9	9	10	92	74	242	10.2	19.5	24.2
Paint	2	6	3	55	100	20	27.5	13.3	11.0
Welding	5	2	6	110	3	57	22.0	1.5	19.0
Wood	2	4	2	242	140	90	121.0	35.0	45.0
Parachute & Fabric	9	16	12	410	140	163	45.5	52.5	13.0
Sheet Metal	5	7	8	117	223	105	23.4	31.9	24.0
TOTAL	69	91	62	2203	4870	2475	31.9	61.2	31.5
A&E Maint: Bomb-Nav Shop	37	41	41	90	107	100	2.4	2.6	2.4
Comm-Nav	74	45	51	130	90	100	1.8	2.2	3.0
Weapons & Rel	9	13	19	40	20	30	4.4	2.2	2.0
Fire Control	34	32	-	64	79	-	1.9	2.5	-
Camera	7	3	4	23	9	9	3.3	3.0	2.2
BGM	-	-	-	-	-	-	-	-	-
Test Equipment	20	37	20	43	53	41	1.5	1.4	1.5
Auto Pilot	40	21	10	45	34	25	.9	1.4	1.0
Gunnery	-	-	24	-	-	64	-	-	1.0
TOTAL	235	182	183	452	470	502	1.9	2.1	2.0
GRAND TOTAL	274	273	255	2655	5270	3017	3.7	10.3	33.5

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321st BW Progress Analysis Report, March 1964

1. Quality Control Inspection Discrepancies (up to 3/31/64)

(1) Flight Line Inspection Discrepancies (up to 3/31/64)

	AA55h				AA65h				AA75h			
	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar
Safety of Flight	.5	1.6	.2	1.3	.7	3.0	1.0	2.0	1.2	1.2	1.0	3.0
Critical	12.0	13.2	9.0	11.0	11.0	17.0	12.0	15.0	11.2	10.2	14.3	14.0
Minor	23.3	26.8	37.5	30.3	20.0	27.0	37.0	36.0	23.1	26.0	43.7	32.0

(2) Inspection Discrepancies (AE):

	Com				In. Hvy				Light			
	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar
Safety of Flight	-	-	-	-	-	-	-	-	-	-	-	-
Critical	.5	.4	.4	.4	.3	1.0	1.5	.7	-	-	-	-
Minor	5.0	4.0	4.5	5.1	1.3	13.0	10.0	10.0	4.4	6.0	4.7	4.3

(3) Inspection Discrepancies (M):

	DOCK A				DOCK B			
	Dec	Jan	Feb	Mar	Dec	Jan	Feb	Mar
Safety of Flight	2.0	2.3	1.0	.4	1.0	-	.0	.0
Critical	7.0	14.7	0	6.0	7.0	6.5	7.3	6.0
Minor	15.0	24.0	15.7	13.0	13.0	13.0	13.3	16.0

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221st AF Troop Carrier Sq, 1st AF, 1950

(b) (1) (A)



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Plant B Progress Analysis Report, March 1966

Manufacturing Man Hour Performance (MHS)

A. Direct Man Hour Performance (1 Jan - 31 Mar)

	Std M/H Per Flying Hour	Hours Flown	Direct M/H Stand	Actual	%	Pass Points	Points Earned
Inc Sqs	1.6	3983	61158	51206	100%	70	70
(145)	(16.6)	(1261)	(20933)	(17222)	100	70	70
(116)	(16.6)	(1301)	(21597)	(18193)	100	70	70
(117)	(1.6)	(1321)	(21928)	(17792)	100	70	70
FE	3.6	3883	15779	10302	100	70	70
ME	7.9	3883	30676	45018	68	70	116
FF	7.5	3683	28316	49726	57	70	116
Total	35.0	3063	137059	159251	86%	70	60
Undistributed	6	6155	3873	2619	100	10	10
MC-97	37.7	2572	71241	51920	100	20	20
TOTAL DIRECT			212,576	213701	90%	100	90

B. Productive Indirect Effectiveness Overall - 1 Jan - 31 Mar

1 Group I	Standard	B-17			KC-97			Total	%
		Jan	Feb	Mar	Jan	Feb	Mar		
01 Supervision	61,900	15235	15328	18252	1025	3968	1923	61731	100%
02 Clerical	31,200	9270	10538	11321	2603	2975	2069	30773	88
05 Veh Eng Ops	11,400	2851	2921	2993	625	752	1182	11327	100
09 Clean & Pol'g	9,200	1783	1511	1922	193	761	75	7231	100
10 Pack & Crating	1,200	381	173	978	126	248	1026	2911	11
11 Mobility	1,000	331	253	1211	28	931	5999	8756	11
12 Maint & PS Mtg	1,900	355	200	192	587	293	39	2161	77
13 Actg Scty Guard	2,500	132	83	123	18	-	13	669	100
Total	127,500	37501	31019	37295	5825	10833	16011	113660	100%
*Standard divided by actual									
2 Group II	Standard	B-17			KC-97			Total	%
		Jan	Feb	Mar	Jan	Feb	Mar		
03 Stock Chasing	6392	1530	1615	2095	370	1111	1221	5656	100%
04 Tool Crib & 263	11787	3850	4359	4585	859	387	893	15136	76
14 Standby Alert	31119	7552	4921	5606	1501	1132	1717	25522	100
Total	51798	12932	10926	12286	3523	3233	6833	19166	100%
*Standard divided by actual									
3 Group III	Standard	B-17			KC-97			Total	%
		Jan	Feb	Mar	Jan	Feb	Mar		
06 Qual Cont Insp	2200	893	770	875	12	1	88	2860	100%
07 Aft Qual Cont In	3600	1098	1131	1022	17	65	17	3360	100
08 MES OPS	2100	771	776	913	216	100	280	3189	100
20 Plant & Equip Mt	11450	7776	4570	4511	1262	1212	3156	22790	100
21 Eng & M/T	20150	6597	5666	6133	800	823	931	22652	100
Total	11300	17537	15012	15727	2207	3222	1214	51657	100%
*actual divided by standard									

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2011-0 Progress Analysis Report, March 1956

Mississippi Sea-Base Utilization (Cont'd)

B. Total Incident Productive Performance:

	Planned Hours	Actual Hours	Percent	Points	
				Available	Earned
Group I	157,331	132,264	84.2		
Group II	51,700	49,116	94.8		
Group III	Actual hrs	Actual hrs	100.0		
	2,250	2,250			
Total	231,281	233,630	101.0	60	60

C. Non-Productive Incident Performance: (1 Jan - 31 Mar)

	B-47	B-29	M-4L	Performance	Points	
					Available	Earned
Jan	276	285	3741			
Feb	217	66	2841			
Mar	230	127	255			
Total	723	478	6837	100%	30	

D. Total Points:

	Performance	Points	
		Available	Earned
Direct	70%	100	70
Productive Incident	100%	60	60
Non-Productive Incident	0	0	0
Total	91%	160	130

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Maintenance Man Hour Utilizations Cont'd

		<u>445th FS</u>	<u>446th FS</u>	<u>447th FS</u>	<u>FM</u>	<u>FM</u>	<u>A & E</u>	<u>Hq Sq</u>	<u>*Total Wing</u>
Assigned	Feb	12443.3	12216.2	12192.0	7734.7	45503.7	41118.1	8379.5	147337.5
	Mar	15022.5	14105.9	13554.3	10977.9	50044.9	53370.3	9473.2	165276.0
Available	Feb	20500.0	16336.0	9735.0	5110.2	34139.1	35230.5	6805.0	111770.2
	Mar	19000.4	12411.0	2775.0	7312.7	37144.0	37793.2	7431.0	123161.5
% Assigned/Avail	Feb	60.7	74.6	125.0	76.1	76.4	73.2	81.3	76.0
	Mar	79.1	74.1	72.5	60.4	76.4	73.7	78.4	74.5
% Direct/Avail	Feb	43.1	67.5	61.4	61.0	53.0	41.6	N/A	47.6
	Mar	58.2	51.7	56.2	54.7	50.0	40.1	N/A	46.6
% IIC/Avail	Feb	35.7	32.4	37.7	37.5	45.9	53.0	99.9	43.5
	Mar	39.4	31.2	40.1	44.6	49.4	55.4	99.9	51.5
% MII/Avail	Feb	.4	.01	.3	.7	1.1	4.6	.1	1.9
	Mar	1.5	.1	.6	.7	.5	4.5	.03	1.9
% Absent/Assigned	Feb	32.9	11.3	25.6	27.7	23.9	23.7	23.0	26.1
	Mar	33.1	30.2	33.0	21.6	21.1	21.6	24.3	21.7
% OTC/Assigned	Feb	3.7	3.5	7.9	3.7	1.5	2.7	5.2	3.1
	Mar	4.0	6.1	7.9	2.2	5.1	3.1	2.5	4.5

*Total does not include

Total Wing Man Hour Utilizations

	<u>% Avail / Assigned</u>	<u>% Direct / Avail</u>	<u>% IIC / Avail</u>	<u>% Absent / Assigned</u>	<u>% OTC / Assigned</u>	
	<u>Pilot</u>	<u>SAC</u>	<u>Pilot</u>	<u>SAC</u>	<u>Pilot</u>	<u>SAC</u>
Feb	76.0	72.6	47.6	45.1	47.5	56.3
Mar	74.5	47.6	51.5	21.7	4.5	

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Man Hours Absent/Absol

	<u>445th</u>	<u>446th</u>	<u>447th</u>	<u>IM</u>	<u>FM</u>	<u>A & E</u>	<u>Un Sq</u>	<u>Miss</u>
Leave	2.6	1.8	2.2	1.	3.7	3.0	1.5	2.7
Innocent (Written)	.9	.0	.7	-	1.6	.2	.4	.7
Excused from duty	11.8	4.1	13.1	.7	10.2	8.7	3.7	12.2
Squadron Duty	1.5	13.2	2.2	.7	4.0	5.4	3.8	5.4
Medical Out-patient	.0	.2	.2	.5	.3	.3	.0	.7
Drug Confined	.1	.3	.7	-	.1	.7	-	.2
Medical Other	.4	.5	.5	.5	.7	-	.2	.7
TDY Maint School	1.4	1.3	1.3	-	.1	2.7	1.9	1.6
TDY Other	.7	7.1	1.1	.4	3.0	4.5	6.4	5.3
AKOL/Com Incent	-	-	.05	-	-	.05	-	.01
Military Training	1.4	.4	2.3	1.9	1.3	.9	1.0	1.2
Learn Non Dept	1.1	.5	.5	.2	.5	.4	.9	.5

Lat Time (Non Productive, Instruct, Non Hours)

	<u>445th</u>	<u>446th</u>	<u>447th</u>	<u>IM</u>	<u>FM</u>	<u>A & E</u>	<u>Un Sq</u>	<u>Total</u>
Parts								
Feb	0	0	14.5	1.0	37.5	131.0	0	191.0
Mar	.0	0	2.0	-	7.2	74.5	-	81.7
Equip (Civil)								
Feb	-	-	4.5	-	10.0	55.5	-	70.0
Mar	-	2.0	1.0	-	2.0	61.0	-	66.0
Trans In								
Feb	-	-	.0	-	15.7	153.5	6.5	175.2
Mar	-	-	-	.5	13.0	207.5	.5	221.0
Trans Ex								
Feb	-	.5	.3	-	2.5	174.2	-	177.5
Mar	-	-	-	-	4.4	176.4	-	180.8
Mark Assist								
Feb	36.4	1.5	3.4	-	257.6	772.0	1.0	1168.9
Mar	41.1	.0	37.6	6.0	10.0	100.3	-	1249.7
Power								
Feb	-	-	19.0	-	4.0	111.4	-	204.4
Mar	-	-	-	-	7.5	220.0	-	227.5

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321st SW Progress Analysis Report, March 1, 56

Line Time (Non Productive Hours per Man Hour) (Continued from preceding page)

		445.5	447.7	447.5	EM	EM	EM	In. Hr	Total
Adult Relief	Feb	1.5	-	7.7	37.5	17.5	37.5	-	104.2
	Mar	0	-	17.0	45.2	27.5	47	5	145.9
Security	Feb	-	1	4.0	-	-	4.0	-	9.5
	Mar	-	1	4.0	-	0	4.0	1.0	72.8
Health	Feb	-	-	-	-	23.0	11.0	-	34.8
	Mar	-	-	-	-	4.0	3.0	-	7.0
Eq. Tot. 1	Feb	3.0	2.0	23.2	40.5	17.0	163.7	7.5	217.6
	Mar	15.1	17.0	61.6	51.7	223.1	1001.4	2.8	2304.7
2. 12-13-55	Feb	.4	.21	.5	.7	1.1	4.6	.1	1.9
	Mar	1.5	.1	0	.7	0	4.5	.03	1.9
2. 12-13-55	Feb	241.63	2.50	3104.00	350.63	2457.75	32045.77	9 9.37	31723.75
2. 12-13-55	Mar	131.7	12.50	77.00	66.22	270.63	2250.75	3.90	280.7

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321st PW Progress Analysis Report, March 1959

Maintenance Man Hour Utilization, Cont'd

Average Direct Man Hour/Flying Hour

	2003				
	DEC	JAN	FEB	MAR	2004
Flight Line	11.5	12.5	12.1	12.5	12.7
440th Test Sq	(10.7)	(11.7)	(12.0)	(12.3)	
440th Test Gr	(11.0)	(12.0)	(16.0)	(12.1)	
47th Test Sq	(12.7)	(12.0)	(13.5)	(12.0)	
Periodic Maint	1.0	1.9	2.0	2.0	2.7
Field Maint	10.6	10.6	13.9	10.5	7.4
A & B Maint	7.3	10.4	11.6	11.5	7.7
Minor	32.4	35.5	44.3	41.4	44.4

Includ es 10.7 hours reported on 1-AP-51 report.

Average Direct Man Hour Periodic Inspection

	2003				2004				2005			
	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR	APR	MAY	JUN	MAR
F/L	10.0	20.3	4.1	10.5	30.9	64.0	43.0	11.0	44.0	55.7	44.4	
IM	4.5	4.3	6.0	304.0	200.5	340.7	337.1	64.5	83.0	73.9	65.0	
FM	1.0	1.4	1.0	13.5	144.0	120.5	113.7	11.6	13.2	2.0	4.0	
ABE	2.4	1.1	12.6	130.0	131.3	123.2	97.1	92.0	125.0	130.5	74.0	
Wg	31.0	30.3	34.7	737.0	412.6	672.5	541.0	227.9	276.0	260.0	100.0	

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321st EW Progress Analysis Report, March 1950

Direct Man Hour per Engine Change - Tot:

	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>
Flight Line	1.1	0	0	0
445th Bomb Sq	(.2)	(0)	(0)	(0)
446th Bomb Sq	(0)	(0)	(0)	(0)
447th Bomb Sq	(.9)	(0)	(0)	(0)
Field Maint	11.9	16.8	19.9	35.3
A & E Maint	-	-	.5	.2
Wing Average	13.0	16.8	20.4	35.6
SAC Average (July)	20.1			

Direct Man Hour/available Utilized for TOC:

	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>
Flight line	.3	0	.7	0
445th Bomb Sq	(.5)	(0)	(1.7)	(0)
446th Bomb Sq	(.2)	(0)	(.3)	(0)
447th Bomb Sq	(1.3)	(0)	(.3)	(0)
Periodic Maint	-	-	-	(0)
Field Maint	.5	.1	8.5	2.9
A & E Maint	.02	.01	.02	.01
Wing	1.0	.3	3.0	.0
SAC (July)	2.6			

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3125 Progress Analysis Report, March 1956

Average Flight Line Pre-flight Direct Man Hours:

	<u>DEC</u>		<u>JAN</u>		<u>FEB</u>		<u>MAR</u>	
	Units	av. M/H	Units	av. M/H	Units	av. M/H	Units	av. M/H
Flight Line	193	9.8	207	13.1	185	10.6	181	11.7
445th FS	(62)	(7.4)	(65)	(9.6)	(52)	(8.7)	(62)	(9.4)
446th FS	(67)	(8.2)	(67)	(15.3)	(52)	(10.7)	(60)	(9.1)
447th FS	(63)	(14.2)	(75)	(14.1)	(67)	(11.9)	(60)	(10.1)
Per Maint	193	.4	207	0	185	0	171	.03
Fld Maint	193	.2	207	.5	185	.08	171	.08
A&E Maint	193	2.7	207	4.8	185	3.7	161	7.7
Wing	193	12.6	207	17.9	185	14.3	171	19.5
SAC Avg (July)		17.3						

Average Flight Line Post Flight Direct Man Hours:

	<u>DEC</u>		<u>JAN</u>		<u>FEB</u>		<u>MAR</u>	
	Units	av. M/H	Units	av. M/H	Units	av. M/H	Units	av. M/H
Flight Line	103	22.5	62	32.7	63	59.3	71	(46.9)
445th FS	(35)	(24.2)	(20)	(5.4)	(19)	(35.4)	(21)	(20.4)
446th FS	(38)	(11.7)	(17)	(31.1)	(24)	(69.7)	(23)	(52.1)
447th FS	(30)	(25.3)	(31)	(32.2)	(20)	(69.6)	(27)	(47.6)
Per Maint	103	1.3	62	.5	63	.02	71	.08
Fld Maint	103	.2	62	.1	63	1.4	71	.5
A&E Maint	103	5.3	62	7.4	63	6.1	71	11.2
Wing	103	29.3	62	40.4	63	69.8	71	54.2
SAC Avg (Jul)		43.7						

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302 - Best Air Progress Analysis Report, March 1956

Man Hour Utilization--321st Air Refueling Squadron

The 321st Air Refueling Squadron is below the SAC average in the following areas:

1. Avg Direct Manhours per Flying hour.
2. Average manhours per postflight (direct).
3. Average direct manhours per engine change.
4. Avg direct manhours per pre-flight.
5. Average direct manhours per periodic inspection (direct).
6. Percent absent.
7. Percent direct manhours TDC.

Above the SAC average:

1. Percent indirect available.
2. Percent available vs assigned.
3. Percent direct manhours vs available.
4. Avg direct $\frac{1}{2}$ per prep change.
5. Percent overtime.

Utilization Highlights:

1. Air Refueling Squadron increased in both assigned and available man hours. The increase in assigned man hours was due to the squadron's slight increase in personnel manning, while increase in available man hours was due to the reduction in absenteeism.
2. Percent available to assigned increased from 75.2% to 85.5% due to the above explanation.
3. Percent overtime vs available increased from 2.4% to a high of 10.2. Actual overtime hours increased from 250.0 hours to 4427.9 hours. Large increases were found in the Security Alert; Mobility and Flight Line Maintenance areas. The above was due to the rotational status of the squadron and the SAC direct alert status.
4. Inquiry for non-rotational indirect man hours also increased, from 688 hours in February to 1279 hours in March. Noticeable increases were found in the Log Transportation Form; Log Deck Assignment and Log Wait assistance areas.
5. Average direct man hours per flying hour showed a decided improvement from 39.1 hours in February to 19.6 hours in March. This was due to the reduction in direct man hours well as flying hours increased 936 hours due to the rotational and operational requirements of the squadron.

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321st BW Progress Analysis Report, March 1956 (Cont'd)

Total Air Refueling Squadron Man Hour Utilization:

MONTHS	ASSIGNED	AVAILABLE	DIRECT	INDIRECT	ABSENT	OVERSHE
Feb	42,635.5	51,573.3	19,818.5	16,006.4	12, 19.7	18.3
Mar	50,871.5	43,471.0	14,511.2	17,692.0	11, 01.9	4,427.9
	<u>\$ Avail / Avail</u>	<u>Percent / Avail</u>	<u>Direct / Avail</u>	<u>Indirect / Avail</u>	<u>Absent / Avail</u>	<u>Overtime / Avail</u>
Feb	75.2	76.3	38.1	43.7	26.8	2.4
Mar	65.5	33.4		61.7	33.2	10.2

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CATEGORY	FEBRUARY		MARCH		LOSS TIME (Non-productive indirect hours)	
	Feb	Mar	Feb	Mar	Feb	Mar
Leave	1.3	3.3			13.7	22.0
Equipment	1.5	1.5			24.1	45.1
Equipment Transfer	0.5	0.5			7.0	20.0
Transfer From	0.2	4.3			13.7	275.4
Work Assigned	0.5	0.2			11.5	42.0
Hours Confined	0.0	0.0			30.6	103.0
Other	0.7	0.1			3.4	2.0
TOTAL	2.7	9.7			74.2	441.1
Other	1.4	2.1			0.5	2.0
AMMUNITION	0.0	0.1				
Military Transfer	1.6	0.0				
Non Report	0.0	3.7				
Total					80.4	177.0
Dollar Value					\$ 335.60	\$ 591.75
					(1.25 per hour)	

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302nd BW Progress Analysis Report, March 1946

Average Direct Man Hours Per-

	Dec	302nd BW		Mar	SAC AVG
		Jan	Feb		
- Flying Hour	25.1	25.2	39.1	17.6	26.8
- Ground Charge - Units	57.0	37.0	45.1	4.5	47.6
- Periodic Inspection	759.4	737.3	770.2	4.3	768.2
- Preflight	13.8	8.7	10.0	5.3	9.5
- Postflight	45.6	47.2	57.3	31.4	61.0
- Prop changes	4.5	14.9	10.1	32.0	10.6

\$ Direct Man Hours/air mile utilized for 100:

	Dec	Jan	Feb	Mar
AWC	1.75	1.7	4.8	1.4
SAC (Total)	2.6			

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Supply Inventory Analysis Report, March 1947

III. SUMMARY

1. Inventory Status (Average)

	JAN 47				FEB 47				MAR 47					
	POS	AVAIL	TOT	STOCK	POS	AVAIL	TOT	STOCK	POS	AVAIL	TOT	STOCK		
Posessed	15	1	1	17	15	1	1	17	22	15	1	1	17	22
Available	13	13	13	13	13	13	13	13	13	13	13	13	13	13

2. Supply Inventory Status (7.32)

UNIT	Inventory	Scheduled for	Supply S.C.	Score	Rating
Hq	13	13	510	431	Fair
45th	1	1	510	557	S.C. Std
44th	1	1	510	555	S.C. Std
47th	20	20	510	565	S.C. Std
3-13	1	1	510	53	S.C. Std
321	1	1	510	55	S.C. Std
321a	2	2	510	54	S.C. Std

510 or above S.C. Standard
 400-500 Good
 300-400 Fair
 200 or below Unsatisfactory

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321st BW Progress Analysis Report, March 1954

3. Percentage of Reports Received

UNSC	DEC		JAN *		FEB		MAR
	Percentage USE / USE	Percentage USE / USE	Percentage USE / USE	Percentage USE / USE	Percentage USE / USE	Percentage USE / USE	
445th Bomb Sq	75 / 77	97 / 101	97 / 100	97 / 100	97 / 100	97 / 100	97 / 100
446th Bomb Sq	72 / 74	94 / 94	94 / 94	94 / 94	94 / 94	94 / 94	94 / 94
447th Bomb Sq	94 / 97	92 / 92	92 / 92	92 / 92	92 / 92	92 / 92	92 / 92
321st FM	97 / 101	93 / 93	93 / 93	93 / 93	93 / 93	93 / 93	93 / 93
321st FM	91 / 97	92 / 97	92 / 97	92 / 97	92 / 97	92 / 97	92 / 97
321st AEM	93 / 93	95 / 95	95 / 95	95 / 95	95 / 95	95 / 95	95 / 95
321st AFS	92 / 92	93 / 94	93 / 94	93 / 94	93 / 94	93 / 94	93 / 94
Total	97 / 100	97 / 100	97 / 100	97 / 100	97 / 100	97 / 100	97 / 100
Wing Total	93 / 93	93 / 93	93 / 93	93 / 93	93 / 93	93 / 93	93 / 93

*Wing Total does not include AFS
NR - Not Received

4. Summary of Reports Received

	445th BS	446th BS	447th BS	TOTAL	321st WS
November	99.0	99.0	99.0	99.6	96.0
December	99.0	99.0	99.0	99.6	96.0
January	99.0	99.0	99.0	99.6	97.0
February	99.1	99.2	99.3	99.2	99.4
March	99.2	99.2	99.5	99.3	99

5. Reports of Surveys

	MARCH		YTD		REPORTS OF SURVEY/ACCO	AVG. COST PER SURVEY	%	TOTAL RECEIVED
	NO.	COST	NO.	COST				
Hq Sq	-	-	1	17.20	1.4	17.20	100	25
445BS	1	80.95	4	246.34	6.5	61.51	70	18
446BS	-	-	3	143.21	4.9	47.73	90	20
447BS	-	-	-	-	-	-	100	25
321FM	-	-	7	242.74	3.2	34.67	75	19
321FM	-	-	-	-	-	-	100	25
321AEM	-	-	1	30.46	.8	30.46	100	25
321AFS	-	-	2	110.40	4.4	55.20	95	24
321/Hosp	-	-	-	-	-	-	-	-
TOTAL	1	80.95	18	601.14	2.3	44.51	100	25

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IV. CONTROLS:

The system will provide the following for the quarter ending 31 March 1956 as computed in accordance with the criteria set forth in Wing Regulation 17-3 dated 30 March 1956. The wing Management Control System is based in the main part on the SAC Management Control System and the total number of accomplishments therein are reflected in the overall wing management summary report of the SAC Management Control System.

These statements can be used for identifying priorities and resources in the program. In addition this system will provide Squadron Commanders with a means of comparing against other units and against a common standard.

301st AIRBORNE TROOP CARAVAN CONTROL SYSTEM

<u>SQUADRON</u>	<u>POSS POINTS</u>	<u>PTS. EARNED</u>	<u>PERCENT</u>	<u>PL. CL.</u>
1st Sq	1000	1351.3	135.13	1st
2nd Sq	1000	1335.2	133.52	2nd
3rd Sq	1600	131.5	8.22	3rd
4th Sq	575	139	24.17	4th
5th Sq	475	1.7	0.36	5th
6th Sq	475	130	27.37	6th
7th Sq	475	31.6	6.65	7th

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3.017 REPORT OF THE... CONTROL...
FOR... 7.0 - (1000)

	POINTS POSSIBLE	POINTS RECEIVED						
		11/54	11/55	11/56	11/57	11/58	11/59	11/60
A. Personnel:	275							
1. Number PWS:								
a. Officers	3	3	12	2	15	2	10	2
b. Airman								
Direct Support	15	15	15	15	15	15	15	15
Indirect Support	15	3	3	3	3	3	3	3
2. MQL rate	30	24	30	30	30	30	25	30
3. Reenlistment rate								
B. MATRIEL:	26							
1. Fly Hours % of Required	6	15	6	6	6	6	10	6
2. Air M/1 per Fly Hr	10	15	14	10	10	6	57	10
3. Percent of A/cft In Ops.	5	15	30	30	20	15	10	10
4. Surface a/c vs Deep	5	10	5	5	5	5	10	10
C. General:	30							
1. Cost Per Fly Hr	15	12	11	10	12	13	11	7
2. Flying Safety	5	15	5	5	5	5	5	5
3. ...	10	10	10	10	10	10	10	10

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21st, March 1956

Flat Earth Control System (C.S.)

	<u>POINTS</u> <u>AVAILABLE</u>	<u>PTS.</u>	<u>MSM</u>	<u>MMMS</u>	<u>LYM</u>	<u>... ..</u>	<u>PI</u>	<u>...</u>
1.	135	80	132	106	117	85	85	85
D. OPERATIONS:	<u>28</u>							
Total Score		85	91.3	93.2	53.5	85	85	85
E. MISCELLANEOUS:	<u>125</u>							
1. Parabolic Instruction	25	15	20	15	5	10	15	20
2. Reports of Survey	25	25	10	20	25	25	10	25
3. OJT Training	50	20	5	5	5	35	20	20
4. Immunizations	25	25	25	15	15	25	20	25
TOTAL POSSIBLE POINTS	160	575	1000	1600	1000	675	675	675
TOTAL POINTS		139	1351.3	1335.2	1316.5	130	316	137
PERCENT		74.3	84.5	83.5	81.3	81.2	47.3	77.1

MS - Score

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2. CONTROLLER:

321ST AIRBORNE DIVISION (A) (SAC)
 OPERATING EXPENSE STATEMENT
 MONTH ENDING 31 MARCH 1956
 OPERATING EXPENSE

ORGANIZATION	LABOR	MATERIALS	SUPPLIES	PROPERTY & SERVICES	FUEL	REPAIRS & OTHER	RENT	TRAVEL	TOTAL
Hq Sq 321AW	\$ 66,017	\$ 1,309	\$ 1,584	78.00	\$262,297	\$4,625	\$335,910	\$350,161	\$319,247
115th Bomb Sq	72,037	-	18,571	60.00	-	-	90,668	89,666	102,916
116th Bomb Sq	59,609	-	20,314	197.00	-	-	80,120	70,000	100,563
117th Bomb Sq	61,599	-	22,513	74.00	-	-	84,186	72,318	118,103
321st Fw Sq	58,742	11,547	11,146	1,105.00	-	-	82,540	83,655	91,759
321st Fg Sq	11,508	-	8,310	27.00	-	-	22,943	16,202	15,809
321st Lia Sq	11,626	-	20,256	(-30.00)	-	-	41,252	103,176	81,078
TOTAL	377,106	12,856	102,691	1,511.00	262,297	4,625	761,112	801,278	887,585
ADJ COST	37,000	11,396	117,302	1,209.00	287,354	4,526	-	801,278	-
ADJ COST	135,705	12,151	176,389	8,450.00	278,324	6,285	-	-	7,585

ADJ COST - Fuel and oil cost included in Hq Sq.
 ADJ COST - Above information does not include 321st Air Refueling Squadron.

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321st MW Program Analysis Report, March 1956

3. Air Force Service Stores

Following is status of Air Force Service Store accounts as of 31 March 1956.

UNIT	UAL NO.	CREDIT AUTH BAL. ENTERED	RECORDED	REMAINING	PAGEST. ACCOUNT			BAL. CHECKED CREDIT AUTH DATE
					NO. OF	NO. OF	DATE	
Hq Sq	057 (a)	2,600.00	3,021.03	(-421.03)	116.15	85.45	111.5	3 600.00
445th IS	058 (b)	1,400.00	1,413.05	(-13.05)	100.1	85.8	101.	500.00
446th IS	059 (c)	1,500.00	1,657.82	(-157.82)	100.5	59.1	91.	600.00
447th IS	060 (d)	1,200.00	1,114.04	85.96	98.6	56.3	101.	600.00
321st ISE	061	2,500.00	2,721.57	(-221.57)	113.2	84.0	93.	1,000.00
321st FM	062 (e)	6,000.00	6,774.77	(-774.77)	111.6	107.3	103.	2,000.00
321st FM	063	1,000.00	110.91	889.09	81.0	102	102.	400.00
Wing		14,200.00	17,439.19	(-3,239.19)	100.6	74.7	101.	7,000.00
(e)	Received in	Additional authorization of	400.00					
(b)	"	"	400.00					
(c)	"	"	500.00					
(d)	"	"	200.00					
(e)	"	"	2,000.00					

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301st Bomb Group Analysis Report, March 1956

4. Unit Cost Status:

	DEC	JAN	FEB	MAR	UNIT COST	PERCENT
BASE	177.3	211.73	191.73	311.73	-	1.0
BASE	115.31	267.11	337.57	367.71	309	1.0
BASE	71.06	113.26	213.57	277.00	-	1.0
BASE	21.11	277.21	337.11	371.51	371	1.0
BASE	177.25	212.25	227.25	242.25	275	1.0
BASE	16.62	117.1	113.37	136.25	-	1.0
BASE	15.83	11.1	312.77	31.1	61	1.1
BASE	53.28	71.23	-	-	-	-
The Group	1.3	1.65	1.15	111.71	-	0.35
Total	22,151.63	22,225.32	21,532.16	22,331.11	171	1.20

BASE Figures not available at present time.

5. Management Costs:

	Dec	Jan	Feb	Mar
	Cost	Cost	Cost	Cost
(100) Cost/Hours Flown	511	66(Over)	62	61
(200) Cost/Flying Hour Equip	512	601	712	667
(300) Stand Cost/T-12 Fly Hr	523	537	516	576

The following information is based on the standard of \$12.25 per man hr.

	Dec	Jan	Feb	Mar
a. Joint Engine Change Cost (Direct W/H) Avg Maint W/H Cost per Jointing Change	16	123	226	11
b. Pre-flight Maint Cost (Direct W/H) Maint W/H Cost per Pre-flight	14	73	17	21
c. Post-flight Maint Cost (Direct W/H) Avg Maint W/H Cost per Post-flight	37	57	47	71
d. Log Book Cost (W/H per hour) W/H Over 11 cost per 1 hour	7,217	1,555	10,721	12,111

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a. COMMISSION

No.	COMMISSION					TOTAL	PERCENT	TOTAL	PERCENT
	1954	1955	1956	1957	1958				
10540	100,137	2,364	170,10	170,730	60,570	510,700	10	70	110
11040	110,120	107,80	107,730	107,730	60,720	510,700	10	5	100
11740	11,000	211,00	1,000	170,700	60,300	510,700	10	1	100
11140	110,100	21,750	3,000	2,500	37,000	270,000	11	7	111
12140	1,100	15,000	10,000	20,000	70,000	1,000	2	1	70
12140M	20,000	1,000	1,300	1,000	300,000	300,000	15	0	130

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MEMORANDUM
JOINT BRANCHES, INC., MEDICAL
Pinecastle Air Force Base, Florida

1 March 1956

ADMINISTRATIVE PLAN

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AD INSTRUCTIVE PLAN
321ST SQ'S WING DEPLOYMENT
1 March 1956

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ADMINISTRATIVE PLAN

SECTION I

GENERAL

1. PURPOSE: To provide the procedures necessary to effect the movement of personnel and materiel under "Operation Back Burn".
2. SCOPE: This plan is applicable to all units of the 321st Bomb Wing and support units involved in "Operation Back Burn".
3. SITUATION: Under the requirements of "Operation Back Burn" the 321st Bomb Wing will deploy for ninety (90) days rotational training at a forward operating base.
4. The procedures in Section VI are applicable to all personnel responsible for the execution of this maneuver.
5. The 321st Bomb Wing will deploy 1,374 personnel by support aircraft and 135 on unit aircraft, (3 crew members)
6. The 321st Bomb Wing will deploy approximately 406,000 pounds of materiel by support aircraft. (24 J-47 engines will be deployed in tactical aircraft).

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Administrative Plan
321st Bomb Wing Deployment
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SECTION II

ADMINISTRATIVE

1. The following constitutes the administrative matters pertaining to this plan. It is the responsibility of all commanders to insure the thorough indoctrination of all personnel of the contents of this section.

PART 1	Adjutant
PART 2	Personnel
PART 3	Comptroller
PART 4	Security
PART 5	Medical
PART 6	Judge Advocate

Section II
Administrative Plan
321st Bomb Wing Deployment
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PART I

MOVEMENT

1. ORDERS: Orders covering the movement of individuals will indicate "M" for approximately 90 days to APO 117 for the purpose of SAC rotational movement. For ties will be payable in the same manner as for ordinary "M". Orders will be prepared in accordance with Chap 4, AFM 36-3, dated 1 August 1956, and CIPM will be included in the travel orders. Orders will be unclassified, regardless of the classification of the operations order.

a. All times on the itinerary forms will be indicated in local time at the particular point of arrival or departure.

b. Aircraft Commanders will provide all passengers and personnel concerned with actual take-off and landing times.

2. PERSONAL MAIL: Applicable parts of AFM 132-2 will apply. Mail will be forwarded to the AF address by the (rear echelon) unit mail clerk. A sample mail address is:

A/IC John A. Johns, AF12345678
445th Bomb Squadron,
APO 117, New York, New York

a. Two AF Form 520 will be prepared for each person deploying. Upon completion and MET 25 March 1956 they will be turned over to the Wing Adjutant. A roster will be furnished the Base Post Office of all personnel being deployed.

3. CLOTHING: All personnel deploying will deploy with full mandatory clothing requirements (less blues).

4. CLASSIFIED MATERIAL: The handling and safeguarding of classified material will be in accordance with SOP #15, 321st Bomb Wing Mobility Plan.

5. PUBLICATIONS AND CORRESPONDENCE:

a. The complete file of regulations in the Wing Adjutant's office will be deployed. Squadron Commanders will deploy their publications and correspondence as required in SAC Manual 400-1.

b. Distribution of publications will IAW SOP #10 321st Bomb Wing Mobility Plan. The Base Publications Officer will continue to make distribution of publications, both administrative and technical, to the rear echelon of each organization and Wing Headquarters which has deployed. It is the responsibility of the (Rear Echelon) Commander to forward to the units and the Wing Headquarters operating away from the home station, by the most expeditious means, all regulations, supplements, technical orders, letters, and other directives requiring immediate action or which amend,

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supplies, or resupply those directives which have been deployed. The Sergeant (Rear Echelon) will insure that the addresses is clearly marked on the inside as well as on the outside of each package in the event the outside marking becomes torn or erased.

6. CUSTOMS FORMS: Gifts bought in the deployment area and mailed to the U.S. must be accompanied by a Form 427 (Declaration Sheet) in duplicate and must be certified by the unit commanding officer. The customs forms for the return trip will be available in the area of deployment from troop commanders.

7. AFSA RAISIN CARDS: These Raisin Exchange cards will be drawn by the advanced party and distributed to each unit.

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SECTION II

PART 2

PERSONNEL

1. PURPOSE AND SCOPE: To establish a procedure for personnel actions both at deployment station and in the rear echelon at this station.

2. Responsibility: This SOP is divided into two parts:

a. Those items which are the responsibility of the Director of Personnel.

b. Those items which are the responsibility of the squadron commander.

3. DIRECTION OF PERSONNEL:

a. The Director of Personnel will issue all COMS personnel as well as all records with the Wing as it deploys.

b. The Director of Personnel will ensure that all DE Form 93 (Record of Emergency Data) and SF (CI (Immunization Record)) are current and up to date.

c. The Director of Personnel will brief the rear echelon commander and provide him with a separate operating procedure to govern the input and early release of new personnel from the rear echelon during the time the Wing is deployed. During the period of deployment all incoming personnel will be assigned to the headquarters squadron and pertinent information will be transmitted by electrical means to the forward operating location.

4. SQUADRON COMMANDERS: The squadron commanders will be responsible for the following items:

a. Each airman will have in his possession at the time of his deployment the following items: DD Form 737 (International Certificate of Inoculations and Vaccinations), DD Form 21F (ID Card), SAC Security Badge, Dog Tags, and Geneva Convention Card.

b. Each organization commander will impress and assure that each of his personnel has a current and correct DE Form 93 (Record of Emergency Data).

c. Squadron Commanders will impress upon their personnel the necessity for properly providing for his dependents by having the necessary wills, powers of attorney, and allotments in effect prior to the time of the Wing's departure.

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SECTION II

PART 3

CONTENTS

1. All personnel will be briefed prior to deployment on pertinent foreign currency data, including restrictions on use, import and export and exchange procedures.
2. Reports will be submitted in accordance with SAC Manual 171-1, 171-2, 171-A and 171-B and current reporting directives.
3. SAC Funding Number for this operation is _____.

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SECTION II

PART 4

SECURITY

1. AIR WEAPONS SECURITY: The Security Officer, Forward Base Air Division, will be responsible for the safeguarding of Air Weapons in transit from the point of permanent storage to the point of loading upon tactical aircraft. This officer will further be responsible for the security of Air Weapons in transit from the loading site to the point of original permanent storage. Personnel of the Forward Base Air Police Squadron (both permanent party and augmentation) will provide security for air weapons during the period of time that such units remain aboard tactical aircraft, including both duty and non-duty hours.

2. LAW ENFORCEMENT: Base regulations are subject to change hourly. At present, personnel are not allowed to travel on local roads of the installation during the hours of darkness. Houses of prostitution and gaming (native area of town) are and will continue to remain "Off Limits."

3. GENERAL: Scooters brought in from the U.S. will not be sold without the expressed approval of the Air Provost Marshal. This permission may be easily obtained from application for sale at the Vehicle Registration Office. Disciplinary action will follow unauthorized sale of vehicles. Personal scooters cannot be shipped on MATS aircraft.

4. BASE SCOOTERS: Motor scooters may be operated on base proper without procuring a base sticker.

5. DRIVERS LICENSES: Motor scooter operators must possess a current state license from the U.S. Government vehicle operators must possess a current government drivers license which will not expire during the period of TDY.

6. No scooter will be brought to the forward base that has not been previously registered and insured, to operate on Pinecastle AFB and possesses a Pinecastle AFB license (both operator and vehicle).

7. FIREARMS: Government firearms (exclusive of those weapons for combat crew members and classified couriers) will be boxed at Pinecastle AFB for shipment. Upon arrival at forward base, they will be stored in the AP Arms room.

8. No personal weapons of any type will be taken. Loss of a personal firearm in the forward area would result in a most serious international incident, which could cause the offender to be confined in a foreign penal institution for a period upwards to five years.

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9. Air Police will be deployed in accordance with Air Police Mobility Planning Criteria dated 19 Oct 54, HQ SAC. The Air Police personnel deploying with the 321st Bomb Wing will, upon arrival, be integrated with the Forward Air Police Squadron for administration, billeting, subsisting, operational controls, etc.

10. Flight line sector and perimeter patrols will assist the wing units in their "during normal duty hours" mission. Key interaction guards will also be provided for area ACC civil circulation control.

11. SAC Restricted Area Badges will be required. All personnel must procure same before deployment.

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SECTION II

PART 9

ADMIN

1. The 31st Bomb Wing will deploy medical personnel and equipment (1 X Part II AF, AF, TO 1-9002) and (1 X Part II, AF, TO 1-6000-6) personnel equivalent. This unit will provide medical support for the 31st Bomb Wing personnel during the deployment.
2. Personnel involved in the movement will be immunized in accordance with the provisions of AFM 160-101 as amended, AFM 160-102, and SAC Reg 160-1.
3. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute station and at destination. If an emergency and if determined necessary by the Wing Surgeon, evacuation, utilizing available aircraft, may be effected if qualified attendant is furnished to accompany the patient.
4. Sick call will be held during normal duty hours in the designated dispensary building.
5. Mission report will be submitted by the senior flight surgeon in charge. SAC Reg 160-2 will be complied with in the preparation of required medical reports.

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Administrative Plan
31st Bomb Wing Deployment
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SECTION II

PART 6

JURISDICTION

1. With very few exceptions, personnel who are assigned or attached for temporary duty with any overseas station are subject to trial by courts-martial at that station. Article 5, UCMJ, provides that the code is "applicable in all places". Thus an offense against military law can be tried by courts-martial and the trial may be held anywhere in the world.
2. Personnel deploying to bases under the jurisdiction of 5th Air Division, or any component thereof, are under the jurisdiction of the Commander, 5th Air Division, for purposes of courts-martial and non-judicial punishment, Article 15, UCMJ.
3. As to personnel deploying to any base not under the jurisdiction of the Commander, 5th Air Division, A.R. 11-10 fixes responsibility. The Task Force or Task Team Commander may request the Commander exercising general courts-martial jurisdiction over the base at which the unit is tented to exercise courts-martial, including Article 15 jurisdiction as well as to process certain administrative proceedings, for example those necessitated by AFM 3-14, 39-17, and 36-2. In the absence of such a request, except in the isolated instance of a mutual agreement between the Task Force or Task Team Commander and the Commander of the base where his unit is tented, the Task Force or Task Team Commander "will process both courts-martial and administrative proceedings through his own command channels."
4. Personnel of returning units may, at the discretion of the commander exercising general courts-martial jurisdiction temporarily over the units, be retained if under investigation, pending trial by courts-martial, or required as a material witness in courts-martial proceedings.
5. Personnel deploying to any foreign country should also remember that generally they are subject to the jurisdiction of that country.

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21st Bomb Wing Deployment
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SECTION IV

VEHICLES

1. The attached list is the requirement for motor vehicles for the 301st Base Wing.
2. The Adcom Commander will coordinate with the Base Motor Pool to insure all the wing rotational requirements are prepared for the Wing's arrival. In addition, he will insure sufficient transportation and drivers are prepared to receive the personnel and cargo as it is scheduled to arrive.
3. Drivers will have in their possession a valid government vehicle operators permit issued at Newcastle AFB.
4. Vehicles will be issued on a twenty-four (24) hour basis unless otherwise indicated.

Section IV
Administrative Plan
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UNIT STAFF ASSIGNMENTS FOR 321ST BSB WING

<u>Staff Org (1)</u>		<u>UNIT COMPANIES (CONT'D)</u>	
Wing Commander	1	445th Bomb Sq	
<u>Staff (20)</u>		Supply	1
		Ops	1
Adjutant and Log Ctr	1	447th Bomb Sq	
Dir of Ops		Supply	1
		Ops	1
Dir of Ops	1	Field Maint	
Ops-Plans-Int II	2	Spec Dispatch	4
		Prog Charts	1
Dir of Material		Aero Repair	1
Dir of Int	1		
Sup-Logistics	1	458th Maint	
Maint Control	1	Flt Line Maint	4
445th Bomb Sq			
Orderly Room	1	Hq Sq	
Maintenance	1	Orderly Room-Supply	1
446th Bomb Sq		<u>TRUCK 2 1/2 Ton 6x6 (3)</u>	
Orderly Room	1	445th Ops	1
Maintenance	1	446th Ops	1
		447th Ops	1
447th Bomb Sq		<u>GOLDEN TRACTORS (6)</u>	
Orderly Room	1	445th	2
Maintenance	1	446th	2
		447th	2
321st Field Maint Sq			
Orderly Room	1	445th	2
Maint Supv	1	446th	2
		447th	2
321st Parasitic Maint Sq		Flt Maint	2
Orderly Room	1		
Maint Supv	1	<u>TRUCK (8)</u>	
		445th	2
321st A&S Maint Sq		446th	2
Orderly Room	1	447th	2
Flt Line Maint	1	Flt Maint	2
		<u>FOUR LIFTS (2)</u>	
<u>WEAPONS COMP 3/4 Ton (12)</u>		Flt Maint	2
445th Bomb Sq		<u>UNIT COMPANIES 3/4 Ton Radio (4)</u>	
Supply	1	445th	1
Ops	1	446th	1
		447th	1
Section IV		Flt Maint	1
Administrative Plan		A&S Maint	1
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LIST OF THE AIRBORNE BRIGADES TO BE DEPLOYED

117th Asslt Sq	2
118th Asslt Sq	2
119th Asslt Sq	2
121st Asslt Sq	2
122nd Asslt Sq	2
123rd Asslt Sq	2
TOTAL	<u>12</u>

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SECTION V

GENERAL

1. Supply support during deployment will be from theatre assets and Volume XVI AF Manual 07-1. FIM will not be used.

a. Twenty Four (24) power packs will be deployed in Tactical aircraft. Re-supply of run engines will be from theatre assets.

b. Evacuation of reparables will be in accordance with Volume XVI AF Manual 07-1.

2. Any airtel or logistical communication will refer to the "Big Tin" Project Number as indicated with central point at OCEAN:

321st Bombardment Wing (B) Big Tin - 86

3. Control of fire arms and ammunition will be IAW SOW #12, 321st Bombardment Wing Mobility Plan as modified by Procedure #5, this administrative plan.

4. All personnel will deploy with complete issue of individual clothing allowance, IAW SOW #2, 321st Bomb Wing Mobility Plan as modified by Procedure #7, this administrative plan.

5. Individual baggage will be tagged and shipped IAW SOW #6, 321st Bomb Wing Mobility Plan.

6. The following 321st Bombardment Wing SOP's will govern the cargo handling and accounting procedures during deployment.

- SOP #5 Passenger and Cargo Documentation
- SOP #7 Packing, Crating and Marking
- SOP #8 Luggage Control area
- SOP #11 Accounting for U.S. & USSR Property
- SOP #21 Disposition of Cargo at Forward Bases
- SOP #22 Duties and Responsibilities of Cargo Couriers
- SOP #23 Cargo Assembly and Loading Procedures
- SOP #24 Tactical Aircraft Loading and Loading Inspection

Section V
Administrative Plan
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SECTION VI

PROCEDURES

This section contains a group of procedures applicable to all units of this station involved in the 321st Bombardment Wing (B) deployment. The procedures listed below are in addition to those applicable to units of the 321st Bomb Wing Mobility Plan.

<u>PROCEDURE NO.</u>	<u>TITLE</u>
1	Assembly and Loading of Personnel
2	Assembly and Loading of Cargo
3	Reception of Personnel
4	Reception of Cargo
5	Weapons and Ammunition
6	Clothing and Equipment
7	Individual Baggage
8	Acct for Property at Home Station
9	Acct for Property at Forward Base
10	Keep and turn in of Property at Forward Base
11	Housing

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Administrative Plan
321st BW Deployment
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SECTION VI

PROCEDURE 1

ASSEMBLY AND LOADING OF PASSENGERS

1. The Base Transportation Officer is responsible for manifesting and loading of personnel on support aircraft.
2. Assembly area for passengers will be the northwest corner of the North Hangar (Bldg 407).
3. Passenger weigh-in will be handled in the same area as indicated in paragraph 2 above. Weigh-in will be required 24 hours prior to the scheduled take-off time as published by the 321st Bomb Wing Logistics Officer. Baggage will be marked and tagged by the individual in accordance with SCP #6 of the 321st Bombardment Wing Mobility Plan and Personnel and Material processing will be conducted in accordance with SCP #24 321st BW Mobility Plan. Baggage will not be available to the passengers after weigh-in.
4. Technical representatives will be deployed in accordance with SCP #25 321st BW Mobility Plan.
5. Passengers of each flight will report at the passenger assembly area 2 hours prior to scheduled take-off time with cabin baggage.
6. Troop commanders will be designated for each passenger/passenger cargo flight and will comply with SCP #17 321st Bombardment Wing Mobility Plan. (Troop Commanders Soldiers will be furnished each Troop Commander during processing).
7. The Troop Commander will appoint 2 passengers as cargo guards for a overnight stop on passenger flights. NOTE: SCP #17 321st Bomb Wing Mobility Plan.
8. Upon receipt of flight schedules, personnel will be alerted by the squadron commanders 36 hours prior to take-off. They will be available at all times either at their duty section or place designated by their squadron commander.

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SECTION VI

PROCEDURE 2

LOADING AND UNLOADING OF CARGO

1. Cargo to be deployed will be delivered to the north end of the North Hangar (Rldg 427) and assembled by phase.
2. Delivery time and departure schedules will be published by the Wing Logistics Officer.
3. Individual organizations are responsible for delivery of cargo to the assembly area.
4. Packing lists will be delivered with cargo and distributed as outlined in SOP # 221st Bomb Wing Mobility Plan.
5. Cargo couriers for cargo flights will be appointed by the Wing Logistics Officer and will comply with SOP # 22 1st Bomb Wing Mobility Plan.
6. The Ramp Control Officer will furnish the necessary signs for flight cargo designation.

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SECTION VI

ARTICLE 3

RECEPTION OF PERSONNEL AT THE FORWARD BASE

1. The given Commander will be responsible for coordination with the forward base command to insure that adequate resources have been taken to:
 - a. Have transportation available for transporting personnel and their baggage.
 - b. Have billet assignments for arriving personnel, complete with specific instruction for building number for each individual. This can be accomplished by block assignment of personnel by organization. Separate billets will be established for officers and technical representatives, NCO's, TSG's through A/S. Personnel of support elements of 413th Air Base Group will be integrated into like units of the Air Base Group of the forward base.
 - c. Heat will be turned on prior to the arrival of the occupying personnel. (if necessary).
 - d. The following items of bedding are to be furnished, as each individual has three blankets in their utility bag:
 - Reinforced mattress, mattress cover, 2 sheets,
 - pillow, pillow case and locker.
 - e. Arrangements are to be made for coffee and doughnuts if arrival is after normal feeding schedule.

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SECTION VI

PROCEDURE 4

REMISSION OF CARGO AT THE FORWARD BASE

1. The Aachen Commander will be responsible for coordinating with the Forward base complement to insure that adequate measures have been taken to:
 - a. Insure that the Base Transportation Officer of the Forward base is cognizant of the amount of cargo to be off loaded, the arrival dates of the aircraft and that sufficient transportation, material handling equipment, tarpaulins, lights for night work, and personnel for off loading, and distribution of air cargo.
 - b. Check to see that vehicles are placarded for each section in accordance with the vehicle allocation set forth in Section IV of this Administrative Plan.
 - c. Check with commercial transportation for box pallets for off loading of cargo.
 - d. The area in front of the base shops building #4420 has been designated for off loading cargo.
 - e. Check with forward base complement for designated distribution areas.

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SECTION VI

ARTICLE 5

CONTROL OF WEAPONS AND AMMUNITION

1. Individual arms and ammunition authorized for issue to personnel deploying will be handled in accordance with SOP #12, 321st Bomb Wing Mobility Plan, except as follows:

1. All weapons will be boxed by each squadron (exclusive of cockpit crew member(s)) prior to deployment date. Boxes must be marked and sealed in accordance with Material SOP #7, 321st Bomb Wing Mobility Plan, and will be manifested aboard A7E aircraft (Personnel manifest). Upon arrival, cockpit crew members who will carry their weapons will turn such weapons in to the Air Police Arms room for storage.

2. The forward base project officer will make necessary arrangements for the storage and security of arms and ammunition with the Forward Base Project Marshal.

3. All weapons will be cleaned and adequately oiled prior to being loaded.

4. Weapon serial numbers will be entered on the packing lists for each box. Each unit mobility officer will maintain a cross reference list of all deployed weapons by serial number and box number in which they were shipped.

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SECTION VI

PROCEDURE 6

CLOTHING AND EQUIPMENT

1. All personnel will deploy with complete mandatory clothing requirements (Reference SOP #2 Individual Clothing) except for blues.
2. Personnel deploying on MATS aircraft will wear Class "A" uniform of the day. The khaki uniform will be mandatory Class "A" dress at the forward base.
3. In view of the rainfall at the forward base at this time of year, it is recommended that special attention be given to the condition of shoes and rain gear.
4. Organizational clothing and equipment: Personnel deploying will have with them their full authorization of organizational clothing and equipment as listed in SOP #2 321st Bomb Wing Mobility Plan, except as shown below:
 - a. Non-crew members are authorized to deploy without arctic gear.
 - b. Individual weapons will be handled in accordance with Procedure #5, this plan.
 - c. Personnel, as authorized will deploy with 10 series E.C.L. tool kits.

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SECTION VI

PROCEDURE 7

INDIVIDUAL BAGGAGE

1. Individual baggage to be deployed will be tagged in accordance with paragraph 6, SOP to 321st Bomb Wing Mobility Plan.
2. Officers will be issued a distinctive identification tag at the processing line which will expedite the distribution of baggage at the forward base.
3. Special attention is invited to the fact that when stowed baggage is brought to the hanger for weigh-in that it will be taken away from the owner until it is claimed at the final destination. Therefore, it is essential that all items be included therein and that each bag be properly tagged with AF Form 943, "Baggage Identification Tag". A claim stub will be given each individual for each bag. This "stub" will be required for claiming his baggage at the forward destination. Therefore, he should be given specific instructions to hold on to this stub.
4. Scale weight of each piece of baggage will be entered, by the owner, on the reverse side of the AF Form 943 "Baggage Identification Tag" at the time of weigh-in.
5. Baggage will deploy on the same aircraft as the individual.

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SECTION VI

PROVISION 2

ACCOUNTING FOR PROPERTY AT REAR Echelon

1. The rear echelon unit supplies will continue to conduct normal supply activities and will put special emphasis on the P/L program and property records. The following documents will remain with the rear echelon:

BOL'S HELM'S UAL'S TA'S 1120 CARDS

Control Register and Supporting Documents

2. Accounting for UME (Unit Mission Equipment) and USE (Unit Support Equipment) property will be accounted for in accordance with WFP 11, 11st Bomb Wing Mobility Plan.

3. Unit commanders will insure that competent personnel remain with the rear echelon to properly conduct required supply activities.

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SECTION VI

PROCEDURE 9

ACCOUNTING FOR PROPERTY AT FORWARD BASE

1. Unit supply personnel at forward base will account for:

a. Accounting for Unit Supplies at forward base will be in accordance with SOP #11, 321st Bomb Wing Mobility Plan.

b. The following is a list of forms recommended to be taken by each unit supply activity on deployment:

AF Form 93	AF Form 502	Standard Form 1044
AF Form 446	AF Form 503	DD Form 362
AF Form 447	AF Form 50E	DD Form 200
AF Form 104C	AF Form 50G	
AF Form 1120	AF Form 50I	

c. Supply units on deployment will report any change in status of equipment to the rear echelon supply unit to enable them to make necessary posting and adjustment to records.

d. Information for the reports listed below will be submitted to the Wing Supply for retransmission to the XI EW existing regulations.

<u>FORM</u>	<u>RCI</u>	<u>TITLE</u>	<u>AS OF DATE</u>
AF 1	1-240-39	Armament Equipment Status	5th day of month
AF 2	2-570-39	Electrical Equipment Status	15th day of month
AF 3	3-540-39	Photo Equipment Status	25th day of month

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SECTION VI
PROCESSED 10

PROCUREMENT AND TURN-IN OF PROPERTY AT FORWARD BASE

1. Upon arrival at the forward base, each Unit Supply Officer will coordinate with the forward base Supply Officer to establish an account for his individual squadron. The Unit Supply Officer will be responsible for insuring that "Supply Representative Cards", AF Form 93, are issued to personnel requiring same.
2. Acquisitions for WE equipment will be made only on replacement basis. It will be the responsibility of the Unit Supply Officer to insure that equipment not received at the end of the TDY period be cancelled through forward base supply.

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SECTION VI

PART I Pro 11

HOUSING & BUILDING ASSIGNMENTS

1. The following buildings have been tentatively assigned to Headquarters Personnel Staff and Dispensary.

- a. Wing Staff: Lt/Col & Squadron Commanders.
1508 1507
- b. Wing Commander and Colonels: 1500
- c. Wing Staff Officers:
1761 1762 1763 1768
1762 1763 1766 1769
1765 1764 1767
- d. Dispensary:
1900 1901
- e. Airman billets:
2264 2267 2270 2279
2265 2266 2271 2278
2266 2269 2272 2277
*Orderly room and Supply

2. 45th Bomb Squadron assignments:

- a. Officers:
1802 1814 1825 1833 1835
1807 1815 1826 1834
- b. Operations:
1842 1843 1846 1847
- c. Airman Billets:
2101 2092 2105 2110
2093 2094 2104 2111
2094 2097 2107
- d. Supply: 2108
- e. 45th and 46th Orderly room: 2109

3. 46th Bomb Squadron Assignments:

- a. Officers:
1845 1847 1850 1852 1854
1846 1848 1851 1853 1855
- b. Operations:
1768 1769 1770 1771
- c. Airman Billets:
2085 2090 2099 2104 2112
2089 2092 2103 2107 2113
- d. Supply building to be determined by Admin. Commandant

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4. 447th Bomb Squadron Assignments:

a. Officers:					
1808	1810	1812	1820	1821	1829
1809	1811	1828	1830	1832	
b. Operations:					
1840	1841	1842			
c. Supply:					
1850					
d. Airman Billings:					
2230	2239	2251	2262	2273	2275
2240	2250	2253	2263	2274	

5. 32d Squadron Assignments:

a. Officers: All Officers will be housed with 321st Wing Staff					
b. Airman Billings:					
1935	1941	1947	1954	2242	2246
1937	1943	1948	1955	2243	2254
1938	1945	1949	1956	2244	2255
1939	1946	1950	1957	2245	2256
1940	1946	1953	1962	2246	2257
				2258	2259
c. Ordinary room and supply:					
1946					

6. 447th Bomb Squadron:

a. Officers will be housed with 321st Wing Staff.					
b. Airman Billings:					
2028	2029	2030			
2029	2029	2031			
c. Ordinary room and supply:					
2032					

7. Field Maintenance Squadron:

a. Officers will be housed with 321st Wing Staff.					
b. Airman Billings:					
2052	2062	2067	2075	2080	2085
2054	2063	2068	2076	2081	
2055	2064	2069	2077	2082	
2060	2065	2070	2078	2083	
2061	2066	2071	2079	2084	
c. Ordinary room and supply:					
2045					

8. Base Billings Supply Room:

2260	2261	2262
------	------	------

Section VI Pro 11
 Administrative Man
 321st W. Deployment
 1 March 1956

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11/20/52
11th Bombardment Wing, Station (11B)
APO 117, 28 Air Force

Supplement I - Wing Training Analysis Report
For the Month of March 1954

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 REFERENCE 105

MINI MANAGERIAL CONTROL BOARD BY DIVISION

ITEM	MAX POSS SCORE (100%)	ACT UPTO SCORE	CURRENT PERIOD		
			JAN	FEB	MAR
a. Eng. H. Units					
(1) Tank	150	99.1	58.1	81.8	100
(2) Tanker	50	100	15.8	78.3	100
b. P/H Utilization					
(1) Eng. Product	50	87	73	100	96
(2) Cost of Eng. Product	50	93	82	75	87
c. Proficiency					
(1) PSC Ratio	10	93	21	22	21
(2) No. Visual	25	93	20	90	97
(3) Sight Cal	20	99	90	97	98
(4) EGT		100		100	
(5) F/O Engineer	15	100		92	92
(6) Gunner	20	75	21	81	85
(7) Wt. Hooker	20	100	21	81	100
(8) A/E	20	100	100	92	97
d. Probation					
		77	Secured by J.C.		
e. EMP Examination					
(1) Bank		90	Secured by SAC		
(2) Tanker		83	Secured by J.C.		
f. CR crews					
(1) Bank	80	51	101	101	20
(2) Tanker	20	100	101	101	100
g. Physical Condition					
Operator's COM-2	20	65	15	100	100
	560	100.1	78.6	78.6	88.1

NA - No Measured Activity

N - Not Scored

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Suppl 1, 301st W. Progress Analysis Report, March 1956

OPERATIONAL HIGHLIGHTS:

1. For the purpose of comparison it is necessary to use the percentile system. It is not possible to compare the 301st and 1st wings in the scoring system as a point where one quarter of the 11th units are above and three quarters of the 301st are below a stated score. In other words if one percentage of the 11th units is above the 301st upper quartile point, the 301st performance is at least as good as 25% of all 11th units, in SAC.

Training Hours - Percent of Required: The wing received 100% in this category for the period January through March. This can be attributed to excellent flying in the winter and availability of aircraft in January and February.

2. Flight Deck: There has been no flight accidents in the 301st Wing since June 1955.

3. RF Utilization: Utilization of the bases and phasing out of Mechanical and other units caused by utilization in this area. SAC units moved to Hurler during the month of January. Only classes in operation during February and completion of those courses will be ready in training.

4. RFAS and RFAS-1: INCREASED EFFORTS ARE BEING MADE ON REPAIRING OF THE AIRCRAFT AND EQUIPMENT. THIS SERVICE IS BEING PROVIDED IN THE AIRCRAFT IN REPAIRS, BUT IS BEING DELETED IN THE AIRCRAFT. THE AIRCRAFT IS BEING MAINTAINED TO THE POINT WHERE IT CAN BE USED IN THE AIRCRAFT. IN ORDER TO BECOME COMPLIANT WITH SAC MANUAL 50-36 PERIODICALLY WE MUST TO BECOME COMPLIANT WITH THE AIRCRAFT AND EQUIPMENT. THE AIRCRAFT IS BEING MAINTAINED TO THE POINT WHERE IT CAN BE USED IN THE AIRCRAFT.

5. RFAS-1: 50-8 training requirements were 100% completed at end of training period.

6. REPAIRS AND MAINTENANCE: THE WING RECEIVED 100% OF THE REQUIRED FOR B-17 AIRCRAFT AND 100% OF THE REQUIRED FOR B-24 AIRCRAFT. THE AIRCRAFT IS BEING MAINTAINED TO THE POINT WHERE IT CAN BE USED IN THE AIRCRAFT. THE AIRCRAFT IS BEING MAINTAINED TO THE POINT WHERE IT CAN BE USED IN THE AIRCRAFT.

7. Cost of Training Programs: Cost of training produced is high for the training period. The main reason for the excessive costs is in the supply chain in use of special training equipment, 100 compliance, and preparation for 100 movement.

8. RFAS and RFAS-1: 100% OF THE REQUIRED FOR B-17 AIRCRAFT AND 100% OF THE REQUIRED FOR B-24 AIRCRAFT. THE AIRCRAFT IS BEING MAINTAINED TO THE POINT WHERE IT CAN BE USED IN THE AIRCRAFT. THE AIRCRAFT IS BEING MAINTAINED TO THE POINT WHERE IT CAN BE USED IN THE AIRCRAFT.

(b) (1) (B)

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Supplement I, 321st MI Progress Analysis Report, March 1956

IV. OPERATIONS:

1. Flying Hours as Percent of Required: (MCS) (UNCLASSIFIED)

		1955	1956 QTR		
		3RD QTR TOTAL	1ST QUARTER	JAN	FEB
Hours Required:	B-17	5211	1265	2181	3783
	MC-97	2155	650	1121	2021
	Total	7366	1915	3602	5704
Hours Flown:	B-17	4816	*1316	*2536	*3632
	MC-97	*2207	*712	*1212	*2683
	Total	6802	*1915	*3602	*6315
Percent Hours Flown		92.0	100	100	100

*Overage

2. Flying Safety: MCS (UNCLASSIFIED)

	1955					1ST QUARTER 1956 (MCS)				
	LAST QUARTER MCS					DEC	JAN	FEB	MAR	TOTAL
	NOV	DEC	JAN	FEB	TOTAL	NOV	DEC	JAN	FEB	TOTAL
No. Accidents (Minor)	0	0	0	0	0	0	0	0	0	0
No. Accidents (Major)	0	0	0	0	0	0	0	0	0	0
Flying Hours	2035	2176	2021	3651	9273	1693	1212	1216	2276	6207
Rate/100,000 hrs	0	0	0	0	0	0	0	0	0	0

3. Effectiveness of Wing Flying Hours. MCS (CONFIDENTIAL)

	3rd Qtr Cum Nov 1955			1st Qtr Cum 1956		
	B-17	MC-97	TOTAL	B-17	MC-97	TOTAL
Factor Hrs Util	1078	2019	6096	1675	2252	5927
Flying Time	1729	2212	3941	3001	2507	6203
% Effective	86.0	89.7	78.0	100.0	88.0	96.0

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Suppl 1, 381st BW Progress Analysis Report, March 1958, Cont'd

4. MIB Utilization: (MOS)(UNCLASSIFIED)

Type of Utilization Mechanical Hours	381st BW 1958			1st BW 1958		
	DEC	JAN	FEB	DEC	JAN	FEB
Utilized	10291	1257	2109	1221		
Required	11000	3500	7000	750		
Percent Utilized	73.5	36.0	19.3	16.3		

5. Aircraft Average and Hours Flown per Aircraft. (CONFIDENTIAL)

	JAN			FEB		
	DEC	JAN	FEB	DEC	JAN	FEB
Total F/H	157	148	189	111	77	398
Avg F/H per Aircraft Poss	20.5	29.0	20.4	30.1	20.7	21.3

	MAR			APR	
	DEC	JAN	FEB	DEC	JAN
Total F/H	171	158	456	1387	1442
Avg F/H per Aircraft Poss	31.1	28.6	26.6	29.5	65.5

6. Aircraft Assigned and Possessed. (CONFIDENTIAL)

	F-17			KC-97		
	JAN	FEB	MAR	JAN	FEB	MAR
Aircraft Assigned	17	17	17	22	25	22
Aircraft Possessed	17	17	17	22	19	19
Aircraft C/R Possessed	17	17	17	30	19	19

7. Crews EOM: (CONFIDENTIAL)

	F-17				KC-97			
	DEC	JAN	FEB	MAR	DEC	JAN	FEB	MAR
Total Crews Authorized	60	64	60	66	30	30	30	30
Total Crews Assigned	11	21	17	19	25	26	26	26
S/L Assigned	9	20	20	21	0	0	0	0
Combat Ready Assigned	17	14	13	15	11	22	22	22
Non Combat Ready Assigned	0	0	0	0	1	1	1	1
Average Available	36	26	25	23	25	25	24	26

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Suppl 1, 301st BW Progress Analysis Report, March 1956, Cont'd

8. Projected B-7 Services: (UNCLASSIFIED)

	DEC	JAN	FEB	MAR	APR
Services Required	127	173	150	150	150
Maint Confirmed Scheduled	172	191	201	170	170
Delivered	155	190	199	190	190
Utilized	151	188	196	170	170
Completed	117	173	178	177	177
Projected Required	172	190	180	180	220
Projected Maint Capability	190	186	201	217	237
Projected Utilization	178	182	151	195	220

9. Projected KC-97 Services: (UNCLASSIFIED)

	DEC	JAN	FEB	MAR	APR
Services Required	77	100	90	200	200
Maint Confirmed Scheduled	105	101	101	200	200
Delivered	110	102	98	200	200
Utilized	95	99	90	200	200
Projected Required	77	100	95	110	110
Projected Maint Capability	105	100	116	100	110
Projected Utilization	77	100	95	100	110

10. Flying Hours: (UNCLASSIFIED)

	B-7			KC-97	B-7			FF
	JAN	FEB	MAR		JAN	FEB	MAR	
Allocated	1265	1216	1212	650	171	178		
Projected Requirements	1255	1216	1212	1336	650	171	178	710
Actual Requirements	1265	1216	1226		650	171	178	
Projected Maint Capability	1357	1337	1122	1102	650	606	600	710
Expected Utilization	1405	1216	1297	1336	650	171	178	710
Fleet Operational	1316	1221	1296		729	180	1100	
Rest	50	30	37		15	26	12	
Ferry	0	0	0		0	0	0	
Other	15	0	111		0	0	0	
Total Fleet	1111	1251	1417		712	506	1112	

11. Aborts and Abort Rates: (UNCLASSIFIED)

	B-7			KC-97		
	JAN	FEB	MAR	JAN	FEB	MAR
Services	208	221	220	170	170	200
Aborts	15	17	15	1	1	2
Air Aborts	11	6	11	1	1	2
Ground Aborts	4	11	4	0	0	0
Total	208	221	220	170	170	200
Overall Abort Rate	7.2	7.7	6.8	0.6	0.6	1.0

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Supplement 1, Table B Progress Analysis Report, March 1956, Cont'd.

12. Malfunctions: (CONFIDENTIAL)

	M-17				KC-97		
	JAN	FEB	MAR		JAN	FEB	MAR
Summary System	21	7	6	Propeller	1	2	3
Camera	12	7	9	Crew Error	1	0	1
Auto Pilot	30	27	36	Elect Nav	20	21	21
Communication	44	52	69	Refueling	0	0	0
Engine Failure	66	75	84	Power Plant	1	1	1
Engine Gear	1	2	3	Aircraft General	6	1	2
Aircraft General	6	12	2				
Arm Release	1	1	2	TOTAL	28	25	50
Power Plant	2	1	2				
TOTAL	191	181	211				

13. Summary Firearm Data: (CONFIDENTIAL)

	3RD QUARTER			1ST QUARTER 1956		
	Jan	Feb	Mar	Jan	Feb	Mar
Rounds Loaded	51600	63700				
Rounds Fired	47859	54576				
Rate	27.75	22.40				

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NAVAL AIR FORCE CONTROL CENTER

FLYING HOURS PER UNIT OF TRAINING (COMBINED)

UNIT OF TRAINING	FLYING HOURS EQUIVALENT	UNITS ACCOMPLISHED	TOTAL HOURS
100 Knot Runs	.50	111	202
Malfunction	.50	1	1
100 Knot	.50	90	45
100 Knot Runs	.50	157	78
Simulated Radar Attacks	.33	187	61
Simulated Visual Attacks	.33	132	44
Secured Visual Releases	.25	109	27
Night Celestial Legs	2.00	111	222
Day Celestial Legs	1.50	137	205
Grid Legs	1.50	155	232
Summary	1.00	132	132
Formation Flying (Not Inc)	Net hrs	31.7	31.7
Night Coll	1.00	11	11
Pilot Proficiency	Net Hrs	127	339
Net Hook ups (Successful)	.50	182	91
Dry Hook ups (Successful)	.25	111	27
Radar Relentless	.50	115	57
Subtotal			2112
10% of Subtotal			211
F-12 Certified Line Pilot Proficiency			510
Net Flying Hour Equiv			3675
Total F-12 Flying Hours			3404
Percent Score			100%

AIR REFUELING SUMMARY (CONT)

Night Celestial Legs	2.00	111	222
Day Celestial Legs	1.50	111	166
Radar Legs	2.00	111	222
Grid Legs	3.00	111	333
Night Coll Missions	1.00	11	11
Pilot Proficiency Missions	Net/Hrs	75	75
Net Hook ups (Successful)	.50	269	134
Dry Hook ups (Successful)	.25	151.6	37.9
Radar Relentless (Successful)	.50	139	69
Subtotal			1196
10% of Subtotal			119
F-12 Certified Line Pilot Proficiency			211
Net Flying Hour Equiv			2426
Percent Score			100%
Overall Percent Score			100%

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COST OF TRAINING PROGRAMS: (CONFIDENTIAL)

Total Cost (including)	2,154,000
Cost for Flying Hour (estimated)	67
Stores Cost	79
Anti-Aircraft	16.8
Points Reciprocity	13

WING PROJECTIVE COSTS (CONFIDENTIAL)

PROJECTIVE COST	NO. MEN	NO. MONTHS	NO. MONTHS	NO. MONTHS	NO. MONTHS	NO. MONTHS
RES Radar Bombing	321	301	93	3.7	96	10
RES Visual Bombing	153	145	85	97	97	25
Bombardment-Light Celestial	120	120	100			
Bombardment-Heavy Celestial	97	92	95			
Total	217	212	77.9		98	20
Bombardment-Alt Engineering	155	155	100			
Bombardment-Eng Engineering	56	56	96.1			
Total	211	209	97		97	15
Gunner	21	77	85		15	20
Bombardment-Net Hookups	116	116	100			
Bombardment-Net Hookups	169	167	97.4			
Total	285	283	97.6		100	20
Bombardment-Navar Head	99	99	100			
Bombardment-Navar Head	133	126	94.7			
Total	232	225	97		97	20
TOTAL TOTAL					95.4	100

Ground Training: (CONFIDENTIAL)

TITLE	LENGTH OF TRAINING PERIOD	NO. MEN	NO. MONTHS	NO. MONTHS
Phase I, Block Training	4 mo. Jan - April	25	20	90
Phase II, Block Training	4 mo. Jan - April	25	50	96
*A-6 Trainer	Semi-Annual Calendar Year	-	16	77
Physical Conditioning Unit	Annual - Calendar Year	11.8	23	29
A-5 Gunner	Annual - Calendar Year	19.1	27	76
O. J. Range	Annual - Calendar Year	19.1	27	76
*Survival Exercise	Annual - Calendar Year	9	16	30
Advance Survival	Annual - Calendar Year	21	27	29
Physiological Training	Annual - Calendar Year	10	100	100
Anti-Jumping	Continuous throughout the year	30	21	21

*Subject not processed during the month of January.

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Suppl 1, Vite B Progress Analysis Report, March 1984

NON-CREW FLIGHT CREW MEMBERS FLYING TIME

CREW NO.	NAME	ISS. AIR	FLYING TIME			TOTAL	% COMPLETE
			JAN	FEB	MAR		
<u>115th</u>							
11-79	Smyer	51	14:00	18:00	11:00	78:00	100%
	Kawbauer	59	5:00	13:00	12:00	60:00	100
	Jackson	75	26:00	28:00	23:00	77:00	100
11-80	Bryette	0	FDY	FLY	FIX		
	Council	0	FDY	FDY	FDX		
	Altman	75	16:00	32:00	30:00	78:00	100
	Fisher	53	5:00	38:00	35:00	78:00	100
	Zobel	31	-	15:00	39:00	54:00	100
	Jones, R.S.	62	21:00	15:00	12:00	51:00	82
	Mandler	63	11:00	6:00	18:00	35:00	56
<u>116th</u>							
11-57	Hatsley	0	FDY	FDY	FIX		
	Harrott	0	FDY	FDY	FIX		
	Allen	55	7:00	39:00	19:00	95:00	100%
11-56	Brown, D.B.	66	17:00	17:00	13:00	97:00	100
	Bonds	1	FDY	FDY	7:00	7:00	100
	Jones	39	19:00	38:00	7:00	64:00	100
	Yarborough	36	-	10:00	36:00	46:00	100
	Smitherson	36	-	12:00	38:00	50:00	100
	Johnson	62	7:00	32:00	40:00	79:00	100
	Waynick	75	21:00	32:00	32:00	85:00	100
	Hammill	61	-	31:00	44:00	75:00	100
	Chumblee	7	-	8:00	70:00	78:00	100
	Rawls	32	14:00	35:00	8:00	57:00	100
<u>117th</u>							
11-63	Irons	75	31:00	39:00	35:00	105:00	100
	Wicks	15	FDY	26:00	33:00	59:00	100
	O'Sullivan	75	28:00	29:00	46:00	103:00	100
11-61	Gaultiera	75	30:00	39:00	33:00	102:00	100
	Watson	17	FDY	15:00	40:00	55:00	100
	Palmer	59	6:00	22:00	35:00	73:00	100
	Kellie	13	-	-	13:00	13:00	100
	Bronning	31	-	-	21:00	21:00	100
	Kelly	63	7:00	21:00	16:00	44:00	100
	Byatt	5	FDY	FDY	14:00	14:00	100
	Burner	5	-	-	5:00	5:00	100
	Pickelizer	8	-	-	1:00	1:00	100

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Suppl 1, Pilot B Progress Analysis Report, March 1956

US Radar Banking Frequency Distribution - CIO (Continued)

	JANUARY		FEBRUARY		MARCH	
	CH	S/L	CH	S/L	CH	S/L
- 199	6	7	12	18	2	1
- 999	7	7	18	16	6	17
- 1199	7	12	18	25	10	7
15 - 1999	9	15	20	31	7	1
2 - 1999	3	6	11	16	4	5
25 - 2999	3	4	6	9	1	7
3000 - 3499	1	6	6	11	1	1
3500 - 3999	2	0	7	1	2	1
4000 - 4499	1	1	2	1	1	1
5000 - 5999	1	1	3	1	1	1
6000 - 6999	0	1	0	1	0	0
7000 - 7999	0	1	0	1	0	0
Over 8000	0	1	1	3	0	1
No. hours	41	61	104	132	36	57
Percent Reliability	9	95	7.3	95.1	21.1	96

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LIST OF THE QUALITY CONTROL POINTS

	<u>CLASS NUMBER</u>	<u>NAME</u>	<u>MAX POINTS</u>	<u>PERCENT</u>	<u>POINTS</u>
1.	L-36	Hesselt	390	92.97	361.0
2.	L-21	Pfe	390	92.96	360.96
3.	L-89	Zimmerman	390	93.58	365.0
	L-91	Greene	390	93.58	365.0
	R-47	Good	390	93.58	365.0
	L-37	Greene	390	93.58	365.0
	L-21	Pfe	390	93.58	365.0
4.	L-78	Cook	390	93.51	361.7
5.	L-18	Malone	390	93.07	363.0
10.	L-78	Fuller	390	92.97	362.6
11.	L-17	Payler	390	92.69	361.5
12.	L-51	Malone	390	92.61	361.2
15.	L-05	Ward	390	92.56	361.0
	L-49	Ward	390	92.56	361.0
15.	L-47	Ward	390	92.56	360.6
16.	L-46	Richissin	390	92.43	360.5
17.	L-78	Wiley	390	92.11	360.1
	L-82	Wolfsberg	390	92.11	360.1
19.	L-79	Combs	390	92.38	360.3
20.	L-14	Baker	390	92.35	360.2
21.	L-08	Ward	390	91.97	356.7
22.	L-42	Wolfsberg	390	91.71	357.7
23.	R-71	Miller	390	91.53	357.0
24.	R-77	Samuelson	390	91.53	356.7
25.	L-02	Roberts	390	91.47	356.9
26.	R-53	Crosby	390	90.97	351.8
27.	L-05	Ward	390	90.9	351.7
28.	R-11	Kelly	390	89.3	347.1

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SQUADRON TRAINING SYSTEM

OPERATIONS

	<u>ACTUAL</u>	<u>1958</u>	<u>1961</u>	<u>1962</u>
1. Training Minimums	150	150	150	150
2. Flying Hr. Utilizations:				
a. Training per Flying Hour	50	50	50	17.
b. Cost per Flying hour	50	12.7	11.2	15.2
3. Proficiency	140	152.6	153.0	152.4
4. Prob. Miss. S/T. Crew (Est)	50	50	50	50
5. S/P Mission Ex. (Est)	10	10	10	10
6. Combat Ready Crews	50	16	16	16
Total	590	501.3	502.2	502.4
		85.1	85.3	86.

OPERATIONS SCOPING

1. Training Minimums:	150	100%	100%	100%
Points Received		150	150	150
2. Flying Hour Utilization:				
a. Training Produced P/H	50	100%	100%	100%
Points Received		50	50	19
Actual Utilization		101.0%	100.7%	99.
b. Cost Per Training Produced	50	85.1	85.1	90.

COMPARISON

Cost	\$25,095	\$10,051	\$11,120
Equivalent Flying Hour	12.3	12.7	13.1
Cost Per Fly Hr Equivalent	\$61	\$29	\$46
F-16 Flying Hour	1230	1270	1310
Support Cost	\$7	\$58	\$11
		85.1	85.1

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	<u>MAX SCORE</u>	<u>1958</u>	<u>1960</u>	<u>1970</u>
3. Practical work:				
a. HBS Motor	10			
Runs		116	98	110
Acceptable		109	90	100
Percent		93.26%	91.8%	92.7
Points Received		37.6	36.7	37.0
b. HBS Visual	25			
Runs		56	41	56
Acceptable		53	39	53
Percent		71.61%	55.12%	91.6%
Points Received		23.7	23.8	23.0
c. Night Colonial Map	20	100%	100%	100%
Points Received		20	20	20
d. Flight Engineering	15	100%	100%	100%
Points Received		15	15	15
e. Gunnery	20			
Missions		32	32	27
Acceptable		26	28	23
Percent		81.25%	87.5%	85.1
Points Received		16.3	17.5	17.0
f. Air Refueling	20	100%	100%	100%
Points Received		20	20	20
g. Radar Bombing	20	100%	100%	100%
Points Received		20	20	20
h. Probation S/L Crews (Ext)	50	100%	100%	100%
Points Received		50	50	50

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	<u>MSFC</u>	<u>MSB</u>	<u>MSD</u>
5. D.P. Mission Examination (Net)	10	10	10
Points Received	10	10	10
6. Check Point Crew	10		
Points Received	11	11	11
Points Received	15	15	15
Points Received	16	16	16

15
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Supplement 1, Mine & Petroleum Analysis Tables, March 1958 (cont.)

MIN. ANALYSIS

NAME	AGE CLASS	SEX	EDUCATION	AGE	EDUCATION
L-02	7-6-84	7-8-94	111.06		
L-03	10-9-97	9-8-100	107.93		
L-04	10-11-100	2-8-101	SE Crew		
L-05	10-17-85	5-8-100	97.97		
L-06	9-9-100	1-8-100	97.53		
L-07	9-8-89	1-1-100	100.76		
L-08	10-25-100	3-8-100	87.12		
L-09	9-5-100	11-10-97	99.17		
L-10	11-11-100	3-8-100	92.97		
L-11	7-7-81	3-8-100	101.37		
L-12	8-8-100	3-8-100	92.86		
L-13	8-9-100	2-8-100	SE Crew		
L-14	10-9-98	1-1-100	105.73		
L-15	8-6-100	3-8-100	101.92		
L-16	7-7-100	3-8-100	100.31		
L-17	8-7-85	1-8-100	93.7		
L-18	9-7-78	6-8-85	91.72		
L-19	9-8-89	1-1-100	SE Crew		
L-20	10-9-90	1-1-100	107.99		
L-21	11-11-100	7-6-86	91.88		
L-22	11-10-81	1-1-100	81.75		
L-23	1-1-100	2-8-100	Not near 1/4 of quarter		
L-24	9-2-100	1-1-100	100.18		
L-25	7-6-86	2-2-100	Not near SE Crew 1/4 of the quarter		
L-26	11-11-100	3-8-100	97.15		
L-27	10-8-85	1-1-100	100.15		
L-28	10-12-100	10-12-81	95.12		
L-29	11-12-88	3-8-100	108.56		
L-30	9-8-89	1-1-100	95.32		
L-31	9-8-89	1-1-100	113.11		
L-32	6-8-100	3-8-100	117.31		
L-33	6-8-100	3-8-100	107.1		
L-34	7-8-86	3-8-100	105.78		
TOTAL	37.7	37.3			

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