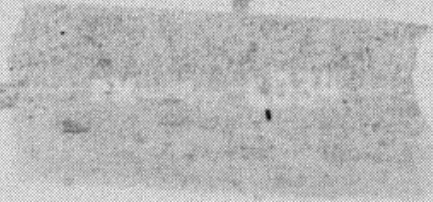
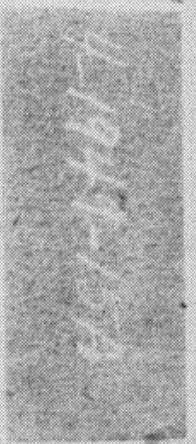
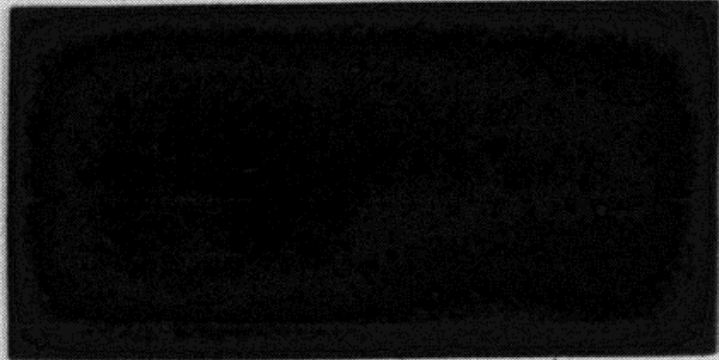
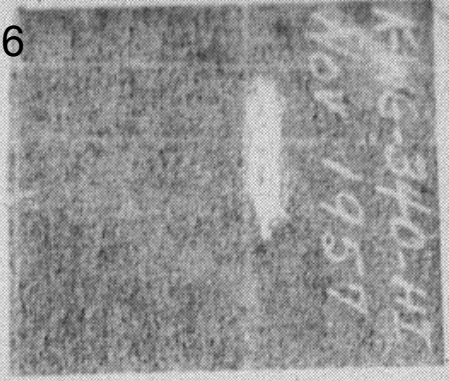


HISTORY



KMG-340-11  
Nov 1957

340TH BOMB WING (M)  
1 - 30 NOVEMBER 1957  
(Unclassified Title)

WHITEMAN AIR FORCE BASE, MISSOURI

*Robert A. Callahan* Col USAF  
for HAROLD E. HUMFELD  
Colonel, USAF  
Commander

The information contained in this history was compiled by A/IC  
Lloyd D. Brune, Historical Technician, 340th Bombardment Wing (M), 1  
December 1957.

(EIGHTH AIR FORCE - STRATEGIC AIR COMMAND)

RM-58- 4034  
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## CHAPTER I

### COMMAND AND ORGANIZATION

Activation of the 340th Bombardment Wing (M) at Sedalia Air Force Base, Missouri, was effective on 20 October 1952.<sup>1</sup> The base mission was to develop a capability to support a medium bombardment wing and monitor the rehabilitation programs and the work of individual contractors. The wing mission was to equip, train and become operational while maintaining security and safeguarding United States property within the reservation.<sup>2</sup> (U)

A change in the primary mission occurred on 11 June 1954.<sup>3</sup> The wing was to be prepared to conduct strategic bombardment on a global scale, either independently or in cooperation with land or sea forces. The training and equipping of bombardment and aerial refueling crews and units for global operations and the maintenance of a state of readiness for these operations were made a part of the mission.<sup>4</sup> Support of the Air Force Reserve and Air National Guard in accordance with higher headquarters directives was also made an integral part of the mission. (U)

Although the 340th Air Refueling Squadron was initially assigned to the 340th Bomb Wing, it was activated under the 93rd Bomb Wing at Castle AFB, California where its training took place. Manning, training and equipping were provided by Supplement I to Second Air Force Programming Plan 36-53. Upon completion of the squadron's training

1. GO 60, Hq SAC, 20 Oct 1952.
2. 2AF Regulation 23-7, Hq 2AF, 11 Sep 1953.
3. 2AF Regulation 23-7, Hq 2AF, 11 Jun 1954.
4. Ibid.



it was moved, less personnel and equipment to Sedalia Air Force Base. (U)<sup>2</sup><sup>5</sup>

Control accountability and command jurisdiction of Sedalia AFB was transferred from Second Air Force to Eighth Air Force on 1 July 1955. (U)<sup>6</sup>

Sedalia AFB was redesignated Whiteman AFB effective 1 October 1955 and base dedication ceremonies were held on the station on 3 December 1955. (U)<sup>7</sup>

Effective 1 January 1957 the munitions function of the 340th Supply Squadron was removed from its jurisdiction and reconstituted as the 16th Aviation Depot Squadron under the 340th Air Base Group. (U)<sup>8</sup>

Several changes were made in the command and staff positions in November. Lieutenant Colonel Flavel P. Sabin assumed the position of Deputy Director of Operations on 14 November, and was replaced as Commander of the 486th Bomb Squadron by Lt. Col. Edward P. Denton. First Lieutenant John B. Sturges became Director of Comptroller replacing Lt. Col. Denton. Also on 14 November, Colonel Myron H. Keilman became Director of Materiel replacing Lt. Col. Robert F. Carter, who became his deputy. Lieutenant Colonel Leonard J. Jindrich became commander of the 340th Armament and Electronics Squadron, replacing Major George L. McKewin. (U)<sup>9</sup>

On 19 November, the Chief of Staff, Eighth Air Force, addressed a letter to the Commander, 340th Bomb Wing, requesting his comments

5. GO 60, Hq SAC, 20 Oct 1952; Second Air Force Programming Plan 36-53 "Manning, Training and Equipping of the 340th Air Refueling Squadron at Sedalia AFB". Hq 2AF, 18 Aug 1954.
6. GO 45, Hq SAC, 16 Jun 1955.
7. GO 75, Hq USAF, 20 Sep 1955.
8. GO 67, Hq SAC, 14 Dec 1956.
9. "Roster of Key Personnel" RCC: AF-P4 as of 30 November 1957, prep by D/Pers Hq 340BW and filed by D/Pers Hq 340BW.

and recommendations on a proposal to reorganize tactical wing and air base group structures.<sup>10</sup> The recommendations of the Chief of Staff encompassed a) conversion to the Deputy Commander concept in the materiel and operations areas, b) assignment of aircraft maintenance personnel to a maintenance complex, c) assignment of tactical aircraft to the maintenance complex, d) elimination of the "crew chief" system, and e) elimination of periodic inspections by performing them as a part of the normal post-flight inspections.<sup>11</sup> (U)

The Wing Commander, after study of the proposals, replied that some of the proposals were acceptable while he did not concur with others. It was his opinion that the Deputy Commander concept for a tactical wing and air base group structure would be preferred to the present staff organization. The withdrawal of aircraft maintenance personnel from tactical squadrons and the assignment of tactical aircraft to the proposed maintenance complex was felt to be advantageous from a workload standpoint and would also effect efficient maintenance control.<sup>12</sup> (U)

The Wing Commander did not, however, concur with proposals to eliminate the "crew chief" system because of the loss of personal contact of crew chiefs would lower the quality of maintenance. He also did not concur with the proposal to eliminate the present system of periodic inspections because of the probability of loss of the present reliability of inspections of the weapons systems.<sup>13</sup> (U)

10. Ltr, Gen Burchinal to Comdr 340BW et al "Proposed Reorganization of Tactical Wing and Air Base Group Structures" 19 Nov 1957, Exhibit 1.

11. Ibid.

12. Ltr, Col Humfeld to Comdr 8AF "Proposed Reorganization of Tactical Wing and Air Base Group Structures" 10 Dec 1957, Exhibit 2.

13. Ibid.



## CHAPTER II

## PERSONNEL AND MANAGEMENT

The Wing Commander noted a downward trend in the effectiveness of the On-the-Job-Training program during November. In an effort to restore satisfactory effectiveness to the program, vigorous measures were instituted.<sup>1</sup> They consisted of 1) an educational program for all personnel and 2) a reorganization of the present OJT program. In the educational program, briefings for commanders, staff officers and NGO's, supervisor-administrator courses, motion pictures, newspaper articles and inspections and visits to sections by base OJT personnel were all made a part of the program.<sup>2</sup> The reorganization of the present program encompassed methods of checking uniformity, progress and effectiveness of the program, emphasis on the importance of OJT, revision of times for the completion of each step of each AFSC and presentation of OJT material to newly assigned personnel and students in the base leadership school.<sup>3</sup> (C)

The effectiveness of the OJT in the air base group showed improvement over the October status because of the number of personnel who passed upgrade tests. Although showing improvement, effectiveness of the OJT program was limited because only 6 percent of the personnel on OJT were upgraded, while the SAC standard is 13 percent or over.<sup>4</sup> (U)

The regression in first term and career airman retention rates in the wing were also noted by the Wing Commander in November. Slightly

1. "Management Control Data"(RCS: 1-SAC-T35) Aug-Nov 1957, prep by D/Compt Hq 340EW(hereinafter cited "Management Control Data, Wing") Exhibit 3.
2. Ibid.
3. Ibid.
4. "Management Digest"(RCS: 2-SAC-T35) Nov 1957 pub by D/Compt Hq 340 ABG (hereinafter cited "Management Digest") Exhibit 4.

over one-half of the first-term airmen discharged this month were released under the "early out" program, with adverse effects on the retention effort.<sup>5</sup> To combat the downward trend the retention program was revitalized to place before each eligible airman the true facts about civilian employment, in the belief that presentation of the facts would influence airmen toward a decision for the Air Force.<sup>6</sup> (C)

Presentation of employment facts was being accomplished both by individual squadron commanders and by the Information Services Office through the base newspaper.<sup>7</sup> In addition, a briefing plus question-and-answer period was conducted by personnel from the reenlistment, finance personnel and personal affairs offices, who answered airmen's questions regarding the activities of each one.<sup>8</sup> (U)

Another factor which was thought to influence the decisions of eligible airmen was the program instituted whereby airmen who took short discharges with the intent of immediate reenlistment would have completed the process and received all pay and allowances with a 72-hour period.<sup>9</sup> (C)

In the air base group retention effort the SAC "Tree of Peace" campaign at this station resulted in a significant rise in the retention rate, causing this area to score maximum possible points in the group management control effort.<sup>10</sup> (U)

The continuing high AWOL rate at this station also came to the attention of the Wing Commander during the month. Recognition of the

5. "Management Control Data, Wing".
6. Ibid.
7. Ibid.
8. Interview, A/IC Brune, Historian with M/Sgt Brock, D/P Hq 340 ABG, 20 Dec 1957.
9. "Management Control Data, Wing".
10. "Management Digest".



fact that punishment is not a deterrent resulted in the outlining by the Wing Commander of procedures to correct the situation.<sup>11</sup> Experience having dictated that the substandard airman is normally the offender, active programs for the elimination of this type of airman were undertaken. Another procedure undertaken was the briefing of personnel by squadron commanders on the procedures necessary to obtain leave extensions, plus a review by the squadron commander of squadron leave schedules to allow each person a chance to get leave.<sup>12</sup> In addition to the personal briefing, all orders for leave were overprinted with instructions relative to possible emergencies which might occur.<sup>13</sup> (C)

In the wing management control effort, scoring in the materiel area was limited by 1) airborne sorties as a percent of requirements and 2) the percent of aircraft operationally ready and flyable.<sup>14</sup> Airborne sorties as a percent of requirements scored only 58 percent as a combined B-47 and KC-97 score. The percentage of aircraft operationally ready and flyable was limited by the low score in the KC-97 category.<sup>15</sup> (C)

Scoring in the safety area of the wing management effort was adversely affected by the six military disabling injuries, which brought the injury rate to 9.62 per 100,000 man days and the ground safety index to its high 12.96.<sup>16</sup> The Wing Commander, in an attempt to reduce the accident potential and rate, imposed a 50 mile-per-hour speed limit on military drivers in the area composed of Johnson, Pettis and Henry counties.<sup>17</sup>

11. "Management Control Data, Wing".
12. Ibid.
13. Ibid.
14. Ibid.
15. Ibid.
16. Ibid.
17. Ltr, Comdr 340BW to BISO, filed in base newspaper files.

The air base group management effort was adversely affected by the rotation of the 340th AREFS to its forward base. The effects of the rotation were evidenced by regression in the scores of the sales per member of the officer and NCO messes, AOCF/ANFE rates and commissary and exchange management. In the case of the officer and NCO messes, sales per member were substandard, causing loss of score. The AOCF/ANFE rates were due entirely to the status of the KC-97 aircraft of the AREFS, since there were no AOCF's or ANFE's reported at this base. Commissary and base exchange management reported regressions because of substandard average sales per capita in each activity. (U)

The loss of 29 personnel at Whiteman in November reduced body manning to 103.1 percent, a .9 percent loss from the October status. Thirteen of the seventeen squadrons at Whiteman again reported body manning over 100 percent, the high 135.7 again reported by the 16th Aviation Depot Squadron. Officer assignments in the wing totaled 456 against authorization for 413, and in the group 104 against authorization for 118. Airman assignments in the wing totaled 1605 against authorization for 1515; in the group 1589 airmen were assigned against authorization for 1595. (U)

18. "Management Digest".

19. Ibid.

20. Ibid.

21. "Selected Statistics" as of 30 November, prep by D/Compt Hq 340 ABG 30 Nov 1957, Exhibit 5.

22. Ibid.

23. Ibid.



CHAPTER III  
OPERATIONS AND TRAINING

The Commander, 340th Bomb Wing, considered his unit fully capable of performing its EWP mission during November. The wing's capability was 45 aircraft and crews available for launching at the end of a 60 hour period. Although the readiness rate of the crews was more rapid than that of the aircraft, all could be launched. Only the loss of five aircraft to the IRAN program prevented a rise in the wing's capability. (S)

The 340th Air Refueling Squadron was also considered capable of performing its EWP mission. The low readiness rate at the beginning of the month was due to some of its aircraft being at the OCAMA depot, but the return of those aircraft to the squadron raised the capability to 19 aircraft. Because of the deployment of the squadron, its capability was at the maximum throughout the reporting period. (S)

Weather during November, while not forcing the AREFS to cancel any of its operations, caused hazardous conditions. During the execution of Operation IRON BAR, wind and blowing snow forced aircrews to use extreme measures to keep aircraft on the taxi strips. Takeoffs were effected by waiting until the wind and snow had subsided and taking off in the relatively clear periods. All aircraft were airborne,

1. Msgs, Comdr 340BW to CINCSAC, et al, ZIPPO 11-046, 11-074, 11-117, 12-016, 2-SAC-VI as of 10,18,25 Nov and 2 Dec 1957 (hereinafter cited "Unit Capability Reports", 340BW), Exhibits 6,7,8,9.
2. Ibid.
3. Ibid.
4. Msgs, Comdr 4081 Strat Wing to SAC, et al, ZIPPO 11-070, 11-117, 11-196, 12-060, 2-SAC-VI as of 11,18,25 Nov and 2 Dec 1957 (hereinafter cited "Unit Capability Reports, 340AREFS") Exhibits 10, 11, 12, 13.
5. Ibid.
6. "Report of Historical Data" 1-30 Nov 1957, pub by Hq 340 AREFS, 8 Dec 1957, filed by BISO Hq 340BW.

but were diverted to Goose Bay at the termination of the exercise because of conditions at Ernest Harmon AFB. (C)

Weather also forced the curtailment of the FOP UP training conducted by the wing. Less than one-third of the missions were flown because the weather was below the standards established for the training. Because of this curtailment, upgrade training also regressed. Cancellation of FOP UP missions caused unavailability of the Instructor Pilots for check rides since they were rescheduled to fly FOP UP missions the next day after they were cancelled. (C)

Over one-third of the B-47 flying hours performed by this wing during November were devoted to combat crew training in order to allow the combat-ready crews to gain proficiency in preparation for Operation IRON BAR. The 439 extra hours of training for these crews was gained at the expense of other training priorities as established by higher headquarters. (C)

The majority of the KC-97 flying hours performed by the AREFS were also devoted to combat crew training and Operation IRON BAR. The execution of the AREFS portion of IRON BAR caused the expenditure of more than the allotted hours, but this over-expenditure was not made at the expense of other training priorities. (C)

The 340th Bomb Wing expended 32 of its flying hours in November in ferrying aircraft to and from the Lockheed Aircraft Corporation

7. Ibid.
8. "Wing Commander's Remarks" Part IV to Air Training Report RCS: 5-SAC-T12, Nov 1957 prep by D/O Hq 340CW (hereinafter cited "Wing Commander's Remarks") Exhibit 14.
9. Ibid.
10. "Squadron Commander's Remarks" Part III to Air Training Report RCS: 9-SAC-T12 prep by Hq 340AREFS (hereinafter cited "Squadron Commander's Remarks") Exhibit 15.



plant at Marietta, Georgia and the Douglas Aircraft Corporation at  
 Tulsa, Oklahoma.<sup>11</sup> Four of the wing's aircraft went to Lockheed under  
 Project "Southern Belle", the Lockheed IRAN program. One was ferried  
 to Tulsa under the Douglas Company's "Black Gold" project. To replace  
 these aircraft the wing gained two aircraft from "Southern Belle", two  
 from Boeing Aircraft at Wichita, Kansas and one from "Black Gold".<sup>12</sup> (C)

Operation OLD TIMER was the nickname of an operation executed by  
 four B-47's of the 340th Bomb Wing on 15 November 1957. These aircraft  
 were to perform radar bomb runs against a target at Springfield, Mass-  
 achusetts, during which runs they would test the capabilities of a new  
 type of ground electronic jamming equipment.<sup>13</sup> The aircraft required  
 were launched as scheduled and the requirements for the mission were  
 met, but the results were not announced pending the publication of a  
 report by Headquarters, Strategic Air Command.<sup>14</sup> (S)

IRON BAR was the unclassified nickname of the large-scale train-  
 ing exercise scheduled for execution by the 340th Bomb Wing on 25 No-  
 vember. Requirements of the mission included execution of certain  
 portions of the wing's "40" series operation plan, including EWP prepar-  
 ation and deployment of 25 of the wing's aircraft on an overseas  
 simulated combat mission with post-strike facilities at Brize-Norton  
 AFB in the United Kingdom and 15 aircraft on a "round-robin" mission  
 confined to the United States. The 25 aircraft were to test the turn-  
around capability of the overseas station and exercise in-place facilities

11. "Wing Commander's Remarks".
12. Interview, A/IC Brune, Historian, with Mrs. Brandt, D/M Hq 340 BW  
18 Dec 1957.
13. Msg, COMAF 8 to Comdr 340 BW, DOOLB 34087, 23 Oct, filed by D/O  
Hq 340BW
14. Interview, A/IC Brune, Historian, with Maj Hudiburg, D/O Hq 340BW  
18 Dec 1957.

for staging aircraft. Refueling support for the wing's B-47s was to be furnished by the 4082nd and 4083rd Strategic Wings. <sup>15</sup> (S)

The 340th AREFS portion of IRON BAR was to provide refueling support for the 341st Bomb Wing, which was also deploying under the IRON BAR plan. The squadron was to accomplish refueling in both phases of the deployment using "yo-yo" techniques. <sup>16</sup> (S)

The 340th Bomb Wing launched its B-47s in three waves of 12, 15 and 13 aircraft. Bad weather at the terminal and alternate landing points delayed the takeoff of the first wave by 36 hours, but the other two were launched on time. During the launching of wave three the 15 aircraft of the second wave returned from their portion of the round-robin exercise and were landing while wave three was taking off. This situation, in the Commander's opinion could be hazardous in bad weather and he recommended that timing of successive waves be such that one phase would not interfere with the other. <sup>17</sup> (S)

Despite the aborting of some aircraft, all phases of the mission were considered satisfactory with the exception of the support rendered by the Military Air Transport Service. On the deployment phase, two flights left Whiteman far behind schedule, one landing at Ernest Harmon AFB, Newfoundland and off-loading a portion of a flyaway kit, precluding its arrival at the post strike base in time to be used, had it been needed. <sup>18</sup> On the redeployment phase, MATS provided airlift space for

15. Operations Order 39-57 Hq 340EW 25 Oct 57, filed by D/Plans Hq 340EW.
16. Operations Order 39-57, Hq 4081SW, 7 Nov 57, Exhibit 16.
17. Msg, Comdr 340EW to COMAF 8, ZIPPO 12-046/B-27/39-57/8AF/340EW/IRON BAR, 6 Dec 1957 Exhibit 17.
18. Ibid.



only 16,000 pounds of cargo, whereas the wing had 24,000 pounds to return. Consequently 6,000 pounds of cargo had not been returned to this station at the end of the exercise. (S)

Two increments of 11 and 13 B-47s were scheduled to redeploy at the conclusion of the overseas portion of the mission. The first increment was airborne on time, but two aircraft were forced to return to Brize-Norton AFB because of malfunctions in a tanker and a B-47. These aircraft were rescheduled to return with the second increment. Only two aircraft of the second increment did not take off on time. Both were cancelled because of maintenance difficulties. (S)

The 340th AREFS portion of the operation was considered extremely successful, despite problems in removal of snow and ice from aircraft in time for the first phase. These problems were solved by creating a base team to operate de-icing equipment. Weather also created problems. (See discussion of weather, above) On the redeployment phase some difficulty was experienced in the rendezvous of tankers and receivers. All three cells of the first wave arrived early, forcing the tankers to abandon normal orbiting tactics and effect head-on type rendezvous. The third wave was late in arriving, the fourth cell of the wave electing to land at its alternate rather than come down to refuel. Because of these difficulties the squadron commander recommended that tactical doctrine be amended to specify that receivers be required to

19. Ibid.
20. Final Mission Report, 8AF OpOrd 39-57, Hq 340EW 17 Dec 1957 Exhibit 18.
21. Msg, Comdr 340AREFS to COMAF 3, ZIPFO 12-258/T-27/39-57/4081ST STRAT WING/340AREFS/IRON BAR 11 Dec 1957. Exhibit 19.
22. Ibid.

meet their rendezvous time within the tanker orbit time pad, especially  
 for early arrivals. <sup>23</sup> (S)

All the accomplishments of the wing during November were made with  
 58 B-47 crews and 30 KC-97 crews. <sup>24</sup> Of the B-47 crews, eight were  
 select, ten were lead, 27 were combat ready, 11 were non-ready and two  
 were in "IN" or training status. While at its forward base the 340th  
 Air Refueling Squadron accomplished the upgrading of two of its crews  
 to combat-ready status, giving it <sup>26</sup> 26 combat-ready crews, two non-ready  
 crews and two crews in training. <sup>25</sup> (S)

Ground training for B-47 aircrews in November centered around the  
 accomplishment of the second phase of SAC Regulation 50-204 requirements,  
 including EWP study and trainer runs, off-base schools, special weapons  
 training, block training and other miscellaneous items. <sup>26</sup> Two hours  
 of training in the T-2 trainer were accomplished by each of the 51  
 observers scheduled. Four personnel of the wing completed the basic or  
 refresher survival course conducted by the survival school at Stead  
 AFB, Utah, and three persons attended the OQ gunnery range course at  
 Schilling AFB, Kansas. Special weapons training was scheduled and  
 completed by four crews of this wing in November, bringing the total for  
 the training quarter to <sup>27</sup> 24. Five combat crews were scheduled for  
 and completed block training as set forth in the operations plan. In

23. Ibid.  
 24. DF, DP to BH, Hq 34OEW, "Crew Status as of 1 Dec 57", Exhibit 20.  
 25. "Unit Capability Reports, 34OAREFS".  
 26. "Wing Commander's Remarks"; Operations Plan 478-57, Hq 34OEW 1  
 November 1957, Exhibit 21.  
 27. Interview, A/IC Brune, Historian, with Capt. Murphy, OIC Ground  
 Training, D/O Hq 34OEW 18 Dec 1957.



addition, three crews scheduled for training in the "HI-Jinks" maneuver did not complete ground school and were not checked out for solo performance of the maneuver. <sup>28</sup> (C)

The 340th AREFS experienced some difficulty in completing its training for aircrews in November. The difficulties centered around the squadron's inability to complete code training, since no training sets were available. <sup>29</sup> To solve the problem the AREFS obtained a code training set from the 340th Bomb Wing. <sup>30</sup> (U)

Training for maintenance personnel again consisted of the monthly maintenance safety meeting and procedures for assisting transient B/RB-47 aircraft. <sup>31</sup> As a part of this training each squadron furnished three airmen on a seven-day basis in a rotating cycle. <sup>32</sup> (U)

28. "Wing Commander's Remarks"
29. "Report of Historical Data" 1-30 Nov 1957 pub by Hq 340AREFS 8 Dec 1957, filed by BISO Hq 340BW.
30. "Report of Historical Data" 1-30 Nov 1957, pub by Hq 340AREFS 8 Dec 1957, filed by BISO Hq 340BW.
31. Monthly Maintenance Order, Nov 1957 pub by Analysis, Records & Reports Branch, D/M Hq 340BW 1 Nov 1957. Exhibit 22.
32. Interview, A/LC Brune, Historian, with Sgt Lord, Sgt Lawrence, Sgt Heck, Line Chiefs of 486th, 487th, 488th Bomb Squadrons, 19 Dec 1957.

CHAPTER IV  
MAINTENANCE AND SUPPLY

The quality of maintenance at this station during November was such that a relative few of the wing's aircraft were not operationally ready.<sup>1</sup> None of the wing's aircraft lacked parts for operational readiness, so emphasis was placed on maintenance of the ready status of aircraft and equipment. Ten B-47s and 4 KC-97s were not operationally ready, needing maintenance (ANORM), but in the case of the B-47s this maintenance involved periodic or post-flight inspections plus technical order compliances.<sup>2\*</sup> (S)

Aircraft not operationally ready, needing equipment maintenance (ANORE) involved five B-47s and 6 KC-97s during November. The B-47 ANORE status was caused by inoperative ultra-high-frequency radios, "K" systems or N-1 compasses.<sup>3</sup> A portion of the KC-97 ANORE was due to the cannibalization of grounded aircraft to maintain others in flyable condition.<sup>4</sup> \*(S)

Maintenance support furnished to the 340th Bomb Wing while it was undergoing Operation IRON BAR was considered satisfactory except for one minor problem. Oil furnished at the post-strike base came in 55-gallon drums, but the wing had no facilities for getting it out. As a solution to this problem the Commander recommended that hand pumps be

\* No maintenance data available from 340AREFS.

1. "Unit Capability Reports, 340EW"
2. "Unit Capability Reports, 340AREFS"; "Unit Capability Reports, 340EW".
3. "Unit Capability Reports, 340EW".
4. Msg, Comdr 340AREFS to COMAF 8, ZIPPO 12-258/T-27/39-57/3081ST STRAT WING/340AREFS/IRON BAR, 11 Dec 1957, Exhibit 19.



made a part of the equipment to be deployed in future operations.<sup>5</sup> (S)

Another problem influencing maintenance was also encountered in this operation. The delivery time for parts from the supply source was extended several times because of breakdowns in radio equipment installed in maintenance vehicle radios and also the maintenance control station. It was the recommendation of the Wing Commander that the most reliable communications equipment available be procured for use by maintenance facilities at forward bases.<sup>6</sup> (C)

Although not affecting operational readiness of the aircraft, a portion of the defensive electronics-counter-measures (ECM) equipment of this wing also required maintenance during November.<sup>7</sup> Twenty-nine sets of the six types on hand at this station required replacement of component parts to become operational. An additional 34 sets required only maintenance for operational status. One set, a type AN/ALT-6B, was not reparable at this station and was shipped to a depot for repair.<sup>8</sup> (S)

Normal maintenance support was rendered by the 340th Air Base Group during November. The Transportation Squadron furnished vehicle support while the supply squadron furnished tools, parts and fuel. In addition the FOL officer furnished required vehicles for refueling and defueling operations.<sup>9</sup> (U)

Supply support under Operation IRON BAR, at the forward base, was considered excellent. Delivery time of aircraft spares was satisfactory.

5. Final Mission Report, 8AF OpOrd 39-57, Hq 340BW 17 Dec 1957, Exhibit 18.
6. Ibid.
7. Msgs, Comdr 340BW to COMAF 8, DOTE 734, 755, 769, 796, as of 4, 11, 18 and 25 November 1957, "Defensive ECM Operational Status" Exhibits 23, 24, 25, 26.
8. Ibid.
9. "Monthly Maintenance Order" November 1957, pub by Analysis, Records and Reports Branch, D/M, Hq 340 BW, 1 Nov 1957. Exhibit 22.

tory. Some of the items required were not authorized in the post-strike portion of the 340th flyaway kit, but were furnished by either the fly-away kit of the 68th Bomb Wing or base supply at Brize-Norton AFB. <sup>10</sup> 9(C)

At Whiteman, base supply effectiveness reached 72.2 percent for the period ending on 15 November. <sup>11</sup> Only 5002 of the 6928 items requested were issued, the remaining 1926 items being placed in back-order status. Reparable actions reached 101.5 percent effectiveness during this time. One thousand one-hundred ninety items were received in reparable condition, of which 208 were repaired locally, 893 were shipped to depots and 107 were sent to the disposal section, leaving 10 items on hand in the reparable warehouse. <sup>12</sup> (U)

Coded actions (requisitions) shipped to Whiteman totaled 2377 of the 3668 requested items. Three-hundred eighty-four requests were sent to other depots for filling, 16 were shipped only partially complete and 376 were placed in back-order status. Fifty-nine requisitions were returned to Whiteman for re-requisition or local purchase. The net of these actions was 65.2 percent effectiveness of depot service to Whiteman. <sup>13</sup> (U)

The status of the Project NIGHTLIFE flyaway kits assigned to the 340th Bomb Wing changed slightly during the period ending 15 November. <sup>14</sup> The changes noted were primarily due to inputs of parts. Inputs to the base package category brought the completeness of the 486th Bomb Squadron kit up to 99 or more percent complete in all categories.

10. Final Mission Report, 8AF OpOrd 39-57, Hq 340BW 17 Dec 1957. Exhibit 18.
11. "Base Supply Report" RCS: AF-S1(SAC-1) as of 15 Nov 1957 prep by base supply D/M Hq 340ABG Exhibit 27.
12. Ibid.
13. Ibid.
14. "Status Report of Project NIGHTLIFE flyaway kits" RCS: 9-AF-S-11, prep by base supply, D/M Hq 340ABG 15 Nov 1957. Exhibit 28.



Inputs of parts in the base package of the 487th Bomb Squadron kit, the greatest change noted, had a similar result. Very slight gains were reported in the 488th Bomb Squadron kit. The NIGHTLIFE kit assigned to the 340th Air Refueling Squadron dropped in completeness<sup>15</sup> since supply problems forced utilization of parts from the kits. \*(U)

\* For a discussion of supply and flyaway kit problems as experienced by the 340AREFS, see History of the 340th Bombardment Wing (M), October 1957, p. 21.

15. Ibid.

CHAPTER V  
FACILITIES

Several contracts for the construction of new facilities were awarded under the maintenance and operations program during November. The largest was in the amount of \$115,696 and was awarded to the Barton Construction Company, of Sarasota, Florida, for sealing pavement joints in all taxiways, ramps and the north-south runway. The contractor was given two months to seal approximately 1,200,000 linear feet of joints to an average depth of three-quarters inch, using a jet-fuel resistant tar-rubber compound. <sup>1</sup> (U)

The Dwight Plumbing and Sheet Metal Shop of Dwight, Illinois received a \$24,874 contract for the installation of an automatically controlled burner system for the base central heating plant. The system was to include a burner utilizing natural gas or fuel oil, plus all automatic systems for switching from one to the other and necessary modifications to the existing boilers. <sup>2</sup> (U)

Two other contracts were let for the rehabilitation of existing facilities during November. One was let to accomplish rehabilitation of one of the briefing rooms at this station <sup>3</sup> and the other was let to effect repairs to the access road leading to the munitions storage area. <sup>4</sup> (U)

1. Contract AF 23(606)540, awarded to Barton Constr. Co. on 1 Nov 1957 filed by P&C Hq34OABG.
2. Contract AF 23(606)555, awarded to Dwight Sheet Metal Shop, 5 Nov 1957, filed by P&C Hq34OABG
3. Contract AF 23(606)558 awarded to U.S. & Gentges 25 Nov 1957 filed by P&C Hq34OABG.
4. Contract AF 23(606)559 awarded to Mr. George Lewis 19 Nov 1957 filed by P&C Hq34OABG.



Construction progress at Whiteman was generally satisfactory in November. Acceptance was made on the final increment of 200 airman housing units scheduled in fiscal 1956 and their supporting utilities. In addition, 34 units of officer housing were inspected on 23 November with acceptance to follow.<sup>5</sup> An additional increment of 52 airman housing units was ahead of schedule at the end of the month, as were the officers' mess and swimming pool.<sup>6</sup> (U)

One project, however, fell far behind schedule. The removal of the concrete water tower was 34 percent behind schedule at the end of the month. The delay in completion was caused by difficulties in removing both the original tank reinforcements and an inner liner composed of Gunite.<sup>7</sup> (U)

Some improvement was experienced in the facilities being used by the 340th AREFS at Ernest Harmon AFB, Newfoundland. Facilities for the alert crews had been located in tarpaper buildings, with virtually no special facilities for alert crews.<sup>8</sup> An inspection by the Commander, Eighth Air Force and personnel from the SAC inspection team resulted in moving the alert quarters to a nearby barracks and procurement of better living and sleeping facilities.<sup>9</sup> (C)

5. Military Construction Report, RCS: 8AF-Z5, 30 Nov 1957, prep by IE, Hq340AEG 30 Nov 1957, Exhibit 29.

6. Ibid.

7. Ibid.

8. Report of Historical Data, 1-30 Nov 1957 pub by Hq340AREFS 8 Dec 1957, filed by BISO Hq 340EW.

## ROSTER OF KEY PERSONNEL

340TH BOMB WING (M)  
as of 30 November 1957

Colonel Harold E. Humfeld	Wing Commander
Colonel Robert T. Calhoun	Deputy Wing Commander
Captain Robert O. Corson	Adjutant
1/Lt John B. Sturges	Director of Comptroller
Major Earl E. Sparks	Director of Intelligence
Major Aaron Z. Bessant	Chief of Maintenance
Colonel Myron H. Keilman	Director of Materiel
Colonel William C. Lewis	Director of Operations
Lt/Col Flavel P. Sabin	Deputy Director of Operations
Lt/Col Edward P. Denton	Commander, 486th BomRon
Lt/Col Ralph K. Watts	Commander, 487th BomRon
Lt/Col John F. Turnbull	Commander, 488th BomRon
Lt/Col Robert H. Langdale	Commander, 340th ArefRon
Major George J. Matis	Commander, 340th FldMaintRon
Lt/Col Irwin L. Graves	Commander, 340th PerMaintRon
Colonel Leonard J. Jindrich	Commander, 340th A&EMaintRon
Colonel Edward G. Cada	Commander, 340th Tac Hosp



## ROSTER OF KEY PERSONNEL

340TH AIR BASE GROUP  
as of 30 November 1957

Colonel Richard W. Kline	Base Commander
Lt/Col Harry W. Robb	Deputy Base Commander
Major John J. Gallagher	Adjutant
Major Philip L. Green	Base Chaplain
Major Roy E. Patten	Director of Comptroller
Lt/Col Robert E. Cassady	Information Services Officer
Lt/Col Harold J. Lentz	Director of Materiel
Lt/Col Arthur H. James	Director of Personnel
Major Harwell H. Jones	Provost Marshal
Major Edward F. Kearns	Commander, HedRonSec
Captain Franklin D. Wheeler	Commander, 340 AFron
Captain Donald B. Duesler	Commander, 340 OpRon
Lt/Col Joseph E. Faimon	Commander, 340SupRon
1/Lt. Michael J. Savana	Commander, 340 Food SeRon
Major Arlington P. Spaulding	Commander, 340 TransRon
Major James R. Templeton	Commander, 340 InstlRon
Major Paul F. Poduska	Commander, 16 AvDepRon

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HEADQUARTERS EIGHTH AIR FORCE  
United States Air Force  
Westover Air Force Base  
Massachusetts

19 NOV 1957

CS

SUBJECT: Proposed Reorganization of Tactical Wing and Air  
Base Group Structures

TO:	21st AIRDIV	817th AIRDIV	4041st ABG
	45th AIRDIV	818th AIRDIV	4084th ABG
	57th AIRDIV	820th AIRDIV	4081st SW
	801st AIRDIV	340th BOMWG	4082d SW
	802d AIRDIV	4060th ARW	4083d SW

1. Extensive studies have been conducted by the Second, Eighth and Fifteenth Air Forces to determine what organization within the tactical wing and air base group structures can best support the alert concept. As a result of these studies, service tests of two new organizations are being conducted at Little Rock Air Force Base and Mountain Home Air Force Base. The final recommendations concerning these tests have not been made; however, new tactical wing and air base group organizations will in all probability be implemented by July 1958.

2. Attached for your review as Inclosures 1 and 2 are copies of the organizations being tested. In addition, attached as Inclosure 3 are comments made earlier by the Eighth Air Force staff in regard to the organizations being tested. These comments are furnished for information only and are not intended in any way to guide or limit your thinking. Further, an organization based upon informal information received from Headquarters Strategic Air Command is attached as Inclosure 4.

3. A study of the inclosures will reveal that the following functional alignments and concepts are common to the organizations being tested at Little Rock and Mountain Home Air Force Bases.

a. Conversion from the Director to the Deputy Commander concept in the Operation and Materiel areas.

b. Withdrawal of the flight line maintenance personnel from the tactical squadrons and their assignment within the aircraft maintenance complex.

CS HQ 8AF, Subj: Proposed Reorganization of Tactical Wing and  
Air Base Group Structures

c. Assignment of the tactical aircraft to the maintenance  
organizations.

d. Elimination of the individual crew chief.

e. Elimination of the periodic inspections and performance  
of 1/8 of each periodic inspection during each post flight inspection.

4. It is requested that these proposed plans be thoroughly  
reviewed and your comments and recommendations forwarded to  
reach this Headquarters not later than 15 December 1957. Your  
comments and recommendations will cover, but are not limited to  
the list of specific areas forwarded herewith as Inclosure 5.

FOR THE COMMANDER:

5 INCLS  
As stated

*David A. Burchinal*  
DAVID A. BURCHINAL  
Brigadier General, USAF  
Chief of Staff





C

10 December 1957

SUBJECT: Proposed Reorganization of Tactical Wing and Air Base Group Structures

TO: Commander  
Headquarters Eighth Air Force  
Westover Air Force Base  
Massachusetts

1. As requested by General Burchinal's letter, subject as above, 19 November 1957, the following comments and recommendations are submitted.
2. Comments on items contained in Inclosure 5 to above letter.
  - a. Deputy Commander Concept - The Deputy Commander Concept is preferred for the proposed tactical wing and air base group structure (Attachment 1).
  - b. Withdrawal of Flight Line Maintenance from Tactical Squadrons - The assignment of all tactical squadron maintenance personnel to one maintenance organization is most advantageous (Attachment 2).
  - c. Assignment of Tactical Aircraft to one Maintenance Organization - To effect efficient maintenance control, the tactical aircraft, of necessity, must be assigned to the maintenance organization.
  - d. Elimination of the Crew Chief System - It is strongly recommended that the crew chief for tactical aircraft not be eliminated (See Attachment 3).
  - e. One-eighth or "Run-in" Inspection Concept - Do not concur with this concept for tactical aircraft. The quality of inspection of the complete weapons system now being obtained, in all probability, would be lost (Attachment 4).
  - f. Functional Alignment of Materiel Area - The functions as contained in Plans 1 and 4 are generally accepted (See Attachment 5 for exceptions and comments).
  - g. Functional Alignment of the Operations Area - No exceptions are taken to the operational functions as stated in Plans 1 and 2.



C, 340th BAWG, Subj: Proposed Reorganization of Tactical Wing and Air Base Group Structure

h. Retention of Tactical Squadron Administrative Capability - The Mountain Home minimum staff concept is considered adequate.

i. Elimination of Squadrons under the Combat Support Group - Do not approve of the elimination of individual squadrons (Attachment 6).

j. Assignment of Combat Support Group Personnel to a Deputy for Personnel - This is not considered feasible (Attachment 6).

k. Feasibility and Functional Alignment of a Deputy for Services - The establishment of a deputy for services is considered feasible and is desired (Attachment 7).

l. Consolidation of Tactical Unit Supply and Personal Equipment - Consolidation is recommended (Attachment 6).

3. Additional comments and recommendations for consideration are contained within the attachments.

9 Inclosures  
As stated

HAROLD E. HOWLAND  
Colonel, USAF  
Commander





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HEADQUARTERS  
340TH BOMBARDMENT WING (MEDIUM)  
United States Air Force  
Whiteman Air Force Base, Missouri

Management Control Data RCS: 1-SAC-T35

August - November Quarter

1. The 340th Bombardment Wing was under the Non-Combat Ready Crew Upgrade Program and was relieved of the provisions of SACR 50-8 and SACR 51-26. Additionally, in September, the 340th Air Refueling Squadron executed Operation Clockwork under 8AF Operations Plan 16A-57.

2. As the 340th Air Refueling Squadron is presently at the forward operating station, the Air Training Report (RCS: 9-SAC-T12) was not received in time to be included in applicable computations under Part V, Operations.

3. Areas of Lowest Score.

a. OJT Effectiveness. This wing dropped 12 percentage points in this area since last quarter. As the result of this regression a vigorous program was initiated. This program was in two phases: educational and organizational.

(1) The educational phase was based on personal contact with operator, trainers, and trainees.

(a) On 9 September the OJT Supervisor - Administrator Course commenced. This two week, 40 hour course has been given to 53 officers and NCO's responsible for first line supervision of the OJT program.

(b) The "Strength of the Chain", a movie on OJT, was shown 9 thru 11 and 21 October. Approximately 3000 persons attended this film.

(c) The FTD initiated and is currently conducting a 2 hour briefing for commanders, staff officers and NCOs. The material covered is a general survey of resources in the OJT program.

(d) In the last two months the Base OJT office has made 35 visits and 17 inspections in units.

(e) Units with large numbers of trainees are conducting briefings for the purpose of review prior to testing.

(f) Six articles on OJT, some with pictures, have been published in the base newspaper in the last six weeks.

(2) The reorganization of the OJT program has been implemented by the publication of directive or informative documents.

(a) On 25 September 1957, WAFB Suppl 1 to AFR 52-2 was published. This document outlines methods used to check uniformity, progress, and effectiveness on 60 day inspections.

(b) On 15 October 1957 a letter directive was issued to all units outlining procedures to carry out their OJT programs.

(c) On 18 November a handout was prepared for use in the Base Leadership School.

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(d) On 18 November a revised list of maximum times to complete OJT for each AFSC was published. These times will be used to assess testing quotas against units; while quotas are not mandatory, they will provide goals for the unit.

(e) On 21 November a handout was prepared for each newly assigned airman which covers the OJT program in detail.

(f) A letter published on 15 September 1957 cautioned supervisors on false certification on training forms.

(g) A command letter was issued to all commanders and supervisors on the importance of OJT.

(h) A questionnaire was prepared which must be completed by the trainee, instructor, OJT officer, and unit commander whenever an airman fails a test.

(3) While the foregoing has effectively invigorated the OJT program the results are not immediately forthcoming. The goals for the next quarter are:

(a) Complete the educational and organizational program in January.

(b) Perfect training programs based on analysis of testing results in 1957.

(c) Experience increased testing and upgrading rates.

(d) Pursue a program which will practically "train-out" all persons currently on OJT by June 1958, and at the same time absorb all inputs to that training program.

b. Retention has suffered a severe regression throughout this quarter. Of the 116 first-term airmen discharged 68, or 59%, were released under the "early-out" program. It is felt that this program has had a direct effect on the reenlistment program for normal ETS airmen as well for those with accelerated release dates. Strong command emphasis has been given to this problem area. A re-vitalized reenlistment program should produce measurable results in the next quarter. Some of the features of this program are:

(1) Short discharges are processed within 72 hours, a substantial improvement over the 2 weeks previously required.

(2) Placards are located in each section which show those individuals eligible for reenlistment, either short or ETS.

(3) Unit commanders and supervisors are giving more personalized attention to the airman and his family. This information and assistance program will create a more permissive attitude toward the service.

(4) A forum and dinner is presently planned for a large group of airman scheduled for release.

(5) The Information Services Office and unit commanders are making determined efforts to place facts covering employment opportunities for civilians before the airmen. It is felt that if the true facts of the civilian economy are known by the airmen, that he will be more able to make a decision for the Air Force.

(6) Commanders are reminded each week of their contributions to the wing's retention scores under the Management Control System.

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(7) A local White Elephant Award has been obtained and is presented monthly at a meeting of all squadron commanders to that commander with the lowest reenlistment rate for the month.

(8) Some results of this program were realized in November with significant percentage increases over the preceding month in all three categories of retention.

c. AWOL Rate. The AWOL Rate has continued high during this quarter with 15 incidents reported. Of the fourteen persons involved (one man committed two offenses) seven had records of previous offenses of the same nature; all but two had less than four years service. It is recognized that punishment cannot in itself prevent the offense and to this end a program has been devised to preclude the offense.

(1) The Wing Commander, on 14 November, at a Commanders Call, briefed all members of the wing on the Management Control System and other wing matters. At this time he explicitly defined his position on the offense of AWOL.

(2) All commanders have been directed to thoroughly brief personnel departing on leave on procedures necessary to obtain leave extensions. It was anticipated that abuse of this policy could result in disciplinary action upon return from leave.

(3) All leave orders are overprinted with detailed instructions relative to possible emergencies occurring while on leave.

(4) Standardized criteria relative to initiating charges under Article 86, UCMJ, are being developed by the Staff Judge Advocate.

(5) Aggressive action is being taken to eliminate the sub-standard airmen by administrative discharge. Experience has indicated that the AWOL offender is normally this type of airman.

(6) Each commander was directed to review his unit's leave schedule and insure that every individual is afforded an opportunity to take advantage of his leave entitlement.

d. Ground Safety. While the wing earned 100% of score through October, a regression to 80% was experienced based on November performance. A program to reduce the ground safety index was designed. This program is aimed primarily at the off-base private vehicle incident.

(1) A fifty mile per hour speed limit was established for all personnel, civilian and military, in the counties surrounding Whiteman Air Force Base.

(2) A letter from the Wing Commander was published in the base newspaper explaining, with statistics, why the 50 mile per hour limit was established.

(3) Persons violating this limit will have their vehicles restricted from the base for varying periods of time.

(4) The Wing Commander held a conference with enforcement and highway officials of the state and county to determine what assistance could be rendered in establishing a state speed limit on roads and highways surrounding the base, and general highway improvements of these highways.

(5) It is felt that this program, coupled with a reduced speed limit in the adjoining tri-county area will substantially decrease our heavy losses in private motor vehicle accidents.

*John B. Sturges Jr.*  
JOHN B. STURGES JR.

1/LT. USAF

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MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL				
		AUGUST - NOVEMBER	1	10	1-SAC-T35(SAF-1)				
ORGANIZATION	ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL			
		AUG	SEPT	OCT	NOV				
<b>A. PERSONNEL</b>									
<b>1. Manning in Required Specialties</b>									
<b>a. Officer MIRS, Percent Score</b>									
		94-90	94-88	95-85	96-86	96-86			
		411	409	409	409	409			
	(1) Number Required	431	440	455	453	453			
	(2) Number Assigned	386	385	387	391	391			
	(3) Number IRS	94	94	95	96	96			
	(4) Percent of Required	90	88	85	86	86			
	(5) Percent of Assigned % Score	81-75	83-76	84-80	85-81	85-81			
<b>b. Airman MIRS, Direct Support Skills</b>									
	(1) Number Required	1101	1097	1095	1095	1095			
	(2) Number Assigned	1192	1198	1146	1137	1137			
	(3) Number IRS	896	909	916	928	928			
	(4) Percent of Required	81	83	84	85	85			
	(5) Percent of Assigned % Score	75	76	80	81	81			
<b>c. Airman MIRS, Indirect Support Skills, Percent Score</b>									
	(1) Number Required	90-79	89-78	89-78	90-81	90-81			
	(2) Number Assigned	419	420	420	420	420			
	(3) Number IRS	477	477	480	468	468			
	(4) Percent of Required	378	372	373	378	378			
	(5) Percent of Assigned % Score	90	89	89	90	90			
<b>2. OJT Effectiveness, Percent Score</b>									
<b>a. Number on OJT vs. Number Eligible Percent Score</b>									
	(1) Number on OJT	15	15	15	15	15			
	(2) Number Eligible	494	479	425	395	1793			
	(3) Percent on OJT	496	480	426	398	1800			
<b>b. Number Passing Test (APT &amp; AFJKT) vs. Number Tested, % Score</b>									
	(1) Number Passing Tests	100	100	100	99	100			
	(2) Number Tested	6	0	0	0	0			
	(3) Percent Passing Tests % Score	39	81	13	28	161			
<b>c. Number Upgraded vs. Number on OJT, % Score</b>									
	(1) Number Upgraded	54	127	22	44	247			
	(2) Number Tested	72	64	59	64	65			
	(3) Percent Passing Tests % Score	7	13	22	16	13			
	(4) Number on OJT	2	16	58	44	180			

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	AUGUST - NOVEMBER	1	10	1-SAC-T35(SAF-1)	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
340th Bombardment Wing(M), Whiteman AFB, Mo.	AUG	SEPT	OCT	NOV	
ITEM	AUG	SEPT	OCT	NOV	
<b>A. PERSONNEL</b>					
1. Manning in Required Specialties					
a. Officer MIRS, Percent Score	94-90	94-88	95-85	96-86	96-86
(1) Number Required	411	409	409	409	409
(2) Number Assigned	431	440	455	453	453
(3) Number IRS	386	385	387	391	391
(4) Percent of Required	94	94	95	96	96
(5) Percent of Assigned	90	88	85	86	86
b. Airman MIRS, Direct Support Skills, % Score	81-75	83-76	84-80	85-81	85-81
(1) Number Required	1101	1097	1095	1095	1095
(2) Number Assigned	1192	1198	1146	1137	1137
(3) Number IRS	896	909	916	928	928
(4) Percent of Required	81	83	84	85	85
(5) Percent of Assigned	75	76	80	81	81
c. Airman MIRS, Indirect Support Skills, Percent Score	90-79	89-78	89-78	90-81	90-81
(1) Number Required	419	420	420	420	420
(2) Number Assigned	477	477	480	468	468
(3) Number IRS	378	372	373	378	378
(4) Percent of Required	90	89	89	90	90
(5) Percent of Assigned	79	78	78	81	81
2. OJT Effectiveness, Percent Score	28	28	37	31	28
a. Number on OJT vs. Number Eligible Percent Score	15	15	15	15	15
(1) Number on OJT	494	479	425	395	1793
(2) Number Eligible	496	480	426	398	1800
(3) Percent on OJT	100	100	100	99	100
b. Number Passing Test (APT & AFJKT) vs. Number Tested, % Score	6	0	0	0	0
(1) Number Passing Tests	39	81	13	28	161
(2) Number Tested	54	127	22	44	247
(3) Percent Passing Tests	72	64	59	64	65
c. Number Upgraded of No. on OJT, % Score	7	13	22	16	13
(1) Number Upgraded	32	46	58	44	180

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MANAGEMENT CONTROL DATA	PERIOD COVERED		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	AUGUST - NOVEMBER		2	19	1-SAC-T-15(SAF-1)	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL	
340th Bombardment Wing (M), Whiteman AFB, Mo.	AUG	SEPT	OCT	NOV		
ITEM						
(2) Number on OJI	476	507	494	457	493.6	
(3) Percent Upgraded	7	9	12	10	9	
3. Retention						
a. Officer, Percent Score		TO BE DEVELOPED				
b. First Term Airmen, Percent Score	40	70	70	30	29	
(1) Number Eligible	13	8	6	3	7.6	
(2) Number Reenlisting	3	1	8	7	19	
(3) Percent Reenlisting	23	13	13	21	16	
c. Career Airmen, Percent Score	50	70	70	100	50	
(1) Number Eligible	10	10	5	5	30	
(2) Number Reenlisting	6	7	7	5	19	
(3) Percent Reenlisting	60	70	20	100	63	
d. Direct Support Airmen, Percent Score	10	70	70	20	70	
(1) Number Eligible	14	17	54	25	11.1	
(2) Number Reenlisting	3	7	5	7	22	
(3) Percent Reenlisting	21	41	9	27	20	
4. AWOL Rate, Percent Score	70	10	70	70	30	
a. Average Strength	2101	2121	2095	2078	8395	
b. Number going AWOL	2	6	8	5	15	
c. Rate per 1000	1.0	2.8	1.0	2.4	1.8	
B. OPERATIONS - MATERIEL		TACTICAL		TANKER		
1. Flying hours as % of Standard, % Score	100			(NO INFORMATION RECEIVED FROM TDY UNIT)		
a. Average Number of Crews Assigned						
(1) Standardization & Instructor	11.9					
(2) Other Combat Ready Crews	32.6					
b. Average Number Available Non-Combat Ready Crews	12.7					
c. Standard Hours Required	4490					
d. Hours Flown (2-SAC-V1)	4886					
Sorties as % Standard, Percent Score	100					
a. Sorties Airborne (2-SAC-V1)	788					
Bonus Points		NO INFORMATION REQUIRED				

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MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
		AUGUST - NOVEMBER	3	10	1-SAC-T35(8AF-1)	
ORGANIZATION			CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
340TH Bombardment Wing(M), Whiteman AFB, Mo.			AUG	SEPT	OCT	NOV
ITEM						
<b>C. MATERIEL</b>						
<b>1. Aircraft Maintenance Scheduling</b>						
a. B-47 - Airborne Sorties as Percent of Requirements, % Score			NS	70	100	80
(1) Sorties Required				260	291	290
(2) Sorties Scheduled			(269)	288	286	274
(3) Sorties Airborne As Scheduled			(227)	268	262	256
(4) Sorties Airborne Scheduled.			(227)	268	264	256
(5) Percent Schedule Airborne ag/ment.			(84.4)	93.1	91.6	93.4
(6) Sorties required after Adjust/ment.			(228)	242	267	271
a. KC-97 Airborne Sorties as Percent of Requirement, Percent Score			NS	60	70	10
(1) Sorties Required				121	146*	168
*Original 2-SAC-VI Report, 14 Oct Corrected by Zippo 10-290, 172210Z Oct.						
(2) Sorties Scheduled			(142)	131	138	129
(3) Sorties Airborne as Scheduled			(121)	120	110	117
(4) Sorties Airborne			(123)	126	125	117
(5) Percent Scheduled Airborne as Scheduled			(85.2)	91.6	79.7	90.7
(6) Sorties Required after Adjust-ment.			(111)	111	116	152
b. B-47 Percent of Airborne Sorties which are Variations from Schedule, % Score.			100	100	100	100
(1) Number of Variations			0	0	2	0
(2) Percent of Airborne Sorties are Variations from Schedule, % Score.			0	0	1	0
b. KC-97 Percent of Airborne Sorties which			100	90	70	100
(1) Number of Variations			2	6	15	0
(2) Percent of Airborne Sorties Inspection, % Score.			2	5	12	0
c. B-47 Time to Complete Periodic/			100	100	100	100
(1) Number of Inspections Completed.			8	10	8	8
(2) Clock Hours of Work Periodic Inspection.			511	616:50	484:40	506
(3) Average Clock Hours Per /			64	62	61	63
c. KC-97 Time to Complete Periodic Inspection, Percent Score			100	100	100	100
(1) Number of Inspections Completed.			4	3	1	3
(2) Clock Hours of Work			216:40	165	51	160:45
(3) Average Clock Hours Per Periodic Inspection.			54	55	51	54

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	AUGUST - November	4	10	1-SAC-T35(SAF-1)	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
340th Bombardment Wing (M), Whiteman AFB, Mo.	AUG	SEPT	OCT	NOV	
ITEM	AUG	SEPT	OCT	NOV	AVERAGE OR TOTAL
2. Aircraft Reliability					
a. B-47 - % Aircraft Operationally Ready and Flyable, Percent Score	90	80	70	100	90
(1) Hours Possessed	36593	34084	34191	34404	139272
(2) Hours Operationally Ready	31441	28198	27989	30930	118558
(3) Hours Flyable but not Operationally Ready	2206	2156	2481	1005	7848
(4) Hours Operationally Ready + 1/2 the Hours Flyable but not Ops Ready	32544	29276	29230	31432	122482
(5) Percent of Possessed Hours Represented by item 2a(4): 2a(4) divided by 2a(1)	89	86	85	91	88
a. KC-97 - % Aircraft Operationally Ready and Flyable, Percent Score.	60	70	40	60	60
(1) Hours Possessed	14631	13488	14127	14626	56872
(2) Hours Operationally Ready	11687	11112	10654	11794	45247
(3) Hours Flyable but not Operationally Ready	716	552	867	382	2517
(4) Hours Operationally Ready Plus One-Half the hours flyable but not operationally ready.	12045	11388	11088	11985	46506
(5) Percent of Possessed Hours, Represented by item 2a(4) : 2a(4) divided by 2a(1).	82	84	78	82	82
b. B-47 - % of Scheduled Sorties Airborne as Scheduled, % Score	70	100	100	100	100
(1) Basic Data accumulated above 1a(2), (3), (5).					
b. KC-97 - % of Scheduled Sorties Airborne as Scheduled, % Score	70	100	60	100	80
(1) Basic Data accumulated above 1a(2), (3), (5).					
3. Combined Scores Where Different Model Aircraft are involved.					
a. Airborne Sorties as % of Requirements, Percent Score	NS	67	90	58	97
b. % of Airborne Sorties which are Variations from Schedule, % Score.	100	97	90	100	97
c. Calendar time for Periodic Inspection % Score	100	100	100	100	100
d. Percent of Aircraft Operationally Ready and Flyable, % Score	80	70	60	90	80
e. % of Scheduled Sorties Airborne as Scheduled, % Score	70	100	87	100	93
GENERAL ITEMS					
Cost per Flying Hour - Percent Score	76	73	80	86	78
a. Tactical Flying Hours	1409	1655	1629	1601	6294
b. Tactical Personnel Costs, % Score	78	79	81	80	80

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Air Force - SAC, Offutt

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MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
		AUGUST - NOVEMBER	5	10	1-SAC-T35(8AF-1)	
ORGANIZATION		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL	
340TH BOMBARDMENT WING (MEDIUM)		AUG	SEPT	OCT	NOV	
WHITEMAN AIR FORCE BASE, MISSOURI						
ITEM						
(1)	Headquarters Sqdn Costs	80352	79032	76538	75432	311360
(2)	Tactical Sqdn Costs	201683	204025	209105	210534	825352
(3)	AE Maint Sqdn Costs	82304	82610	78568	78566	322448
(4)	FM Sqdn Costs	102600	103908	100304	95261	402076
(5)	PM Sqdn Costs	22307	22325	22683	22980	90235
(6)	T-33 Costs Incurred by ABGp (FTR Only)	N/A	N/A	N/A	N/A	N/A
(7)	Total Personnel Costs	489246	491900	487198	483187	1950531
(8)	Cost Per Flying Hour	347	297	299	302	310
(9)	Standard Cost Per Flying Hour	272	235	242	242	249
c.	Tactical Mission POL Costs, % Score	100	100	100	100	100
(1)	Total POL Costs	292514	358303	337997	301611	1290425
(2)	Cost Per Flying Hour	208	216	207	188	205
(3)	Standard Cost Per Flying Hour	240	240	240	240	240
d.	Tactical All Other Costs, % Score	54	45	45	70	52
(1)	Headquarters Sqdn Costs	414	566	799	375	2154
(2)	Tactical Sqdn Costs	58887	43611	73478	41510	217486
(3)	AE Maint Sqdn Costs	7999	25859	20684	18049	72591
(4)	FM Sqdn Costs	9599	30181	16983	4644	61407
(5)	PM Sqdn Costs	8623	21256	9065	11425	50399
(6)	(Fighter Wings Only)	N/A	N/A	N/A	N/A	N/A
(7)	Total All Other Costs	85522	121503	121009	76003	404037
(8)	Cost Per Flying Hour	61	73	74	47	64
(9)	Standard Cost Per Flying Hour	33	33	33	33	33
e.	Tanker Flying Hours	656	631	621	628	2536
f.	Tanker Personnel Costs, % Score	75	74	71	72	74
(1)	Total Personnel Costs	123988	128553	130106	130927	513574
(2)	Cost Per Flying Hour	189	204	210	208	203
(3)	Standard Cost Per Flying Hour	142	150	150	150	150
g.	Tanker Mission POL Costs, % Score	100	100	100	100	100
(1)	Total POL Costs	85213	93160	7744	78760	234077
(2)	Cost Per Flying Hour	130	143	125	124	132

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	AUGUST - NOVEMBER	6	10	1-SAC-T35(8AF-1)		
ORGANIZATION	ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
340TH BOMBARDMENT WING (MEDIUM) WHITEMAN AIR FORCE BASE, MISSOURI		AUG	SEPT	OCT	NOV	
	(3) Standard Cost Per Flying Hour	156	156	156	156	156
	b. Tanker All Other Costs, % Score	42	31	100	100	63
	(1) Total All Other Costs	7990	9998	(57)	1432	19363
	(2) Cost Per Flying Hour	12	16	0	2	8
	(3) Standard Cost Per Flying Hour	5	5	5	5	5
	2. Safety					
	a. Flying. Percent Score	5	100	100	100	80
	(1) Number of Accidents	1	0	0	0	1
	(2) Flying Hours	2065	2286	2250	2229	8830
	(3) Rate Per 100,000 hours Flown	48	0	0	0	11
	b. Ground. Percent Score	100	100	100	.30	.80
	(1) Ground Safety Index	3.07	3.14	3.08	12.96	5.51
	(a) Military Disabling Injury Rate per 100,000 Man-Days (on-off duty) Exposure	3.07	3.14	3.08	9.62	4.69
	1. Number of Military Disabling Injuries	2	2	2	6	12
	2. Number of Man Days (on-off duty) Exposure	65131	63630	64945	62340	256046
	(b) Government Motor Vehicle Accident Rate per 100,000 miles driven	0	0	0	3.34	.82
	1. Number of Accidents	0	0	0	1	1
	2. Number of Miles Driven	32450	30448	29682	29970	122,550
	(c) Civilian Injury Rate per 1,000,000 payroll man-hours exposure	0	0	0	0	0
	Injuries.					
	1. Number of Civ Disabling/	0	0	0	0	0
	2. Number of Payroll Manhour exposure	2992	2856	2024	1848	9720
	(2) Accident Cost Index	.31	.50	.17	1.04	.50
	(a) Total Cost	665	1069	352	2170	4256
	(b) Mean Strength	2118	2138	2106	2089	8451
	Reports on Time (No Info Required)					
	USCM Sabotage	N/A				



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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	AUGUST - NOVEMBER	7	10	1-SAC-T35(SAF-1)
ORGANIZATION 340TH BOMBARDMENT WING (MEDIUM) WHITMAN AIR FORCE BASE, MISSOURI	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM	AUG	SEPT	OCT	NOV
E. OPERATIONS				
1. Training Accomplishments				
a. Bombardment, Percent Score				71
(1) Av. No. Non-Combat Ready Crews				12.1
(2) Av. No. Combat Ready & Above Crews (Include Stand & Inst)				44.5
(3) No. Stand & Inst Crews Auth		8.0 Standboard, 6.0 Instr.		
(4) Av. No Stand & Inst Crews Asgd by Crew		Category	Stand	Instr
			6.6 Select	1.0 Select
			1.4 Lead	2.9 Lead
ITEMS	REQ	ACCOMP	% ACCOMP	
1. Radar RBS	292	388	100	
2. Direct Aiming	94	86	91	
3. Offset - Class IIIA Targets	94	47	50	
4. Mach .81	106	49	46	
5. Evasive Action	69	48	70	
6. Breakaway	35	22	63	
7. Fixed Angle	45	26	58	
8. GPI	57	52	91	
9. RBS Visual Attacks	24	8	33	
10. Radar Attack, Camera Scored	89	99	100	
11. IBDA at Mach .81	45	34	76	
12. Fixed Angle	45	65	100	
13. Visual Attacks, Camera Scored	101	26	26	
14. Visual Release	69	21	30	
15. Navigation - Night Celestial Leg	81	85	100	
16. Day Cel Leg	24	18	75	
17. Celestial Grid Leg	89	103	100	
. Radar Grid Leg	12	4	25	
. Pressure Pattern Leg	12	1	8	
. Radar Controller Nav. Leg	0	0	NR	
. Refueling Total	134	135	100	
. Mass Night Refueling	33	36	100	

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	AUGUST - NOVEMBER	8	10	1-SAC-735(SAF-1)	
ORGANIZATION 340th BOMBARDMENT WING (MEDIUM) WHITEMAN AIR FORCE BASE, MISSOURI		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM	AUG	SEPT	OCT	NOV	
23. Max Gross Weight - Night		33	15	100	
24. Opt Gross Weight - 20 Minute Contact		57	80	100	
25. Max Grot Weight - Day or Night		12	4	33	
26. Dry Contacts		269	243	90	
27. Rendezvous - Total		146	124	85	
28. Night		77	51	66	
29. AN/APN 12/76 Primary		45	45	100	
30. Gunnery Max Load		57	60	100	
31. Fighter Attack Mission		45	27	60	
32. Big Snow Run		89	86	96	
33. Little Snow Run		89	42	47	
34. Little Riser Run		45	2	4	
35. Max Chaff Dispense - Out		45	23	51	
36. Chaff Drop (Single Unit Dispensing)		45	16	36	
37. Formation Flying - Total Hours		(134)	(108)	(81)	
38. Hours at 30,000 ft or Above		(89)	(103)	(100)	
39. Hours at 10 00 ft or Below		(45)	(5)	(11)	
Average % of items 37-39				64	
40. Pilot Proficiency Mission		57	36	63	
41. Take-Offs - Aircraft Commander		(171)	(463)	(100)	
42. Co-Pilot		(101)	(64)	(63)	
43. Landings - Aircraft Commander		(171)	(512)	(100)	
44. CoPilot		(101)	(76)	(75)	
45. ILS or GCA - Aircraft Commander		(146)	(323)	(100)	
46. Co-Pilot		(89)	(146)	(100)	
47. PPI Approach - Aircraft Commander		(57)	(52)	(91)	
48. Co-Pilot		(45)	(24)	(53)	
49. Gyro-Out Approach - A/C		(57)	(34)	(60)	
50. Co-Pilot		(45)	(21)	(47)	
Average % of items 41-50				79	
51. Airborne Radar Directed Approach		134	287	100	

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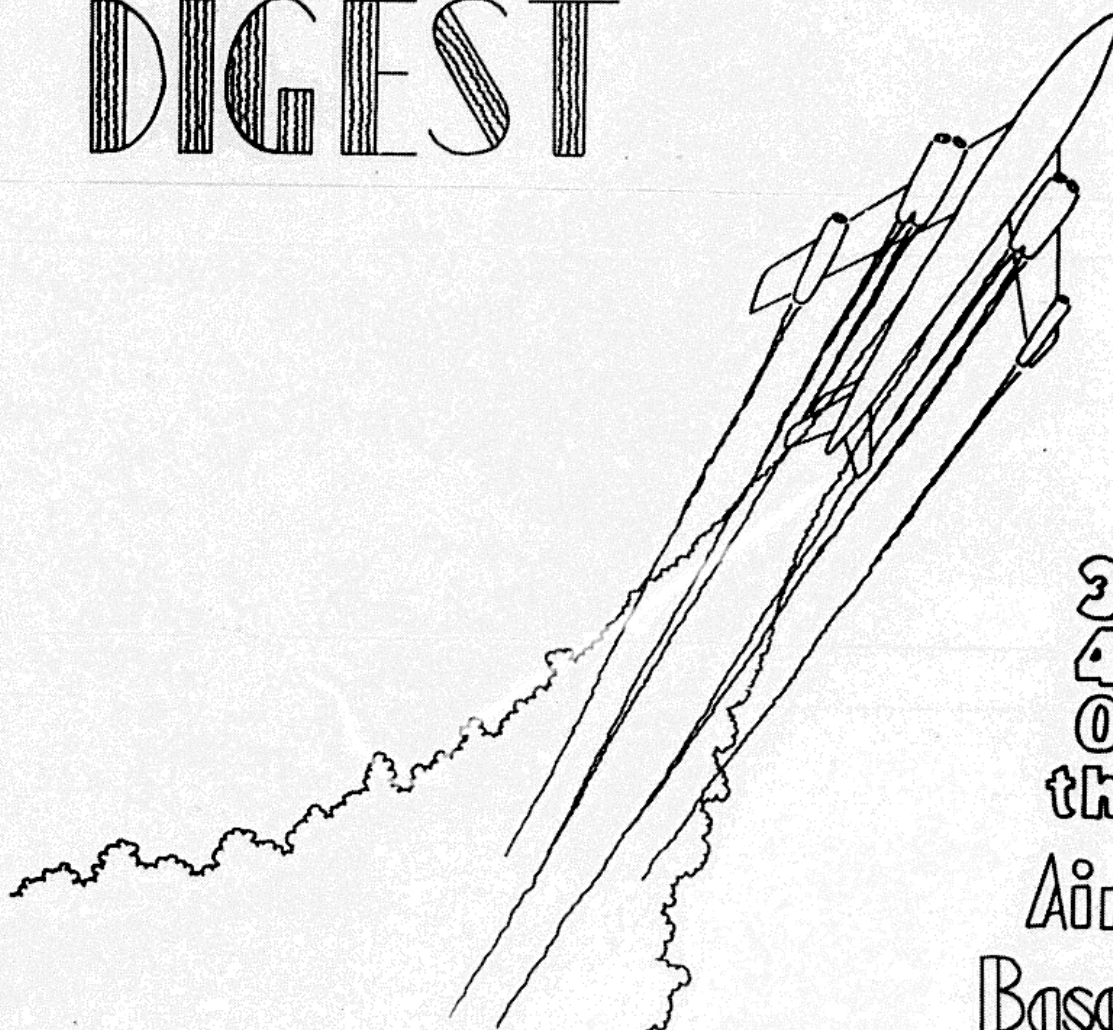






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# MANAGEMENT DIGEST



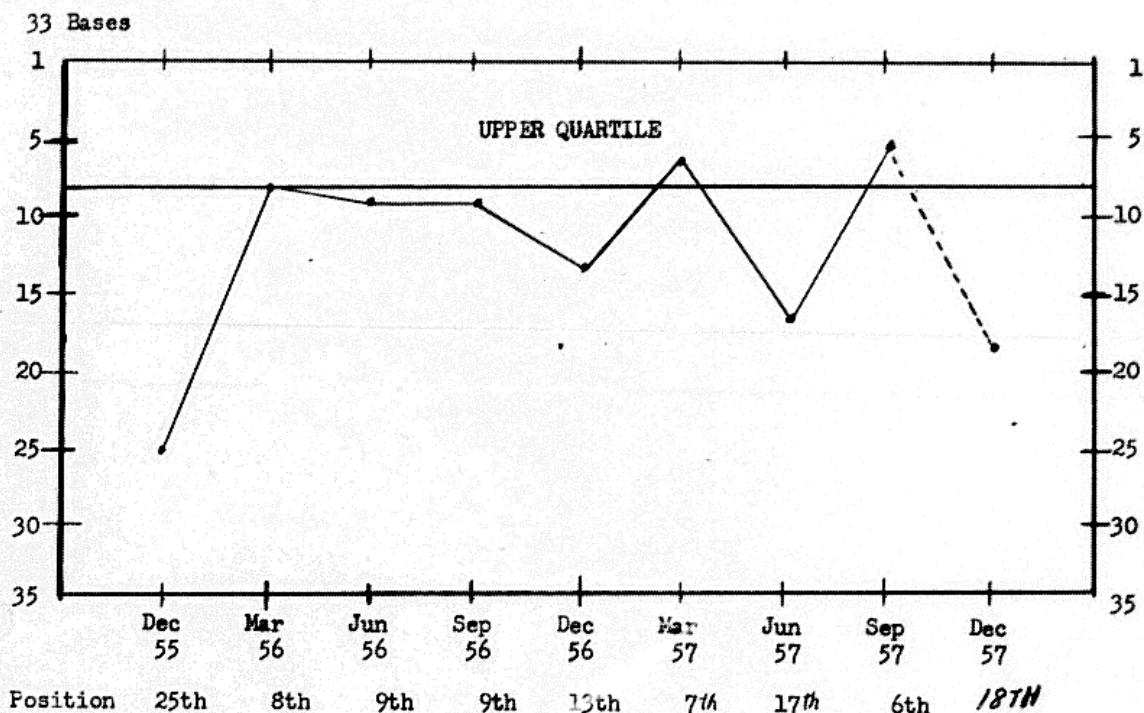
340  
th  
Air  
Base  
Group

Month NOV 1957  
Management Analysis Office  
Whiteman AFB, Mo.

DECLASSIFIED IAW EO 13526



340th Air Base Group  
Management Control System  
Position in SAC



HIGHLIGHTS

30 November 1957

1. The predicted score for the October-December quarter is 76 percent. The score of 82 percent for the previous quarter put us sixth in September. A 76 percent score would have dropped Whiteman to 18th place last quarter. This regression would cause Whiteman to receive the lowest position in the SAC Management Control System since December 1955.

2. The 340th Air Refueling Squadron on Rotation TDY has imposed a terrific handicap on this base for December quarter Management Control System scores. Rotation TDY has caused regression in Officer Messes and NCO Messes Average Sales per Member, AOCF/ANFE Rates, and Base Commissary and BX Management Per Capita Sales.

3. Ten categories—First Term Airmen Retention, Career Airmen Retention, AWOL Rate, Flyaway Kits, Supply Effectiveness, Vouchers out of File, POL Support, Fire Incidents, Utilities Conservation, and Flying Safety, scored 100% of the possible points.

4. As a result of a fatality, Ground Safety regressed from 100 percent to 45 percent of score. Base Support Operating Costs decreased from 68 percent to 66 percent of score. All other categories remained the same or improved over the previous month.

  
ROY E. PATEN  
Major, USAF  
Director of Comptroller



MANAGEMENT CONTROL STATEMENT SUMMARY						DATE November 1957		
340th AIR BASE GROUP WHITEMAN AIR FORCE BASE SEDALIA, MISSOURI	LAST SCORING PERIOD				CURRENT PERIOD			
	MAX POS- SIBLE SCORE	SAC UPPER QUAR- TILE	ABBRU SCORE		% OF MAXIMUM SCORE			
			SCORE EARNED	VARI- TION FROM MAX SCORE	Oct	Nov	Dec	SCORE FOR PERIOD
	(POINTS)	(%)	(%)	(POINTS)				
<b>A. PERSONNEL</b>								
1. Manning in Required Specialties								
a. Officers								
(1) % of Required	15	88	81	2.9	82	85		85
(2) % of Assigned	15	87	88	1.8	84	87		87
b. Airmen								
(1) % of Required	40	91	91	3.6	85	92		92
(2) % of Assigned	40	95	92	3.2	85	92		92
2. O.J.T. Effectiveness	100	76	58	42.0	22	67		46
3. Retention								
a. Officers								
	35	NS	NS	NA	NS	NS		NS
b. First Term Airmen								
	80	100	90	8.0	50	100		90
c. Career Airmen								
	20	100	90	2.0	70	100		80
4. AWOL Rate	50	100	100	0	50	100		100
5. Officer & NCO Messes								
a. Officer								
	25	80	90	2.5	100	80		90
b. NCO								
	25	80	70	7.5	80	80		80
TOTAL	410	84	82	74	58	87		79
<b>B. MATERIEL</b>								
1. AOCF	100	NS		NA	60	30		40
2. ANFE	50	NS		NA	40	40		40
3. Flyaway Kits	100	NS	88	NA	100	100		100
4. Supply Effectiveness	60	NS		NA	80	100		80
5. Vouchers Out of File	15	NS		NA	100	100		100
6. Base Commissary Mgmt	50	NS	NS	NA	70	30		35
7. Food Service Mgmt	50	82	82	9.0	91	91		91
8. Automotive Maintenance	50	93	83	8.5	93	98		93
9. Base Exchange Mgmt	50	NS	NS	NA	59	72		66
10. POL Support	135*	95	95	6.8	100	100		100
TOTAL	579	81	87	64	78	73		72

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MANAGEMENT CONTROL STATEMENT SUMMARY					DATE			
					November 1957			
340th AIR BASE GROUP WHITEMAN AIR FORCE BASE SEDALIA, MISSOURI	LAST SCORING PERIOD				CURRENT PERIOD			
	MAX POS- SIBLE SCORE	SAC UPPER QUAR- TILE	ABBRU SCORE		% OF MAXIMUM SCORE			
			SCORE EARNED	VARIA- TION FROM MAX SCORE	Oct	Nov	Dec	SCORE FOR PERIOD
	(POINTS)	(%)	(%)	(POINTS)				
<b>C. INSTALLATIONS ENGINEERING</b>								
1. Cost Incident to Maint.	80	100	<u>70</u>	24.0	NS	NS		NS
2. Projects Programmed & Approved	80	100	70	24.0	NS	NS		NS
3. Fire Incidents	40	100	100	0	100	100		100
4. Utilities Conservation	25**	56	<u>32</u>	17.0	80	100		100
<b>TOTAL</b>	<b>50</b>	<b>79</b>	<b>71</b>	<b>65</b>	<b>96</b>	<b>100</b>		<b>100</b>
<b>D. GENERAL</b>								
1. Base Support Operating Costs	200	86	<u>64</u>	72.0	<u>68</u>	<u>66</u>		<u>67</u>
2. Safety								
a. Flying	70	100	100	0	100	100		100
b. Ground	70	100	90	7.0	100	<u>45</u>		<u>65</u>
3. USCM Sabotage	100	100	NTC	0	NTC	NTC		NTC
4. Reports on time	40	100	100	0	NS	NS		NS
5. Internal Information Activities	50	88	85	7.5	NS	NS		NS
<b>TOTAL</b>	<b>340</b>	<b>87</b>	<b>79</b>	<b>70</b>	<b>82</b>	<b>69</b>		<b>73</b>
<b>GRAND TOTAL</b>	<b>1379</b>	<b>82</b>	<b>82</b>	<b>271</b>	<b>74</b>	<b>77</b>		<b>76</b>
* Maximum 54 points								
** Maximum 10 points								

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REMARKS

1. Areas of less than standard performance or fluctuating performance.

- a. Officer MIRS
- b. Airmen MIRS
- c. OJT Effectiveness
- d. Retention
- e. AWOL Rate
- f. Officers' Open Mess
- g. NCO Open Mess
- h. AOCF
- i. ANFE
- j. Base Commissary Management
- k. Base Exchange Management
- l. Base Support Operating Cost
- m. Ground Safety

2. Reasons for points lost:

a. Officer MIRS: The score for officer's manning in required specialties increased from 83% in October to 86% for the month of November. The Air Base Group had 95 officers assigned against 98 authorized positions. There were 12 officers not effectively assigned in required specialties as listed below:

<u>Officers Assigned</u>	<u>PAFSC</u>	<u>Function-Title</u>	<u>Squadron</u>
Capt. T. H. Campbell	7924	Chaplain	HEDRON 340th ABGRU
Major M. J. Addington	7916	Chaplain	HEDRON 340th ABGRU
Capt. A. G. Glore	7024	Personnel Serv Off	HEDRON 340th ABGRU
Capt. R. Swanston	6424	Supply Officer	HEDRON 340th ABGRU
Capt. D. T. Hyde	4344	Air Opns Off	HEDRON 340th ABGRU
1/Lt H. A. Lindgren	7324	Personnel Supt	HEDRON 340th ABGRU
2/Lt R. L. Ray	7321	Air Police Supt	APRON
2/Lt R. E. Clark	7721	Air Police Supt	APRON
1/Lt D. H. Tidwell	7724	Air Police Off	APRON
Capt. H. W. Ballinger	3274	Nuclear Weap Off	16th ADS
1/Lt L. J. Fischer	1525C	Nuclear Weap Off	16th ADS
Capt. L. E. Barnes	6011	Trans Staff Off	TRANSRON

The 340th Air Base Group had 15 positions that were unmanned as follows:

<u>Number</u>	<u>AFSC</u>	<u>Function-Title</u>
1	06434	Exchange Officer
1	06746	Mgt Analysis Officer
1	07816	Legal Staff Officer
1	3034	Communication Officer
2	1234B	Pilot, Bombardment
1	5564	Installation Eng
1	9416	General Surgeon
1	9754	Nurse General

<u>Number</u>	<u>AFSC</u>	<u>Function-Title</u>
1	9366	Pediatrician
1	9636	Radiologist
1	9156E	Clinical Lab Officer
1	9856	Prosthodontist
1	9124	Sn & Indust Hyn Engr
1	6016	Trans Staff Officer

b. Airmen MIRS: The score for airmen manning in required specialties increased from 85% in October to 92% in November. As of 30 November there were 1,595 required, 1595 assigned and 1,493 in required specialties. The 122 not in required specialties listed by AFSC are:

<u>AFSC</u>	<u>Shortage</u>	<u>Squadron</u>	<u>AFSC</u>	<u>Shortage</u>	<u>Squadron</u>
22250	2*	INSTLRON	56430	5	INSTLRON
22351	1*	HEDRON	56450	1	INSTLRON
23230	4	OPRON	56530	1	INSTLRON
27150	1	HEDRON	56650B	1	INSTLRON
29130	9	OPRON	56850	1	INSTLRON
29330	1	OPRON	60331	1	TRANRON
30150B	1	OPRON	60330	1	INSTLRON
30150C	1*	HEDRON	62230	4	FOOD SERON
30452B	1*	OPRON	62330	1	FOOD SERON
30433A	1*	OPRON	64151	2	APRON-FOOD SERON
30453A	1*	OPRON	64173	1	APRON
34230B	1*	OPRON	64175	5	SUPRON
34450B	1*	OPRON	64230	2	SUPRON
36351A	1*	OPRON	67270	3*	HEDRON
40150	1*	SUPRON	68150	1*	HEDRON
40250	1	OPRON	68250	5*	HEDRON
43151A	2*	HEDRON	68270	2*	HEDRON
42251	2*	HEDRON	70250	10*	APRON-TRANRON
45171	2*	HEDRON			HEDRON
46130	8	16 ADS	70272	1*	HEDRON
46171	2*	16 ADS	70273	1	HEDRON
46370	1	16 ADS	72150	2	HEDRON
47250	2	TRANRON	72171	1	HEDRON
53250	3	INSTLRON-TRANRON	73370	1	HEDRON
53351	2*	TRANRON	74130	2	HEDRON
55152	1	INSTLRON	74150	3	OPRON
55250	5	INSTLRON-SUPRON	74151	1	OPRON
56130	1	INSTLRON	75250	2	OPRON
			90631	1	HOSP
			98010	1	HOSP

\* Airmen are in authorized On-the-Job Training and will become effective upon completion of their training.



c. OJT Effectiveness: OJT Effectiveness received 67% of maximum score in November. This is considerable improvement over the 22% recorded in October. The Percent Passing Tests increased in November with 36 out of 42 airmen passing their tests for 86% as compared to 72% passing their tests in October. The SAC standard is 90% or better.

The primary weakness in OJT effectiveness in November can be accounted for because only 26 airmen were upgraded out of 429 airmen on OJT for 6% while the SAC standard is 13% or better. Accomplishing the standard percentage of upgrading is dependent on the number of personnel passing tests each month. To attain SAC standard with 430 airmen on OJT, the monthly testing must produce 56 airmen for upgrading each month.

The number of airmen tested the past four months reveals a slippage in the number upgraded as shown below:

	Aug	Sep	Oct	Nov
Number Tested	104	20	39	42
Nr Passing Tests-eligible for upgrading	78	15	28	36
Number on OJT	346	428	413	429
Number Upgraded	44	56	22	26
Percent Upgraded	13%	13%	5%	6%
Score Achieved(Maximum score-25)	25	25	1	4

d. Retention: The score for first term airmen and career airmen retention showed great improvement over the October scores of 50% and 70% respectively; each received 100% score for November. The quarter to date scores for retention increased to 90% for first term airmen and 80% for career airmen. The large score increase is attributed primarily to the current holiday reenlistment drive. Thirteen of the twenty-one airmen that reenlisted in both categories were airmen who elected to take a short discharge for immediate reenlistment. Retention data for October and November is shown on the table below.

	Eligibles			Reenlistments			Rate		
	Oct	Nov	Qtr	Oct	Nov	Qtr	Oct	Nov	Qtr
1st Term Airmen	26	35	61	7	16	23	27	46	38
Career Airmen	13	6	19	9	5	14	69	83	74

e. AWOL: Score for this category greatly improved over the October score of 50%, to 100% for November and the quarter to date. Six AWOL's, resulting in a rate of 3.9 caused the score loss for October. Only one AWOL was experienced during November, resulting in a rate of .5 for November and 2.1 for the quarter to date.

f. Officers' Open Mess: Failure to realize an Average Sales per Member of \$22 resulted in a score of 80% for November. Total Sales for November decreased \$3,092 from October sales for an Average Sales per Member of \$18.53.

The slippage of sales that occurred from 31 October to 30 November is shown below:

	<u>Monthly Total</u>	<u>Dining Room</u>	<u>Bar</u>	<u>Bingo</u>	<u>Bulk</u>	<u>Other Activities</u>
October	\$11,154	\$5,293	\$3,760	\$378	\$354	\$1,370
November	<u>8,062</u>	<u>3,973</u>	<u>2,950</u>	<u>115</u>	<u>294</u>	<u>750</u>
Variation	\$ 3,092	\$1,320	\$1,810	\$263	\$ 60	\$ 620

g. NCO Open Mess: Score for this category continues to be 80% of maximum. All points were scored with the exception of the two points for Sales per Member. The average Sales per Member for November was \$15.12 as compared to the SAC Standard of \$22 or above.

h. AOCF: This area declined from 60% of maximum score in October to 30% in November. Points lost were attributed to the rotational TDY of all refueling aircraft. There were 1290 tactical aircraft possessed with 943 at the home station and 347 deployed to an overseas command which were not under the jurisdiction of our base supply nor under operational control of the home base. There were no AOCF's at the home base; however, there were 37 KC-97's out of commission for parts at the overseas command for a rate of 2.79 as compared to the SAC standard of 0.75 or lower.

i. ANFE: The score of 40% of maximum is recorded with no improvement in this area. The deployed aircraft are to be considered as possessed by the home station. There were 1290 tactical aircraft possessed with 943 at the home station and 347 deployed to an overseas command. There were no ANFE's at the home base; however, there were 116 KC-97's not fully equipped at the overseas command for an ANFE rate of 9.0 as compared to the SAC standard of 4.0 or lower.

j. Base Commissary Management: Since the revision of the Commissary Accounting System, Base Commissary Management was scored for the first time this fiscal year. The score of 30% of maximum was obtained in November. Points were earned in only 3 of the sub-items (Per Capita Sales, Meat Market, and Produce Section).

The Average Sales Per Capita was \$24.66 in November as compared to the SAC standard of \$40 or above. This scored 10% of a possible 40%. Due to a fund shortage the Commissary has been unable to stock many items. Now that there are sufficient funds for required items the average sales per capita should increase satisfactorily.

No points were received in the Warehouse and Grocery Subsection as the Percent Variation for these sub-items was a .48 loss and .90 loss respectively. Maximum (10%) was achieved for the Meat Subsection and Produce Subsection.



k. Base Exchange Management: The score for this category for the quarter to date is 66%. The score for October was 59% and for November was 72%. The primary cause for score loss has been low per capita sales for both months. The standard per capita sales is \$25 and actual sales for October and November has been \$21.29 and \$21.44 respectively. The low per capita sales can be attributed to the rotational TDY of the 340th Air Refueling Squadron. The personnel on TDY are counted in the computation of per capita sales and are not physically present on this station to utilize the exchange facilities. The score loss of 15% should be overcome upon the return of the 340th ARS. The score for the quarter to date would be 81%, had per capita sales been \$25.00 or more.

1. Base Supporting Operating Costs: November's score regressed to 66% from 68% in October. There were three factors that caused considerable loss in points in this area--military personnel costs, supply costs per person, and contractual services and other miscellaneous cost per person. Points were lost for each sub-category as explained below.

(1) The number of man-months supported in November was 4173 personnel to 2060 support personnel for a ratio of total personnel to support personnel of 2.02 as compared with the SAC standard of 2.20. The 340th Bomb Wing would need an additional 250 inputs and the 340th Air Base Group no inputs to obtain the SAC standard of 2.20. If all squadrons in both the wing and group were fully manned, the ratio of total personnel to support personnel would be 1.97.

(2) Civilian costs per person supported jumped from 30% score in October to 100% of maximum score in November.

(3) Military cost per person supported continues to score 20% of maximum. The cost for the month of November was \$104.97 while the standard cost is \$80.00. Since military personnel costs are primarily controlled by inputs and outputs of personnel ordered by higher headquarters, the score for this item cannot be controlled at this level.

(4) Support supply costs per person supported increased to \$30.55 in November to \$24.63 in October. The score earned was 74%. Maintenance cost in the Installation Squadron was the primary reason for the slippage in supply costs. The Installation Squadron spent \$44,328 in November as compared to \$23,368 in October.

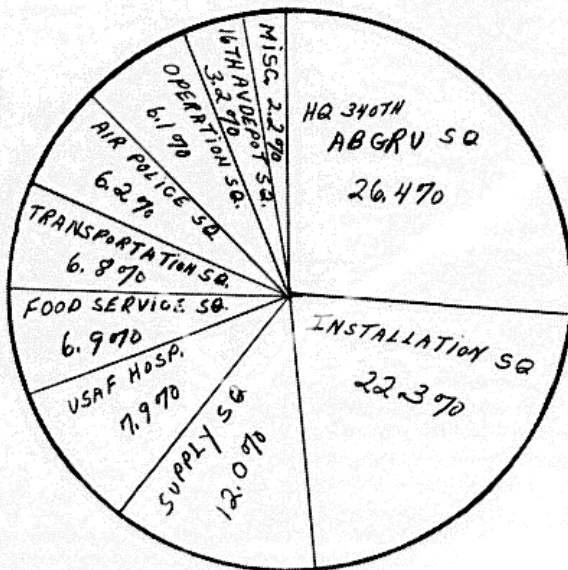
(5) Contractual services and other costs per person supported increased to \$26.71 in November compared to \$13.67 in October. The score earned was 34%. Examination of the incurred costs for contractual services indicates some unusual expenses not normally accrued as expenditures.

m. Ground Safety: Score for this category remains erratic. Score for October was 100%, the November score regressed to 45%, and the score for the quarter to date is 65%. Three military disabling injuries and one government vehicle accident caused the score loss. One fatality during November raised the accident cost index from \$0.19 for October to \$9.08 for the quarter to date. Since 1 January 1957, 6 military personnel have been killed, 14 injured and 4 civilians killed as the result of 12 accidents involving personnel from Whiteman Air Force Base. These figures include both Air Base Group and Wing personnel. All twelve accidents have occurred in a tri-county area in the vicinity of this station. In order to save lives, the wing commander has imposed a 50 mile an hour speed limit upon all personnel of this station, while driving in the tri-county area. It is believed that the imposed speed limit will reduce the accidents in the tri-county area and save lives.

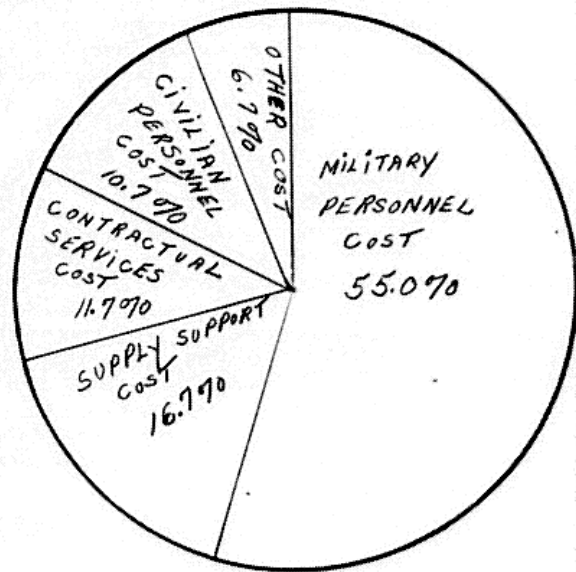
BASE SUPPORT OPERATING COST

\$ SPENT

WHERE



HOW





MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	November 1957	1	12	2 SAC T-35(8AF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
340th Air Base Group Whiteman Air Force Base, Missouri		Oct	Nov	Dec
ITEM				
<b>A. PERSONNEL</b>				
1. Manning in Required Specialties				
a. Officer MIRS				
(1) Percent of Required(Percent Score)			85	85
(2) Percent of Assigned(Percent Score)			87	87
(3) Number Required			98	98
(4) Number Assigned			95	95
(5) Number IRS			83	83
b. Airman MIRS				
(1) Percent of Required(Percent Score)			92	92
(2) Percent of Assigned(Percent Score)			92	92
(3) Number Required			1595	1595
(4) Number Assigned			1595	1595
(5) Number IRS			1473	1473
2. OJT Effectiveness, Percent Score				46
a. Number on OJT vs. Number Eligible.				
Percent Score				15
(1) Number on OJT		403	421	824
(2) Number Eligible		403	422	825
(3) Percent on OJT				100
b. Number Passing Test (APT plus AFJKT) vs				
Number Tested, Percent Score				27
(1) Number Passing Tests		28	36	64
(2) Number Tested		39	42	81
(3) Percent Passing Tests				79
c. Number Upgraded of Number on OJT.				
Percent Score				4
(1) Number Upgraded		22	26	48
(2) Number on OJT		413	429	842
(3) Percent Upgraded				6

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	2	12	2 SAC T-35 (SAP-1)	
ORGANIZATION	340th Air Base Group Whiteman Air Force Base, Missouri	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM		Oct	Nov	Dec	
3. Retention			✓		
a. Officer, Percent Score (To be Developed)					NS
b. First Term Airmen, Percent Score					90
(1) Number Eligible		26	35		61
(2) Number Reenlisting		7	16		23
(3) Percent Reenlisting		27	46		38
c. Career Airmen, Percent Score					80
(1) Number Eligible		13	6		19
(2) Number Reenlisting		9	5		14
(3) Percent Reenlisting		69	83		74
4. AWOL Rate, Percent Score					100
a. Average Strength		1691	1703		3394
b. Number going AWOL		6	1		7
c. Rate per 1000					2.1
5. Officer and NCO Messes					
a. Officer Mess, Percent Score					90
(1) Financial Efficiency Index					9
(2) Percent of Gross Profit to Sales					
(a) Food					
1. Points		1	1		1
2. Percentage		46	50		
(b) Bar					
1. Points		1	1		1
2. Percentage		62	63		
(3) Net Profit to Surplus					
(a) Points		4	4		4
(b) Percentage		13	10		
(4) Current Ratio					
(a) Points		1	1		1
(b) Ratio		3.34	3.49		



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	November 1957	3	12	2 SAC T-35 (8AF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
340th Air Base Group Whiteman Air Force Base, Missouri	Oct	Nov	Dec	
ITEM				
(5) Acid Test Ratio				
(a) Points		1	1	1
(b) Ratio		1.42	2.14	
(6) Sales per Member				
(a) Points		2	0	1
(b) Rate		27.00	18.53	
b. NCO Mess, Percent Score				80
(1) Financial Efficiency Index				8
(2) Percent of Gross Profit to Sales				
(a) Food				
1. Points		1	1	1
2. Percentage		47	51	
(b) Bar				
1. Points		1	1	1
2. Percentage		55	53	
(3) Net Profit to Surplus				
(a) Points		4	4	4
(b) Percentage		12	12	
(4) Current Ratio				
(a) Points		1	1	1
(b) Ratio		2.48	2.68	
(5) Acid Test Ratio				
(a) Points		1	1	1
(b) Ratio		1.31	1.42	
(6) Sale per Member				
(a) Points		0	0	0
(b) Rate		15.66	15.12	
MATERIEL				
1. AOCF, Percent Score				40
a. Number AOCF		28	36	64
b. Number of Possessed Aircraft		1445	1290	2735

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	November 1957	4	12	2 SAC T-35 (BAF-1)
ORGANIZATION	340th Air Base Group Whiteman Air Force Base, Missouri			CURRENT PERIOD (Enter months that apply)
ITEM		Oct	Nov	Dec
				AVERAGE OR TOTAL
c. Percent AOCF				2.34
2. ANFE, Percent Score				40
a. Number ANFE		132	116	248
b. Number of Possessed Aircraft		1445	1290	2735
c. Percent ANFE				9.1
3. Flyaway Kits, Percent Score				100
a. 486th Bomb Sq, Percent Complete			99.9	99.9
(1) Total Authorized			36863	36863
(2) On Hand			36824	36824
b. 487th Bomb Sq, Percent Complete			99.8	99.8
(1) Total Authorized			36863	36863
(2) On Hand			36779	36779
c. 488th Bomb Sq, Percent Complete			99.9	99.9
(1) Total Authorized			36863	36863
(2) On Hand			36836	36836
d. 340th ARS, Percent Complete			97.1	97.1
(1) Total Authorized			32087	32087
(2) On Hand			31151	31151
e. Average Percent Complete				99.2
4. Supply Effectiveness, Percent Score				80
a. Line Items Issued				
(1) Issued		4348	5002	9350
(2) Partially Issued		0	0	0
(3) Total		4348	5002	9350
b. Line Items Requested				
(1) Requested		6268	6928	13196
(2) Cancelled		0	0	0
(3) Requested, Not Cancelled		6268	6928	13196
c. Percent Effectiveness				70.9
5. Vouchers out of File, Percent Score				100
a. Number		0	0	0



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	November 1957	5	12	2 SAC T-35 (BAF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
340th Air Base Group Whiteman Air Force Base, Missouri	Oct	Nov	Dec	
ITEM				
6. Base Commissary Management, Percent Score				35
a. Per Capita Sales, Percent Score				10
(1) Standard Value of Inventory Sold, Commissary Store	50639	52997		103636
(2) Total Married Personnel Assigned & Attached	2285	2149		4434
(3) Per Capita Sales				23.37
b. Warehouse Subsection, Percent Score				0
(1) Adjustment to Book Inventory, Warehouse	-15	-178		-193
(2) Standard Value of Inventory Sold, Warehouse	39789	37080		76869
(3) Percent Gain or Loss				-.25
c. Grocery Market Subsection, Percent Score				5
(1) Adjustment to Book Inventory Grocery Market	-37	-333		-370
(2) Standard Value of Inventory Sold, Grocery Market	36590	37179		73769
(3) Percent Gain or Loss				-.50
d. Meat Market Subsection, Percent Score				10
(1) FY Cumulative Adjustment to Book Inventory, Meat Market	13	12		12
(2) FY Cumulative Standard Value of Inventory Sold, Meat Market	47518	60204		60204
(3) Percent Gain or Loss				1.02
e. Produce Subsection, Percent Score				10
(1) FY Cumulative Adjustment to Book Inventory, Produce	19	17		17
(2) FY Cumulative Standard Value of Inventory Sold, Produce	13437	16569		16569

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	November 1957	6	12	2 SAC T-35 (SAP-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
340th Air Base Group Whiteman Air Force Base, Missouri	Oct	Nov	Dec	
ITEM				
(3) Percent Gain or Loss				4.04
7. Food Service Management, Percent Score				91
a. Personnel Cost per Meal Served				25
(1) Total Personnel Cost	22230	22297		66791
(2) Total Meals Served	89396	85876		262908
(3) Personnel Authorized	125	125		125
(4) Percent Score				21
b. Percent Value of Field Rations Issued to Authorized	.007	.004		
(1) Monetary Authorization	30687	32088		
(2) Cost of Issues	30685	32089		
(3) Percent Score	70	70		70
8. Automotive Maintenance, Percent Score				93
a. Vehicle Equivalents	782.6	795.8		789.2
b. Down Time per Vehicle Equivalent, Percent Score				50
(1) Down Time - Hours	12323.5	10870.8		34791.5
(2) Down Time per Vehicle Equivalent Hours				44.1
c. Direct Manhours per Vehicle Equivalent, Percent Score				5
(1) Direct Manhours	4718.8	4283.0		13502.7
(2) Direct Manhours per Vehicle Equivalent				17.1
d. Indirect Manhours per Vehicle Equivalent, Percent Score				12
(1) Indirect Manhours	2792.4	1830.5		6934.4
(2) Indirect Manhours per Vehicle Equivalent				8.8
e. Absent Manhours per Vehicle Equivalent, Percent Score				6
(1) Absent Manhours	1744.8	1398.5		4714.9



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	November 1957	7	12	2 SAC T-35 (8AP-1)		
ORGANIZATION	340th Air Base Group Whiteman Air Force Base, Missouri	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		Sep	Oct	Nov	Dec	
(2) Absent Manhours per Vehicle Equiv						6.0
f. Supply & Contractual Service Expense per Vehicle Equivalent, Percent Score						20
(1) Supply & Contractual Service Expense			2838	4326		10746
(2) Supply and Contractual Service Expense per Vehicle Equivalent						13.62
9. Base Exchange Management, Percent Score						66
a. Per Capita Sales, Percent Score		10	10			10
(1) Total Sales		83203	84565			
(2) Total Military Strength		3908	3944			
(3) Per Capita Sales		21.29	21.44			
b. Total Retail Gross Profit Percent of Net Sales, (After Cash Discount) Percent Score		3	6			4.5
(1) Percent Actual		16.87	26.38			
(2) Percent Budget		18.10	25.33			
(3) Difference (Plus or Minus)		-1.23	+1.05			
c. Total Retail Direct Expense Percent of Net Sales, Percent Score		10	8			9
(1) Percent Actual		7.03	6.90			
(2) Percent Budget		6.63	6.40			
(3) Difference (Plus or Minus)		+4.40	+6.50			
d. General and Administrative Expense, Percent of Net Sales, Percent Score		5	4			4.5
(1) Percent Actual		5.45	5.72			
(2) Percent Budget		5.46	5.47			
(3) Difference (Plus or Minus)		-.01	+1.25			
e. Budget Total Net Sales, Percent Score		0	3			1.5
(1) Net Sales, Actual Dollars		83203	84566			
(2) Net Sales, Budget Dollars		89300	87500			
(3) Actual Budget Net Sales Minus 100%		-7.32	-3.46			

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	8	12	2 SAC T-35 (BAP-1)	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)	AVERAGE OR TOTAL			
		Sep	Oct	Nov	Dec
ITEM					
f. Profit Before Non-Controllable Expense,					
Percent Score		14	20		17
(1) Percent Actual		8.94	7.38		
(2) Percent Budget		10.43	6.53		
(3) Difference (Plus or Minus)		-1.49	✓.85		
g. Total Food Activity Gross Profit,					
(After Cash Discount) Percent of Net					
Sales, Percent Score		9	9		9
(1) Percent Actual		53.59	52.84		
(2) Percent Budget		51.65	51.64		
(3) Difference (Plus or Minus)		✓1.94	✓1.20		
h. Total Food Activity Direct Expense,					
Percent of Net Sales, Percent Score		0	0		0
(1) Percent Actual		40.81	37.97		
(2) Percent Budget		36.52	35.70		
(3) Difference (Plus or Minus)		✓4.29	2.27		
i. Total Service Branches Gross Profits,					
(After Cash Discount) Percent of Net					
Sales, Percent Score		2	6		4
(1) Percent Actual		25.86	29.30		
(2) Percent Budget		27.00	26.84		
(3) Difference (Plus or Minus)		-1.14	✓2.46		
j. Total Service Branches Direct Expense,					
Percent of Net Sales, Percent Score		6	6		6
(1) Percent Actual		11.97	11.89		
(2) Percent Budget		12.49	12.22		
(3) Difference (Plus or Minus)		-.52	-.33		
k. POL Support, Percent Score					
a. Hydrants In-Commission, Percent Score			NS		NS
b. Refueling Units In-Commission,					
Percent Score			NS		NS



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	9	12	2 SAC T-35 (8AF-1)	
ORGANIZATION 340th Air Base Group Whiteman Air Force Base, Missouri		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM	Sep	Oct	Nov	Dec	
c. Aviation Fuel Stocked, Percent Score					30
(1) JP-4 Stockage Objective (4 dates & Total)	2000000	2000000	2000000		6000000
(2) JP-4 in Storage on Base	2056397	2372449	2500126		6928972
(3) JP-4 in Storage or Stockage Objective, Smaller Value	2000000	2000000	2000000		6000000
(4) 115/145 Stockage Objective	199200	199200	199200		597600
(5) 115/145 in Storage on Base	480659	422604	365379		1268642
(6) 115/145 in Storage or Stockage Objective, Smaller Value	199200	199200	199200		597600
(7) Total (3) and (6)	2199200	2199200	2199200		6597600
(8) Total Objective, (1) and (4)	2199200	2199200	2199200		6597600
(9) Total Percent Stocked					100
d. Aviation Lubes and Oils Stocked, Percent Score					10
(1) 7808 Stockage Objective (4 dates & Total)	347	347	347		1041
(2) 7808 In Storage on Base	487	433	415		1335
(3) 7808 in Storage or Stockage Objective, Smaller Value	347	347	347		1041
(4) 1100 Stockage Objective	3164	3164	3164		9492
(5) 1100 in Storage on Base	13022	21787	21187		55996
(6) 1100 in Storage or Stockage Objective, Smaller Value	3164	3164	3164		9492
(7) 1010 Stockage Objective	1913	1913	1913		5739
(8) 1010 in Storage on Base	2747	2202	9384		14333
(9) 1010 in Storage or Stockage Objective, Smaller Value	1913	1913	1913		5739
(10) Total (3), (6) and (9)	5424	5424	5424		16272
(11) Total Stockage Objective, (1) (4) and (7)	5424	5424	5424		16272

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	November 1957	10	12	2 SAC T-35(8AF-1)		
ORGANIZATION	340th Air Base Group Whiteman Air Force Base, Missouri	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM	Sep	Oct	Nov	Dec		
(12) Total Percent Stocked					100	
<b>C. INSTALLATIONS ENGINEERING</b>						
1. Costs Incident to Maintenance, Percent						
Score		NS			NS	
2. Projects Programmed and Approved (No Information Required)		NS			NS	
3. Fire Incidents, Percent Score					100	
a. Number of Fire Incidents		0	0		0	
b. Total Monetary Losses		0	0		0	
4. Utilities Conservation, Percent Score						
a. Electricity, Percent Score		NS			NS	
b. Water, Percent Score					40	
(1) Monthly Average Daily Consumption per Capita		180	91		136	
c. Heating Fuels, Percent Score (To be Developed)		NS				
<b>D. GENERAL</b>						
1. Base Support Operating Cost, Percent Score					67	
a. Number of man-months supported		4325	4173		12747	
b. Ratio of Total Personnel to Support Personnel, Percent Score					80	
(1) Number Supporting Man-Months		2104	2060		6246	
(2) Actual Ratio of Supported Personnel to Supporting Personnel					2.04	
(3) Standard Ratio					2.20	
(4) Performance Index					92.72	
c. Civilian Personnel Cost per Person Supported, Percent Score					70	
(1) Civilian Personnel Costs		133704	85431		328703	
(2) Actual Cost per Person Supported					25.79	
(3) Standard Cost					21.60	



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	November 1957	11	12	2 SAC T-35 (SAP-1)	
ORGANIZATION	340th Air Base Group Whiteman Air Force Base, Missouri	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM		Oct	Nov	Dec	
(4) Performance Index					83.75
d. Military Personnel Cost per Person Supported, Percent Score					20
(1) Military Personnel Costs		444563	438032		1323893
(2) Actual Cost per Person Supported					103.86
(3) Standard Cost					80.00
(4) Performance Index					77.02
e. Supply Costs per Person Supported, Percent Score					82
(1) Total Support Supply Costs		106526	127491		351026
(2) Actual Cost per Person Supported					27.54
(3) Standard Cost					22.50
f. Contractual Services and Other Miscellaneous Costs per Person Supported, Percent Score					45
(1) Total Contractual Services and Other Miscellaneous Costs		59118	111451		255854
(2) Actual Cost per Person Supported					20.07
(3) Standard Cost					9.00
2. Safety					
a. Flying, Percent Score					100
(1) Number of Accidents		0	0		0
(2) Flying Hours		461	400		861
(3) Rate per 100,000 Hours Flown					
b. Ground, Percent Score					65
(1) Ground Safety Index					4.98
(a) Military Disabling Injury Rate per 100,000 Man-days (On and Off Duty) Exposure					3.86
1. Number of Military Disabling Injuries		1	3		4





ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT  
for the 340th Air Base Group, November 1957

SUBJECT	Unit of Measure	Stan- dard**	ABG									TOTAL	
			HQ	16 AD	OPS	SUP	FDSVS	AP	INSTL	TRANS	MED		
<b>PERSONNEL</b>													
<b>1. MIRS</b>													
a. Officers													
(1) % of Required	% of Maximum Score	88	90.8	100	74.4	100	100	100	83.3	66.6	60.9	84.6	
(2) % of Assigned	% of Maximum Score	87	87.2	75	100	100	100	57.1	100	66.6	100	87.3	
b. Airmen													
(1) % of Required	% of Maximum Score	91	90.3	84.3	81.7	82	75.6	97.4	79.6	87.9	73.3	89.4	
(2) % of Assigned	% of Maximum Score	95	81.7	62.1	81.7	87.5	100	89	100	80	57.9	89.4	
2. OJT Effectiveness	% of Maximum Score	76	55	75	82	70	38	51	75	76	38	67	
<b>3. Retention</b>													
a. Officer	% Reenlisting	NS	←————→									NS	
b. First Term Airmen	% Reenlisting	100	43	25	50	100	NS	29	50	100	NS	46	
c. Career Airmen	% Reenlisting	100	100	NS	100	100	NS	NS	100	100	NS	100	
4. AWOL Rate	AWOLs per 1000	20	←————→									4.3	
<b>5. Messes</b>													
a. Officer	Efficiency Index	8	←————→									8	
b. NCO	Efficiency Index	8	←————→									8	
<b>MATERIEL</b>													
1. AOCF	% of Maximum Score	100	←————→				30	←————→					30
2. ANFE	% of Maximum Score	100	←————→				40	←————→					40
3. Flyaway Kits	% of Maximum Score	100	←————→				100	←————→					100
4. Supply Effectiveness	% of Maximum Score	67	←————→				100	←————→					100
5. Vouchers out of File	% of Maximum Score	100	←————→				100	←————→					100
6. Commissary Management	% of Maximum Score	NS	←————→				30	←————→					30
7. Food Service Management	% of Maximum Score	82	←————→				91	←————→					91
8. Automotive Maintenance	% of Maximum Score	93	←————→				98	←————→					98
9. Base Exchange Management	% of Maximum Score	NS	←————→				72	←————→					72
10. POI Support	% of Maximum Score	95	←————→				100	←————→					100

ORGANIZATIONAL MANAGEMENT CONTROL STATEMENT  
for the 340th Air Base Group, November 1957

SUBJECT

	Unit of Measure	dard**	HQ	16 AD	CPS	SUP	FDSVS	AP	INSTL	TRANS	MED	ABG TOTAL
<b>INSTALLATIONS ENGINEER</b>												
1. Installation Cost	% Expended	100							NS			NS
2. Projects Programmed & Approved	% of Maximum Score	100							NS			NS
3. Structural Fires	% of Maximum Score	100							100			100
4. Utilities Conservation	% of Maximum Score	56							100			100*
<b>GENERAL</b>												
1. Base Support Operating Costs	% of Maximum Score	86										66
2. Safety												
a. Flying	% of Maximum Score	100										100
b. Ground	% of Maximum Score	100	<u>5</u>	100	100	100	100	100	100	100	100	<u>45</u>
3. USCM Sabotage	% of Maximum Score	100						NTC				NTC
4. Reports on Time	% of Maximum Score	100										NS
5. Internal Information Activities	% of Maximum Score	88										NS

NOTES:

\* Water Only

\*\* SAC Upper Quartile July-Sep 1957

Underline Items are in Bottom Quartile



AIR BASE GROUP SQUADRONS  
OJT EFFECTIVENESS  
30 November 1957

	Number on OJT vs Number Eligible											Nr Passing vs Nr Tested						Nr Upgraded						
	1	2	3	4	5	6	7	8	15	Total on OJT	Total Eligible	9A	9B	10	11	12	Total Passed	Total Tested	Percent	Number Upgraded	Nr Previous Month	Percent	Total Score	
	1 Level Eligible	3 Level OJT	3 Level Eligible	5 Level OJT	S/Sgt 3-5 Level Elig.	7 Level OJT	T/Sgt-M/Sgt 3-5 Level	Airmen in Auth. Cross Training	Unauth. AFSC's	Total on OJT	Total Eligible	Nr AFJKT Administered	Nr AFJKT Passed	Nr APT Received	Nr APT "A" Passed	Nr APT "B" Passed	Total Passed	Total Tested	Percent	Number Upgraded	Nr Previous Month	Percent	Total Score	
HQ. 340TH ABGRU	17	17	57	57	8	8	0	17	1	99	100	15	0	0	13	9	1	10	13	77	13	117	11	55
340TH SUPPLY SQ.	13	13	18	10	2	2	0	15	0	48	48	15	3	3	3	2	0	5	6	83	6	61	10	70
340TH TRANSPORTATION SQ.	25	25	19	19	0	0	0	1	0	45	45	15	0	0	2	2	0	2	2	100	2	40	5	76
340TH AIR POLICE SQ.	26	26	57	57	0	0	0	0	0	83	83	15	0	0	11	9	0	9	11	82	2	81	2	51
340TH INSTALLATIONS SQ.	53	53	35	35	1	1	0	5	0	94	94	15	4	4	1	1	0	5	5	100	1	78	1	75
340TH FOODSERVICE SQ.	0	0	3	3	0	0	0	0	0	3	3	15	0	0	0	0	0	0	0	NS	0	4	0	38*
340TH OPERATIONS SQ.	2	2	17	17	4	4	0	6	0	29	29	15	0	0	2	2	0	2	2	100	2	29	7	82
USAF HOSPITAL	0	0	1	1	0	0	0	0	0	1	1	15	0	0	0	0	0	0	0	NS	0	1	0	38*
15TH AVN DEPOT SQ.	3	3	10	10	2	2	0	4	0	19	19	15	3	3	0	0	0	3	3	100	0	18	0	75
TOTAL 340TH ABGRU	139	139	217	217	17	17	0	48	1	421	422	15	10	10	32	25	1	36	42	86	26	429	6	67

340 ABC FORM 20 FEB 57 4

FC: 1810

\* Maximum Score 40 Points





STATUS OF FUNDS REPORT P478(SAC)FY1958

AS OF 30 November 1957

NORMAL 41.7

CATEGORY	ANNUAL BUDGET	OBLIGATIONS	PERCENTAGE OF OBLIGATIONS																		
			10	20	30	40	50	60	70	80	90	100									
1. LP SUPPLIES MAT & EQUIP																					
A. GROUND POL	\$ 600	147																			
GASOLINE	(580)	(147)																			
DIESEL FUEL	0	0																			
OIL, MOTOR LUB	(20)	(0)																			
OTHER	0	0																			
B. FUELS FOR UTILITIES	6,000	0																			
COAL	0	0																			
OTHER	(6,000)	(0)																			
C. OTHER OPERATING SUPPLIES	90,300	35,809																			
MEDICAL SUPPLIES	(49,500)	(18,028)																			
NON-MEDICAL SUPPLIES	(41,800)	(17,781)																			
OTHER	0	0																			
D. EQUIPMENT	2,500	245																			
3. CONTRACTUAL MAINT OF EQUIP	1,000	305																			
A. MOTOR VEHICLES	0	0																			
B. GROUND POWER EQUIP	0	0																			
C. OTHER	(1,000)	(305)																			
6. PURCHASED UTILITIES	6,000	2,150																			
A. ELECTRICITY	(6,000)	(2,150)																			
B. GAS	0	0																			
8. REAL PROP MAINT BY CONTRACT	5,475	2,480																			
9. COMMERCIAL COMMUNICATIONS	2,400	1,050																			
A. S/D & EQUIP RENT	0	0																			
D. TELEPHONE TOLLS	(2,400)	(1,050)																			
C. TWX CHARGES	0	0																			
D. OTHER	0	0																			
10. COMI TRANSPORTATION	250	214																			
A. REPARABLE	0	0																			
B. ALL OTHER	(250)	(214)																			
12. LAUNDRY & DRY CLEANING	10,800	4,980																			
13. FEDERAL EMPLOYEE CONTRIB	5,320	1,709																			
14. OFF DUTY EDUCATION	0	0																			
15. TRAVEL REQUIREMENT	5,000	3,215																			
ADMINISTRATIVE	(2,000)	(1,738)																			
PATIENTS&ATTENDANTS	(3,000)	(1,477)																			
C. SELECT & LEAD CREW EVAL	0	0																			
D. SAC FUNDED SCHOOLS	0	0																			
E. OTHER	0	0																			
16. OTHER NON-PERSONNEL SERV	15,955	6,905																			
TOTAL NON-PERSONNEL	151,600	59,209																			
17. TOTAL CIVILIAN PERSONNEL	98,900	30,322																			
A. PAY EXCEPT OVERTIME																					
B. OVERTIME																					
GRAND TOTAL P	250,500	89,531																			

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5



B150

SELECTED STATISTICS /O 30 NOV 57	OFFICERS			AIRMEN			TOTAL ASSIGNED	PERCENT ASSIGNED	DISCHARGES PER 1000 IMMEDIATE SERV. ACT.	PERCENT RECALLING	MILITARY INJURIES				AWOL		COURT MARTIALS				ARTICLE 15		
	AUTH	ASSIGNED	PERCENT ASSIGNED	AUTH	ASSIGNED	PERCENT ASSIGNED					NUMBER INJURED	RATE PER 1000 MAN DAYS	TOTAL COST OF INJURIES	COST PER CAPITA	CASES	RATE PER 1000	SUMMARY	RATE PER 1000	SPECIAL	RATE PER 1000	PUNISHMENTS	RATE PER 1000	
HQ 80TH COMBON	56	52	92.9	115	128	111.3	180	105.3	4	2	50.				1	5.5					0		
80TH COMBON	71	74	104.2	93	94	101.1	168	102.4	3	1	33.3										2	11.7	
80TH COMBON	71	78	109.9	93	99	106.5	177	107.9	2	1	50.	1	19.1	210	1.19		1	5.7			1	5.7	
80TH COMBON	71	80	112.7	93	94	101.1	174	106.1	1	0	0	2	38.5	960	5.52	2	11.6		1	5.8	1	5.8	
80TH AIR RFLRON	98	129	131.6	219	219	100.	348	109.8	1	0	0	3	28.7	630	1.81							0	
80TH PLB MAINTRON	8	6	75.	411	432	105.1	438	104.5	7	1	14.3											0	
80TH ENGINE MAINTRON	3	3	100.	106	109	102.8	112	102.8	4	2	50.											1	9.
80TH ARMY & SLECY MAINTRON	10	11	110.	303	341	112.5	352	112.5	11	2	18.2					2	5.6	4	11.1			6	16.7
80TH TANGHP	25	23	92.	82	89	108.5	112	104.7	6	3	50.												0
TOTAL 80TH COMBON SQUADRONS	413	456	110.4	1515	1605	105.9	2061	106.9	39	12	30.8	6	9.6	1800	.87	5	2.4	5	2.4	1	.49	11	5.3
80TH ADVPRON	6	8	133.3	70	95	135.7	103	135.5	4	1	25.										1	9.7	0
80TH SUPRON	9	8	88.9	222	208	93.7	216	93.5	3	3	100						1	4.6					0
80TH TRANRON	4	4	100.	132	145	109.8	149	109.6	2	2	100											2	13.2
HQ 80TH ADDR	53	52	98.1	380	418	110.	470	108.5	9	5	55.6	3	21.1	35100	74.68	1	2.1	1	2.1	1	2.1	1	2.1
80TH AIR POLICE SQ	7	7	100.	233	254	109.	261	108.8	8	2	25.									2	7.7	5	19.2
80TH INTL SQ	7	5	71.4	289	228	78.9	233	78.7	5	3	60.					1	4.3					4	17.4
80TH FOOD SERON	2	2	100.	123	92	74.8	94	75.2	0	0	0					1	10.5					3	31.6
80TH OPRON	12	7	58.3	131	130	99.2	137	95.8	11	6	54.5												0
USAF HOSPITAL	18	11	61.1	15	19	126.7	30	91.	0	0	0												0
TOTAL 80TH ADDR	118	104	88.1	1595	1589	99.6	1693	98.8	42	22	52.4	3	5.9	35100	20.73	3	1.8	2	1.2	4	2.3	15	8.8
TOTAL 80TH COMBON	531	560	105.5	3110	3194	102.7	3794	102.7	111	41	34.7	9	16.6	34900	13.73	8	2.1	7	1.9	5	1.3	26	6.9

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DECLASSIFIED IAW EO 13526



JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

*Interfused*

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE			
INFO		<input checked="" type="checkbox"/>		AF		

FROM: COMBOMCON 310 WHITEMAN AFB MO

TO: COMUSMACV OFFUTT AFB NEBR  
COMAF 8 WESTOVER AFB MASS  
COMAF 2 BARKSDALE AFB LA  
COMAF 15 MARCH AFB CALIF

/SECRET/ZIPPO 11-046. \*2-SAC-VI REPORT AS OF 0001 CST 10 NOVEMBER 1957. PART I: A. 310 BN; B. 3/3, 3/9, 6/25, 10/28, 11/31, 18/31, 21/36, 30/39, 40/40, 45/45; C. B-47B; D. 50; E. 46.5; F. 0; G. 8; H. 3-0; I. 1; J. 1BJQ; K. 46; L. 45; M. 11; N. 4; O. 290; P. 1859; Q. 1600; R. 204; S. 204; T. 1128; U. 27.9; V. 431; W. 90; X. 85; Y. 85; Z. 82; AA. 2; AB. 5; AC. REMARKS: B-47B, 51-2211 PICKED UP FROM LOCKHEED ACFT CORP., MARIETTA, GA. EFFECTIVE 1415 CST 6 NOV 1957; B-47B 51-2303 PICKED UP FROM BOEING ACFT. CORP. WICHITA KANSAS. EFFECTIVE 1750 CST 5 NOV 1957. B-47B 51-2302 PICKED UP FROM BOEING ACFT CORP., WICHITA KANSAS., EFFECTIVE 1840 CST 5 NOV 1957. /REG/REG. COLUMN G. B-47B 51-2259, 2111, 2130, AND 2207 PERIODIC INSPECTION. 2135 AND 2198 TECH. ORDER COMPLIANCE. 2150 50HR POST FLT. 2259 AILERON RIGGING. COLUMN H. B-47B 51-2121 W-1 INOP. 2092 "K" INOP. 2125 UHF INOP. COLUMN I. B-47B 51-2092 "K" INOP. PART II.

SPECIAL INSTRUCTIONS

DOC *GA*  
MOR *W*  
DO *21*  
C *SW*

DATE	TIME
NOV	2690
1957	

NEGATIVE. PART III. I CONSIDER THE 310TH BOMB WING FULLY CAPABLE

TYPE NAME AND TITLE (Signature, if required)  
 DUTY: ROBERTS, CAPTAIN, USAF  
 PHONE: 3681  
 SECURITY CLASSIFICATION: **SECRET**

NR. OF PAGES: 1

SIGNATURE: *Burl M. Teague*  
 TYPED (or stamped) NAME AND TITLE: **BURL M. TEAGUE, CAPTAIN USAF**





JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	BOOK	MULTI	SINGLE			
ACTION 00		X		AF		

FROM: COMBOMCOM 360 WHITEMAN AFB MO

TO: GINGOAC OFFUTT AFB NEBR  
COMAF 3 WESTOVER AFB MASS  
COMAF 2 BARKSDALE AFB LA  
COMAF 15 MARCH AFB CALIF

WAGONER/ZIPPO 11-074. 2-SAC-VI REPT AS OF 0001 CST 18 NOV 57.

PART I: A. 360 BW; B. 3/3; 3/9; 6/25; 10/28; 14/31; 18/34; 24/36;  
30/39; 40/40; 45/45; C. B-47B; D. 48; E. 48.3; F. NEG; G. 6;  
E. 3-0; I. 1; J. 1BJQ; K. 45; L. 43; M. 14; N. 10; O. 290;  
P. 1859; Q. 1600; R. 204; S. 204; T. 1428; U. 26.4; V. 746;  
W. 144; X. 143; Y. 143; Z. 136; AA. 4; AB. 12; AC. REMARKS:  
B-47B 51-213; DROPPED 1640 CST AND 51-2161 DROPPED 1110 CST,  
14 NOV 57. BOTH ACFT TO IRAN, DOUGLAS ACFT CORP, TULSA, OKLAHOMA  
NEG/NEG. COLUMN G. B-47B 2118 - 100 HR POST FLIGHT, 2259, 2111,  
2131, 2207, AND 2130 - PERIODIC INSPECTION. COLUMN H. B-47B 2110  
- T.O.C., 2125 - DEY OUT AND 2151 K-OUT. COLUMN I. B-47B 2151-  
I OUT. COLUMN L. TWO NAVIGATORS DEY CAN BE READY TO MEET 60 HR  
INCREMENT, COLUMN U. AVERAGE TIME PER AVAILABLE ACFT LOW DUE TO  
PROGRAMMING OF FLY HRS TO MEET HIGHER HQ COMMITMENTS. PART II:  
NEG. PART III: I CONSIDER THE 360TH BOMB WING FULLY CAPABLE.

SPECIAL INSTRUCTIONS

*CZA*  
*DO*  
*WCR*  
*DOTM*  
*DOTR CWT*

DATE	TIME
18	2102
MONTH	YEAR
NOV	57

SYMBOL  
**DOTR**

TYPED NAME AND TITLE (Signature not required)  
**CHARLES W. HARTER, CAPTAIN, USAF**

PHONE **3661** PAGE **1** HR. OF **1**  
SECURITY CLASSIFICATION

SIGNATURE

TYPED (or stamped) NAME AND TITLE

DECLASSIFIED IAW EO 13526





JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

*23 NOV 57 15 J*

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>OO</b>	BOOK	MULTI	SINGLE	<b>AF</b>		
INFO	<input checked="" type="checkbox"/>					

FROM: COMBOMCOM 340 WHITEMAN AFB MO

TO: CINCSAC OFFUTT AFB NEBR  
 COMAF 8 WESTOVER AFB MASS  
 COMAF 2 BARKSDALE AFB LA  
 COMAF 15 MARCH AFB CALIF

SPECIAL INSTRUCTIONS

/SECRET/ZIPFO 11-117 -2-SAC-VL REPT AS OF 0001 CST 25 NOVEMBER 57

PART I. A. 340WB; B. 3/3, 3/9, 6/25, 10/28, 11/31, 12/31, 21/36, 30/39, 40/40, 15/15; C. B-47B; D. 48; E. 48; F. 0; G. 1; H. 8; I. 9; J. 0; K. 15; L. 15; M. 13; N. 11; O. 290; P. 1859, Q. 1600, R. 201, S. 201, T. 1128; U. 27.8; V. 1071; W. 218; X. 200; Y. 200; Z. 192; AA. 11; AB. 18; AC. REMARKS: B-47B 51-2119 DROPPED AT 12:15 CST 18 NOVEMBER 57 TO IRAN, DOUGLAS ACFT CORP., TULSA, OKLAHOMA. GREN PICKUP REQUESTED BY DOUGLAS ACFT CORP., TULSA, 21 NOV 57, FOR B-47B 51-2278. ACFT ASSIGNED IAW PAR 5A(2), SACR 55-10/REG/REG/ COLUMN G. B-47B 51-2323 NO. 1 ENGINE AIR DUCT CHANGE. PART II. NEG. PART III. I CONSIDER THE 340TH BOMB WING FULLY CAPABLE.

*101-2100-10 K 14-T  
 125-25-100. Don't 5 715.  
 217-27 Nov 57 107 11 76-5- AM DT 110*

*A-87-978*

DATE	TIME
<b>25</b>	<b>1535Z</b>
MONTH	YEAR
<b>NOV</b>	<b>57</b>

SYMBOL  
**DOTR**

TYPED NAME AND TITLE (Signature required)  
**W L ROBERTS, CAPTAIN, USAF**

PHONE **3601** PAGE NO. **1** NR. OF PAGES **1**

SECURITY CLASSIFICATION

SIGNATURE

TYPED (or stamped) NAME AND TITLE

RECEIVED

**SECRET**

DECLASSIFIED IAW EO 13526





JOINT MESSAGEFORM

SECURITY CLASSIFICATION

(IF A. F. BELOW RESERVED FOR COMMUNICATION CENTER)

PRECEDENCE	TYPE MSG (C, I, R)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>CR</b>	BOOK MULT. SINGLE	<b>AV</b>		
INFO	<b>X</b>			

FROM:

COMBONUM 340 WILTMAN AFB MD

TO: GERSAG OFFICE AFB WICH  
COMB 6 WESTOVER AFB MASS  
COMB 2 BARKSDALE AFB LA  
COMB 15 MARCH AFB CALIF

*SECRET/EXTRA R-016* D-SAG-VI REPORT AS OF 0001 CST 2 ~~XXXXXX~~  
 REF: 1997; PART I. A. MACH: B. 3/3, 3/9, 6/25, 10/28, 11/11, 12/24,  
 24/26, 30/30, 40/40, 45/45; C. D-47B; D. 47; E. 48.5; F. 0; G. 0;  
 H. 0-0; I. 0; J. 0; K. 45; L. 45; M. 15; N. 11; O. 290; P. 1879;  
 Q. 1600; R. 204; S. 204; T. 1428; U. 28.5; V. 1601; W. 274; X. 254;  
 Y. 256; Z. 244; AA. 14; AB. 18; AC. REMARKS: D-47B 51-2125 DROPPED  
 25 NOVEMBER 1997 TO IRAN, DOUGLAS ACFT. CORP., TUSLA, OKLAHOMA.  
 51-2189 DROPPED 27 NOVEMBER 1997 TO IRAN, LOCKHEED ACFT. CORP.,  
 MARIETTA, GEORGIA. 51-2297 ASSIGNED FROM IRAN, LOCKHEED ACFT. CORP.,  
 MARIETTA, GEORGIA. JAWANS DIRECTIVE A57-996 DTD. 27 NOVEMBER 1997.  
 PART II. REQ. PART III. I CONSIDER THE 140TH BOMB WING FULLY CAPABLE.

SPECIAL INSTRUCTIONS

*Handwritten notes and initials in the special instructions box.*

DATE 2 22 23  
 MONTH YEAR  
 DEC 1997

SYMBOL **DOT/obj**  
 TYPED NAME AND TITLE **CHAS. ROBERTS, CAPTAIN, USAF**  
 PHONE **2401** PAGE **1** NR. OF PAGES **1**  
 SECURITY CLASSIFICATION

SIGNATURE *[Handwritten Signature]*  
 TYPED NAME AND TITLE





JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION <b>00</b>	BOOK	MULTI	SINGLE			
INFO <b>00</b>		<b>X</b>		<b>AF</b>		

FROM: 4081 HARMON

SPECIAL INSTRUCTIONS

TO: SAC OFFUTT  
2 BARKSDALE  
8 WESTOVER  
15 MARCH  
INFO 340 WHITEMAN

/SECRET/ZIPPO/11-070/2-SAC-VI AS OF 0001 11 NOV 1957.

A. 340 AREFS  
B. 14/24: 14/24: 18/24: 18/24: 18/24: 19/24: 19/24: 19/24: 20/24.  
COL. C KC-97F, KC-97G: D. 10-11: E. 8-11: F. NEG-NEG: G. 1-NEG:  
H. 1-1, 1-0: I. N/A, N/A: J. N/A, N/A: K. 24: L. 24: M. 6: N. 4:  
O. 168: P. 626: Q. 262: R. 128: S. 114: T. 756: U. 27.6: V. 176:  
2. 45: X. 37: Y. 37: Z. 37: AA. 3: AB. 8: AC. REMARKS: Col. E.  
KC-97G 146 RETURNED FROM OAMA: COL. Z. CAUSED BY THE FOLLOWING  
2. MAINTENANCE, 1 OPERATIONS RESCHEDULING: COL. AA. CAUSED BY THE  
FOLLOWING- 5 MAINTENANCE CANCELLATIONS, 3 AOCF: 1 CONSIDER THE  
340TH AIR REFUELING SQUADRON FULLY CAPABLE.

A certified True Copy:

*Robert E. Cassidy*  
ROBERT E. CASSADY  
Lt. Col., USAF

DATE	TIME
12	2045Z
MONTH	YEAR
NOV	57

SYMBOL		SIGNATURE	
TYPED NAME AND TITLE (Signature, if required)		TYPED (or stamped) NAME AND TITLE	
PHONE	PAGE NR.	NR. OF PAGES	
SECURITY CLASSIFICATION		REF ID: A50000	

**SECRET**  
DECLASSIFIED IAW EO 13526

11



JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION 00	BOOK	MULTI	SINGLE	AP		
INFO 00		<input checked="" type="checkbox"/>				

FROM: 4081 HARMON

SPECIAL INSTRUCTIONS

TO: SAC OFFUTT  
 2 BARKSDALE  
 8 WESTOVER  
 15 MARCH  
 INFO 340 WHITEMAN

/SECRET/ZIPPO/11-117/2-SCA-V1 AS OF 0001 18 NOV 1957.

A. 340 AREFS

B. 17/24; 17/24; 17/24; 17/24; 17/24; 17/24; 17/24; 18/24; 18/24;

C. KC-977. KC-978; D. 10-11; E. 8-10.5; F. NEG, NEG; G. 1, NEG;

H. 1-1, 1-NEG; I. N/A, N/: J. N/A, N/A. K: 24; L. 24; M. 6; N. 4;

O. 168; P. 626; Q. 626; R. 128; S. 114; T. 756; U. 31.5; V. 325;

W. 73; X. 64; Y. 64; Z. 64; AA. 5; AB. 10; AC. REMARKS; COL E.

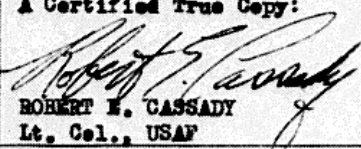
RETURNED KC-978 189 and KC-978 192 TO LIZ 15 NOV 1957; COL ZA.

CAUSED BY THE FOLLOWING--5 MAINTENANCE; COL. AB. CAUSED BY THE

FOLLOWING-- 7 MAINTENANCE CANCELLATIONS, 3 AOCF. I CONSIDER THE

340THE AIR REFUELING SQUADRON FULLY CAPABLE.

A Certified True Copy:

  
 ROBERT H. CASSADY  
 Lt. Col., USAF

DATE TIME

MONTH YEAR

SYMBOL

SIGNATURE

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FROM: 4081 HARMON

SPECIAL INSTRUCTIONS

TO: SAC OFFUTT  
 2 BARKSDALE  
 8 WESTOVER  
 15 MARCH  
 INFO 340 WHITESMAN

/SECRET/ZIPPO 11-196/2-SAG-VI AS OF 0001 258NOV 1957

- A. 340 ARFFS
- B. 16/26; 16/26; 17/26; 17/26; 17/26; 17/26; 19/26; 19/26; 19/26;
- C/ KC-97F, KC-97G; D. 10-11; E. 8-10.5; F. HMG, HMG; G. 1, HMG;
- H. 1-1, C-0; I. N/A, N/A; J. N/A, N/A; K. 26; L. 26; M. 4; N. 2;
- O. 168; P. 626; Q. 626; R. 128; S. 114; T. 756; U. 28.5; V/179.55
- W. 100; X. 88; Y. 88; Z. 88; AA. 8; AB. 12; AC. REMARKS: COLUMN
- X, L, M, & N 2 CREWS UPGRADED TO COMBAT READY. COLUMN AA CAUSED
- BY THE FOLLOWING: 5 MAINTENANCE, 2 ATC, 1 EMERGENCY ON RUNWAYS,
- COLUMN AB CAUSED DS THE FOLLOWING: 9 MAINTENANCE CANCELLATIONS
- 340
- 3 AOCF. I CONSIDER THE 340TH AIR REFUELING SQUADRON FULLY CAPABLE.

A Certified True Copy:

*Robert E. Cassidy*  
 ROBERT E. CASSADY  
 Lt. Col., USAF

DATE	TIME
25	2115Z
MONTH	YEAR
NOV	1957

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ACTION <b>00</b>	BOOK	MULTI	SINGLE			
INFO <b>00</b>		<b>X</b>		<b>AF</b>		

FROM: 4081 HARMON

SPECIAL INSTRUCTIONS

TO: SAC OFFUTT  
 2 BARKSDALE  
 8 WESTOVER  
 15 MARCH  
 INFO 340 WHITEMAN

/ S E C R E T / ZIPPO 12-060/2-SAG-V1 AS OF 0001 2 DEC 1957.

A. 3/0 AREFS

B. 19/26; 19/26; 19/26; 16/26; 19/26; 19/26; 19/26; 19/26; 19/26;

C. KC-97F, KC-97G; D. 10-11; E. 8- 10.8; F. NEG-NEG; G. 1-QEO;

H. 1-1, NEG-NEG; I. N/A, N/A; J. N/A, N/A; K. 26; L. 26; M. 4;

N. 2; O. 168; P. 626; Q. 626; R. 127; S. 114; T. 756; U. 30.8;

V. H612; W. 129; X. 117; Y. 117; Z. 117; AA. 8; AB. 12; AC. REMARKS.

COL. E. KC-97F 299 ARRIVED WHAFB 27 NOV 1957 FROM WAFB; COL. AA.

CAUSED BY THE FOLLOWING--1 OPERATIONS, 1 EMERGENCY ON RUNWAY,

2 ATC, 4 MAINTENANCE; COL. AB. CAUSED BY THE FOLLOWING--3 AOCF, 9

MAINT-NANCE CANCELLATIONS; I CONSIDER THE 340TH AIR REFUELING

SQUADRON FULLY CAPABLE.

A Certified True Copy:

*Robert E. Cassidy*  
 ROBERT E. CASSADY, Lt. Col., USAF

DATE	TIME
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MONTH	YEAR
DEC	1957

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HEADQUARTERS 340TH BOMBARDMENT WING, MEDIUM  
UNITED STATES AIR FORCE  
Whiteman Air Force Base  
Missouri

Part IV. Wing Commander's Remarks

November 1957

1. Hours Flown Performing Missions Ordered By:

a. Higher Headquarters

	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1) Ferrying Iran Aircraft		46:00	31:50

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	Air Force Regulation 60-2	- INCLUDED IN 4 -	
2	POP UP Training	285	83
3	SACR 51-4 Standardization Checks	INCLUDED IN 4 -	
4	Combat Ready Crew Training	123	562
4a	Bombing Competition	34	35
4b	Operation IRON BAR	531	517
4c	ADS Loading Training	24	15
4d	Ferry to and from Iran	46	32
4e	Operation OLD TIMER	21	21
5	Non-combat Ready Crew Training	251	158
6	Strategic Evaluation	145	141
7	Staff SACR 51-4 and AFR 60-2	85	5
8	Test Hops	55	32
	TOTAL	1600	1601

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340th Bombardment Wing Commander's Remarks

November 1957

Under the provisions of 8AF Message DOT<sup>4</sup> 62556, 6:00 hours in September, 10:20 hours in October and Negative hours in November were subtracted from Combat Ready flying time and credited to Non-Combat Ready flying time.

Reference Priority 2: POP UP flying time was curtailed by weather and 8AF message (SECRET) DO 24168, 3 November 1957, which limited training activity to not more than six (6) selected crews.

Reference Priority 5 and 7: Non-Combat Ready Crew and Staff flying time was reduced in an effort to gain refueling proficiency for Combat Ready crews in preparation for Operation IRON BAR.

(2) Flying time programmed for the following month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
<del>1</del>	Air Force Regulation 60-2	INCLUDED IN 4 & 5
2	POP UP Training	331
3	Standardization Board 51-4	98
4	Noncombat Ready Crew Training	330
5	Combat Ready Crew Training	148
5a	Operation PACE SETTER X	157
5b	Operation IRON BAR	167
5c	Ferry to and from Iran	15
6	Test Hops	<u>30</u>
	TOTAL	1276

2. Weather or Local Conditions: Not Applicable

3. Restrictive Directives: Not Applicable

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340th Bombardment Wing Commander's Remarks

November 1957

4. Combat Crew Member gains and losses:

a. Gains:

7 Aircraft Commanders

6 Co-Pilots

3 Navigators

b. Losses:

Aircraft Commanders	- 10	2 to PCS. 3 to Spare pending assignment of Navigators. 1 to B-52 program. 1 to Spare pending 36-70 action. 3 to New Primary AFSC.
Co-Pilots	- 9	1 to Spare TDY Sq. Off. Course. 1 to Spare pending assignment of Navigator. 5 to Spare pending release from service. 1 to B-52 program. 1 to Spare pending DOS of co-pilot on Crew R63.
Navigators	- 6	1 to Wing Staff, OIC Target Material Section. 1 to Spare. Not qualified IAW 51-19. Awaiting quota to Hi-speed Navigation Course. 1 Released from service. 1 to B-52 program. 1 to Spare pending release from service. 1 to PCS.

5. Crew Member Changes:

5 Aircraft Commanders

4 Co-Pilots

4 Navigators

6. New Crews

<u>CREW NO.</u>	<u>DATE FORMED</u>	<u>PROJECTED CR DATE</u>
IN 89	16 October 1957	15 June 1958
IN 85	16 October 1957	30 July 1958
IN 76	16 October 1957	30 June 1958

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340th Bombardment Wing Commander's Remarks

November 1957

7. Incomplete Combat Maintenance Crews:

CREW NUMBER: 404

CREW POSITION, NAME, AND GRADE: AC, Carter, Robert F. Lt. Colonel

SECONDARY DUTY AFSC: 0066A

JOB ASSIGNMENT: Deputy Director of Materiel

DATE LAST STANDARDIZATION BOARD TACTICAL AIRCRAFT: March 1955

RESULT: Completed Successfully

TACTICAL AIRCRAFT FLYING HOURS THIS PERIOD: 6:30

CREW POSITION, NAME AND GRADE: CP, Metz, Wilbur O. Major

SECONDARY DUTY AFSC: 4351

JOB ASSIGNMENT: Production Control Officer

DATE LAST STANDARDIZATION BOARD TACTICAL AIRCRAFT: 28 March 1957

RESULT: Completed Successfully

TACTICAL AIRCRAFT FLYING HOURS THIS PERIOD: 12:20

CREW NUMBER: 405

CREW POSITION, NAME, AND GRADE: AC, Bessant, Aaron Z. Major

SECONDARY DUTY AFSC: 4316

JOB ASSIGNMENT: Chief of Maintenance

DATE LAST STANDARDIZATION BOARD TACTICAL AIRCRAFT: 15 October 1956

RESULT: Completed Successfully

TACTICAL AIRCRAFT FLYING HOURS THIS PERIOD: 16:25

CREW POSITION, NAME, AND GRADE: CP, Matis, George J. Major

SECONDARY DUTY AFSC: 4331

JOB ASSIGNMENT: Squadron Commander, Field Maintenance

DATE LAST STANDARDIZATION BOARD TACTICAL AIRCRAFT: 16 July 1957

RESULT: Completed Successfully

TACTICAL AIRCRAFT FLYING HOURS THIS PERIOD: 19:00

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340th Bombardment Wing Commander's Remarks

November 1957

CREW NUMBER: 406

CREW POSITION, NAME, AND GRADE: AC, White, Jess E. Major

SECONDARY DUTY AFSC: 4344

JOB ASSIGNMENT: Squadron Engineering Officer

DATE LAST STANDARDIZATION BOARD TACTICAL AIRCRAFT: October 1957

RESULT: Completed Successfully

TACTICAL AIRCRAFT FLYING HOURS THIS PERIOD: None

CREW POSITION, NAME, AND GRADE: CP, Reed, Robert W. Major

SECONDARY DUTY AFSC: 4341

JOB ASSIGNMENT: Squadron Engineering Officer

DATE LAST STANDARDIZATION BOARD TACTICAL AIRCRAFT: 4 September 1956

RESULT: Completed Successfully

TACTICAL AIRCRAFT FLYING HOURS THIS PERIOD: 25:40

8. Crew Status Changes:

R69, 3 Sep 57, disbanded. A/C to Spare pending PCS.  
CP to spare TDY Sq. Off. Course.  
NAV to Crew R94.

N39, 3 Sep 57, disbanded. A/C to Spare pending assignment of  
Navigator.  
CP to spare pending release from service.  
NAV to Crew N66.

N37 to R37, 5 Sep 57, upgraded.

L61 to R61, 6 Sep 57, downgraded. Standboard evaluation failure.

N93 to R93, 10 Sep 57, upgraded.

N58, 17 Sep 57, disbanded. A/C and CP to Spare pending assignment  
Navigators.  
NAV released from service.

L27 to IN27, 17 Sep 57, downgraded. TDY to B-52 Program.

IN27, 20 Sep 57, disbanded. PCS to B-52 Program.

NO2 to R02, 27 Sep 57, upgraded.

N36 to R36, 27 Sep 57, upgraded.

NO4 to R04, 27 Sep 57, upgraded.

N40 to R40, 27 Sep 57, upgraded.

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340th Bombardment Wing Commander's Remarks

November 1957

R49, 1 Oct 57, disbanded. A/C to Spare pending PCS.  
CP to Spare pending DOS of CP on Crew R63.  
NAV to Crew R87.

R61 to L61, 1 Oct 57, upgraded.  
L50 to S50, 3 Oct 57, upgraded.  
N01 to R01, 23 Oct 57, upgraded.  
N33 to R33, 31 Oct 57, upgraded.  
LO5 to IN05, 6 Nov 57, downgraded. TDY to B-52 Program.  
IN85 to N85, 7 Nov 57, upgraded.  
L61, 12 Nov 57, disbanded. A/C to Crew R80.  
CP to Crew L56.  
NAV to PCS.

IN05, 20 Nov 57, disbanded. PCS to B-52 Program.  
IN60 to N60, 21 Nov 57, upgraded.

9. Standardization Crews:

<u>CREW NUMBER</u>	<u>ORIGINAL DATE OF ASSIGNMENT</u>	
S18	October	1955
S12	November	1956
S19	November	1956
S43	April	1956
S45	April	1956
S10	June	1957
S50	June	1957
L74	August	1957

10. Refueling Data:

<u>a. Individual Sorties:</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
(1) Number of refueling sorties confirmed(B-47)			
(a) B-47	73*1	96*4	119*5
(b) KC-97		74	107
(2) Number of refueling sorties air-borne (B-47)	69*2	85*3,4	122*5
(3) Number of sorties completing electronic rendezvous (B-47)	36*2	39*3	105*5
(a) Two receivers with one tanker	9	13	11
(b) One receiver with one tanker	16	26	94*5
(c) One receiver with two tankers	11	0	0



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340th Bombardment Wing Commander's Remarks

November 1957

Individual Sorties (Continued):	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
(4) Number of sorties not completing electronic rendezvous:	38	60*4	19
(a) Receiver cancelled maintenance	5	3	2
(b) Tanker cancelled maintenance	16	9	3
(c) Receiver Air Abort	1	1	4
(d) Tanker Air Abort	2	2	1
(e) Receiver Rendezvous equipment malfunction	1	0	0
(f) Pilot upgrade mission not scheduled for rendezvous	7	26	7
(g) Tanker late takeoff and weather	2	7*4	2
(h) Receiver late takeoff	3	1	0
(i) Receiver cancelled weather	1	8	0
(j) Receiver cancelled operations	0	3	0
(5) Number of refueling sorties transferring required fuel (B-47)	37*2	50*3	110*5
(a) Two receivers with one tanker	15	10	14
(b) One receiver with one tanker	14	40	96*5
(c) One receiver with two tankers	8	0	0
(6) Number of refueling sorties failing to transfer required fuel (B-47)	37	49*4	15
(a) Receiver cancelled maintenance	5	4	3
(b) Tanker cancelled maintenance	19	17	5
(c) Receiver Air Abort	3	1	4
(d) Tanker Air Abort	3	2	1

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340th Bombardment Wing Commander's Remarks

November 1957

(6) Number of refueling sorties failing transfer required fuel(B-47)(Contd):	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
(e) Tanker late takeoff and weather	1	8#4	2
(f) Receiver late takeoff	3	2	0
(g) Receiver cancelled weather	0	10	0
(h) Receiver cancelled operations	0	0	0
(i) Weather (NCR Crew)	1	0	0
(j) Shared Tanker, Insufficient fuel transferred	2	0	0
(k) Crew Proficiency	0	1	0
(l) Airborne receivers rescheduled due to weather	0	4	0

Reference - #1: Reference our message DO 719, 26 October 1957, seven (7) sorties were not scheduled because of incompatibility with departure of 340th AREFS.

Reference - #2: One unscheduled airborne sortie accomplished one rendezvous and one refueling.

Reference - #3: Three unscheduled airborne sorties accomplished one rendezvous and one refueling each.

Reference - #4: Eight mass refueling sorties from October were carried in the October T-12 report as scheduled. These figures have been revised to reflect that these sorties had their tankers cancelled before takeoff and are not shown on this report as scheduled refueling sorties.

Reference - #5: Six unscheduled airborne sorties accomplished six refuelings and four rendezvous.



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340th Bombardment Wing Commander's Remarks

November 1957

b. Mass Night Cell Sorties:	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
(1) Number of refueling sorties confirmed:			
(a) B-47	22	20*3	63
(b) KC-97		28	63
(2) Number of refueling sorties airborne	22*1	16*2,3	63
(3) Number of sorties completing elec- tronic rendezvous (B-47)	15*1	10*2	59
(4) Number of sorties transferring re- quired fuel (B-47)	13*1	12*2	58
(a) Two receivers with one tanker	0	0	0
(b) One receiver with one tanker	5	12	58
(c) One receiver with two tankers	8	0	0

Reference - \*1: One unscheduled airborne sortie accomplished one rendezvous and one refueling.

Reference - \*2: One unscheduled airborne sortie accomplished one rendezvous and one refueling.

Reference - \*3: Eight mass refueling sorties from October were carried in the October T-12 report as scheduled. These figures have been revised to reflect that these sorties had their tankers cancelled before takeoff and are not shown on this report as scheduled refueling sorties.

TOTAL FUEL TRANSFERRED:	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Gallons:	133,385	178,615	513,538
Pounds:	867,000	1,161,000	3,338,000

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340th Bombardment Wing Commander's Remarks

November 1957

11. Additional Materiel and Personnel Problems:

- a. Materiel: Not Applicable
- b. Personnel: Although not affecting the quantity of personnel assigned to this unit the recently initiated "early out" option for crew members with DOS has caused a severe regression in upgrading of noncombat ready crews. Copilots on Ready crews electing "early out" options must be replaced as soon as possible. This in turn requires intensive training of available noncombat ready copilots or, of a necessity, downgrading or regression of combat ready crews.

12. Comments of the Wing Commander:

a. POP UP: In accordance with paragraph 10, 8AF Letter DO, (CONF), 18 October 1957, Subject: Initial Training of Medium Bomb Wings in the "Pop Up" Tactic, the following information is submitted:

- (1) Number of crews completing:
  - (a) Mission #1, Phase I. 15
  - (b) Mission #2, Phase I. 5
  - (c) Mission #3, Phase I. 4
  - (d) Mission #4, Phase I. 3
- (2) Number of crews requiring additional missions in Phase I training: None
- (3) Operational Problems: Weather was responsible for only fourteen complete "Pop Up" missions out of forty-six missions scheduled during November.
- (4) Maintenance or Materiel Problems: None

b. The weather factor cited in paragraph a (3) above has affected upgrading of noncombat ready crews. The requirement for only selected IP crews to be trained in the "Pop Up" tactic has limited the number of noncombat ready crew sorties. Back up missions are prepared and scheduled to replace any Pop Up mission that is cancelled. However, IP's scheduled on a Pop Up mission are not available to fly with noncombat ready crews since they must be rescheduled for Pop Up on the subsequent day. This condition will prevail until Pop Up training is completed.

c. During the month of November the noncombat ready training was hindered further by a requirement to obtain maximum refueling proficiency on all combat ready crews in preparation for Operation IRON BAR.



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340th Bombardment Wing Commander's Remarks

November 1957

d. As stated in paragraph 11, this report, the "early out" option availability to personnel with DOS has created a training problem area. Withdrawal of combat ready personnel under this act requires intensive spot training of individuals withdrawn from noncombat ready crews. This type of training is dictated to prevent regression or downgrading of the Units combat ready strength. This condition is detrimental to the established procedure of training integral crews and will continue until sufficient personnel can be trained as combat ready replacements.

e. All of the above listed conditions have had a retarding effect on this Units upgrading program and of a necessity all projected upgrade dates have been extended approximately forty-five days to present a more realistic forecast of this Units combat capability.

## 13. Ground Training:

### a. Phase Training:

- (1) Total number of combat ready crews responsible for Phase II of SAC Regulation 50-24 requirements: 34.
- (2) Cumulative total of the above crews that have completed Phase II requirements: 32. (Includes 6 disbanded crews)
- (3) Number of crews scheduled for block training the month of this report: 5.
- (4) Number of crews that attended block training the month of this report: 5.
- (5) Number of crews that completed block training the month of this report: 5.

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340th Bombardment Wing Commander's Remarks

November 1957

- (3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 4.
- (4) Number of crews that completed special weapons training the month of this report: 4.
- (5) Explanation of factors if scheduled crews did not accomplish training: N/A.
- (6) Number of crews scheduled to accomplish special weapons training the month subsequent to this report: 14.

14. Hi Jinks Tactics:

<u>CREW NUMBER</u>	<u>GROUND SCHOOL COMPLETED</u>	<u>CHECKED OUT FOR SOLO</u>
R80	Yes	Yes
R01	Yes	No
N30	No	No
N31	No	No
N51	No	No
N57	No	No
N35	No	No
N41	No	No
N48	No	No
R40	Yes	No
R97	Yes	No
R04	Yes	No
N60	No	No
N67	No	No
IN89	No	No
N85	No	No
IN76	No	No

  
HAROLD E. HUMFELD  
Colonel USAF  
Commander

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340th. Bombardment Wing Commander's Remarks December 1957  
Annex I in accordance with SAF message (UNCL) DOT 63907, 5 December 1957

10A.(1) TANKER SCHEDULE 4060 321 90 307 340 40 68 2 310 91  
TH ST TH TH TH TH TH TH ND TH ST

(2) TANKER SCHEDULE

September	0	0	0	0	66	0	10	0	0	0
October	0	27	0	0	0	0	47	0	0	0
November	0	0	10	20	0	25	0	26	11	11

(3) TANKER SCHEDULE

September	0	0	0	0	0	0	0	0	0	0
October	6	0	0	0	0	0	6	0	0	0
November	0	0	0	0	6	0	0	0	0	0

(4) EFFECTIVE TANKER SORTIES

September	0	0	0	0	36	0	3	0	0	0
October	6	16	0	0	0	0	20	0	0	0
November	0	0	7	17	5	24	0	23	9	9

(5) REMARKS: In September boot-leg tankers and receivers were effective as follows; 1-340th., In November boot-leg tankers and receivers were effective as follows; 1-55th., 4-68th., 1-340th.

10B.(1) RECEIVER SCHEDULE

September	0	0	0	0	63	0	10	0	0	0
October	6	43	0	0	0	0	55	0	0	0
November	0	0	16	26	6	25	0	26	11	11

(2) EFFECTIVE RECEIVER SORTIES

September	0	0	0	0	34	0	3	0	0	0
October	6	26	0	0	0	0	22	0	0	0
November	0	0	13	21	5	24	0	23	9	9

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340th. Bombardment Wing Commander's Remarks December 1957  
Annex I In accordance with EAF message (UNCL) DOT 63907, 5 December 1957

(3) TANKER ABORTS BY TYPE	4060	321	90	307	340	40	68	2	310	91
	TH	ST	TH	TH	TH	TH	TH	ND	TH	ST
September	0	0	0	0	3	0	0	0	0	0
October	0	2	0	0	0	0	0	0	0	0
November	0	0	0	1	0	0	0	1	0	0

## (4) TANKER CANCELATIONS

September	0	0	0	0	12	0	7	0	0	0
October	0	(10) 5	0	0	0	0	(9) 11	0	0	0
November	0	0	1	2	1	0	0	1	2	0

## (5) RECEIVER ABORTS BY TYPE

September	0	0	0	0	(7) 8	0	0	0	0	0
October	0	(1)	0	0	0	0	(2) 1	0	0	0
November	0	0	0	0	0	1	0	1	0	2

## (6) RECEIVER CANCELATIONS BY TYPE

September	0	0	0	0	5	0	0	0	0	0
October	0	(4)	0	0	0	0	(3) 2	0	0	0
November	0	0	0	0	0	0	0	0	0	0

## (7) WEATHER CANCELATIONS AND ABORTS

September	0	0	0	0	2	0	0	0	0	0
October	0	(2) 4	0	0	0	0	19	0	0	0
November	0	0	2	0	0	0	0	0	0	0

- (8) REMARKS: In auditing the above cancelations and aborts, attention is directed to the figures in parenthesis. Refuelings in which two receiver sorties are scheduled against a single tanker sortie require that aborts and cancelations be accounted for seperately. In those instances where receiver sorties vary from tanker sorties, the receiver sorties are shown above the tanker sorties in parenthesis.



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C O N F I D E N T I A L

340th Air Refueling Squadron  
APO #864, New York, New York

9-SAC-TL2 Part III Sept - Oct - Nov 1957

Squadron Commander's Remarks:

A. Hours Flown Performing Missions Ordered By:

1. Higher Headquarters: Not Applicable

2. Eighth Air Force:

	Programmed	Accomplished
a. Air Force Reg 60-2	00	00
b. Higher Headquarters:		
(1) Iron Bar	72	108
(2) Ferry aircraft to Loring AFB	00	11
(3) Ferry crew to Whiteman and return	00	15
(4) Ferry aircraft from Whiteman to Harmon	00	7
(5) Ferry aircraft from OCAMA to Harmon	00	10
* c. Noncombat ready crew training	30	44
d. Combat ready crew training	<u>524</u>	<u>416</u>
Total	626	611
Test Hops	00	17
Total	<u>626</u>	<u>628</u>

\* Noncombat ready crews flew an additional 22100 hours during Higher Headquarters missions.

3. Eighth Air Force Training Priorities for December 1957:

a. Air Force Reg 60-2	00
b. Higher Headquarters:	
(1) Re-deployment of Unit to ZI	180
(2) Iron Bar	224
(3) Reflex Action	124
c. Noncombat ready crew training	60
d. Combat ready crew training	<u>41</u>
Total	<u>629</u>

B. Test Hops:

1. 32 sorties
2. 43 hours

C. Weather or Local Conditions: Not Applicable

D. Restrictive Directives: Not Applicable

C O N F I D E N T I A L



CONFIDENTIAL

340th AREFS  
Nov 1957

E. Crew Data:

1. Combat Crew Member Gains and Losses:

a. Gains: 1 Aircraft Commander  
5 Pilots  
7 Navigators  
1 Radio Operator

b. Losses: 1 Aircraft Commander PCS  
2 Pilots PCS  
1 Pilot DCS  
1 Pilot DCS  
1 Pilot Spare pending assignment as A/C  
5 Navigators Spare TDY Randolph  
2 Navigators PCS  
1 Radio Operator DCS  
1 Boom Operator Removed for sub-standard performance  
PCS

2. Crew Member Changes:

4 Aircraft Commanders  
8 Pilots  
9 Navigators  
1 Engineer  
2 Radio Operators  
1 Boom Operator

3. New Crews:

Number	Date Formed	Date of Up-grading
M-36	5 Sept 57	15 Dec 57
M-37	17 Oct 57	1 Apr 58
M-38	17 Oct 57	1 Apr 58
M-39	19 Nov 57	10 Dec 57

4. Incomplete Combat Maintenance Crews: Not Applicable

5. Crew Status Changes:

- a. T-11 down-graded to M-11, 6 Sept 57. A/C not combat ready
- b. T-23 down-graded to M-23, 6 Sept 57. A/C not combat ready
- c. M-11 up-graded to T-11, 11 Sept 57.
- d. T-16 down-graded to M-16, 3 Sept 57. Nav not combat ready
- e. T-25 down-graded to M-25, 19 Sept 57. Pilot not combat ready
- f. M-25 up-graded to T-25, 19 Sept 57.
- g. M-23 up-graded to T-23, 18 Oct 57.
- h. M-16 up-graded to T-16, 16 Nov 57.
- i. M-35 up-graded to T-35, 16 Nov 57
- j. T-18 disbanded, 19 Nov 57. Location of crew members is as follows:

A/C - T-26      N- Spare      NO - M-39  
P - T-24      M- M-39      BO - Spare

CONFIDENTIAL

C O N F I D E N T I A L

340th AREFS  
Nov 57

6. Standardization Crews:

- a. T-01, Feb 56
- b. T-06, Feb 56

F. Refueling Data:

1. Individual Sorties:

	Sep	Oct	Nov
a. Number of sorties confirmed	62	66	77
b. Number of sorties airborne	58	38	66
c. Number of sorties completing electronic rendezvous	51 $\frac{1}{2}$	36	62
(1) Single	30	36	60
(2) Double	21 $\frac{1}{2}$	0	2
d. Number of sorties not completing rendezvous	10 $\frac{1}{2}$	30	15
(1) Singles:			
Tankers cancelled maintenance	3	0	10
Receivers cancelled	1	3	3
Tanker late take-off	1	0	0
Tanker air abort	1	2	2
Tanker aircraft malfunction	1	0	0
Higher Headquarters cancellations	0	25	0
(2) Doubles:			
Tankers cancelled maintenance	1	0	0
Receivers cancelled	$\frac{1}{2}$	0	0
Tanker late take-off	1	0	0
Tanker aircraft malfunction	1	0	0
e. Number of sorties transferring required fuel	50	34	56
(1) Singles	29	34	54
(2) Doubles	21	0	2
f. Number of sorties not transferring required fuel	12	32	21
(1) Singles:			
Tankers cancelled maintenance	3	0	10
Receivers cancelled	1	3	3
Tanker late take-off	1	0	0
Tanker air abort	1	2	2
Tanker aircraft malfunction	1	0	0
Weather	0	2	1
Higher Headquarters cancellations	0	25	0
Receiver air abort	0	0	3
Receiver IFR malfunction	0	0	2
(2) Doubles:			
Tanker cancelled maintenance	1	0	0
Receiver cancelled	$\frac{1}{2}$	0	0
Tanker late take-off	1	0	0
Tanker boom malfunction	1	0	0
Tanker aircraft malfunction	$\frac{1}{2}$	0	0



C O N F I D E N T I A L

340th AREFS  
Nov 57

g. Mass Night Cell

	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>
(1) Number of sorties confirmed	21	0	20
(2) Number of sorties airborne	20	0	20
(3) Number of sorties completing rendezvous	19	0	20
(4) Number of sorties transferring required fuel			
Singles	6	0	18
Doubles	12	0	0

h. Fuel Transferred:

- (1) 4,012,100 pounds
- (2) 617,246 gallons

G. Additional Materiel and Personnel Problems: Not Applicable

H. Comments or Recommendations of the Squadron Commander: No Comments.

I. Ground Training:

1. Number of crews required to attend 50-24 training	25
2. Number of crews completing	25
3. Number of crews scheduled to attend in December	0

*Robert H. Langdale*  
ROBERT H. LANGDALE  
Lt. Colonel USAF  
Commander

C O N F I D E N T I A L





ROC 1056

ag 638

**SECRET**

DOP-7-955  
4505

# IRON BAR

## 4081<sup>ST</sup> STRATEGIC WING

**OPERATIONS ORDER**

**NO. 39-57**

**DATE 7 NOV 57**

**COPY NO. 48 OF 97 CYS.**



**SECRET**

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HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND

7 NOVEMBER 1957

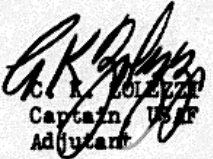
SUBJECT: 4081st Strategic Wing Operations Order 39-57

TO: See Distribution on Basic Order

1. Attached is 4081st Strategic Wing Operations Order 39-57.
2. Nickname for this operation is "IRON BAR".
3. If the inclosure is withdrawn or not attached, the classification of this correspondence will be downgraded to unclassified in accordance with AFR 205-1.

FOR THE COMMANDER:

1 Incl:  
a/s

  
C. E. MOLETT  
Captain USAF  
Adjutant

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HEADQUARTERS 4081 STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 NOVEMBER 1957

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APPENDIX II	Flow Chart
APPENDIX III	Flight Plans
APPENDIX IV	Control Information
APPENDIX V	Reports
APPENDIX VI	Air Refueling
APPENDIX VII	Altitude Reservation Request

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Intelligence

ANNEX C

Communications

ANNEX D

Safety

4081SW  
Opord 39-57  
7 Nov 57  
EH 2384

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ERNEST HARMON AIR FORCE BASE  
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OPERATIONS ORDER

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4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
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7 NOVEMBER 1957

OPERATIONS ORDER 39-57

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TASK ORGANIZATIONS:

4081ST STRATEGIC WING	COLONEL BATJER
4082ND STRATEGIC WING	COLONEL BECK
340TH AIR REFUELING SQUADRON	LT COLONEL LANGDALE
26TH STRATEGIC RECONNAISSANCE WING (GOOSE DETACHMENT)	
DETACHMENT 5, 5TH WEATHER GROUP	MAJOR GISE

1. GENERAL SITUATION: The requirement exists for the 4081st Strategic Wing to furnish air refueling support from the 340th Air Refueling Squadron for the deployment and redeployment of the 341st Bomb Wing to and from Chelveston, United Kingdom. E Hour/Day for this mission is 1400ZULU, 25 November 1957. Unclassified nickname is "IRON BAR". (S)

a. Intelligence: See Annex A (U)

b. Friendly Forces:

(1) MATS and NEA 8th: To provide normal AACS and rescue facilities. (U)

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Operation Order 39-57 (cont'd)

(a) Military Flight Service will not pass departure/arrival messages by HF circuitry for SAC aircraft participating in this operation order. (C)

(2) 341st Bomb Wing: To provide necessary refueling coordination for deployment and redeployment through the Harmon area. (C)

## 2. MISSION:

- a. Provide refueling support for the 341st Bomb Wing deployment on E / 4, E / 5 and E / 6 days. (S)
- b. Provide refueling support for the 341st Bomb Wing redeployment on E / 6, E / 7 and E / 8 days. (S)
- c. Accomplish a unit simulated combat mission for the 340th Air Refueling Squadron to be credited to January-March 1958 SACR 50-8 training quarter. (C)

## 3. TASKS FOR SUBORDINATE UNITS:

- a. 4082nd Strategic Wing: Provide necessary support to the 26th SRW detachment operating out of Goose Air Base as weather scouts in the Harmon refueling areas. (S)
- b. 26th Strategic Recon Wing: Provide weather scout aircraft to operate from Goose Air Base to scout the refueling areas to be supported by the Harmon Task Force. Weather scout aircraft will be launched upon instructions for timing and routes by execution orders from Headquarters, Eighth Air Force. (S)
- c. 340th Air Refueling Squadron:
  - (1) Provide the necessary tanker support required in Annex A. (U)

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Operation Order 39-57 (cont'd)

(2) Assign observers at Pinetree radar site Capable during refueling operations. (C)

d. 54th Air Rescue Squadron: (Goose) - Provide on call search and rescue facilities for coverage of this mission. (U)

3. x. General Instructions:

(1) SAC Manuals 55-3, 55-3A, 55-5A, 55-10, 55-12, 100-1 and Eighth AF Manual 55-1 and SAC Regulation 50-8 will apply. (U)

(2) Flight plans will be submitted in accordance with SAC Regulation 55-3 and SAC Manual 55-12 using SAC Form 121. All phases of this mission for which altitude reservations are authorized carry a Category I precedence. Altitude reservation requests will include both primary and alternate refueling areas and ATC approval will be requested for both routes. (U)

(3) In order to reduce air traffic clearance and control problems during this mission, all position reports will be made using standard altitude reservation request call signs. This is: the aircraft two digit tactical call sign, mission nickname, and cell designator. An example is: Luger 92, Iron Bar, Long Bow Ann (with the same color designator as the receiver cell). (U)

(4) Tanker Task Force Commander is Colonel John F. Batjer. (U)

(5) Project Officer for 4081st Strategic Wing is Major Thomas E. Kuenning, telephone 5191. (U)

(6) Operations will resemble EWP planning factors as closely as possible. However, 341st Bomb Wing will be launched in three equal increments 24 hours apart in order to have daylight arrivals in the

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Operations Order 39-57 (cont'd)

United Kingdom. Deployment air operations will be based on the "E / 72 hours Mass Launch Option". (C)

(7) Delays for crew rest will be in accordance with SAC Regulation 62-19 except that KC-97 refueling missions may be flown with a twelve hour turnaround. (C)

(8) The 340th Air Refueling Squadron will receive USCM credit for the January-March 1958 training quarter. Scoring will be in accordance with SAC Tech Pamphlet 170-1 as amended. All items of SAC Regulation 50-8 which this operations order precludes accomplishment thereof, will be explained on the SAC Form 278 and 278A USCM "Recap" sheet in order that items which cannot be accomplished will not be included when computing the final unit score. (C)

(9) Eight copies of this Operations Order will be forwarded to both Headquarters SAC and Headquarters Eighth Air Force. Each will include a copy of the Flight Plan on a SAC Form 1A. Five copies of the flight plan will be forwarded to CINCONAD, ATTN: COC, plus one copy each to EADF, CADF, CFECR and CFCCR. (U)

(10) SAC Form 498, Refueling Assignment Recapitulation, will be forwarded as follows: One copy with each Operations Order, and five additional copies to CINCONAD, ATTN: COC. (C)

(11) Altitude Reservation Requests will be forwarded with one copy in each Operations Order. (U)

(12) Routes, Schedules and Air Refueling: See Annex A. (U)

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Operations Order 39-57 (cont'd)

(13) Reports: Appendices IV and V of Annex A, Eighth Air Force Manual 55-1 apply. (U)

(a) Headquarters SAC will be an information addressee on the M-27 report. Format will be as outlined in SAC Manual 55-8M, however the mandatory comments are not required. (U)

(14) Special Alert Instructions: The Harmon Task Force is relieved of the alert requirements of Eighth Air Force message DO-8-6048 TS dated 21 Sep 57 from E-Hour/Day (1400Z 25 Nov 57). Alert will be resumed 24 hours after return of aircraft supporting the last main bomber wave of this exercise. In this case, the return is the tanker cell supporting Wave III, Redeployment, of 341st Bomb Wing with tanker landing time at approximately 2206Z, 3 December 1957. (S)

(15) Weather Instructions:

(a) General: Weather support for this operation will be in accordance with SACM 105-1 and 8AFM 55-1. (U)

(b) Deployment and Redeployment Phase:

1. Westover Forecast Center will prepare and transmit forecasts for the designated refueling areas in the Eighth Air Force area of responsibility. Weather scout direction and utilization will be in accordance with Annex I, 8 AFM 55-1. (U)

2. Detachment 5, 5th Weather Group will provide the entire route forecast for the Harmon Task Force tankers by means of the refueling area forecasts provided by Westover Forecast Center. (U)

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Operations Order 39-57 (cont'd)

(c) Transmission of Forecasts: (U)

1. Planning forecasts will be transmitted so as to arrive at Harmon at least 24 hours prior to the first takeoff.

2. Operational forecasts will be transmitted so as to arrive at Harmon at least 12 hours prior to takeoff of first aircraft.

(16) Public information releases: No press release of this operation will be made. If queried the Information Service Office may state only that the unit is conducting normal training. In the event of other SAC aircraft landing at Harmon, their presence may be acknowledged but the unit designation and home station will not be revealed. (U)

(17) Execution orders:

(a) Headquarters SAC will issue execution orders and control deployment phase of this mission. (C)

(b) Parent Air Force Headquarters will issue execution orders and control redeployment phase of this mission. The Task Force Commander will closely monitor all phases of this mission under his supervision due to ever present possibility of adverse weather and/or unforeseen circumstances. (C)

(18) Final crew weather briefings will be held in the Air Refueling Briefing room three hours prior to the cell takeoff. (U)

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Normal

5. COMMAND AND COMMUNICATIONS: (U)

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Operations Order 39-57 (cont'd)

- a. Command: Normal
- b. Communications: See Annex C.

JOHN F. BATJER  
Colonel, USAF  
Commander

OFFICIAL:

*for James D. Watkins*  
BERNARD J. FINAN, JR.  
Colonel, USAF  
Director of Operations

ANNEXES:

- A - Air Operations
- B - Intelligence
- C - Communications
- D - Safety

DISTRIBUTION:

819 Air Division - 3 cys  
801 Air Division - 5 cys  
4082 STRATWG - 5 cys  
4081 C - 2 cys  
4081 DM - 3 cys  
4081 DO - 5 cys  
4081 Historian - 5 cys  
4081 ABGPU - 2 cys  
340 AREFS - 5 cys  
Det 5/5 Wx - 1 cy  
340 AREFS - 30 cys (Crew flimsies)  
4081 CAMRON - 1 cy

INFORMATION:

CINCSAC - 8 cys  
8 AF - 8 cys  
15 AF - 5 cys  
CINCONAD, Ent AFB  
Colo - 5 cys  
COMDR, EADF,  
Stewart AFB, NY - 1 cy  
COMDR, CADF,  
Richards-Gebaur  
AFB, Mo - 1 cy  
COMDR, CFECD,  
Stewart AFB, NY - 1 cy  
COMDR, CFCCR,  
Richards-Gebaur  
AFB, Mo - 1 cy

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HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
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A N N E X A  
T O  
O P E R A T I O N S O R D E R  
3 9 - 5 7  
A I R O P E R A T I O N S

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# SECRET

HEADQUARTERS  
4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 November 1957

## ANNEX A TO OPERATIONS ORDER 39-57

1. CONCEPT: The 341st Bomb Wing will launch aircraft on a USCM simulating the units EWP on the E / 72 hour option with the exception that waves will be launched 24 hours apart to provide daylight and better weather arrival times at Chelveston, United Kingdom. The 340th Air Refueling Squadron will provide deployment and redeployment air refueling support in the Long Bow refueling area. There is no alternate refueling area as selected by the 341st Bomb Wing. (S)
2. EXECUTION:
  - a. E-hour is 1400Z, 25 November 1957. (S)
  - b. At E-hour the 4081st Strategic Wing will commence preparation for support and execution of the 44-58 Plan. The in place refueling squadron, the 340th, will commence preparing aircraft in accordance with the generation rates established in SACM 55-7. Actual launchings will be in accordance with the timing criteria contained in Appendix 4, this Annex. (S)
3. FUEL PADS: Tanker flight plans are in accordance with SACM 55-10 and include 15 minutes of additional fuel to accommodate late receivers. Receiver flight plans contain sufficient fuel pad to insure making good all refueling rendezvous times. (C)

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Annex A to Opor 39-57

4. NAVIGATION AND CRUISE CONTROL: Refuelings will be conducted under the "yo-yo" concept of air refueling. The use of the Long Bow primary area with the short distances involved to either the rendezvous point or to Harmon from the end refueling point will preclude accomplishment of SAC Reg 51-11 celestial navigation leg or a cruise control mission. (U)

5. TACTICS:

a. SACM 55-10, Tactical Doctrine - Air Refueling, will be followed to the fullest extent commensurate with flying safety. Refuelings will be on a one tanker to one receiver basis with a 37000 pound offload available for both deployment and redeployment. The aircraft commander and navigator will monitor station keeping on the APS-42 radar scope. (C)

b. Radar scope photography will be taken in accordance with all instructions contained in 8AFM 55-1 with the high tanker taking a series of five scope photographs at the following times: (C)

- (1) Tanker cell arrival at orbit.
- (2) Tanker departure from orbit.
- (3) Halfway between orbit and rendezvous point.
- (4) Receivers move into observation position.
- (5) Hookup for high tanker.
- (6) Five minutes after hookup.
- (7) End of refueling.

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Annex A to Opord 39-57

6. GCI: GCI sites in the Harmon area are available to assist in accomplishing rendezvous in the event other electronic methods of rendezvous are inoperative. A qualified representative from the 4081st Strategic Wing or the 340th Air Refueling Squadron will be present at GCI site Capable during refueling portions of this operation. (U)

7. ROUTES:

a. Danger areas will be circumnavigated with the exception of D-76. Clearance through this area can be obtained from GCI site Capable. (U)

b. Tanker routes to the "Long Bow" refueling area for deployment and redeployment are contained in Appendix 3, this Annex. (U)

8. TIMING:

a. Takeoffs for refueling support of deploying 341st Bomb Wing aircraft are based on launching for the E / 72 hour mass launch option except as specifically directed by Headquarters SAC to have 24 hour intervals between waves of 341st bombers. (S)

b. Takeoffs for refueling support of redeploying 341st Bomb Wing aircraft will be approximately 48 hours after deployment of the same bomber wave. (U)

c. Exact takeoffs for support of both deploying and redeploying aircraft will be as shown on the SAC Form 498's in Appendix 4, this annex. Flight time information is computed using seasonal mean wind information for the Harmon area. (U)

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Annex A to Opord 39-57

9. AIR REFUELING: Rendezvous times shown in Appendix 4 are based on the 341st Bomb Wing Operations order. Any deviation from these times will be covered in final crew weather briefing based on the last information from the 341st Bomb Wing B-2 and B-10 reports. (U)

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Annex A  
Opord 39-57  
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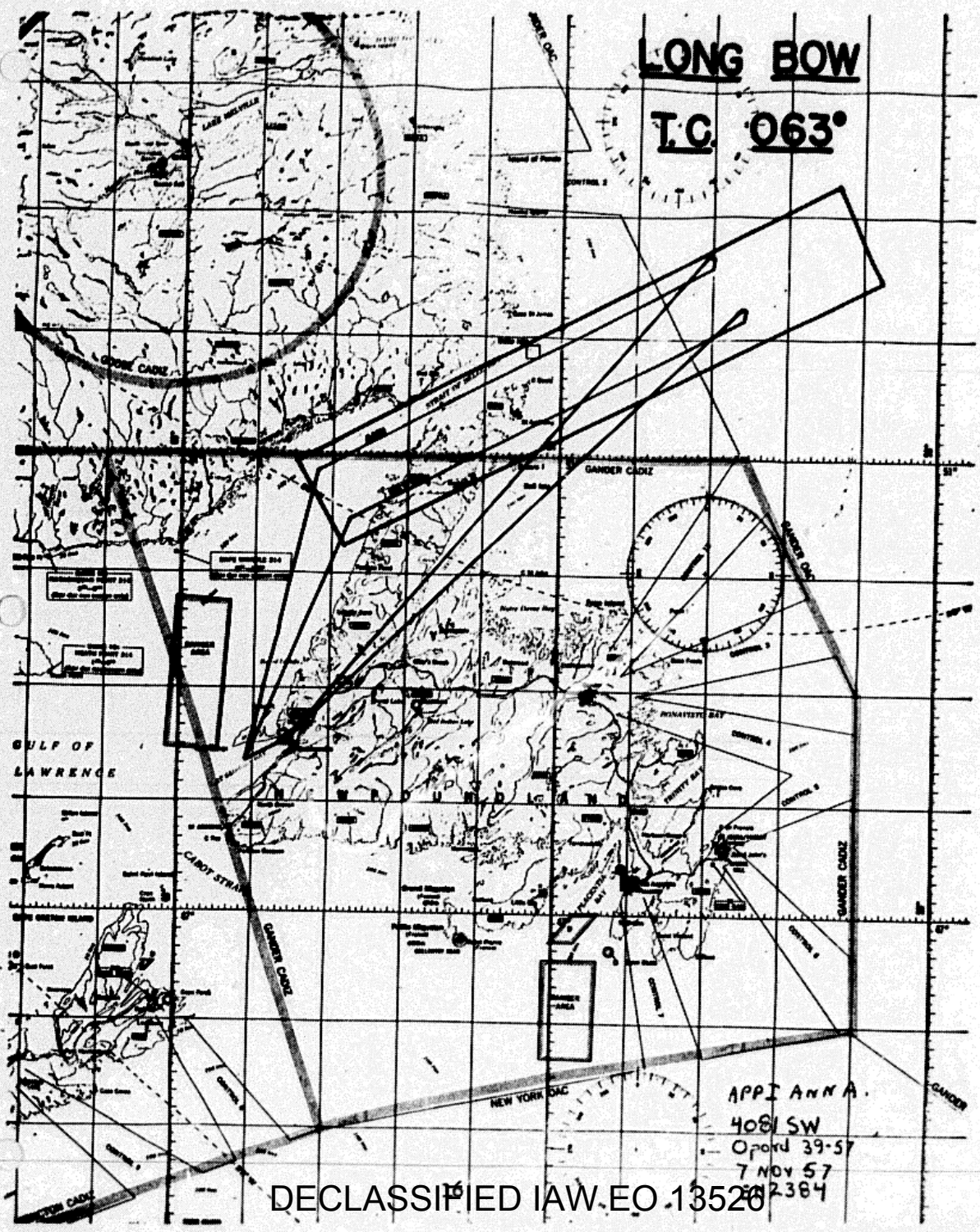
HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
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A P P E N D I X I  
T O  
A N N E X A  
T O  
O P E R A T I O N S O R D E R  
3 9 - 5 7  
R O U T E M A P

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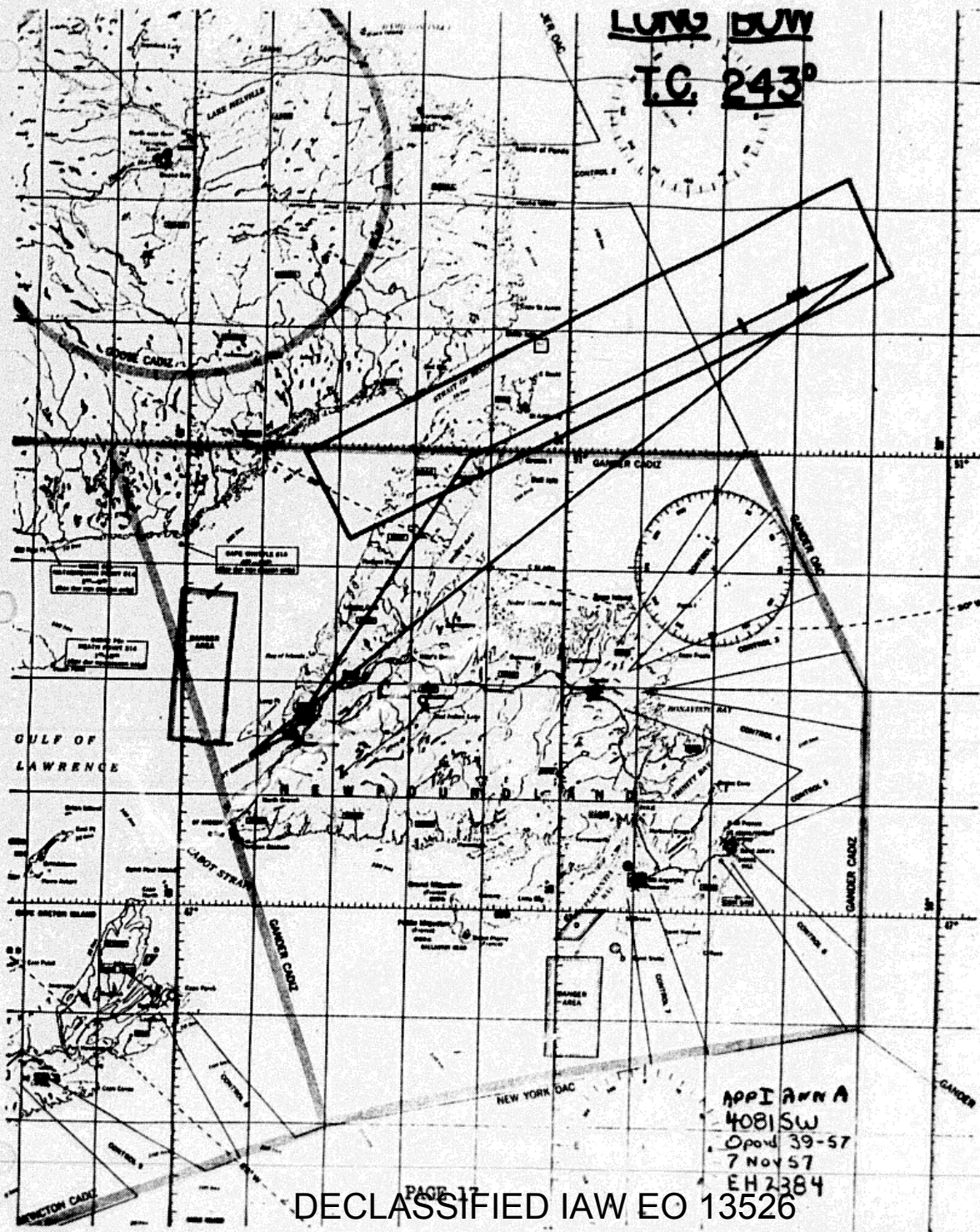
**LONG BOW**  
**T.C. 063°**

GULF OF  
LAWRENCE

APPI ANNA  
4081 SW  
Opord 39-57  
7 NOV 57  
2384

DECLASSIFIED IAW EO 13526





**LONG DUW**  
**LC 243°**

**APPI ANNA**  
**4081 SW**  
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APPENDIX II  
TO  
ANNEX A  
TO  
OPERATIONS ORDER  
22-27  
FLOW CHART

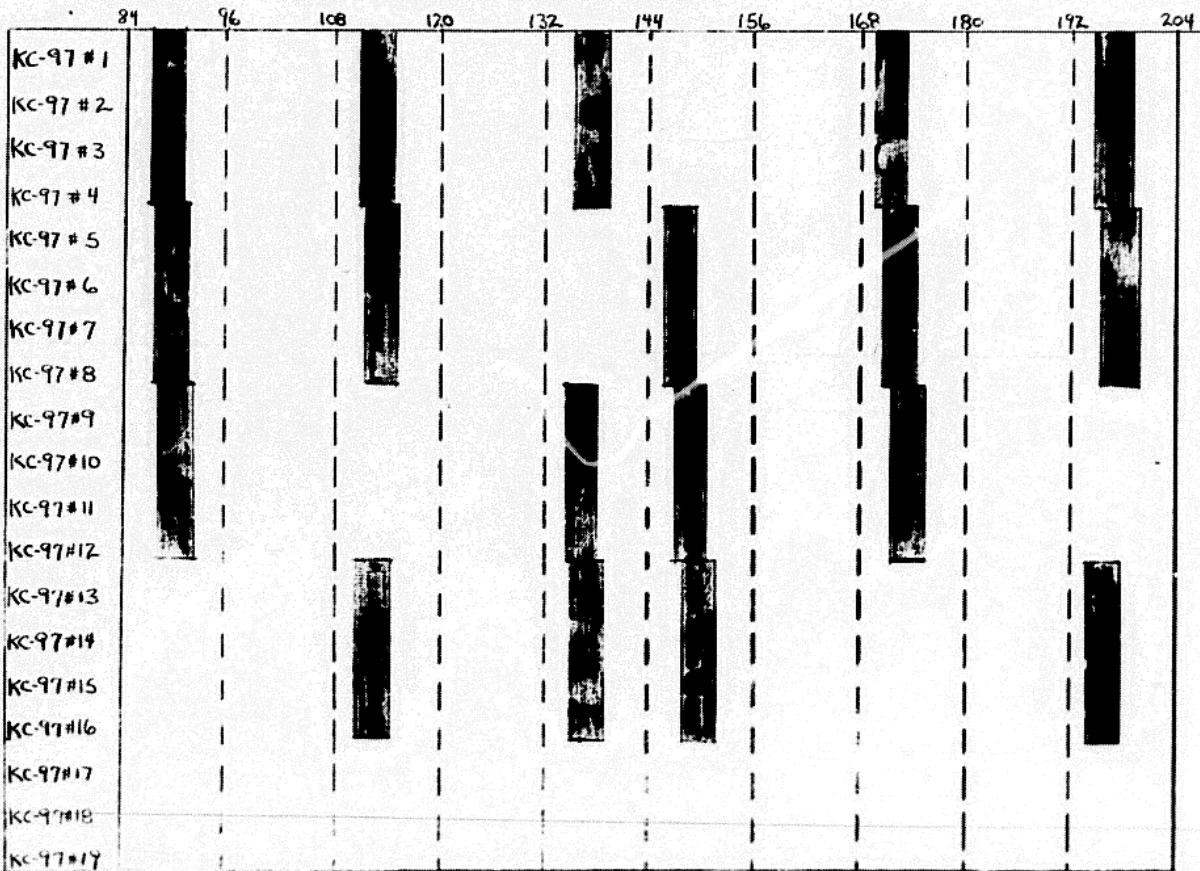
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App II, Ann A  
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KC-97 FLOW CHART FROM E+84:00



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APP 2 ANV M  
4081 S W 01000 29 57  
EH 2584

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HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
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APPENDIX III  
TO  
ANNEX A  
TO  
OPERATIONS ORDER  
39 - 57  
FLIGHT PLANS

**SECRET**



MISSION FLIGHT PLAN		O. O. AND NICKNAME Iron Bar 39-57		UNIT 340 AREFS	TYPE ACFT KC-97	WAVE	CELL CALL SIGN	REMARKS East Bound		
ACFT BASIC	POUNDS 90000	#1	10000		POUNDS		Long Bow	RUNWAY		
CREW	1500	#2	6500	BOMBS			ANN	PRESSURE ALT	LENGTH	AIR TEMP
OIL	1470	#3	6500	AMMO				1160	10000	+5
ATO		#4	10000	WATER AUG				CRITICAL FIELD LENGTH 8900		CRITICAL AIR TEMP
RACK				STATIC	156500	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR EMPTY ATO REQUIRED		6000	122 kts	
MISCELLANEOUS	530	Deck	30000					CRITICAL WIND COMPONENT		
CHAFF		TOTAL FUEL	63000	TAKE-OFF GROSS	155000	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
OPERATING	93500							-20	-30	-30

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	IAS			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
Harmon				270				Climb	193	173	153	26	:10			25000	155000
St. George	CL	242		30		+28						26	:10			1250	1250
Level Off	CL	013		270		+28		-10	193	203	208	63	:18			23750	153750
Orbit Point				50				12576				89	:28			2245	2245
5053N - 5812W	CR	013		270		+30		-19	209	236	241	93	:23			21505	151505
Orbit	CR	063		50				17000				182	:51			1790	1790
Rendez Point				270				-19				-----	:15			19715	149715
5126N - 5635W	CR	063		50		+31		17000	208	235	---	-----	1:06			2200	2200
End AR				270				-18				70	:15			17515	147515
5234N - 5300W	AR	063		50		+32		16500	207	232	277	252	:1:21			1050	1050
Offload				270				-18				150	:31			16465	146465
Descend	DS	221		50		+32		16500	219	246	291	402	:1:52			2490	2490
Cruise	CR	221		270		+30		-17								13975	143975
Harmon	CR	221		50		+29		13500	186	192	162	723	:3:50			-----	37000
				270				-13				28	:10			13975	106975
				50				14000	186	200	170	430	:2:02			240	240
				270				-17				163	:1:00			13735	106735
				50				13500	187	193	163	593	:3:02			2200	2200
				270				-17				130	:4:8			11535	104535
				50				13500	186	192	162	723	:3:50			1660	1660
																9875	102875

<b>MISSION FLIGHT PLAN</b>		D. O. AND NICKNAME Iron Bar 39-57		UNIT 340 AREFS	T. ACFT KC-97	WAVE All	CELL CALL SIGN	REMARKS East Bound
ACFT BASIC	POUNDS 90000	#1	10000	BOMBS	POUNDS		Long Bow	<b>RUNWAY</b> PRESSURE ALT 1160    LENGTH 10000    AIR TEMP +6° C CRITICAL FIELD LENGTH 8900    CRITICAL AIR TEMP TAKE-OFF DISTANCE 6000    TAKE-OFF SPEED 122 Kts CRITICAL WIND COMPONENT 1ST LEG -20    2ND LEG -30    3D LEG -30
CREW	1500	#2	6500	AMMO			Betty	
OIL	1470	#3	6500	WATER AUG				
ATO		#4	10000	STATIC	156500	NR FULL ATO REQUIRED		
RACK		Deck 30000		START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR EMPTY ATO REQUIRED		
EXY TANKS HEIGHT (EMPTY)		TOTAL FUEL	63000	TAKE-OFF GROSS	155000	ATO FIRING SPEED		
MISCELLANEOUS	530							
CHAFF								
OPERATING	93500							

PRE-FLIGHT PLAN																
FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIVE				ALT	MAGN			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINS	GROSS WT
Harmon			270												25000	155000
St. George	Cl	242	30		+28		Climb	193	173	153	26	:10			1250	1250
			270				-10				65	:18			23750	153750
Level Off	Cl	022	50		+28		12575	193	203	216	91	:28			2250	2250
Orbit Point			270				-19				74	:18			21500	151500
5028N - 5752W	Cr	022	50		+29		17000	209	236	252	165	:46			1350	1350
Orbit	Cr	063	270				-19				-	:15			20150	150150
			50		+30		17000	208	235		-	1:01			2200	2200
Rend. Point Betty			270				-18				70	:15			17950	147950
5100N - 5615W	Cr	063	50		+31		16500	207	235	278	235	1:16			1050	1050
End A.R.			270				-18				150	:31			16900	146900
5207N - 5241W	Ar	063	50		+32		16500	219	247	290	385	1:47			2500	2500
Offload											-	-			14400	144400
											385	1:47			-	37000
Harmon	Cr	226	270		+30		-18				310	1:51			14400	107400
			50				16500	183	206	168	695	3:38			4120	4120
Descend - Land															10280	103280
															1100	1100
															9180	102180

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MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	T. ACFT	WAVE	CELL CALL SIGN	REMARKS
		Iron Bar 39-57		340 AREFS	KC-97			West Bound
ACFT BASIC	POUNDS	#1	10000		POUNDS			
CREW	1500	#2	6500	BOMBS			Long Bow	PRESSURE ALT 1160
OIL	1470	#3	6500	AMMO			<b>ANN</b>	LENGTH 10000
ATO		#4	10000	WATER AUG				AIR TEMP +6° C
RACK				STATIC	156500	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH 8900
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR EMPT ATO REQUIRED		CRITICAL AIR TEMP
MISCELLANEOUS	530	Deck	30000	TAKE-OFF GROSS	155000	ATO FIRING SPEED		TAKE-OFF DISTANCE 6000
CHAFF		TOTAL FUEL	63000					TAKE-OFF SPEED 122 kts
OPERATING	93500							CRITICAL WIND COMPONENT
								1ST LEG -20
								2ND LEG -45
								3RD LEG -30

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	BRN			ACC GND DIS	ACC TIME	ACC AIR DIS		PREL FUEL REMAINS	GROSS WT
Harmon								Climb				26	:10			25000	155000
St. George		CL	242	270		+28		-19	193	176	156	26	:10			1250	1250
Level Off				30				-10				72	:18			23750	153750
Orbit Point		CL	049	270		+28		12576	193	203	238	98	:28			2245	2245
5234N - 5106W		CR	050	50		+31		-19	209	236	276	325	1:10			21505	151505
Orbit				270				17000				423	1:38			5215	5215
Rendz Point		CR	003	50		+32		-19	206	233	---	---	1:53			16290	146290
5205N - 5248W				270				17000	206	233	---	---	1:53			2100	2100
End AR		CR	243	-50		+32		-18	205	232	187	70	:22			14190	141190
5057N - 5623W				270				16500	205	232	187	493	2:15			1510	1510
Off load		AR	243	50		+32		-18	219	246	201	150	:45			12680	142680
				270				16500	219	246	201	643	3:00			3750	3750
Harmon		CR	210	50		+29		-18	183	206	176	808	3:56			8930	138930
				270				16500	183	206	176	165	:56			37000	37000
				50				16500	183	206	176	808	3:56			8930	101930
																2070	2070
																6860	99660

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HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 NOVEMBER 1957

APPENDIX IV  
TO  
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TO  
OPERATIONS ORDER  
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CONTROL INFORMATION

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REFUELING ASSIGNMENTS RECAPITULATION		REFUELING AREA Long Bow - East		KEY COORDINATES 5126N - 5635W	TRACK 063	FUEL AVAILA. 37000	COM RDVU PRO 100-	DATE PREP. 1 Nov 57					
Line Nr	Bomber			Air Refueling			Tanker			M Mass Pen. RDVU Time H-Hr			
	A Unit	B Cell Color & Call Signs	C T.O. Time E/	D Rendezvous Point	E RDVU Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base		J T.O. Off E/	K LDG Time E/	L Tanker Cycle
1	341	Spiral Gold Ldr	29/0040Z	Long Bow	29/0630Z	37000	340	1	Harmon	29/0504Z	29/0904Z	1	NEAC Alpha
2	"	Spiral Gold 2	0041Z	Ann East	0630Z	"	"	1	"	0505Z	0905Z	1	Ann
3	"	Spiral Gold 3	0042Z	5126N 5635W	0630Z	"	"	1	"	0506Z	0906Z	1	"
4	"	Spiral Gold 4	0043Z	"	0630Z	"	"	1	"	0507Z	0907Z	1	"
5	"	Spiral Black Ldr	29/0100Z	Long Bow	29/0654Z	37000	340	1	Harmon	29/0534Z	29/0934Z	1	NEAC Bravo
6	"	Spiral Black 2	0101Z	Betty East	0654Z	"	"	1	"	0535Z	0935Z	1	Betty
7	"	Spiral Black 3	0102Z	"	0654Z	"	"	1	"	0536Z	0936Z	1	"
8	"	Spiral Black 4	0103Z	"	0654Z	"	"	1	"	0537Z	0937Z	1	"
9	"	Spiral Cherry Ldr	29/0130Z	Long Bow	29/0714Z	37000	340	1	Harmon	29/0550Z	29/0950Z	1	NEAC Alpha
10	"	Spiral Cherry 2	0131Z	Ann East	0714Z	"	"	1	"	0551Z	0951Z	1	Ann
11	"	Spiral Cherry 3	0132Z	"	0714Z	"	"	1	"	0552Z	0952Z	1	"
12	"	Spiral Cherry 4	0133Z	"	0714Z	"	"	1	"	0553Z	0953Z	1	"
13													
14													
15													
16		WAVE I - DEPLOYMENT											
17		PRIMARY TIMING											

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REFUELING ASSIGNMENTS RECAPTULATION		REFUELING AREA Long Bow - East		KEY RENDEZVOUS PT. 5126N - 5635W		TRACK 063	FUEL AVAILA. 37000		COMM RDVU PRO 100-		DATE PREP. 1 Nov 57		
Line Nr	Bomber		C T.O. Time E/F	Air Refueling			G Sq	H Nr Acft	Tanker		L Tanker Cycle	M Mass Pen. RDVU Time H-Hr Mins	
	A Unit	B Cell Color & Call Signs		D Rendezvous Point	E RDVU Time	F Off Load Required			I Take Off Base	J T.O. Off E/F			K LDG Time E/F
1	341	Spiral Silver Ldr	30/0040Z	Long Bow	30/0630Z	37000	340	1	Harmon	30/0504Z	30/0904Z	1	NEAC Alpha
2	"	Spiral Silver 2	0041Z	Ann East	0630Z	"	"	1	"	0505Z	0905Z	1	Ann "
3	"	Spiral Silver 3	0042Z	5126N 5635W	0630Z	"	"	1	"	0506Z	0906Z	1	"
4	"	Spiral Silver 4	0043Z	"	0630Z	"	"	1	"	0507Z	0907Z	1	"
5	"	Spiral Scarlet Ldr	30/0100Z	Long Bow	30/0654Z	37000	340	1	Harmon	30/0534Z	30/0934Z	1	NEAC Bravo Betty
6	"	Spiral Scarlet 2	0101Z	Betty East	0654Z	"	"	1	"	0535Z	0935Z	1	"
7	"	Spiral Scarlet 3	0102Z	5100N 5615W	0654Z	"	"	1	"	0536Z	0936Z	1	"
8	"	Spiral Scarlet 4	0103Z	"	0654A	"	"	1	"	0537Z	0937Z	2	"
9	"	Spiral Ivory Ldr	30/0130Z	Long Bow	30/0714Z	37000	340	1	Harmon	30/0550Z	30/0950Z	2	NEAC Alpha Ann
10	"	Spiral Ivory 2	0131Z	Ann East	0714Z	"	"	1	"	0551Z	0951Z	2	"
11	"	Spiral Ivory 3	0132Z	"	0714Z	"	"	1	"	0552Z	0952Z	2	"
12	"	Spiral Ivory 4	0133Z	"	0714Z	"	"	1	"	0553Z	0953Z	2	"
13													
14													
15													
16		WAVE II - DEPLOYMENT											Appendix 4, Annex A 4081SW OPOD 39-57 EH-2334 7 Nov 57
17		PRIMARY TIMING											

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REFUELING ASSIGNMENTS RECAPITULATION		REFUELING AREA	KEY RENDEZVOUS PT.	TRACK	FUEL AVAILA.	COMM RDVU PRO 100-	DATE PREP						
		Long Bow - East	5126N - 5635W	063	37000		1 Nov 57						
Line Nr	Bomber			Air Refueling				Tanker				M Mass Pen. H-Hr M	
	A Unit	B Cell Color & Call Signs	C T.O. Time E/	D Rendezvous Point	E Rdvu Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base	J T.O. Off E/	K LDG Time E/		L Tanker Cycle
1	341	Spiral Cream Ldr	01/0040Z	Long Bow	01/0630Z	37000	340	1	Harmon	01/0504Z	01/0904Z	2	NEAC Alpha Ann
2	"	Spiral Cream 2	0041Z	Ann East	0630Z	"	"	1	"	0505Z	0905Z	2	"
3	"	Spiral Cream 3	0042Z	5126N 5635W	0630Z	"	"	1	"	0506Z	0906Z	2	"
4	"	Spiral Cream 4	0043Z	"	0630Z	"	"	1	"	0507Z	0907Z	2	"
5	"	Spiral Tan Ldr	01/0100Z	Long Bow	01/0651Z	37000	340	1	Harmon	01/0534Z	01/0934Z	2	NEAC Bravo Betty
6	"	Spiral Tan 2	0101Z	Betty East	0654Z	"	"	1	"	0535Z	0935Z	2	"
7	"	Spiral Tan 3	0102Z	5100N 5615W	0654Z	"	"	1	"	0536Z	0936Z	2	"
8	"	Spiral Tan 4	0103Z	"	0654Z	"	"	1	"	0537Z	0937Z	2	"
9	"	Spiral Brown Ldr	01/0130Z	Long Bow	01/0714Z	37000	340	1	Harmon	01/0550Z	01/0950Z	2	NEAC Alpha Ann
10	"	Spiral Brown 2	0131Z	Ann East	0714Z	"	"	1	"	0551Z	0951Z	2	"
11	"	Spiral Brown 3	0132Z	"	0714Z	"	"	1	"	0552Z	0952Z	2	"
12	"	Spiral Brown 4	0133Z	"	0714Z	"	"	1	"	0553Z	0953Z	2	"
13													
14													
15													
16		WAVE III - DEPLOYMENT											Appendix 4, Annex A 4081SW OPORD 39-57 EH-2384 7 Nov 57
17		PRIMARY Timing											

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REFUELING ASSIGNMENTS RECAPITULATION		REFUELING AREA Long Bow - West	KEY RENDEZVOUS PT. 5205N - 5248W	TRACK 243	FUEL AVAILA. 37000	COMM RDVU PRO 100-	DATE PREP 1 Nov 57						
line Nr	Bomber			Air Refueling			Tanker				M Mass Pen. H-Hr		
	A Unit	B Cell Color & Call Sign	C T.O. Time E/z	D Rendezvous Point	E Rdvu Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Ease	J T.O. Off E/z		K LDG Time E/z	L Tanker Cycle
1	341	Spiral Gold Ldr	01/1300Z	Long Bow	01/1813Z	37000	340	1	Harmon	01/1553Z	01/2003Z	2	NEAC Alpha Ann
2	"	Spiral Gold 2	1301Z	Ann West	1813Z	"	"	1	"	1554Z	2004Z	2	"
3	"	Spiral Gold 3	1302Z	5205N 5248W	1813Z	"	"	1	"	1555Z	2005Z	3	"
4	"	Spiral Gold 4	1303Z	"	1813Z	"	"	1	"	1556Z	2006Z	3	"
5	"	Spiral Black Ldr	01/1400Z	Long Bow	01/1913Z	37000	340	1	Harmon	01/1653Z	01/2103Z	3	NEAC ALPHA Ann
6	"	Spiral Black 2	1401Z	Ann West	1913Z	"	"	1	"	1654Z	2104Z	3	"
7	"	Spiral Black 3	1402Z	"	1913Z	"	"	1	"	1655Z	2105Z	3	"
8	"	Spiral Black 4	1403Z	"	1913Z	"	"	1	"	1656Z	2106Z	3	"
9	"	Spiral Cherry Ldr	01/1500Z	Long Bow	01/2013Z	37000	340	1	Harmon	01/1753Z	01/2203Z	3	NEAC Alpha Ann
10	"	Spiral Cherry 2	1501Z	Ann West	2013Z	"	"	1	"	1754Z	2204Z	3	"
11	"	Spiral Cherry 3	1502Z	"	2013Z	"	"	1	"	1755Z	2205Z	3	"
12	"	Spiral Cherry 4	1503Z	"	2013Z	"	"	1	"	1756Z	2206Z	3	"
13													
14													
15													Appendix 4, Annex A
16		WAVE I - REDEPLOYMENT											4081SW OPCR 39-57 EH-238 7 Nov 57
17													

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REFUELING ASSIGNMENTS RECAPITULATION		REFUELING AREA Long Bow - West		KEY RENDEZVOUS PT. 5205N - 5248W		TRACK 243		FUEL AVAILA. 37000		COMM RDVU PRO 100-		DATE PREP 1 Nov 57	
Line Nr	Bomber			Air Refueling			Tanker			M			
	A Unit	B Cell Color & Call Sign	C T.O. Time E/	D Rendezvous Point	E Rdvu Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base	J T.O. Off E/	K LDG Time E/	L Tanker Cycle	M Mass Pen. RDVU Time H-Hr
1	341	Spiral Silver Ldr	02/1300Z	Long Bow	02/1813Z	37000	340	1	Harmon	02/1553Z	02/2003Z	3	NEAC Alpha Ann
2	"	Spiral Silver 2	1301Z	Ann West	1813Z	"	"	1	"	1554Z	2004Z	3	"
3	"	Spiral Silver 3	1302Z	5205N 5248W	1813Z	"	"	1	"	1555Z	2005Z	3	"
4	"	Spiral Silver 4	1303Z	"	1813Z	"	"	1	"	1556Z	2006Z	3	"
5	"	Spiral Scarlet Ldr	02/1400Z	Long Bow	02/1913Z	37000	340	1	Harmon	02/1653Z	02/2103Z	3	NEAC ALPHA Ann
6	"	Spiral Scarlet 2	1401Z	Ann West	1913Z	"	"	1	"	1654Z	2104Z	3	"
7	"	Spiral Scarlet 3	1402Z	"	1913Z	"	"	1	"	1655Z	2105Z	3	"
8	"	Spiral Scarlet 4	1403Z	"	1913Z	"	"	1	"	1656Z	2106Z	3	"
9	"	Spiral Ivory Ldr	02/1500Z	Long Bow	02/2013Z	37000	340	1	Harmon	02/1753Z	02/2203Z	3	NEAC Alpha Ann
10	"	Spiral Ivory 2	1501Z	Ann West	2013Z	"	"	1	"	1754Z	2204Z	4	"
11	"	Spiral Ivory 3	1502Z	"	2013Z	"	"	1	"	1755Z	2205Z	4	"
12	"	Spiral Ivory 4	1503Z	"	2013Z	"	"	1	"	1756Z	2206Z	4	"
13													
14													
15													Appendix 4, Annex A
16		WAVE II - REDEPLOYMENT											4081SW OPOD 34-57 EH-238 7 Nov 57
17													

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REFUELING ASSIGNMENTS RECAPITULATION		REFUELING AREA	KEY RENDEZVOUS PT.	TRACK	FUEL AVAILA.	COMM RDVU PRO 100-	DATE PREP.						
		Long Esw - West	5205N - 5248W	243	37000		1 Nov 57						
Line Nr	Bomber			Air Refueling			Tanker			M Mass Pen. RDVU Time H-Hr Min			
	A Unit	B Cell Color & Call Signs	C T.O. Time E/Z	D Rendezvous Point	E Rdvu Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base		J T.O. Off E/Z	K LDG Time E/Z	L Tanker Cycle
1	341	Spiral Cream Ldr	03/1300Z	Long Bow	03/1813Z	37000	340	1	Harmon	03/1553Z	03/2003Z	4	NEAC Alpha
2	"	Spiral Cream 2	1301Z	Ann West	1813Z	"	"	1	"	1554Z	2004Z	4	Ann
3	"	Spiral Cream 3	1302Z	5205N 5248W	1813Z	"	"	1	"	1555Z	2005Z	4	"
4	"	Spiral Cream 4	1303Z	"	1813Z	"	"	1	"	1556Z	2006Z	4	"
5	"	Spiral Tan Ldr	03/1400Z	Long Bow	03/1913Z	37000	340	1	Harmon	03/1653Z	03/2103Z	4	NEAC Alpha
6	"	Spiral Tan 2	1401Z	Ann West	1913Z	"	"	1	"	1654Z	2104Z	4	Ann
7	"	Spiral Tan 3	1402Z	"	1913Z	"	"	1	"	1655Z	2105Z	4	"
8	"	Spiral Tan 4	1403Z	"	1913Z	"	"	1	"	1656Z	2106Z	4	"
9	"	Spiral Brown Ldr	03/1500Z	Long Bow	03/2013Z	37000	340	1	Harmon	03/1753Z	03/2203Z	4	NEAC Alpha
10	"	Spiral Brown 2	1501Z	Ann West	2013Z	"	"	1	"	1754Z	2204Z	4	Ann
11	"	Spiral Brown 3	1502Z	"	2013Z	"	"	1	"	1755Z	2205Z	4	"
12	"	Spiral Brown 4	1503Z	"	2013Z	"	"	1	"	1756Z	2206Z	4	"
13													
14													
15													
16		WAVE III - REDEPLOYMENT											
17													



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REFUELING ASSIGNMENTS RECAPITULATION		REFUELING AREA LONG BO	KEY RENDEZVOUS PT. 51-26N 56-35W	TRACK 003	FUEL AVAILA. 37,000	COMM RDVU PRO 100-1	DATE PREP 7 Nov 57						
Line Nr	Bomber			Air Refueling			Tanker						
	A Unit	B Cell Color & Call Signs	C T.O. Time E/	D Rendezvous Point	E Rdvu Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base	J T.O. Off E/	K LDG Time E/	L Tanker Cycle	M Mass Pen H-Hr
1	341	SPIRAL BLACK LEAD	29 0100Z	Long Bow ANN	29 0627Z	37M	340	1	HARRISON	29 0501Z	29 0901	1	HEAC ALPHA
2	"	SPIRAL BLACK # 2	0101Z	51-26N 56-35W	"	"	"	1	"	0502	0902	1	ANN
3	"	SPIRAL BLACK # 3	0102	" "	"	"	"	1	"	0503	0903	1	ANN
4	"	SPIRAL BLACK # 4	0103	" "	"	"	"	1	"	0504	0904	1	"
5	341	SPIRAL CHERRY LEAD	29 0130Z	Long Bow BETTY	29 0617Z	37M	340	1	HARRISON	29 0527Z	29 0927Z	1	HEAC BRAVO
6	"	SPIRAL CHERRY # 2	0131	51-26N 56-35W	"	"	"	1	"	0528	0928	1	BETTY
7	"	SPIRAL CHERRY # 3	0132	" "	"	"	"	1	"	0529	0929	1	"
8	"	SPIRAL CHERRY # 4	0133	" "	"	"	"	1	"	0530	0930	1	"
9	341	SPIRAL GOLD LEAD	29 0040Z	Long Bow ANN	29 0739Z	37M	340	1	HARRISON	29 0615Z	29 1015	1	HEAC ALPHA
10	"	SPIRAL GOLD # 2	0041	" "	"	"	"	1	"	0616	1016	1	ANN
11	"	SPIRAL GOLD # 3	0042	" "	"	"	"	1	"	0617	1017	1	"
12	"	SPIRAL GOLD # 4	0043	" "	"	"	"	1	"	0618	1018	1	"
13													
14													
15													
16		WAVE I DEPLOYMENT											
17		ALTERNATE TIMING											

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REFUELING ASSIGNMENTS RECAPITULATION			REFUELING AREA Long Bow		KEY RENDEZVOUS PT. 5126N - 5635W		TRACK 063		FUEL AVAILA. 37000		CMM RDVU PRO 100-		DATE PREP 7 Nov 57
Line Nr	Bomber			Air Refueling				Tanker			M Mass Pn. H-Hr		
	A Unit	B Cell Color & Call Signs	C T.O. Time E/	D Rendezvous Point	E Rdvu Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base	J T.O. Off E/		K LDG Time E/	L Tanker Cycle
1	341	Spiral Ivory Lead	30/0130Z	Ann	30/0627Z	37000	340	1	Harmon	30/0501Z	30/0901Z	1	NEAC Alpha
2	"	Spiral Ivory 2	0131Z	"	0627Z	"	"	1	"	0502Z	0902Z	1	Ann
3	"	Spiral Ivory 3	0132Z	"	0627Z	"	"	1	"	0503Z	0903Z	1	"
4	"	Spiral Ivory 4	0133Z	"	0627Z	"	"	1	"	0504Z	0904Z	1	"
5	"	Spiral Scarlet Lead	30/0100Z	Betty	30/0647Z	37000	340	1	HARMON	30/0527Z	30/0927Z	1	NEAC
6	"	Spiral Scarlet 2	0101	"	0647	"	"	1	"	0528	0928	1	BRAVO BETTY
7	"	Spiral Scarlet 3	0102	"	0647	"	"	1	"	0529	0929	1	"
8	"	Spiral Scarlet 4	0103	"	0647	"	"	1	"	0530	0930	2	"
9	"	Spiral Silver Lead	30/0040Z	Ann	30/0737Z	37000	340	1	Harmon	30/0613Z	30/1013Z	2	NEAC
10	"	Spiral Silver 2	0041Z	"	0737Z	"	"	1	"	0614Z	1014Z	2	ALPHA Ann
11	"	Spiral Silver 3	0042Z	"	0737Z	"	"	1	"	0615Z	1015Z	2	"
12	"	Spiral Silver 4	0043Z	"	0737Z	"	"	1	"	0616Z	1016Z	2	"
13													
14													
15													
16		WAVE II - DEPLOYMENT											
17		ALTERNATE TIMING											

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REFUELING ASSIGNMENTS		REFUELING AREA		KEY RENDEZVOUS PT.		TRACK	FUEL AVAILA.	COMM RDVU PRO 100-	DATE				
RECAPITULATION		LONG BOW		51-26N 56-35W		063	37,000	HEAC ALPHA & BETA	7 Nov 57				
Line Nr	Bomber			Air Refueling			Tanker			M Mass Fuel			
	A Unit	B Cell Color & Call Signs	C T.O. Time E/	D Rendezvous Point	E Rdv Time	F Off Load Required	G Sq	H Nr Acft	I Take Off Base		J T.O. Off E/	K LDG Time E/	L Tanker Cycle
1	341	SPIRAL BROWN LEAD	01 0130Z	ANN	01 0627Z	37M	340	1	HARMON	01 0501Z	01 0901Z	2	HEAC ALPHA
2	"	SPIRAL BROWN # 2	0131	"	"	"	"	1	"	0502	0902	2	ANN
3	"	SPIRAL BROWN # 3	0132	"	"	"	"	1	"	0503	0903	2	"
4	"	SPIRAL BROWN # 4	0133	"	"	"	"	1	"	0504	0904	2	"
5	341	SPIRAL TAN LEAD	01 0100Z	BETTY	01 0647Z	37M	340	1	HARMON	01 0527Z	01 0927Z	2	HEAC BRAVO
6	"	SPIRAL TAN # 2	0101	"	"	"	"	1	"	0528	0928	2	BETTY
7	"	SPIRAL TAN # 3	0102	"	"	"	"	1	"	0529	0929	2	"
8	"	SPIRAL TAN # 4	0103	"	"	"	"	1	"	0530	0930	2	"
9	341	SPIRAL CREAM LEAD	01 0040Z	"	01 0727Z	37M	340	1	HARMON	01 0603Z	1003Z	2	HEAC ALPHA
10	"	SPIRAL CREAM # 2	0041	"	"	"	"	1	"	0604	1004	2	ANN
11	"	SPIRAL CREAM # 3	0042	"	"	"	"	1	"	0605	1005	2	"
12	"	SPIRAL CREAM # 4	0043	"	"	"	"	1	"	0606	1006	2	"
13													
14													
15													
16		WAVE III DEPLOYMENT											AP-ENDEX 4, AIRCRAFT 40815, 40816, 40817, 40818, 40819, 40820, 40821, 40822, 40823, 40824, 40825, 40826, 40827, 40828, 40829, 40830, 40831, 40832, 40833, 40834, 40835, 40836, 40837, 40838, 40839, 40840, 40841, 40842, 40843, 40844, 40845, 40846, 40847, 40848, 40849, 40850, 40851, 40852, 40853, 40854, 40855, 40856, 40857, 40858, 40859, 40860, 40861, 40862, 40863, 40864, 40865, 40866, 40867, 40868, 40869, 40870, 40871, 40872, 40873, 40874, 40875, 40876, 40877, 40878, 40879, 40880, 40881, 40882, 40883, 40884, 40885, 40886, 40887, 40888, 40889, 40890, 40891, 40892, 40893, 40894, 40895, 40896, 40897, 40898, 40899, 40900, 40901, 40902, 40903, 40904, 40905, 40906, 40907, 40908, 40909, 40910, 40911, 40912, 40913, 40914, 40915, 40916, 40917, 40918, 40919, 40920, 40921, 40922, 40923, 40924, 40925, 40926, 40927, 40928, 40929, 40930, 40931, 40932, 40933, 40934, 40935, 40936, 40937, 40938, 40939, 40940, 40941, 40942, 40943, 40944, 40945, 40946, 40947, 40948, 40949, 40950, 40951, 40952, 40953, 40954, 40955, 40956, 40957, 40958, 40959, 40960, 40961, 40962, 40963, 40964, 40965, 40966, 40967, 40968, 40969, 40970, 40971, 40972, 40973, 40974, 40975, 40976, 40977, 40978, 40979, 40980, 40981, 40982, 40983, 40984, 40985, 40986, 40987, 40988, 40989, 40990, 40991, 40992, 40993, 40994, 40995, 40996, 40997, 40998, 40999, 41000
17		ALTERNATE TIMING											

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HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 NOVEMBER 1957

APPENDIX V

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NUMBER 39-57



# SECRET

HEADQUARTERS  
4081ST STRATEGIC WING  
ERENST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 NOVEMBER 1957

## APPENDIX V TO ANNEX A TO OPERATIONS ORDER 39-57

### REPORTS:

1. The Wing Command Post will prepare and dispatch all operational reports required by the applicable portion of SAC Manual 55-8. An M-23 initial report will be submitted immediately after receipt of the execution order. Subsequent reports will be submitted as of 1200 and 2400 GMT daily until completion of the exercise. An M-27 report will be submitted to Headquarters Eighth Air Force with Headquarters SAC as an information addressee. Format will be as outlined in SAC Manual 55-8M, however, mandatory comments are not required. (U)
2. Airborne T-11 reports will be relayed to the 4081st Command Post as soon as possible after fuel offload. The cell leader will contact "Capable" Control or any other GCI site within range for relay of the T-11 information. The report will be in the following format: (U)
  - a. Airborne tanker cell call sign
  - b. Tactical call sign of receivers refueled
  - c. ETA of receivers to next refueling or control point. (Give ETA and code name or coordinates).
  - d. Tactical call sign of any receiver not getting briefed offload and receivers intentions.
3. Emergency Capability Report: This report will be submitted in accordance with Eighth Air Force Reg 55-2, 17 October 1957 using SOCS line with ZIPPO messages as a backup.

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APPENDIX VI

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NUMBER 39-57

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4081ST STRATEGIC WING  
ERENST HARMON AIR FORCE BASE  
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APPENDIX VI TO ANNEX A TO OPERATIONS ORDER 39-57

1. GENERAL:

a. Air refueling tactics as outlined in SAC Manual 55-10 will apply. (U)

b. Refueling will be conducted on a one tanker to one receiver basis with an available offload of 37,000 pounds. (U)

2. The cell leader will be airborne commander unless one is otherwise specifically designated at final weather briefing. (U)

3. Refueling Areas:

a. The "Long Bow" refueling area is designated as the primary area for both eastbound and westbound refueling missions. (U)

b. There is no designated alternate refueling area. Changes in the refueling area will be in accordance with SAC Manual 55-10. (U)

c. Key rendezvous points Coordinates - Refueling Track

Long Bow Ann	- East	51-26N	56-35W	063°
Long Bow Betty	- East	51-00N	56-15W	063
Long Bow Ann	- West	52-05N	52-48W	243° (U)

4. Timing and wave structure will be as shown in Appendix 4, to Annex A. (U)

5. Routes and altitudes:

a. Long Bow Ann Rendezvous Point Eastbound (C)

Point	Route	Base altitude
St. George	Direct	Climb on course
Level Off	Direct	15,500
Orbit Point 50-53N 58-12W	Direct	15,500

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RDZ 51-26N 56-35W	Direct	15,000
END AR 52-34N 53-00W	Direct	15,000
Level Off	Direct	12,000
Harmon	Direct	12,000

b. Long Bow Betty Eastbound (C)

Point	Route	Base altitude
St. George	Direct	Climb on course
Level Off	Direct	15,500
Orbit Point 50-28N 57-45W	Direct	15,500
RDZ 51-00N 56-15W	Direct	15,500
END AR 52-07N 52-41W	Direct	15,500
Harmon	Direct	15,000

c. Long Bow Ann Westbound (C)

St. George	Direct	Climb on course
Level Off	Direct	15,500
Orbit Point 52-34N 51-06W	Direct	15,500
RDZ Point 52-05N 52-40W	Direct	15,000
END AR 50-57N 56-23W	Direct	15,000
Harmon	Direct	15,000



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d. On the eastbound refueling on 29, 30 November and 1 December 1957, aircraft flying the Ann cell will, after making the clearing turn, start descent to a base altitude of 12,000 to avoid crossing the Betty flight path at refueling altitude as the timing between cells is very close. (C)

6. Refueling Communications: SAC Manual 100-1 frequencies will be used.

a. On the deployment phase of refueling cells using rendezvous Ann will use SAC Manual 100-1 CIR Plan NEAC ALPHA ANN. Cells using rendezvous Betty will use C/R Plan NEAC BRAVO BETTY. (U)

b. On the redeployment phase with three cells of 4 aircraft daily using rendezvous point Ann (West) only the following will apply each day. Communications and all cells will use C/R Plan NEAC ALPHA ANN.

Maintain strict radio discipline as rendezvous time is only one hour between cells, to help eliminate unnecessary UHF chatter. (C)

7. Alternate refueling timing: As 541st BW will not have an alternate refueling area in the Harmon vicinity, their alternates will be for the first refuelings in the Lockbourne and Westover area. In the event these areas are used the timing, cell call and color designator and C/R Plans will be changed as indicated in Appendix 4, Annex A, control information. (U)

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APPENDIX VII  
TO  
ANNEX A  
TO  
OPERATIONS ORDER  
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ALTITUDE RESERVATION REQUEST

App VII, Ann A  
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HEADQUARTERS 4081ST STRATEGIC WING  
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## APPENDIX VII TO ANNEX A TO OPERATIONS ORDER 39-57

### KC-97 ALTITUDE RESERVATION REQUESTS

#### NAME AND CATEGORY OF MISSION

"IRON BAR" CATEGORY 1

- A. Unit Tactical Call Sign - LUGER
- B. Number and type of aircraft - 72 KC-97 - 18 cells of 4 each
- C. Departure Point - Ernest Harmon Air Force Base
- D. Altitudes and Route:
  - 1. Ann Cell, 29,30 Nov, 1 Dec. Primary Route - Long Bow Ann-Eastbound  
Harmon direct St. Georges intersection, climb on course to 4-6000,  
level off 4922N - 5847W 15-17000, direct 5053N - 5812W, 15-17000  
orbit 5053N - 5812W for fifteen minutes. Direct 5126N - 5635W  
(Rendezvous Point), 15-17000. Direct 5234N - 5300W (End refueling),  
15-17000. Direct Harmon 12-14000.
  - 2. Betty Cell, 29,30 Nov, 1 Dec. Primary route - Long Bow Betty Eastbound.  
Harmon direct St. Georges, 4-6000 climb on course. Direct level off  
4918N - 5835W, 15-17000. Direct 5028N - 5752W (orbit point)  
15-17000. Orbit 5028N - 5752W for fifteen minutes. Direct 5100N -  
5615W (Rendezvous Point). 15-17000. Direct 5207N - 5241W (End  
refueling, 15-17000. Direct Harmon 15-17000.
  - 3. Ann Cell - 1, 2, 3 Dec. Primary route - Long Bow Ann Westbound.

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## Appendix VII to Annex A to Opord 39-57 (cont'd)

Harmon direct St. Georges, 4-6000 climb on course. Direct level off 4909N - 5748W, 15-17000. Direct 5234N - 5106W, 15-17000. Orbit 5234N - 5106W for fifteen minutes. Direct 5205N - 5248W (Rendezvous Point), 15-17000. Direct 5057N - 5623W (End refueling) 15-17000. Direct Harmon, 15-17000.

E. Destination: Ernest Harmon Air Force Base

### F. ETD Date/Time

Luger Iron Bar Gold	-	29/0504Z	-	1 minute intervals
Luger Iron Bar Black	-	29/0534Z	-	1 minute intervals
Luger Iron Bar Cherry	-	29/0550Z	-	1 minute intervals
Luger Iron Bar Silver	-	30/0504Z	-	1 minute intervals
Luger Iron Bar Scarlet	-	30/0534Z	-	1 minute intervals
Luger Iron Bar Ivory	-	30/0550Z	-	1 minute intervals
Luger Iron Bar Cream	-	01/0504Z	-	1 minute intervals
Luger Iron Bar Tan	-	01/0534Z	-	1 minute intervals
Luger Iron Bar Brown	-	01/0550Z	-	1 minute intervals
Luger Iron Bar Gold	-	01/1553Z	-	1 minute intervals
Luger Iron Bar Black	-	01/1653Z	-	1 minute intervals
Luger Iron Bar Cherry	-	01/1753Z	-	1 minute intervals
Luger Iron Bar Silver	-	02/1553Z	-	1 minute intervals
Luger Iron Bar Scarlet	-	02/1653Z	-	1 minute intervals
Luger Iron Bar Ivory	-	02/1753Z	-	1 minute intervals
Luger Iron Bar Cream	-	03/1553Z	-	1 minute intervals
Luger Iron Bar Tan	-	03/1653Z	-	1 minute intervals
Luger Iron Bar Brown	-	03/1753Z	-	1 minute intervals

G. True Air Speeds - 220 knots

H. ETE - Long Bow Ann East - 3:50

Long Bow Betty East - 3:38

Long Bow Ann West - 3:59

REMARKS: Refueling Spiral Iron Bar aircraft.

Route Time.

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## Appendix VII to Annex A to Opord 39-57 (cont'd)

1. Long Bow Ann East  
From Harmon T.O. plus time  
To: St. George /:10  
Level off 4922N-5847W /:28  
Orbit Point 5053N-5812W /:51  
Depart Orbit / 1:06  
Rdz Point 5126N-5635W / 1:21  
End AR 5234N-5300W / 1:52  
Level off 5215N-5333W / 2:02  
Harmon / 3:50
  
2. Long Bow Betty East  
From Harmon T.O. plus time  
St. George /:10  
Level off 4918N-5835W /:28  
Orbit point 5028N-5752W /:46  
Depart orbit / 1:01  
Rdz point 5100N-5615W / 1:16  
End AR 5207N-5241W / 1:47  
Harmon / 3:38
  
3. Long Bow Ann West  
From Harmon T.O. plus time  
St. George /:10  
Level off 4909N-5748W /:28  
Orbit point 5234N-5106W / 1:41  
Depart orbit / 1:56  
Rdz point 5205N-5248W / 2:18  
End AR 5057N-5623W / 3:59

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**ANNEX B**  
**TO**  
**OPERATIONS ORDER**  
**32-57**  
**INTELLIGENCE**

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HEADQUARTERS  
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## ANNEX B TO OPERATIONS ORDER 39-57

1. GENERAL SITUATION: A requirement exists for the 340th AREFS to participate in a large scale training exercise in support of the 341st Bomb Wing. E-hour / Day is 1400Z, 25 November 1957. (S)

### 2. SECURITY SUMMARY:

a. This operation will start with aircraft being prepared for flight under an alert exercise of the current EWP. (C)

b. This exercise will be USCM for the 340th AREFS. A SAC vulnerability test may be conducted at Ernest Harmon AFB and in particular against the 340th AREFS. The following are possible areas of penetration: (U)

- (1) Aircraft parking and maintenance areas.
- (2) POL storage areas.
- (3) AVGAS storage areas.
- (4) Communications system.
- (5) Command Posts.
- (6) Areas containing restricted data.

### 3. SECURITY REQUIREMENTS:

a. Air Refueling Squadron personnel will permit only personnel performing official business aboard or around the aircraft. Security patrols will keep all unauthorized personnel from entering the aircraft parking areas. (U)

b. The Unit Security Officer will monitor the unit security procedures throughout this operation in accordance with SACR 205-11. (U)

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ANNEX C  
TO  
OPERATIONS ORDER  
39 - 57  
COMMUNICATIONS

Annex C  
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HEADQUARTERS 4081ST STRATEGIC WING  
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ANNEX C TO OPERATIONS ORDER 39-57

COMMUNICATIONS

1. GENERAL:

a. Applicable CEI's, appropriate ACP, SAC Manuals of the 55-8 series, SACM 100-1, JANAP's, Radio Facility Charts, Supplementary Flight Information Documents, and ICAD documents apply unless modified herein. (U)

b. Greenwich Mean Time (ZULU) will be used for all communications. (U)

2. AIRBORNE COMMUNICATIONS:

a. No clear text radio transmission will be made which will reveal unit designation, mission, type of aircraft or other pertinent information. (U)

b. All aircraft will operate IFF Mode II normal unless otherwise directed by GCI. (C)

c. Current issue of KAC-1 series will be used for identification. (U)

d. GCI will be monitored by at least two aircraft in the cell on 364.2 and 122.2 at all times. (U)

e. 243.0 will be monitored at all times on the T/R-G Position. (U)

f. Each aircraft will have a complete and current set of instrument let down charts and a complete VHF crystal box. (U)

g. Position reports will be as required by AFR 60-16, SACR 55-3 and by Approach Control or GCI. (U)

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Annex C to Opord 39-57 (cont'd)

(1) Airborne call signs for position reporting will consist of the following: Aircraft tactical call sign, mission nickname, and cell designations with receiver cell color. For example; Luger 93, Iron Bar Long Bow Ann Gold. (U)

h. HF will be used only in emergencies or to relay positions if unable to contact ground stations on VHF or UHF. All aircraft will monitor assigned frequencies at indicated times for information or instructions. (U)

(1) Times: :05 to :08, :25 to :28 and :45 to :48 minutes past each hour.

(2) Frequencies:

#1	6730.5 KC
#2	4724.5 KC
#3	13215.5 KC
#4	11228.0 KC

i. Call Signs: (C)

340 AREFS - Luger  
341 Bomb Wing - Spiral  
Harmon Command Post - Betty Control  
Goose Command Post - Seabell Six Control

j. Code Words: (U)

Sky King - All SAC aircraft copy

k. Recall Words - (S)

Goldfish - Recall all SAC aircraft this mission  
Goldfish Juliett - Recall 340 AREFS aircraft  
Goldfish Kilo - Recall 26 SRW Goose weather scouts.  
Goldfish Romeo - Recall 26 SRW Harmon weather scouts  
Goldfish November - Recall 340 BW B-47 aircraft  
Goldfish Golf - Recall 341st BW aircraft

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Annex C to Opord 39-57 (cont'd)

1. Diversion Bases. (S)

Harmon	Seven
Goose	Six
Loring	Nine
Westover	Five
Portsmouth	Whiskey
Keflavik	Echo

3. CHANNELIZATION:

a. VHF (U)

(1) 126.7 (DOT) or 135.9 (CAA)	(5) Cell Interplane
(2) 126.18	(6) 122.2 GCI
(3) 137.88 Harmon Approach	(7) 136.8
(4) 121.5	(8) 134.1

b. UHF

(1) 236.6	(10) 364.2
(2)	(11) 311.0
(3) 275.8	(12) 321.0
(4) 257.8	(13) 344.6
(5) 255.4	(14) 305.4
(6) 301.4	(15) 363.8
(7)	(16) 270.6
(8) AR primary	(17) 335.8
(9) AR secondary	(18) 280.4

Guard - 243.0

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Annex C to Opord 39-57 (cont'd)

4. REFUELING FREQUENCIES: See SACM 100-1 for NEAC ALPHA and ERAVO as required in Appendix VI to Annex A. (U)

5. MONITORING: (U)

a. Leader - Monitor "E" Channel, Primary UHF refueling frequency plus Guard.

b. #2 Tanker - Monitor "C" Channel and primary UHF refueling frequency plus Guard.

c. #3 Tanker - Monitor GCI 122.2 by means of Omni receiver.

6. RECEIVER-TANKER CELL CALL SIGNS

## WAVE I - DEPLOYMENT

Spiral Gold	-	Long Bow Ann Gold
Spiral Black	-	Long Bow Betty Black
Spiral Cherry	-	Long Bow Ann Cherry

## WAVE II - DEPLOYMENT

Spiral Silver	-	Long Bow Ann Silver
Spiral Scarlet	-	Long Bow Betty Scarlet
Spiral Ivory	-	Long Bow Ann Ivory

## WAVE III - DEPLOYMENT

Spiral Cream	-	Long Bow Ann Cream
Spiral Tan	-	Long Bow Betty Tan
Spiral Brown	-	Long Bow Ann Brown

## WAVE I - REDEPLOYMENT

Spiral Gold	-	Long Bow Ann Gold
Spiral Black	-	Long Bow Ann Black
Spiral Cherry	-	Long Bow Ann Cherry

Annex C  
4081SW  
Opord 39-57  
7 Nov 57  
EH 2384



**SECRET**

Annex C to Opord 39-57 (cont'd)

WAVE II - REDEPLOYMENT

Spiral Silver	-	Long Bow Ann Silver
Spiral Scarlet	-	Long Bow Ann Scarlet
Spiral Ivory	-	Long Bow Ann Ivory

WAVE III - REDEPLOYMENT

Spiral Cream	-	Long Bow Ann Cream
Spiral Tan	-	Long Bow Ann Tan
Spiral Brown	-	Long Bow Ann Brown

Annex C  
4081SW  
Opord 39-57  
7 Nov 57  
EH 2384

**SECRET**

HEADQUARTERS 4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 NOVEMBER 1957

ANNEX D

TO

OPERATIONS ORDER

SERIAL NUMBER 39-57

SAFETY

51

Annex A  
4081st OPOD 39-57  
EH-2384  
7 November 1957

**SECRET**



# SECRET

HEADQUARTERS  
4081ST STRATEGIC WING  
ERNEST HARMON AIR FORCE BASE  
NEWFOUNDLAND  
7 NOVEMBER 1957

## ANNEX D TO OPERATIONS ORDER 39-57

1. Flying safety will take precedence throughout the entire mission. (U)
2. All crews will be fully briefed on adequate alternates and emergency fields. (U)
3. All participating pilots will be briefed and become familiar with letdown procedures for destination, selected emergency and weather alternates. (U)
4. Navigators will monitor all approaches and landings by means of radar. (U)
5. Aircraft will not fly lower than 2000 feet above the surface except for takeoff and landing. (U)
6. One rated crew member other than the navigator will flight follow to assume compliance with ARTC clearance instructions. (U)
7. Fuel reserves will be in compliance with AFR 60-16. (U)
8. Survival and emergency gear required by SAC Reg 60-8 will be carried on each flight. (U)
9. The following are suitable alternate airfields in this area: (U)

Field	Distance	Fuel Required	Mag Hdg.	Runway	Nav.aids
Goose	295	2,940	017°	1100C	GCA-VOR
Loring	400	4,050	281°	12000	GCA-VOR
Argentia	200	2,070	140°	7500	GCA-RBN
Dow	480	4,770	266°	7000	GCA-VOR

Annex D  
4081st OPORD 39-57  
EH 2381  
November 1957

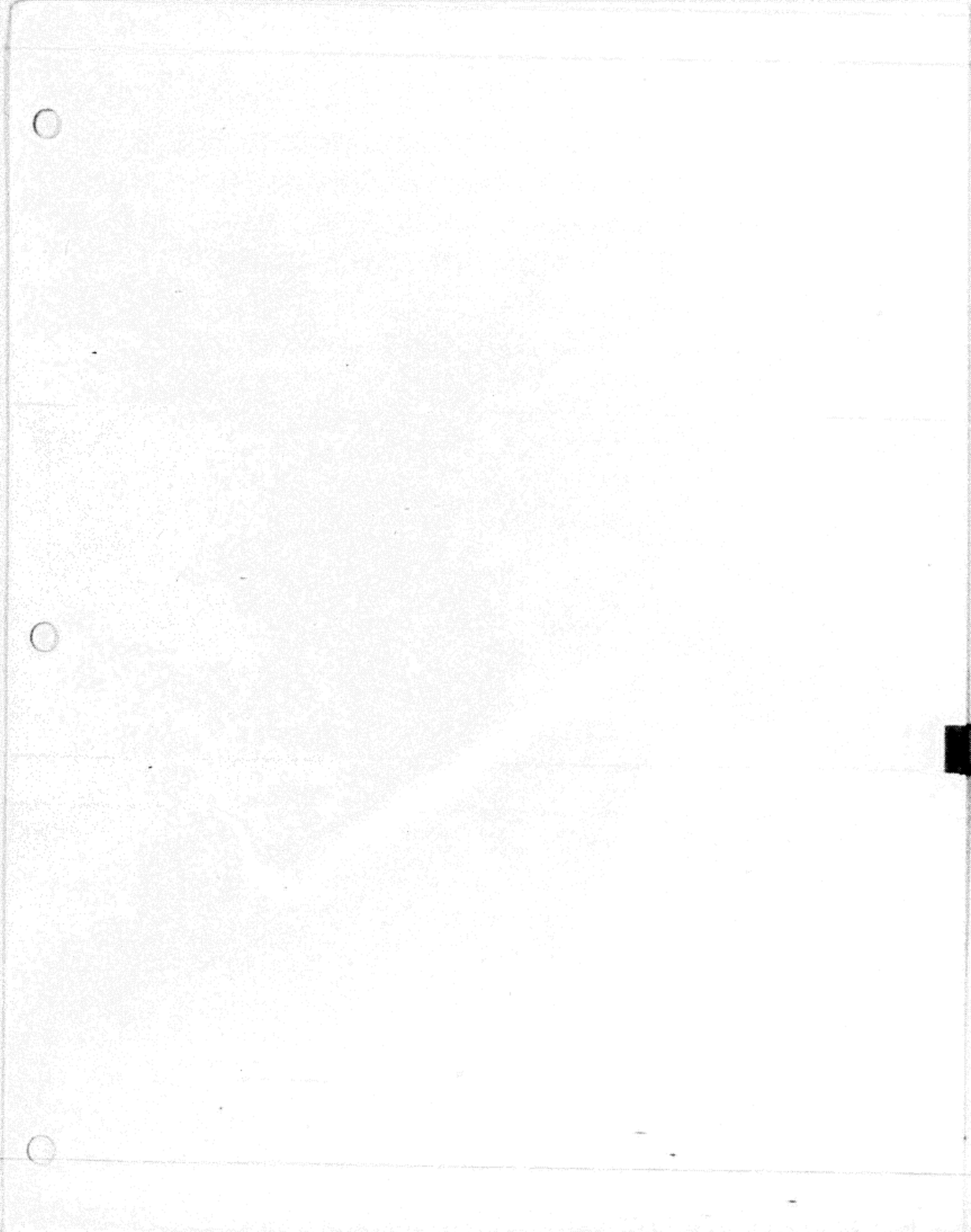
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**SECRET**

Gander	160	1,650	109°	8600	GCA-ILS
Seven Islands	320	3,200	317°	6100	RANGE
Mont Joli	385	3,850	297°	6000	RANGE
Moncton	290	2,940	265°		RNG-ILS
Sydney	155	1,540	229°		RNG,GCA, ILS
Torbay	240	2,390	131°		RNG,GCA, ILS
Westover	705	7,040	258°		RNG,VOR, GCA

**SECRET**





JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

(SPACE BELOW RESERVED FOR COMMUNICATION)

06/2355Z DRG

PRECEDENCE	TYPE MSG (Class)	ACCOUNTING SYMBOL	ORIG OR REFER TO	CLASSIFICATION
ROUTINE	VOICE	AF		

COMBOMGR 340 WHITEMAN AFB MD  
 COMAF 8 WESTOVER AFB MASS  
 /SECRET/ZIPPO 12-046 13-37/39-57/PAF/340 BW/TROW BAR/THIS  
 MESSAGE IN THREE PARTS. PART I: CONCLUSIONS: (A) ESTIMATE OF  
 SUCCESS: IN ACCORDANCE WITH CAP OPS ORDER 39-57 THE 340 BOMB WING  
 WAS PLACED UNDER DEPLOYMENT ALERT AT 1400Z 25 NOV 57. ALL  
 OPERATIONAL REQUIREMENTS WERE MET AND THIS PHASE OF TROW BAR WAS CONSID-  
 ERED SUCCESSFUL. THIS UNIT SCHEDULED A REQUIRED 40 AIRCRAFT IN  
 INCREMENTS OF 12, 15 AND 13. TERMINAL AND ALTERNATE WEATHER FOR  
 INCREMENT ONE WAS DELAYED INCREMENT I 24 HOURS FROM 28/1400Z TO 29/1400Z  
 INCREMENT TWO WAS LAUNCHED WITH 15 ACFT FOR THE AT BOUND ROBIN  
 INCREMENT I WAS FURTHER DELAYED 12 HOURS DUE TO TANKER TERMINAL  
 AND ALTERNATE WEATHER FROM 29/1400Z TO 30/0200Z. INCREMENT III  
 WAS LAUNCHED WITH 13 ACFT ON TIME AT 0210Z ON 29 NOV 57. COMBELL  
 26 AIR ABORTED 15 MIN AFTER TAKE OFF WITH A BLOWN CANOPY SEAL AND  
 WAS RESCHEDULED WITH INCREMENT I. COMBELL 52 AIR ABORTED AFTER  
 TERMINAL REPOUFLING DUE TO INABILITY TO TRANSFER FUEL FROM RIGHT

*C. H. Dole*  
*DOT 2355*

DATE	TIME
5	2355Z
MOON	YEAR
DRG	57

SYMBOL  
DOT

TYPED NAME AND TITLE (Signature, if required)  
 CHARLES W. HARTER, CAPTAIN, USAF

PHONE NO. 3681

SECURITY CLASSIFICATION

SIGNATURE  
*Charles W. Harter*

TYPED (or stamped) NAME AND TITLE  
 CAPTAIN, USAF

**SECRET**



JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY

**SECRET**

FORM

COMBOMWGM 340 WHITEMAN AFB MO

/SECRET/

WING TANK AND LANDED AT GOOSE BAY. THIS SORTIE WAS RESCHEDULED AS A SINGLE STRIKE SORTIE. INCREMENT I WAS LAUNCHED WITH 13 ACFT AT 0227Z 30 NOV 57. COMBELL 65 ABORTED AT TERMINAL REFUELING DUE TO TANKER BOOM MALFUNCTION AND LANDED AT GOOSE BAY. COMBELL 29 ABORTED AFTER TERMINAL REFUELING DUE TO INABILITY TO TRANSFER FUEL FROM RIGHT WING TANK. DUE TO WEAPON MALFUNCTION COMBELL 52 (SINGLE STRIKE SORTIE) WAS CANCELLED BY 8AF. MISSIONS COMPLETED AS BRIEFED AND EFFECTIVE WERE AS FOLLOWS:

INCREMENT I: 11, INCREMENT II: 15 AND INCREMENT III: 11.

THE OPERATIONAL PHASE OF IPON BAR WAS CONSIDERED ~~EXCELLENT~~ *SAT ISFACTORY*.

B. LESSONS LEARNED FROM MISSION AND OTHER ~~COMBELL~~ **COMMENTS:** THE TIMING BETWEEN INCREMENT II AND III WAS SUCH THAT INCREMENT II WAS RETURNING DURING THE DEPARTURE OF INCREMENT III. UNDER ADVERSE WEATHER CONDITIONS THIS COULD CREATE A HAZARDOUS CONDITION.

C. RECOMMENDATIONS: THAT LANDINGS NOT BE SCHEDULED DURING TAKE OFF PERIODS. PART II: ADEQUACY OF SUPPORT ITEMS: (a) TANKER: SUPPORT FOR THIS MISSION WAS CONSIDERED OUTSTANDING. (b) FIGHTER ESCORT: N/A. (c) AIR RESCUE: N/A. (d) PERPET: N/A. (e) MATS OR SS SUPPORT: MATS SUPPORT WAS CONSIDERED marginally satisfactory.

TRIP 1273 DEPARTED WHITEMAN AFB 22 HOURS AFTER THE SCHEDULED DEPARTURE TIME. THIS AIRCRAFT ALSO OFF-LOADED A PORTION OF THE FLYAWAY KIT AT HAFMON. THIS CARGO DID NOT ARRIVE AT DESTINATION IN TIME TO BE USED. TRIP 1277 DEPARTED WHITEMAN 13 HOURS 27 MINUTES

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INITIALS

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

**SECRET**

FROM: COMBOMWCH 340 WHITEMAN AFB MO

/SECRET/

AFTER THE SCHEDULED DEPARTURE TIME. ALL RETURN FLIGHTS FROM THE U.K. WERE DELAYED, OVER 6000 POUNDS OF CARGO HAS NOT BEEN RETURNED TO WHITEMAN AS OF 6 DEC 57. THE MATS OPERATIONS ORDER DID NOT PROVIDE SUFFICIENT AIRLIFT CAPACITY TO RETURN ALL CARGO FROM THE U.K. ie, TWO C-54's WERE PROVIDED WITH ONLY A 16,000 POUND CAPACITY ~~WHEREAS~~ 24,000 POUNDS WERE REQUIRED TO BE RETURNED.

(f) BASE FACILITIES AT BOTH THE PARENT STATION AND POST STRIKE BASE WERE CONSIDERED EXCELLENT. (g) TARGET MATERIALS AND OTHER INTELLIGENCE DATA: ONLY AERONAUTICAL APPROACH CHARTS (1:250,000 SCALE) WERE AVAILABLE ON ASSIGNED TARGETS. THIS WAS CONSIDERED HOWEVER TO BE ADEQUATE DUE TO TYPE OF EFFECTIVE POINTS SELECTED. (h) INTERNAL SECURITY: NO DIFFICULTIES WERE ENCOUNTERED. PART III: COMMENTS ON EFFECT OF FOLLOWING ON SUCCESS OF PRIMARY MISSION: (a) AIRCRAFT MAINTENANCE AND SUPPLY: SUPPLY WAS ADEQUATE; MAINTENANCE WAS SATISFACTORY. NO DIFFICULTIES WERE ENCOUNTERED IN GENERATION AND LAUNCHING PHASES. POST STRIKE BASE MAINTENANCE WAS ALSO SATISFACTORY. (b) COMMUNICATIONS AND ECM WAS SATISFACTORY, ONLY THE 15 21 POUND ROBIN FLIGHTS WERE SCHEDULED FOR ECM ON THE STRIKE PHASE. (c) PHOTOGRAPHY RESULTS WERE EXCELLENT. NO SCORES FOR BOMBING OR NAVIGATION WERE LOST. (d) GUNNERY WAS NOT SCHEDULED ON THIS MISSION. (e) WEATHER: <sup>Reason</sup> TARGET TERMINAL AND ALTERNATE WEATHER CAUSED A 36 HOUR DELAY FOR INCREMENT 1. (f) NAVIGATION RESULTS RELIABLE.

**SECRET**



JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

**SECRET**

FROM: COMBOMWGH 340 WHITEMAN AFB MO

/SECRET/

AFTER THE SCHEDULED DEPARTURE TIME. ALL RETURN FLIGHTS FROM THE U.K. WERE DELAYED. OVER 6000 POUNDS OF CARGO HAS NOT BEEN RETURNED TO WHITEMAN AS OF 6 DEC 57. THE MATS OPERATIONS ORDER DID NOT PROVIDE SUFFICIENT AIRLIFT CAPACITY TO RETURN ALL CARGO FROM THE U.K. ~~ie~~, TWO C-54's WERE PROVIDED WITH ONLY A 16,000 POUND CAPACITY ~~WHEREAS~~ <sup>WHEREAS</sup> 24,000 POUNDS WERE REQUIRED TO BE RETURNED.

(f) BASE FACILITIES AT BOTH THE PARENT STATION AND POST STRIKE BASE WERE CONSIDERED EXCELLENT. (g) TARGET MATERIALS AND OTHER INTELLIGENCE DATA: ONLY AERONAUTICAL APPROACH CHARTS (1:250,000 SCALE) WERE AVAILABLE ON ASSIGNED TARGETS. THIS WAS CONSIDERED HOWEVER TO BE ADEQUATE DUE TO TYPE OF EFFECTIVE POINTS SELECTED. (h) INTERNAL SECURITY: NO DIFFICULTIES WERE ENCOUNTERED. PART III: COMMENTS ON EFFECT OF FOLLOWING ON SUCCESS OF PRIMARY MISSION:  
 (a) AIRCRAFT MAINTENANCE AND SUPPLY: SUPPLY WAS ADEQUATE; MAINTENANCE WAS SATISFACTORY. NO DIFFICULTIES WERE ENCOUNTERED IN GENERATION AND LAUNCHING PHASES. POST STRIKE BASE MAINTENANCE WAS ALSO SATISFACTORY. (b) COMMUNICATIONS AND ECM WAS SATISFACTORY, ONLY THE 15 21 ROUND ROBIN FLIGHTS WERE SCHEDULED FOR ECM ON THE STRIKE PHASE. (c) PHOTOGRAPHY RESULTS WERE EXCELLENT. NO SCORES FOR BOMBING OR NAVIGATION WERE LOST. (d) GUNNERY WAS NOT SCHEDULED ON THIS MISSION. (e) WEATHER: <sup>Reason</sup> ~~Terminal~~ TERMINAL AND ALTERNATE WEATHER CAUSED A 36 HOUR DELAY FOR INCREMENT I. (f) NAVIGATION RESULTS WERE SATISFACTORY AND RELIABLE.

DO	PAGE NO. 3	NO. OF PAGES 4	SECURITY CLASSIFICATION	<b>SECRET</b>	INITIALS
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JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM:

COMROMWGM 340 WHITEMAN AFB MO

/SECRET/

- (g) FLIGHT ENGINEERING WAS SATISFACTORY.
  - (h) BOMBING RESULTS WERE SATISFACTORY. 37 OUT OF 42 SCHEDULED AIRCRAFT COMPLETED SUCCESSFUL BOMB RUNS.
  - (i) TACTICS WERE EMPLOYED IN ACCORDANCE WITH THE TACTICAL DOCTRINE.
- RECOMMEND ON FUTURE MISSIONS THAT NO LESS THAN FOUR AIRCRAFT BE SCHEDULED PER CELL TO PRECLUDE THE LOSS OF CELL TACTICS IN THE EVENT OF ONE AIRCRAFT ABORTING THE MISSION.

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**CONFIDENTIAL**

**"IRON BAR"  
8 AF OPS ORDER  
NO. 39-57**

**FINAL MISSION REPORT  
(M-27)  
FOR  
340<sup>th</sup> BOMWG (M)**



# CONFIDENTIAL

HEADQUARTERS  
340TH BOMBARDMENT WING (MEDIUM) (SAC)  
UNITED STATES AIR FORCE  
Whiteman Air Force Base, Missouri

DO

17 DEC 1957

SUBJECT: Final Mission Report (M-27) - 8AF Operations Order 39-57

TO: See Distribution

1. This correspondence constitutes a Final Mission Report (M-27) for Operation "Iron Bar", 8AFORD 39-57. The following is a concise summary of events which occurred during the overseas TDY portion of this mission:

a. Mission: The mission of this Wing under cited Operations Order included the re-deployment of 25 post strike B-47 aircraft from Brize Norton AFB, U.K. The number of aircraft actually re-deployed was reduced to 22 due to air aborts during the strike phase of the mission. Aircraft were returned to Whiteman AFB as follows:

(1) Eleven aircraft were launched 30 November 1957.  
(Two aircraft returned to Brize Norton AFB for maintenance.)

(2) Eleven aircraft were launched and successfully returned to Whiteman AFB 2 December 1957. Two aircraft remained at Brize Norton AFB and were designated as stragglers. These aircraft have subsequently returned to the home station.

b. Personnel and Administration: A Post Strike Team of 16 officers and 130 airmen were deployed to Brize Norton AFB by MATS aircraft. Personnel manning was in proper strength and AFSC to support post strike activities. No significant problems were encountered in these areas except as noted in sub-paragraph d below under "Logistics":

c. Operations and Training: Delay in arrival of aircraft at Brize Norton necessitated close co-ordination and rescheduling of tankers for redeployment refueling. Assistance received in co-ordination of tankers from 7th Air Division and the Air Refueling Squadrons concerned was excellent. No difficulties in refueling tactics were encountered with either U.K. unit.

(1) Of a scheduled 11 aircraft on the first redeployment increment all were airborne on time. Two aircraft air aborted, one with a right outrigger gear failing to retract and the other aircraft receiving insufficient fuel from malfunctioning tankers to arrive at the second refueling area with the required reserve. Both aircraft landed at Brize Norton and were rescheduled into the last increment for return.

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(2) Of a scheduled 13 aircraft in the last increment, two aircraft were ground cancelled due to excessive maintenance delay. One aircraft aborted two takeoffs with water alcohol failing to fire and the other aircraft had a #4 oil transmitter inoperative. These two aircraft were thereupon classified as "Stragglers".

(3) The two straggler aircraft from the last increment were greatly assisted by the 68th Bomb Wing and 7th Air Division in obtaining required refueling and clearances to redeploy to Goose Bay. Lack of refueling support in the NEAC area prohibited a non-stop flight to Whiteman and generated a requirement for two additional sorties.

(4) The three aircraft that pre-target aborted and landed at Goose Bay were given excellent assistance in preparation for their return flight to Whiteman.

(5) Maximum training was scheduled and accomplished by all redeploying aircraft.

### d. Logistics:

#### (1) Maintenance:

(a) The overall maintenance support was provided by the in-place rotational B-47 unit and the forward base turn-around team was considered adequate. The attitude and cooperation of both the base and the in-place rotational unit was excellent. Several areas requiring attention are listed below:

1. Oil was furnished in 55 gallon drums with no facilities for getting oil out of the drums. Recommend that hand pumps be included in equipment to be deployed.

2. Several outages occurred of maintenance vehicle radios and the maintenance control ground station.

(2) No difficulties were encountered in the armament, ADS and weapons area.

(3) Supply: Supply support of aircraft spares was excellent. Twenty-four items were requested with 13 being available in the 340 FAK, 4 available in the 68th FAK and 7 available in Brise Norton Base Supply. It is noted that the 11 items available in the 68th FAK and Base Supply were not authorized in the post strike portion of the B-47 FAK and were not required for immediate redeployment under a go-no go condition. These eleven items were used to bring aircraft to a complete operationally ready condition after a go-no go condition was determined. Delivery time of aircraft spares was satisfactory.

(4) Transportation was considered adequate.



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(5) Base installations and facilities were adequate.

(6) The unit mobility is adequate and presented no problems in deployment or redeployment.

(7) The Brize Norton reception plan was adequate. The processing of personnel and baggage was handled expeditiously.

(8) MATS support was considered minimum satisfactory. Trip 1273 departed Whiteman AFB 22 hours after scheduled departure. This aircraft also off-loaded a portion of the FAK at Harmon AFB. This off-loaded portion did not arrive in time to be used had the need arisen. Trip 1277 departed Whiteman 13 hours 27 minutes after scheduled departure. All return flights were delayed past scheduled departure time. The MATS operations order did not provide sufficient airlift capacity to return all cargo from the U.K., i.e., two C-54's were provided with a 16,000 lb. capacity whereas 24,000 lbs were required to be returned.

e. Intelligence: Support rendered by the Intelligence Division, 68th Bomb Wing, in place at Brize Norton AFB, was outstanding. No significant problems were encountered.

f. Security: The security of aircraft with classified cargo and storage facilities for classified material were excellent.

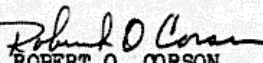
2. The following recommendations are submitted based upon the information contained in paragraph 1 above:

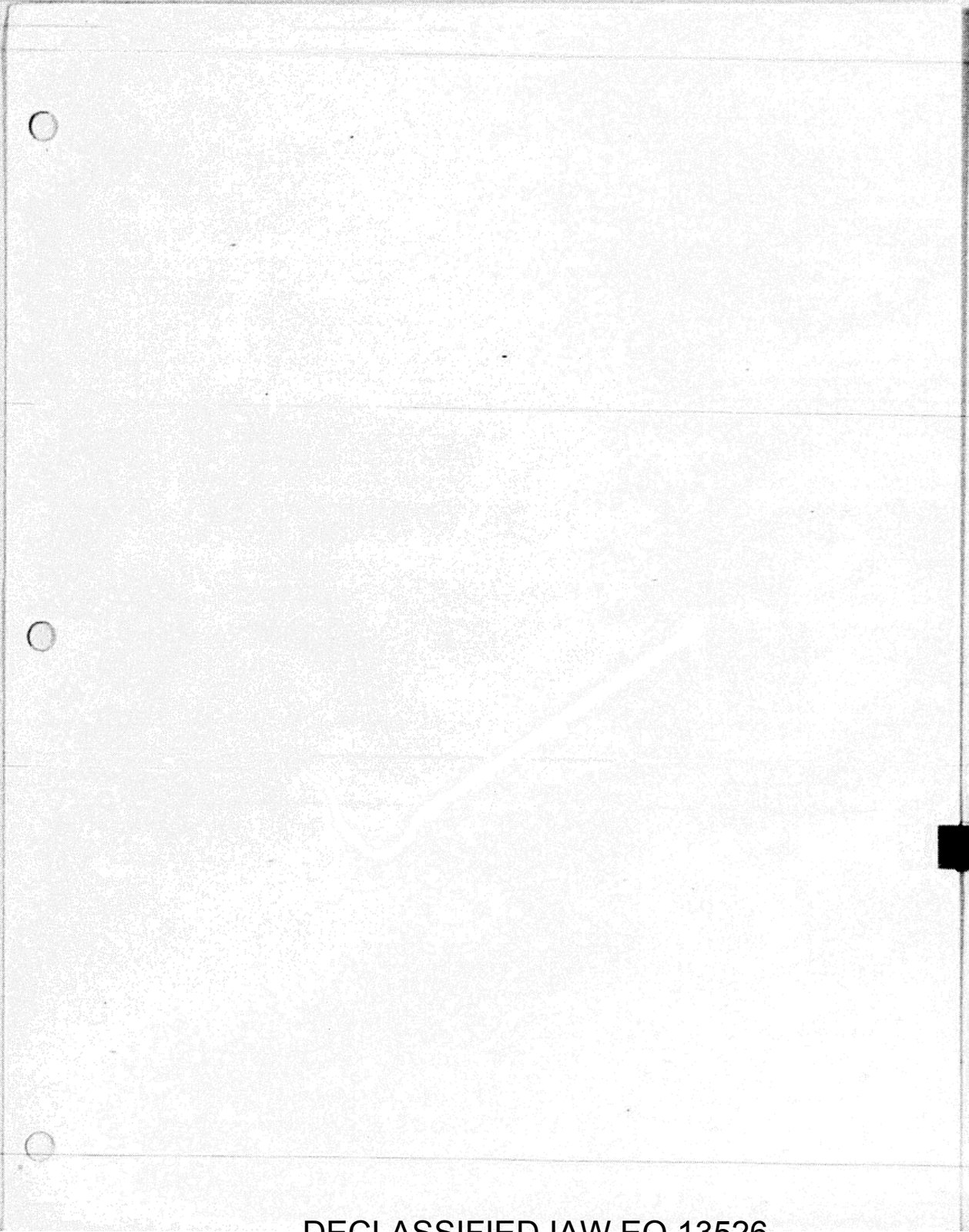
a. Recommend the most reliable communications equipment procurable for use of Maintenance sections, i.e. Mobile trucks, Maintenance control, etc, be made available to forward bases.

FOR THE COMMANDER:

## DISTRIBUTION:

1 cy - Comdr SAC	4 cys - ISO
16 cys - Comdr 8AF	1 cy - DO
1 cy - Comdr 2AF	1 cy - DOT
1 cy - Comdr 7ADIV	1 cy - DCR
1 cy - Comdr 68BW	1 cy - BCERS

  
ROBERT O. CORSON  
Captain USAF  
Adjutant





JOINT MESSAGEFORM

SECURITY CLASSIFICATION

**SECRET**

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SINGLE			
OO		<input checked="" type="checkbox"/>		AF		
INFO						

FROM: COM ARKFS 340

SPECIAL INSTRUCTIONS

TO: COMAF 8  
INFO COMBOMWG 340  
CINCSAC OFFUTT

/S E C R E T/ZIPPO 12-258/T-27/39-57/4081 ST STRAT WG/340 ARKFS/  
IRON BAR.

2. A. MISSION WAS EXTREMELY SUCCESSFUL. B. THE IMPORTANCE OF GOOD COMMUNICATIONS IS OF GREAT VALUE IN LAUNCHING TRAKERS TO MEET RENDEZVOUS TIMES ESPECIALLY IN VIEW OF POSSIBLE AIR AND GROUND ABORTS OF RECEIVER AIRCRAFT. ON THE REDEPLOYMENT PHASE HERE, THE IMPORTANCE OF RECEIVER AIRCRAFT ARRIVING WITHIN FIFTEEN MINUTES OF THEIR LAST KNOWN ETA FOR RENDEZVOUS CANNOT BE OVERSTRESSED. ON WAVE I OF THE 341ST BW REDEPLOYMENT THE FIRST TWO CELLS WERE 25 AND 17 MINUTES EARLY RESPECTIVELY. ON REDEPLOYMENT WAVE II THE FIRST CELL WAS 24 MINUTES

DATE	TIME
MONTH	YEAR

SYMBOL

TYPED NAME AND TITLE (Signature, if required)

PHONE

PAGE NR. 1 NR. OF PAGES 4

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## JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

**SECRET**

FROM:

PAGE TWO RJENKA 12A

EARLY AND THE SECOND 30 MINUTES EARLY. IN ALL FOUR CASES THE TANKERS COULD NOT REACH THE ORBIT POINT BUT TURNED TO INTERCEPT THE REFUELING TRACK WHEN THE RECEIVERS WERE AT PROPER RANGE THEREBY MAKING HEAD-ON TYPE RENDEZVOUS. WAVE III WHICH WAS DELAYED 48 HOURS ENCOUNTERED SEVERE HEAD WINDS. THE FIRST ORBIT WAS 40 MINUTES LATE, THE SECOND 35 LATE AND THE FOURTH WAS 45 MINUTES LATE AND ELECTED NOT TO DESCEND FOR REFUELING BUT TO PROCEED TO HIS ALTERNATE. G. RECOMMEND THAT THE TACTICAL DOCTRINE BE AMENDED TO SPECIFY THAT RECEIVERS MAKE GOOD THEIR FIRST RENDEZVOUS TIME AS A CONTROL TIME WITHIN THE TANKER ORBIT TIME PAD AT LEAST, AND ESPECIALLY FOR EARLY ARRIVALS.

3. A. NOT APPLICABLE

B. NOT NEEDED

C. NOT APPLICABLE

D. NOT USED

E. THE 4081ST STRATEGIC WING GAVE SATISFACTORY SUPPORT TO LAUNCH ALL AIRCRAFT REQUIRED FOR /IRON BAR". THE PROBLEM PRESENTED ON THE FIRST WAVE OF DEPLOYMENT CAUSED BY SNOW AND ICE REMOVAL WAS OVERCOME AND A GOOD PROCEDURE FOR DEICING WAS DEVISED.

F.

F. ADEQUATE

G. ADEQUATE, NO PENETRATIONS ATTEMPTED.

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## JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM:

PAGE THREE RJENKA 12A

H. NONE

4. A. MAINTENANCE SUPPORT FURNISHED BY BASE ACTIVITIES WAS SATISFACTORY. SOME DIFFICULTY WAS EXPERIENCED IN REMOVING SNOW FROM THE AIRCRAFT FOR WAVE I DEPLOYMENT PHASE BUT THIS WAS CORRECTED BY THE ORGANIZATION OF A BASE TEAM TO OPERATE DEICING TRUCKS. THE SUPPLY SUPPORT WAS INADEQUATE AND RESULTED IN CANNIBALIZATION OF GROUNDED AIRCRAFT TO PREVENT MORE GROUNDINGS AND TO ACCOMPLISH THE MISSION.

B. THE COMMUNICATIONS WITH HQ 8 AIR FORCE WERE EXCELLENT. THE ONLY AREA FOR IMPROVEMENT WOULD BE IN THE POSSIBILITY OF RECEIVING AIRBORNE POSITION REPORTS FROM THE WESTBOUND RECEIVER AIRCRAFT TO AID IN LAUNCHING TANKERS TO BE AT THE RENDEZVOU POINT WHEN THE RECEIVERS ARRIVE THERE.

C. FORECASTS FOR THE DEPLOYMENT REFUELING AREA AND TERMINAL WEATHER WAS GOOD. THE FORECAST FOR DEPARTURE AND TERMINAL WEATHER FOR WAVE II REDEPLOYMENT ON 9 DECEMBER DID NOT IN THE LEAST AGREE WITH THE ACTUAL TAKEOFF CONDITIONS WHICH NECESSITATED THE USE OF ONLY GREEN CARD PILOTS.

D. NO DIFFICULTY WAS ENCOUNTERED DUE TO NAVIGATION.

E. FLIGHT ENGINEERING WAS COMPLETELY ADEQUATE.

F. TACTICS: BOTH TANKERS AND RECEIVERS WERE WELL INFORMED

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

SECRET

FROM:

PAGE FOUR BJENKA 1212A

ON TACTICAL PROCEDURES. LATE CHANGES FOR THE GOLD CELL ON DEPLOYMENT AND THE IVORY CELL ON REDEPLOYMENT CAUSED THE 340TH AREFS TO BE DIRECTED BY HQ 8TH AF TO USE TWO RECEIVER TO ONE TANKER TACTIC.

G. NO ADDITIONAL COMMENT.

A Certified True Copy:

*John H. Hubert for*  
ROBERT E. CASSADY, Lt. Col., USAF

SYMBOL

PAGE NR

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# DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

Crew Status as of 1 December 1957

TO HH

FROM DP

DATE 12 December 57 COMMENT NO. 1

REG/229

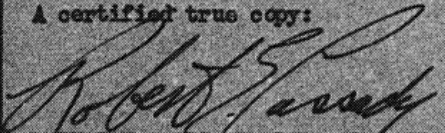
The following is the number of B-47 and <sup>A</sup>REFS crews assigned this wing.

B-47 8-Select 10-Lead 27-Ready 11 Non-Ready 2-Incomplete

KC-97 26-Tanker(Combat-Ready) 2-Non-Ready 2-Incomplete.

/s/ James H. Boelittlein  
/cs/ JAMES H. BOELITTLEIN  
2nd Lt., USAF  
CIC Combat Crew Branch

A certified true copy:



ROBERT E. CASSADY, Lt. Col., USAF  
Information Services Officer

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HEADQUARTERS  
340TH BOMBARDMENT WING (M)  
UNITED STATES AIR FORCE  
WHITEMAN AIR FORCE BASE  
MISSOURI

MONTHLY OPERATIONS PLAN

NUMBER            478-57

1 NOVEMBER 1957



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APPENDIX VI - - - - - OPERATIONS MEETING  
APPENDIX VII - - - - - OFF BASE SCHOOL SCHEDULE  
APPENDIX VIII - - - - - DUTY SCHEDULES  
ATTACHMENT "A" - - - - - SUPERVISOR OF FLYING  
ATTACHMENT "B" - - - - - TOWER OFFICER  
ATTACHMENT "C" - - - - - AIRDROME OFFICER  
ATTACHMENT "D" - - - - - TEST FLIGHT CREWS  
APPENDIX IX - - - - - NCR CREW UPGRADE TRAINING  
ATTACHMENT "A" - - - - - CREW PROJECTION  
APPENDIX X - - - - - FLYING SAFETY  
ANNEX "C" - - - - - COMMUNICATIONS (OMITTED)  
ANNEX "D" - - - - - MONTHLY MAINTENANCE ORDER



HEADQUARTERS 340TH BOMBARDMENT WING MEDIUM  
Whiteman Air Force Base, Missouri  
1 November 1957

OPERATIONS PLAN

SERIAL NO. 478-57

TASK ORGANIZATIONS:

Headquarters Squadron, 340th Bomb Wing	Captain Bennett
486th Bombardment Squadron	Lt. Col. Sabin
487th Bombardment Squadron	Lt. Col. Watts
488th Bombardment Squadron	Lt. Col. Turnbull
340th Armament & Electronics Squadron	Major McKewin
340th Periodic Maintenance Squadron	Major Snyder
340th Field Maintenance Squadron	Major Matis
340th Air Base Group	Colonel Kline
Detachment 31, 5th Weather Group	Major Inskip

1. GENERAL SITUATION: A requirement exists to develop a scheduled program to meet current training and operational requirements and a maintenance order to support the Wing's over all training and operational objectives for the month of November 1957.

a. Intelligence: See Annex "A"

b. Friendly Forces: Omitted

2. MISSION: To complete the air and ground training requirements and to support Higher Headquarters directed missions.

3. TASKS FOR SUBORDINATE UNITS:

a. Headquarters Squadron, 340th Bomb Wing will:

- (1) Provide necessary portions of this operations plan to applicable Squadrons, support organizations and to higher headquarters.

- (2) Coordinate preparation of weekly flying schedules in support of the plan.
  - (3) Prepare necessary operations orders for Wing and Higher Headquarters directed missions.
  - (4) Review and approve squadron mission flight plans and scheduled requirements insuring that each sortie is being utilized to the maximum extent possible.
  - (5) Monitor training accomplished by each crew, keeping squadrons informed of training deficiencies.
  - (6) Plan, initiate and direct the Wing Ground Training program.
  - (7) Coordinate ground training activities and schedules with each squadron, staff agencies and the Air Base Group.
  - (8) Submit required training reports as specified in existing regulations.
- b. The 486th, 487th and 488th Bomb Squadrons will:
- (1) Provide aircraft and crews to support this plan.
  - (2) Insure maximum possible adherence to take-off and flight schedules.
  - (3) Plan and prepare individual missions designed to complete each crews minimum requirements plus additional training to eliminate any areas of weakness.
  - (4) Schedule each sortie for maximum time consistent with maintenance cycle schedules.
- c. 340th A&E Squadron, 340th Field Maintenance Squadron and 340th Periodic Maintenance Squadron will:
- (1) Provide support as directed in Annex "D".
- d. 340th Air Base Group will: Provide support necessary to meet the requirements of this plan.



e. Detachment 31, 5th Weather Group will: Provide all planning and operational forecasts needed.

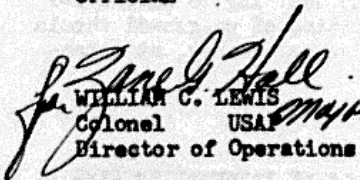
x. General Instructions:

- (1) Squadrons will accomplish required training to maintain Combat Ready Crew proficiency and Non Combat Ready Crew upgrade training in accordance with priorities as established by Headquarters Eighth Air Force and consistent with allocated flying hours.
- (2) Squadrons will plan daily operations to provide departure of all aircraft within a one hour period where possible.
- (3) Take-off times prior to 1200 hours on Monday or after 1200 hours on Fridays should be avoided.

4. ADMINISTRATION AND LOGISTICS: Normal

5. COMMAND AND COMMUNICATIONS: Normal

OFFICIAL

  
WILLIAM C. LEWIS  
Colonel USAF  
Director of Operations

HAROLD E. HUMFELD  
Commander

DISTRIBUTION:

3 cys - COMAF 8 (2 DOT - 1 DMML)  
2 cys - COMBOMWGM 340  
2 cys - COMABGRU 340  
5 cys - 486BS  
5 cys - 487BS  
5 cys - 488BS  
5 cys - COMDR OPRON 340  
2 cys - DM  
10 cys - DOT  
3 cys - DOI  
1 cy - DO  
1 cy - DOS  
1 cy - DOP  
1 cy - DOC  
2 cys - DCR  
4 cys - ISO  
1 cy - A&E  
1 cy - FMS  
1 cy - FMS  
1 cy - Weather  
1 cy - DS

ANNEX "A" - OPERATIONS PLAN)  
NUMBER )

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

INTELLIGENCE

1. Intelligence Summary:

a. General Situation:

- (1) Significance of the plan is as stated in paragraph 2 of Operations Plan.

2. Intelligence Requirements:

a. P-2 Card Testing:

- (1) SAC Regulation 200-4 requires that all personnel with P-2 cards currently on file with Wing Intelligence be tested on their questions quarterly. All personnel within the program will now require an examination since November begins the new quarter. Tests may be taken at the Operational Intelligence Branch, Building S-145, at a crew member's convenience. It is recommended that this requirement be completed as soon as possible. Squadrons desiring to have a P-2 Test Team visit the unit to conduct mass testing of personnel should contact Captain William Sheldrick, or A/2C James Greaney, at extension 3381.

b. Intelligence Reading File:

- (1) A Reading file to include latest intelligence of interest to aircrews is available in the EWP Vault. This file is utilized to convey current information regarding enemy defensive capability, EWP Target Study, Combat Mission Folders, P-2 Card Program, etc. The file will be a required reading item during the aircrews regular monthly EWP Study. Each crew member will signify that he has read the file by placing his signature and date on the form contained inside the Reading File.

c. EWP Trainer Runs and Target Study:

- (1) The Navigator is required to accomplish a minimum of four T-2A trainer runs per month on his assigned Primary or Alternate EWP Target plate. Two of these runs must be supervised by the Predictions Officer.
- (2) Navigators will report to the EWP Vault before proceeding to the T-2A trainer. While at the vault, he will obtain the TPF for his target and also accomplish 340th Air Base Group Form 100-12 "Monthly Check of Bombing Data", assisted by the Predictions Officer. Completion of this form is required in order to receive credit for monthly EWP Crew Study.



- (3) The TPF contains necessary materials to be used while accomplishing the required T-2A trainer runs.

d. Visual Photography:

- (1) Visual photography requirements will be scheduled by Operations for all daylight flights involving bombing. Navigators have been furnished a special checklist for operation of the visual cameras and should experience no difficulty with the equipment. Upon completion of the visual photography, the Navigator will enter the remarks, "Visual Camera Used" in large print on the front of the Camera Log, SAC Form 284. Armament and Electronics personnel will unload the camera magazine and deliver the film to the Photo Lab for processing.

ANNEX "B" - OPERATIONS PLAN)  
NUMBER 478-57)

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

OPERATIONS

This annex sets forth the known Operations Requirements for November 1957. The objective for November 1957 is to accomplish training necessary to maintain Combat Ready Crew proficiency, accomplish requirements set forth in the "Pop Up" program and fulfill Higher Headquarters directed training and requirements.

INCLOSURES:

- Appendix I - Air Training
- Appendix II - Ground Training
- Appendix III - Standardization Division
- Appendix IV - Strategic Evaluation
- Appendix V - On Base Special Weapons Training
- Appendix VI - Operations Meetings
- Appendix VII - Off Base School Schedule
- Appendix VIII - Duty Schedule
- Appendix IX - NCR Crew Upgrade Training
- Appendix X - Flying Safety

Annex "B"  
OPS PLAN 478-57



## APPENDIX 1

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957AIR TRAINING1. FLYING HOUR ALLOCATIONS:

a. B-47 - 1557 hours, divided approximately equal per Bombardment Squadron

b. Sorties scheduled by maintenance.

486th Bombardment Squadron - 63

487th Bombardment Squadron - 64

488th Bombardment Squadron - 67

2. SPECIAL MISSIONS AND REQUIREMENTS:

<u>CALENDAR DATE</u>	<u>MISSION</u>	<u>REQUIREMENTS</u>	<u>SQUADRON</u>
28 October	SAC Bombing Competition	As Per Ops Order	486, 487 & 488
4 November	SES	Three Crews	486, 487 & 488
15 November	Old Timer	One Lead Crew per Sqdn.	486, 487 & 488
14 & 15 Nov.	ADS Loading Exercise	"E"	486
		"F"	488
	Iron Bar	As per Ops Order	486, 487 & 488
6 November	Black Gold	Ferry 2161	488
12 November	Black Gold	Ferry 2134	486
18 November	Black Gold	Ferry 2119	486
25 November	Black Gold	Ferry 2125	488
27 November	Southern Belle	Ferry 2109	487

3. EIGHTH AIR FORCE TANKER/RECEIVER SCHEDULE: The 90th AREFS will support the 340th Bombardment Wing with ten (10) Air Refueling sorties during November. The 307th AREFS will provide the support of five (5) sorties. Scheduled daily sorties are listed in Attachment "C" of this Appendix.

4. GENERAL INSTRUCTIONS:

a. Maximum emphasis will be placed on accomplishing the requirements set forth for the "Pop Up" Training Program. The highest priority will be given to "Pop Up" Training. Training will be programmed at a moderate pace to insure thorough briefings and critiques of participating crews. Five instructor crews have been selected to accomplish initial checkout. Crews are as follows:

S-18 Hollis

S-38 Shea

L-73 Stapper

R-94 Cornish

R-47 Del Fatti

(1) It is recognized that cancellation of "Pop Up" sorties for lack of required weather minimums will be excessive. Squadrons will schedule an alternate mission for each "Pop Up" sortie either using the scheduled crew or an alternate crew consistent with established training priorities and individual crew training requirements. Non Ready crew training will be accomplished whenever possible as an alternate for "Pop Up" sorties.

b. Emphasis will be placed on the accomplishment of Air Refueling Training for Combat Ready crews demonstrating a lack of proficiency or activity in Air Refueling.

c. Hours allocated for staff proficiency flying remain small. Priority will be given to accomplishing SAC Regulation 51-4 standardization activity and AFR 60-2 requirements. Use of staff proficiency flights to back up "Pop Up" sorties is encouraged.



5. ATTACHMENTS:

Attachment "A" - Training Priorities

Attachment "B" - RBS and Bomb Range Schedule

Attachment "C" - Wing Tanker Schedule

Attachment "D" - Aircraft Performance and Weather

Attachment "E" - 486th Crew Flying Schedule

Attachment "F" - 487th Crew Flying Schedule

Attachment "G" - 488th Crew Flying Schedule

Attachment "H" - 340th ARS Crew Flying Schedule (Omitted)

Attachment "I" - SAC Regulation 51-26 Requirements by Crew

ATTACHMENT "A"

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

APPENDIX I

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

B-47 NOVEMBER TRAINING PRIORITIES

1. Accomplish requirements of AFR 60-2
2. "Pop Up" program
3. Standardization checks IAW SAC Manual 51-4
4. Combat Ready Crew Training to include Higher Headquarters directed missions.
  - a. SAC Bombing Competition
  - b. Iron Bar
  - c. ADS Loading Exercise
  - d. Strategic Evaluation
  - e. Old Timer
5. Non Combat Ready Crew Training.

Attachment "A"  
Appendix I, Annex "B"  
OPS PLAN 478-57



ATTACHMENT "B"

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

APPENDIX I

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

RBS AND BOMB RANGE SCHEDULE

1. RBS Schedule for November 1957:

Friday - 1 November  
486 33 Denver 0900-1000  
487 35 Omaha 1700-1800  
488 31 & 37

Thursday - 14 November  
486 35 Columbus 1900-2000  
487 31 & 37 Springfield 2000-2100  
488 33  
Pop Up Columbus 1100-1200

Monday - 4 November  
486 31 & 37 Omaha 1600-1700  
487 33 Columbus 1800-1900  
488 35

Friday - 15 November  
486 35 Kansas City 1100-1200  
487 31 & 37 St. Louis 1200-1300  
488 33 Denver 1300-1400

Tuesday - 5 November  
POP UP Columbus 1300-1400

Monday - 18 November  
486 33 Kansas City 1400-1500  
487 35 Denver 2100-2200  
488 31 & 37  
Pop Up Columbus 0900-1100

Wednesday - 6 November  
486 33 Kansas City 1400-1500  
487 35 St. Louis 1300-1400  
488 31 & 37  
Pop Up Columbus 1300-1400

Tuesday - 19 November  
486 31 & 37 Omaha 0900-1000  
487 33 Kansas City 1100-1200  
488 35 Denver 1100-1200  
Pop Up Columbus 1400-1600

Thursday - 7 November  
486 31 & 37 Kansas City 1800-1900  
487 33 St. Louis 2000-2100  
488 35 Omaha 2200-2300  
Pop Up Columbus 1100-1200

Wednesday - 20 November  
486 35 Kansas City 1400-1500  
487 31 & 37 St. Louis 1300-1400  
488 33  
Pop Up Columbus 1300-1400

Friday - 8 November  
486 35 Kansas City 1100-1200  
487 31 & 37 St. Louis 1200-1300  
488 33 Denver 1900-2000  
Pop Up Columbus 1100-1200

Thursday - 21 November  
486 33 Kansas City 1000-1100  
487 35 Omaha 1200-1300  
488 31 & 37  
Pop Up Columbus 1100-1200

Tuesday - 12 November  
486 33 Kansas City 1100-1200  
487 35 Omaha 1900-2000  
488 31 & 37 Denver 2100-2200  
Pop Up Columbus 0900-1000

Friday - 22 November  
486 31 & 37 Kansas City 1100-1200  
487 33 St. Louis 1200-1300  
488 35 Denver 1900-2000

Wednesday - 13 November  
486 31 & 37 Kansas City 1000-1100  
487 33 Omaha 1200-1300  
488 35  
Pop Up Columbus 1500-1600

Monday - 25 November  
486 35 Kansas City 1400-1500  
487 31 & 37 Kansas City 1800-1900  
488 33 Denver 1500-1600  
Pop Up Columbus 0900-1000

Wednesday - 27 November  
486 31 & 37 Kansas City 1800-1900  
487 35 Omaha 2200-2300  
488 33 St. Louis 2000-2100  
Pop Up Columbus 1300-1400

Tuesday - 26 November  
486 33 St. Louis 1700-1800  
487 35 St. Louis 1900-2000  
488 31 & 37 Kansas City 1900-2000  
Pop Up Columbus 0900-1000

Friday - 29 November  
486 33 Kansas City 1100-1200  
487 35 St. Louis 1200-1300  
488 31 & 37 Denver 1300-1400



2. Bomb Range Schedule for November 1957:

Camp Phillips Target #5

<u>DATE</u>	<u>1400Z</u> <u>1530Z</u>	<u>1530Z</u> <u>1730Z</u>	<u>1730Z</u> <u>1930Z</u>	<u>1930Z</u> <u>2130Z</u>	<u>2130Z</u> <u>2300Z</u>
1	818	506	340	802	802
4	506	818	802	802	802
5	802	802	818	506	340
6	818	340	802	802	506
7	340	506	802	802	818
8	802	802	340	OPEN	818
12	818	506	340	802	802
13	340	802	802	506	818
14	802	802	818	340	506
15	818	506	802	802	340
18	340	506	802	802	802
19	818	802	802	506	818
20	802	802	818	506	340
21	818	506	340	802	802
22	340	506	802	802	818
25	818	506	802	802	802
26	802	802	818	506	340
27	340	506	340	802	802
29	506	340	802	802	818

ATTACHMENT "C"

APPENDIX I

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

NOVEMBER TANKER SCHEDULE

1. November Tanker Schedule is as follows:

a. Support by 90th AREFS:

6 November	2 Sorties	
7 November	2 Sorties	
12 November	2 Sorties	
13 November	2 Sorties	
19 November	1 Sortie	
21 November	1 Sortie	Total of 10 Sorties

b. Support by 307th AREFS

8 November	2 Sorties	
14 November	1 Sortie	
20 November	2 Sorties	Total of 5 Sorties

2. Air Refueling Sorties will be assigned at the weekly 60-9 scheduling meeting consistent with established priorities.

a. Priority will be given to provide activity for Combat Ready Crews scheduled to participate in "Iron Bar".

b. Second priority will be given to Non Combat Ready Crew upgrade Air Refueling Training

Attachment "C"  
App I, Annex "B"  
OPS PLAN 478-57



ATTACHMENT "D"

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

APPENDIX I

ANNEX "B" (OPERATIONS PLAN)

NUMBER 478-57)

AIRCRAFT PERFORMANCE AND WEATHER

1. AIRCRAFT PERFORMANCE:

- a. During November water alcohol will not be used unless:
  - (1) Critical field length approached 90% of runway available, or
  - (2) Scheduled by maintenance to periodically exercise the system.
- b. Maximum gross weight for "Pop Up" maneuver is 150,000 pounds.
- c. Wing tanks will be empty for all low level training missions.

2. WEATHER:

- a. Climatic data and information for October 1957:

(1) Temperatures:

Absolute Max - 81°F  
Average Max - 54°F  
Mean - 44°F  
Average Min - 34°F  
Absolute Min - 10°F

(2) Precipitation:

Mean Monthly Rain	- 0.66 Inches
Number of days with measurable precipitation	- 4.0 days
Average Snowfall	- Trace
Snowfall and Snowdepth	- None

(3) Weather:

Number of hourly observations during the month reporting thunderstorms. Thunderstorms in the local area or over the base. 1 Hour  
Number of hourly observations during the month reporting rain and/or drizzle. 22 Hours

(4) Prevailing Winds:

South - 12.5%  
Mean Speed - 11.2 Knots

(5) Cross Wind Components: Number of hourly observations reporting  
25 knots Cross Wind Component. - 5 Hours

(6) Flying Weather:

Below Minimums (Below 500' and 1 Mile) - 0.7%  
Instrument - 3.9%  
Contact - 95.4%  
Visibility below 1 mile - 0.4%  
Ceilings: 0-400 ft- - - - - 0.6%  
500-900 ft- - - - - 2.9%  
1000-2000 ft- - - - - 8.5%  
2100-3000 ft- - - - - 4.5%  
3100-5000 ft- - - - - 5.1%  
5500-9500 ft- - - - - 5.8%  
10000-Unlimited - - - - - 72.7%

(7) Sunrise and Sunset:

01 Nov - 0641 1714  
05 Nov - 0645 1710  
10 Nov - 0650 1705  
15 Nov - 0656 1701  
20 Nov - 0701 1658  
25 Nov - 0706 1656  
30 Nov - 0711 1654

(8) Moon Phase, Rise and Set:

08 Nov - Full. Rise 1803, Set 0746  
15 Nov - Last Quarter. Rise 0013, Set After Sunrise  
20 Nov - New Moon.  
30 Nov - First Quarter. Rise Before Sunset, Set 0047

(9) Probability of visual conditions at designated RBS sites and  
Bomb Ranges.

<u>Site/Range</u>	<u>Number of days 3/10 or less cloud cover</u>		
	<u>Morning</u>	<u>Afternoon</u>	<u>Evening</u>
Amarillo	20	17	16
Atlanta	14	12	13
Dallas	14	13	13
Denver	17	13	13
Houston	12	11	11
Kansas City	16	12	14
Little Rock	18	18	18
Oklahoma City	17	12	15
San Antonio	12	10	11
St. Louis	12	10	11
Camp Phillips	16	13	13
Matagorda	14	14	16



486th Bomb Sqdn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																												November 1957			
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
L-61	Peede	F			F	F			F						F																F		
	Funderburk	F																												F			
	Kittleston	F																															
L-17	Gralheer		←	SE	→																									F			
	Silva		←	SE	→																									F			
	Jones, M.		←	SE	→																								F				
N-01	McDonald		←																												F		
	Taylor																														F		
	Chadwick																																
N-33	Patterson														F					F		F		F									
	Urgovitch														F					F		F		F									
	Tice														F					F		F		F									
N-51	Jindrich							F							F							F		F									
	Caldwell							F							F							F		F									
	Roy														F							F		F									
R-75	Stanley					F		F														F		F							F		
	Kelly					F		F														F		F							F		
	Dager					F		F														F		F							F		
N-80	Holland							F							F							F		F							F		
	Harrington							F							F							F		F							F		
	Mesler							F							F							F		F							F		
R-70	Laun														F																F		
	Dudek														F																		
	VanderHaeghen														F																		

CODE: S - SQUADRON    D - DUTY    F - FLYING    T - TARGET STUDY    Z - COMPENSATORY TIME OFF  
 C - OFFICE    DS - DUTY SERVICE    G - GROUND SCHOOL    M - MEETING    N - NIGHT    P - PRACTICE  
 H - HOLIDAY    I - INACTIVE    L - LEAVE    R - REPAIR    T - TARGET STUDY    U - UNDETERMINED  
 340AS    1 FEB 50 259A    Page 7    ATTN: APPL, ANNEX "B" OPS PLAW 478 .7

486th Bomb Sqdn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																												November 1957			
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
R-02	Hornbeck	← Hospital DNEP →																					F								F		
	Baniels																						F									F	
	Stephens																						F									F	
R-28	Fioretti												F																			F	
	Rodeheaver												F																			F	
	Drake												F																			F	
N-31	Greider				F																											F	
	Wright				F																											F	
	Pennington				F																											F	
R-79	Greene	F																														F	
	Stephens																																F
	Jensen	← TDY Portsmouth →																												F			
L-56	Luddeke	← TDY Bomb Comp →																F													F		
	Hanson	← TDY Bomb Comp →																F														F	
	Sharpe	← TDY Bomb Comp →																F														F	
R-65	Wilson				F		F		F																							F	
	Gacura				F		F		F																							F	
	Southwick				F		F																									F	
R-16	Galaini					F			F					F		F																F	
	Syman					F			F					F		F																F	
	Nolan					F			F					F		F																F	
R-88	Woodall					F			F					F		F																	
	Charles					F			F					F		F																	
	LaCamp					F			F					F		F																	

CODE: B - BRIEFING    D - SO DUTY    F - FLYING    G - GROUND SCHOOL    H - HOSPITAL    I - INFLIGHT    J - JET SERVICE    K - SURVIVAL    L - LUNCH    M - MESS    N - NIGHT    O - OVERTIME    P - PRACTICE    Q - QUALIFICATION    R - REPAIR    S - SCHEDULE    T - TARGET STUDY    U - UNIFORMS    V - VISIT    W - WORK    X - COMPENSATORY TIME OFF  
 340ABP FEB 68 269A PAGE 2      ATTN: APP3, ANNEX "B"      OPS PLAN 478-57





487th Bomb Sqdn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																				November 1957											
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
	Watts	F																															
	Myers																																
	Conzoner																																
	Hayden																																
	Gilmore	TDY																															
	Beene																																
	Wolter																																
	Retz	TDY																															
	Julin																																
S-19	Jones								F			F	F							F											F		
	Karch								F			F	F							F											F		
	Arnold								F			F	F							F											F		
S-18	Hollis	F			F																			F							F		
	Lennox	F			F																			F							F		
	Brown	F			F																			F							F		
L-73	Stapper	F			F		F	F				F		F					F	F	F									F			
	Gardner																															F	
	Vance	F			F																											F	
L-78	Traugher				TDY																F	F									F		
	Glenn																				F										F		
	Tinkom																				F	F									F		
L-23	Leuchtman	TDY																			F	F	F								F		
	King																				F		F								F		
	Brown, R.F.																				F	F	F								F		

CODE: B - BRIEFING      D - SQ DUTY      F - FLYING      L - LEAVE      S - SPEC LECTURE      X - COMPENSATORY TIME OFF  
 C - CRITIQUE      DE - DET SERVICE      G - GROUNDED SCHOOL      M - MESS PLAN      T - TARGET STUDY  
 H - HOSPITAL      I - ILL      T - TRY  
 340ABC 7 FEB 50 269A PAGE 3,      ATT F, APP J, ANNEX "B"      OPS PLAN 478-57





487th Bomb Sqdn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																													November 1957	
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
R-36	Roth												F						F	F	F									F		
	Fallon												F							F	F								F			
	Cervantes												F						F	F	F								F			
	Mann	TDA																							Leave							
	Spicer	TDA																														
	Whittle																															
R-82	Irvine											F	F						F										F			
	Keegan												F	F					F										F			
	Harpster											F	F						F										F			
R-93	Johnson												F	F						F	F								F			
	Robinson												F							F	F								F			
	Farrell												F	F						F	F								F			
N-57	Gallatin					F															Leave	to 5 Dec										
	Armantrout					F																										
	Fleischer					F																										
N-66	Stumpf			F	F	F								F																		
	Elake			F	F	F								F																		
	Bodenhamer			F	F	F								F																		
	Anderson																				Leave	to 5 December										
	Weber																				OQ Range											
	Dorsey																															

CODE: B - BRIEFING    D - SO DUTY    F - FLYING    L - LEAVE    S - SPEC LECTURE    Z - COMPENSATORY TIME OFF  
 C - CRITIQUE    DS - GET SERVICE    G - GROUND SCHOOL    OP - OPS PLAN    TS - TARGET STUDY  
 SS - STAFF PD    E - SURVIVAL    H - HOSPITAL    S - STD    T - TRY

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488th Bomb Sqdn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																																	
CREW	AIRCRAFT COMMANDER	November 1957																																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
S-38	Shea	F			F	F		F												F		F		F											
	Spinney				F																														
	VanDeventer	F			F	F																													
L-64	McClure	SES																																	
	Wadsworth																																		
	Larma																																		
L-71	Fullenwider				SES																														
	McCoy																																		
	Booe																																		
L-83	Norton	TDY												F	F						F	F													
	Hazell													F	F							F		400 Range											
	Hartig	*												F	F							F	F												
R-04	Williams																				F	F													
	Hilliard																																		
	Massie																																		
R-40	Wilkinson	F																				F	F	F											
	Ringman	F																																	
	Scott, C.C.	F																				F	F	F											
R-47	DelFatti				F	F		F															F	F											
	Spring																																		
	Dildy				F	F		F															F												
R-59	Sellon					F		F														F													
	Schedkel					F		F														F													
	Stephens					F		F															F												

CODE: B - BRIEFING    D - SO DUTY    F - FLYING    L - LEAVE    SL - SPEC LECTURE    Z - COMPENSATORY TIME OFF  
 C - CRITIQUE    DS - OBT SERVICE    G - GROUND SCHOOL    P - PERSON PLAN    TS - TARGET STUDY  
 I - STANDED    E - SURVIVAL    H - HOSPITAL    R -

488th Bomb Sqn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																												November 1957		
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
R-90	Simon	F											F	F									F									
	Thompson	F											F	F									F									
	Peterson	F											F	F									F									
R-94	Cornish	F				F	F		F				F	F						F			F									
	Dunnigan					F																										
	Brown	F				F																										
R-95	Francis					F		F						F	F																	
	Clark					F								F	F																	
	Moser					F		F						F	F																	
R-97	Humphrey								TDY					F	F							F										
	Sellenraad								F						F							F										
	Degnan								F					F	F							F										
N-41	Vavrinek								F						F							F		F								
	Galbraith								F						F							F		F								
	Neeley								F						F							F		F								
N-48	Clemens																						F									
	Perkins																						F									
	Walton																						F									
N-67	Collis							F		F					F								F									
	Martin							F		F					F								F									
	Mourges							F		F					F								F									
IN-60	Sacco									F													F		F							
	Ster						F																F		F							
	Ackerman	TDY				Stead																										
IN-58	McGill																						F									
	Sullivan												F										F									

CODE: B - BRIEFING    D - SO DUTY    F - FLYING    G - GROUND SCHOOL    H - HOSPITAL    I - ILLNESS    J - JURY    K - KITCHEN    L - LECTURE    M - MEETING    N - NIGHT    O - OFFICE    P - PRACTICE    Q - QUIET    R - REPAIR    S - SCHEDULE    T - TARGET STUDY    U - UNCLE    V - VISIT    W - WORK    X - COMPENSATORY TIME OFF  
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488th Bomb Sqdn		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																													November 1957	
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Jones									F																							
Bradshaw																																
Pope																																
	TDY - McConnell																															
Hambleton																																
	TDY - SES																															
Hornsby																																
Scott, T.C.																																
	TDY - Stead - Return 21 November																															
Turnbull																																
West																																
Chandley																																
Reed																																

CODE: - BRIEFING    D - SO DUTY    F - FLYING    L - TAVERN    SL - SPEC LECTURE    Z - COMPENSATORY TIME OFF  
 - CRITIQUE    DS - OBT SERVICE    G - GROUND SCHOOL    P - PAVAN PLANN    TS - TARGET STUDY  
 - STANBY    E - SURVIVAL    H - HOSPITAL    S -    T - TRY

ATTACHMENT I

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

APPENDIX I

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

SAC REGULATION 51-26 PROBATION REQUIREMENTS BY CREW

1. SAC Regulation 51-26 probationary requirements for the quarter ending 30 November have been waived by Headquarters SAC. Individual Crew 51-26 requirements are monitored by Headquarters SAC for both quantity and quality. Squadrons will schedule maximum 51-26 requirements in conjunction with "Pop Up" sorties and in alternate missions for "Pop Up" sorties.

2. As of 1 November 1957, outstanding SAC Regulation 51-26 requirements for individual crews is as follows:

486TH BOMB SQUADRON

<u>ACTIVITY</u>	<u>S10</u>	<u>S12</u>	<u>L74</u>	<u>L05</u>	<u>L17</u>	<u>L56</u>	<u>L61</u>	<u>R16</u>	<u>R28</u>	<u>R65</u>	<u>R70</u>	<u>R75</u>	<u>R80</u>	<u>R88</u>
* Radar RBS							1		6			1		
Visual RBS	1	1	1	1		1	1		1		1	1		1
* Nite Celestial	1	1	1	1	1		2			1		1	1	
* Grid Celestial							1		1					1
Mass AR	1								1	1	1		1	1
Gunnery (75%)														
Big Snow Run							1	1				1		
Air Weapons			1	1	1		1	1				1	1	
P.P.	1			1		1			1		1	1	1	



487TH 487TH BOMB SQUADRON

ACTIV	ACTIVITY	S18	S18	S19	L23	L22	L73	L78	R62	R63	R82	R87	R92
* Rad	* Radar RBS		4	4									
Visua	Visual RBS	1	1	1			1	1			1	1	1
* Nit	* Nite Celestial								1	1	2	2	
* Gri	* Grid Celestial								1	1			
Mass	Mass AR						1	1			1	1	1
Air W	Air Weapons	1	1								1	1	1
P.P.	P.P.	1	1				1	1	1	1	1	1	

488TH 488TH BOMB SQUADRON

ACTIV	ACTIVITY	Sh3	S43	S45	L50	S38	L83	L64	L71	R47	R59	R90	R94	R95	R97
* Rad	* Radar RBS	3	3												
Visua	Visual RBS	1	1		3			1	1	1	1	1	1	1	
* Nit	* Nite Celestial			1	1		2	2				1	1	1	
* Gri	* Grid Celestial	1							2	2					
Mass	Mass AR	1	1	1	1	1	1	1	1	1	1	1	2	1	
Big S	Big Snow Run									1	1	1	1	1	1
Air W	Air Weapons						1	1	1	1	1	1	1	1	1
P.P.	P.P.					1	1	1	1	1	1	1	1	1	1

Attachment I  
 App I, Annex "B"  
 OPS PLAN 478-57  
 OPS PLAN 478-57

APPENDIX II

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

GROUND TRAINING

GENERAL INSTRUCTIONS

1. Priority of Training.
  - a. EWP Study.
  - b. EWP Trainer Runs.
  - c. Off-Base Schools.
  - d. Special Weapons.
  - e. Block Training.
  - f. Miscellaneous.
2. TDY Orders for all personnel attending the Altitude Chamber and OQ Gunnery Range will be requested by parent organization of individuals concerned. Upon receipt of these orders personnel will clear through the Transportation Officer for mode of travel determination.
  - a. All personnel selected to attend the Altitude Chamber will have completed a flight physical examination within the previous 12 months. Evidence of this physical will be carried with individuals. Personnel will report to the OIC, 9th Physiological Training Flight not later than 0730 on the training date indicated. Individual oxygen equipment may be used if desired.
  - b. All students entering the OQ Range program must have completed four hours of ground school and two hours of T-1A Gunnery Trainer prior to departure. Students will report to the OIC, 802nd Operations Squadron not later than 1730 on the day prior to the class starting date.



3. Handgun Training. This is a two day course held on Monday and Thursday of each week. Crew members will report to the indoor firing range by 0800 on the date scheduled.
4. Survival Exercise. This is a two day training period and will be conducted once a week on Monday. Crew members will report to the Survival Section, Air Base Training Flight at 0800 on the training date indicated. Required equipment for each crew member includes fatigue uniform, sheath knife, canteen and pistol belt.
5. EWP Study. During the month of November 1957 each B-47 crew will accomplish a minimum of four hours study subsequent to certification.
6. Gunnery. Each combat ready co-pilot is required to accomplish four hours of gunnery training per year. This training is conducted on Thursday and Friday of each week at 1300 in the A&E building. Squadrons will schedule a minimum of one co-pilot for each class.
7. Squadron Commanders Call and Squadron Hour. This training will be conducted at the discretion of the Unit Commanders and a report of completed training will be forwarded to the Wing Director of Operations, ATTN: Captain Murphy within 48 hours.

ATTACHMENT "A"

APPENDIX II

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

CONSOLIDATED TRAINER SCHEDULE

November 1957

C-11 Trainer

	<u>0800 - 1000</u>	<u>1000 - 1200</u>	<u>1300 - 1500</u>	<u>1500 - 1700</u>
1st	Muller	Solis	Dunnigan	Open Period
4th	Laun	Beene	Francis	" "
5th	Funderburk	Richards	Vavrinek	" "
6th	Conduff	Winkle	Funderburk	" "
7th	Bryant	Cornish	Wright	" "
8th	Lesko	Shea	Wright	" "
12th	Irvine	McClure	Funderburk	" "
13th	Karch	Lemnox	Keegan	" "
14th	Humphrey	Wright	Roth	" "
15th	Jones	Laun	Fallon	" "
18th	Collie	Sabin	Armantrout	" "
19th	Sellon	Sabin	Dodson	" "
20th	Cohen	Earl	DelFatti	" "
21st	Sabin	Farlow	Hilliard	" "
22nd	Elliott	Robinson	Hambleton	" "
25th	Abernathy	Gardner	Open Period	" "
26th	Faahs	Stapper	" "	" "
27th	Cohen	Weiss	Hill	" "
29th	Roth	Open Period	Muller	" "

S-6 Trainer

	<u>0800 - 1100</u>	<u>1100 - 1400</u>	<u>1400 - 1700</u>
1st	Holland	Stumpf & Blake	Sacco
4th	Ground School	Humphrey	Elliott & Muller
5th	Vavrinek	Hill & Abernathy	Bryant & Lesko
6th	Standboard Evaluation	Standboard Evaluation	Standboard Evaluation
7th	Faahs & Moss	Dodson & Farlow	Del Fatti
8th	Irvine & Keegan	Francis	Jindrich
12th	Greider	Stapper & Gardner	Francis
13th	Standboard Evaluation	Standboard Evaluation	Standboard Evaluation
14th	Roth & Fallon	Cornish	Greens
15th	Sacco	Wilson	Mann & Spicer
18th	Ground School	Richards & Welsh	Open Period
19th	Anderson & Armantrout	Clemons	Gralheer
20th	Standboard Evaluation	Standboard Evaluation	Standboard Evaluation
21st	Humphrey	Hill & Abernathy	Gallatin & Wolter

ATTACHMENT "A"  
APP II - ANNEX "B"  
OPS PLAN 473-57B



22nd	Faahs & Moss	Leuchtmann & King	Humphrey
25th	Ground School	Open Period	Galaini
26th	Open Period	Stanley	Stapper & Gardner
27th	Standboard Evaluation	Standboard Evaluation	Standboard Evaluation
29th	Luddeke	Bryant & Lesko	Open Period

T-1A Trainer

No more than two hours in any one month will be credited toward this requirement. This training will be on a progressive proficiency.

	<u>0800 - 0900</u>	<u>0900 - 1000</u>	<u>1000 - 1100</u>	<u>1300 - 1700</u>
1st	Spinney	Stephens	Daniels	Open Period
4th	Caldwell	Gardner	Keegan	" "
5th	Armantrout	Lennox	Spring	" "
6th	Dunnigan	Clark	Wright	" "
7th	Charles	Winkle	<del>Bullers</del>	" "
8th	Horner	Harrington	Open Period	" "
12th	Perkins	Beam	Armantrout	" "
13th	Hanson	Armantrout	Thompson	" "
14th	Welsh	Earl	Gacura	" "
15th	Ster	Galbraith	Lesko	" "
18th	Hall	Funderburk	Perkins	" "
19th	Robinson	Conduff	Syman	" "
20th	Sellenraad	Keegan	Horner	" "
21st	Taylor	Mansfield	Scheckel	" "
22nd	Glenn	Thompson	Kelly	" "
25th	Open Period	Rodeheaver	Bullers	" "
26th	Dudek	Cohen	Open Period	" "
27th	Gardner	Hayden	Urgovitch	" "
29th	Open Period	Open Period	Blake	" "

T-2 Trainer

No more than two hours for any one-month period will be credited toward SACR 50-24 requirements. Observers making runs will accomplish a minimum of one jammed run per phase using GPI Crosshair Laying Techniques against intermittent jamming.

	<u>0800 - 1000</u>	<u>1000 - 1200</u>	<u>1300 - 1500</u>	<u>1500 - 1700</u>
1st	Dildy	Chadwick	Harpster	Stephens, G.
4th	Brown, C.	Morgan	Degnan	Open Period
5th	Kittle son	Mikulas	Stephens, W.	" "
6th	Brandt	Brown, E.	StandBdEval	StandBdEval
7th	VanDeventer	Jones	Duncan	Open Period
8th	Mesler	Brakowiecki	Stephens, G.	" "
12th	Muscarella	Moser	Pennington	" "
13th	Peterson	Tice	Murdock	StandBdEval
14th	Roy	Mickelson	Open Period	Open Period
15th	Harpster	Neeley	Larma	" "
18th	Open Period	Love	Lipsky	" "
19th	Walton	LaCamp	Farrell	" "
20th	Nolan	Rodeheaver	Hendren	StandBdEval
21st	Vance	Hartig	Scott, C.	Open Period
22nd	Massie	Southwick	Sharpe	" "

25th	Adcock	Earnest	Tinkcom	Open Period
26th	Dager	Brown, R.	Open Period	" "
27th	Cervantes	Open Period	Arnold	StandBdEval
29th	Open Period	VanderMaeghen	Drake	Open Period

P-3A Trainer

<u>Date</u>	<u>Time</u>	<u>Principal</u>	<u>Alternate</u>
1st	1300 - 1500	Maj Stens, F.	Capt Briedenbach, J.
4th	" "	Lt Isbester, T.	Lt Barker, J.
5th	" "	Maj Inskip, C.	Capt Duesler, D.
6th	" "	Maj Smith, B.	Maj Hedkins, C.
7th	" "	Capt McCormack, F.	Capt Hinkle
8th	" "	Maj Templeton, J.	Capt Hyde, D.
12th	" "	Lt Stromberg, R.	Lt Miller, R.
13th	" "	Capt Briedenbach, J.	Capt Whatley, J.
14th	" "	Lt Isbester, T.	Capt Prouty, K.
15th	" "	Maj Templeton, J.	Capt McCulley, F.
18th	" "	Capt Thompson, O.	Maj Poore, G.
19th	" "	L/Col Lentz, H.	L/Col Denton, E.
20th	" "	Capt Hinkle, F.	Capt Robideau, R.
21st	" "	Capt McCormack, F.	Maj Schmidt, W.
22nd	" "	Lt Stromberg, R.	Capt Trotman, H.
25th	" "	Capt Thompson, O.	Capt Tucker, E.
26th	" "	Capt Hyde, D.	Maj Spivey, A.
27th	" "	Capt Hinkle, F.	Capt Tuck, S.
29th	" "	Capt Thompson, O.	Capt Treese, J.



ATTACHMENT "B"

APPENDIX II - OPERATIONS PLAN)

NUMBER 473-57B)

Target Study Schedule  
November 1957

Crews indicated on dates shown will attend Target Study

1 November	R-47 and R-59
4 November	R-97 and N-01
5 November	S-19 and L-17
6 November	L-17 and R-88
8 November	S-18, L-17, R-59, R-75 and R-95
12 November	L-56, N-02 and N-33
13 November	S-19, S-45, L-56 and N-02
14 November	L-22, L-64, R-65 and N-02
15 November	S-18, S-38, S-45, L-64, R-28, R-70, R-82, R-90, R-94 and N-02
19 November	R-16
21 November	L-23, L-61 and R-79
22 November	L-73, L-78, R-04 and R-79
25 November	N-33
26 November	N-33

ATTACHMENT "C"

APPENDIX II

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

B-47 Block Training Schedule

1. Block Training periods will have priority over any routine training flight or engineering test flight or, in the case of non-crew personnel over any routine duty. The following definitions apply:
  - a. Routine Training Flight. Any training flight other than those ordered by higher headquarters.
  - b. Operational K-Test Missions are not considered to be ordered missions and are classified the same as Engineering Test Flights in accordance with T.O. 01-1-300. In addition, the Wing Policy on withdrawing crews is "Once a crew enters Block Training, that crew will not be withdrawn except by specific approval of the Wing Commander."
2. Crews entering Block Training will be announced by the Squadron Operations Officers at the monthly meeting. Crews will then be placed on Wing Special Orders for the Block Training period.

Inclusive Dates

Crews

14-15 November	S-18 and R-04
21-22 November	L-17, R-28 and R-70

Thursdays:

0800-1200: Survival Intelligence; A/C's, P's, O's; S-145 ABTF Office  
1300-1600: Tactical Doctrines; A/C's, P's, O's; S-145 ABTF Office  
1600-1700: Code & Hlinker; A/C's, P's, O's; T-148

Fridays:

0800-1100: Emergency Comm; A/C's, P's, O's; S-145 ABTF Office  
1100-1200: Communications; P's only; S-145 ABTF Office  
1300-1500: Navigation; O's only; Target Study Rm 487th Ops Bldg  
1500-1700: Ballistics Computation; O's only; Target Study Rm 487th Ops Bldg



ATTACHMENT "G"

APPENDIX II

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

Instrument School Schedule

The Base Instrument School will be held on dates indicated below. Instrument School is located on the second floor of the Base Operations Building.

<u>Date</u>	<u>Hours</u>
7 November	0800 - 1700
8 November	" "
21 November	" "
22 November	" "

ATTACHMENT "H"

APPENDIX II

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

Non-Block Training

1. Special Weapons (Academic).
    - a. Personnel concerned: All B-47 Crew personnel.
    - b. Place: Bldg S-53
    - c. Date: Weekly
    - d. Time: 0800 Monday
    - e. Duration: Three 8-hour days.
    - f. Number of students: Four B-47 crews per wing.
  2. Special Weapons Simulator. (This training accomplished in conjunction with above training).
  3. Special Weapons Exercise. (This training accomplished in conjunction with above training).
  4. Mock-Up IFI and IFE. (This training accomplished in conjunction with above training).
  5. Gunnery Systems.
    - a. Personnel concerned: All B-47 combat crew Co-pilots.
    - b. A & E Bldg
    - c. Date: Weekly
    - d. Time: 1300-1700 Thursday and Friday
    - e. Duration: 4 hours
    - f. Number of students: 3 per bomb wing.
  6. Bomb-Navigation Systems/In Flight Maintenance.
    - a. Personnel concerned: All B-47 combat ready crew observers.
    - b. Place: A & E Bldg
    - c. Date: Weekly
    - d. Time: 1300-1500 Monday - Tuesday - Thursday - Friday
    - e. Duration: 2 hours
    - f. Number of students: 4 per bomb wing
- NOTE: THIS IS A MONTHLY REQUIREMENT.
7. Combative Measures.
    - a. Personnel concerned: All B-47 crew personnel
    - b. Place: Base gymnasium
    - c. Date: Daily Monday thru Friday
    - d. Time: 0830-1000; 1000-1130; 1330-1500 and 1500-1630
    - e. Duration: 1½ hours
    - f. Number of students: 4 crews per bomb wing



8. Physical Conditioning.
  - a. Personnel concerned: All KC-97 combat crew personnel
  - b. Place: Base gymnasium
  - c. Date: Daily (Monday thru Friday)
  - d. Time: 0900-1000; 1000-1100; 1400-1500 and 1500-1600
  - e. Duration: 1 hour
  - f. Number of students: 2 KC-97 crews
  
9. Survival Exercise.
  - a. Personnel concerned: All combat crew personnel
  - b. Place: Bldg T-148 (Knobnoster State Park)
  - c. Date: Weekly
  - d. Time: 0800 Monday
  - e. Duration: 2 days
  - f. Number of students: Two KC-97 crews or four B-47 crews
  
10. Handgun Qualification.
  - a. Personnel concerned: All rated personnel
  - b. Place: Small Arms Range
  - c. Date: Mondays for non-crew personnel and Thursday for combat crew personnel.
  - d. Time: 0800 Mandays and Thursdays
  - e. Duration: 12 hours
  - f. Number of students: As scheduled in monthly training plan.

## APPENDIX III

ANNEX "B" - OPERATIONS PLAN)

NUMBER

478-57)

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957STANDARDIZATION DIVISION

1. Formal Standardization Schedule for November 1957 is as follows:

<u>NAME</u>	<u>ENTRY DATE</u>	<u>TYPE OF CHECK</u>
Murphy	5 Nov 1957	Formal
Peede	5 Nov 1957	Formal
Brunner	12 Nov 1957	Instructor
Del Fatti	12 Nov 1957	Formal
Norton	12 Nov 1957	Instructor
Myers	19 Nov 1957	Instructor
Price	21 Nov 1957	Instructor
Greene	19 Nov 1957	Instructor
Sherman	7 Nov 1957	Instructor

2. Standardization Crews will accomplish SAC Regulation 51-26 Crew Training during the period indicated.

51-26 Missions:

<u>ACFT COMMANDER</u>	<u>DATES</u>
Jones	7 Nov 1957
Boyd	5 Nov 1957

Tanker Requirements:

5 November 1957	2
7 November 1957	1
12 November 1957	3
19 November 1957	2
21 November 1957	1
Total	9

Total Sorties Required: 26

3. This projection does not include no-notice flight checks authorized by SAC Manual 51-4.

App III, Annex "B"  
OPS PLAN 478-57



B-47 Standardization Board		SQUADRON PROGRAM OF CREW ACTIVITY WORKSHEET																												November 1957			
CREW	AIRCRAFT COMMANDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
S-18	Hollis	F											F								F		F										
	Lennox	F																															
	Brown	F																			F		F										
S-12	Sherman																																
	Winkle																																
	Morgan																																
S-43	Cook																				F		F										
	Cohen																				F		F										
	Love																				F		F										
S-19	Jones							F					F		F					F													
	Karch							F					F		F					F													
	Arnold							F					F		F					F													
L-74	Weiss	TDY	Bomb	Comp									F																				
	Beam	TDY	Bomb	Comp																													
	Murdock	TDY	Bomb	Comp																													
S-45	Brunner																				F		F										
	Earl																				F		F										
	Adcock																				F		F										
S-10	Boyd																				F												
	Mansfield																																
	Earnest																														F		
S-50	Collins												F								F		F										
	Conduff																																
	Hendren															F																	

CODE: S - BRIEFING D - SO DUTY F - FLYING L - LEAVE S - SPEC LECTURE Z - COMPENSATORY TIME OFF  
 C - CRUISE DS - CRT SERVICE G - GROUND SCHOOL M - MESSON PLAN TS - TARGET STUDY  
 H - HOSPITAL N - NIGHT S - MISC T - TRY

APPENDIX V

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

On-Base Special Weapons Training

On-base special weapons training will be conducted for crews indicated on dates shown.

<u>Inclusive Dates</u>	<u>Crews</u>
4 - 6 November	R-82
12 - 13 November	R-04, R-65, R-79 and S-38
18 - 20 November	N-31, R-28, R-70, L-61, R-90, S-19
25 - 27 November	N-30, N-51, N-80 and L-56

APP V - ANNEX "B"  
OPS PLAN 473-57B



APPENDIX VI

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

ANNEX B - OPERATIONS PLAN)

NUMBER 473-57)

OPERATIONS MEETING

A. REGULARLY SCHEDULED MEETINGS:

1. Commanders Briefing: Monday thru Friday at 11:00 hours in the Wing Air Room.
2. Pre-Planning 60-9 Meeting: Weekly on Tuesday at 13:30 hours in the Wing Air Room.
3. 60-9 Flight Scheduling Meeting: Weekly on Thursdays at 13:30 hours in the Wing Air Room.
4. Crew Upgrade Meeting: The last Friday of each month at 13:30 hours in the Wing Air Room.

B. CRITIQUES:

1. Critique of unreliable bombing: At 1600 hours in the Wing Air Room when required.
2. Ineffective Gunnery Critique: At 15:30 hours in the Wing Gunnery Office as required.

Appendix VI, Annex "B"  
OPS PLAN 478-57

APPENDIX VII

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

Off-Base School Schedule

1. Survival Course, Stead AFB, Nevada.
  - a. Course 140000 (Basic), 5 November.
    - (1) 486th Bomb Sqdn: Muller
    - (2) 488th Bomb Sqdn: Scott, T.C.
  - b. Course 140003 (Refresher), 7 November.
    - (1) 487th Bomb Sqdn: Traugher
    - (2) Wing Standboard: Sherman
2. OQ Range, Schilling AFB, Kansas.
  - a. 20 November 1957.
    - (1) 486th Bomb Sqdn: Hall
    - (2) 487th Bomb Sqdn: Weber
    - (3) 488th Bomb Sqdn: Hazell

APPENDIX VII - ANNEX "B"  
OPS PLAN 473-57B



APPENDIX VIII TO ANNEX "B"

DUTY SCHEDULES

NOVEMBER 1957

App VIII, Annex "B"  
OPS PLAN 478-57

ATTACHMENT "A"

APPENDIX VIII

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

Supervisor of Flying Schedule

It is the responsibility of organizations indicated to furnish Senior Flying Officers on dates indicated.

<u>Date</u>	<u>Orgn</u>	<u>Date</u>	<u>Orgn</u>	<u>Date</u>	<u>Orgn</u>
1 November	487BS	11 November	Wg Staff	21 November	486BS
2 November	Wg Staff	12 November	486BS	22 November	488BS
3 November	486BS	13 November	487BS	23 November	Wg Staff
4 November	488BS	14 November	Wg Staff	24 November	486BS
5 November	Wg Staff	15 November	486BS	25 November	487BS
6 November	486BS	16 November	488BS	26 November	Wg Staff
7 November	487BS	17 November	Wg Staff	27 November	488BS
8 November	Wg Staff	18 November	486BS	28 November	487BS
9 November	486BS	19 November	487BS	29 November	Wg Staff
10 November	488BS	20 November	Wg Staff	30 November	488BS

ATTACHMENT "A"  
 APP VIII - ANNEX "B"  
 OPS PLAN 473-57B



ATTACHMENT "B"

APPENDIX VIII

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

Tower Officer Schedule

It is the responsibility of organizations indicated to furnish Tower Officers on dates shown.

<u>Date</u>	<u>Orgn</u>	<u>Date</u>	<u>Orgn</u>	<u>Date</u>	<u>Orgn</u>
1 November	486BS	11 November	487BS	21 November	488BS
2 November	487BS	12 November	488BS	22 November	486BS
3 November	488BS	13 November	486BS	23 November	487BS
4 November	486BS	14 November	487BS	24 November	488BS
5 November	487BS	15 November	488BS	25 November	486BS
6 November	488BS	16 November	486BS	26 November	487BS
7 November	486BS	17 November	487BS	27 November	488BS
8 November	487BS	18 November	488BS	28 November	486BS
9 November	488BS	19 November	486BS	29 November	487BS
10 November	486BS	20 November	487BS	30 November	488BS

ATTACHMENT "B"  
APP VIII - ANNEX "B"  
OPS PLAN 473-57B

ATTACHMENT "C"

APPENDIX VIII

ANNEX "B" - OPERATIONS PLAN)

NUMBER 473-57B)

Airdrome Officer Schedule

It is the responsibility of organizations indicated to furnish Airdrome Officers on dates shown.

<u>Date</u>	<u>Orgn</u>	<u>Date</u>	<u>Orgn</u>	<u>Date</u>	<u>Orgn</u>
1 November	486BS	11 November	ABGp	21 November	488BS
2 November	487BS	12 November	488BS	22 November	486BS
3 November	488BS	13 November	486BS	23 November	487BS
4 November	486BS	14 November	ABGp	24 November	488BS
5 November	487BS	15 November	488BS	25 November	ABGp
6 November	488BS	16 November	486BS	26 November	487BS
7 November	486BS	17 November	487BS	27 November	488BS
8 November	487BS	18 November	488BS	28 November	486BS
9 November	488BS	19 November	486BS	29 November	487BS
10 November	486BS	20 November	ABGp	30 November	488BS

ATTACHMENT "C"  
 APP VIII - ANNEX "B"  
 OPS PLAN 473-57B



ATTACHMENT "D"

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)

APPENDIX VIII

Whiteman Air Force Base, Missouri

1 November 1957

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

TEST FLIGHT CREWS

1. The 486th Bomb Squadron is charged with the responsibility of providing the primary Test Flight Crew.
2. The 487th Bomb Squadron is charged with the responsibility of providing the alternate Test Flight Crew.
3. Assigned crews will be confirmed at the weekly 60-9 scheduling meeting.

Attachment "D"  
App VIII, Annex "B"  
OPS PLAN 478-57

APPENDIX IX HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
ANNEX "B" - OPERATIONS PLAN Whiteman Air Force Base, Missouri  
NUMBER 478-57 1 November 1957

NON COMBAT READY CREW UPGRADE TRAINING

1. Priorities assigned to "Pop Up" training, Higher Headquarters commitments and Combat Ready Crew training make it necessary to curtail Non Combat Ready Crew training. It is desired that integral Non Combat Ready crews accomplish thirty (30) hours of flight training during November. It will not be possible to schedule this training as primary sorties, however, by utilizing Non Combat Ready crews for alternate missions as back-up for "Pop Up" sorties. The expected high cancellation rate of "Pop Up" sorties due to weather will permit the accomplishment of considerable upgrade training.
2. Projected upgrade dates as listed in Attachment "A" to this Appendix are no longer valid. Upgrade dates will be adjusted following receipt of a firm commitment for the "Pop Up" program from Higher Headquarters.
3. The Wing Training Division is responsible for monitoring Non Ready Crew scheduling. Unless released by DOT, all instructor personnel will be considered to be available for flight instruction of Non Ready Crews when required.
4. It is the responsibility of the instructor personnel assigned to the Non Ready Crews to monitor both the quantity and quality of the crews accomplishments and to insure that all records are accurate and up to date.
5. In the event a Non Ready Crew fails to progress as scheduled the assigned instructor team and parent squadron will advise DOT by DF.



ATTACHMENT "A"

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

APPENDIX IX

ANNEX "B" - OPERATIONS PLAN)

NUMBER 478-57)

B-47 NON COMBAT READY CREW UPGRADE PROJECTIONS

<u>CREW NR.</u>	<u>ACFT COMMANDER</u>	<u>UPGRADE DATE</u>
N-35	Johnston	20 December 1957
N-66	Stumpf	31 December 1957
N-30	Peterson	31 December 1957
N-67	Collie	30 January 1958
N-48	Clemmons	30 January 1958
N-41	Vavrinek	30 January 1958
N-31	Greider	30 January 1958
N-51	Jindrick	30 January 1958
N-57	Gallatin	<del>30 January 1958</del>
N-60	Sacco	30 January 1958

6. Non Ready Crew instructor team assignments are as follows:

<u>CREW NR.</u>	<u>ACFT COMMANDER</u>	<u>INSTRUCTOR TEAM</u>
N-35	Johnston	IP Traughber, IN Tinkcom
N-66	Stumpf	IP Leutchman, IN Jenson
N-30	Peterson	IP Greene, IN Jenson
N-67	Collie	IP Norton, IN Hartig
N-48	Clemmons	IP Fullenwider, IN Booe
N-41	Vavrinek	IP Shea, IN Vandeventer
N-31	Grieder	IP Galaini, IN Jones
N-51	Jindrick	IP Peede, IN Kittleson
N-57	Gallatin	IP Mc Donald, IN Mickelson
N-60	Sacco	IP Del Fatti, IN Larma
New Crew Mann		IP Traughber, IN Tinkcom
New Crew Anderson		IP Stapper, IN Vance

7. Dates of Standboard Completion:

<u>CREW NR.</u>	<u>ACFT COMMANDER</u>	<u>DATE STBD COMPLETE</u>
N-35	Johnston	21 November 1957
N-66	Stumpf	19 December 1957
N-30	Peterson	27 December 1957
N-67	Collie	7 January 1958
N-48	Clemons	7 January 1958
N-41	Vavrinek	15 January 1958
N-31	Grieder	17 January 1958
N-51	Jindrick	24 January 1958
N-57	Gallatin	30 January 1958
N-60	Sacco	7 February 1958
( )	Mann	7 February 1958
( )	Anderson	7 February 1958

8. Upgrade projection dates are listed in Attachment "A" of this Appendix.  
 App IX, Annex "B"



APPENDIX X

ANNEX "B" - OPERATIONS PLAN)

NUMBER

478-57)

HEADQUARTERS 340TH BOMBARDMENT WING (MEDIUM)  
Whiteman Air Force Base, Missouri  
1 November 1957

FLYING SAFETY

1. There are two main items of interest for the month of November. Operation "Pop Up" will encounter a higher frequency of Air Force incidents and operational hazard reports. Special monitoring must be accomplished in the maintenance areas. Increased emphasis on comprehensive and rigid aircraft pre-flight by crews is indicated. Hazard reporting trends indicate the areas of weakness to be nose cone latches, camera and aft compartment doors and life raft compartments. The turbulence encountered at low altitudes, combined with high indicated airspeeds, precipitates such incidents. Flight crews should insure all panels fit properly, latches are secure and that strict adherence to turbulence penetration speed be adhered to at any time heavy turbulence is encountered.
2. The second item of interest is clogged static ports. This does not present too much of a problem when the aircraft is to be flown. A thorough preflight will insure that ports are clear. However, when the aircraft is to be taxied only, the checking of static ports could be overlooked. It must be remembered that a clogged static port can result in excessive pressurization and also that relief cannot be obtained in the normal manner of pulling the pressure relief "T" handle. A differential pressure (venting to outside air) must exist to accomplish depressurization. Action: Insure that static ports are clear or taxi with pressure door open. Should excess pressurization occur, DO NOT repeat DO NOT actuate the canopy.

Appendix X  
Annex "B"  
OPS PLAN 478-57

DECLASSIFIED IAW EO 13526

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HEADQUARTERS  
340TH BOMBARDMENT WING (MEDIUM)  
Whitoman Air Force Base Missouri

MONTHLY  
MAINTENANCE  
ORDER

NOV 1957

PUBLISHED BY:

Analysis, Records and Reports Branch

WING DIRECTOR OF MATERIEL

HEADQUARTERS, 340TH BOMBARDMENT WING (M)  
Whiteman Air Force Base, Missouri  
28 October 1957

MONTHLY MAINTENANCE ORDER FOR NOVEMBER 1957

1. GENERAL:

- a. This Maintenance Order presents the flying schedule for November 1957 and reflects all requirements known to the Wing at this time.
- b. The following breakdown is made to show Operations Requirement for SAC Management Control System and the November Maintenance Capability:

	<u>SORTIES</u>	<u>HOURS</u>
TAIL NUMBER SORTIES	194	1358
RETURN FLIGHTS FROM SES	9	54
RETURN FLIGHTS FROM BC	2	8
RETURN FLIGHTS FROM TDY (LOADINGS)	2	12
FLIGHTS AT SES	14	91
FLIGHTS AT BC	4	26
RETURN FROM USCM	12	120
PERIODIC T. H.	7	15
OTHER T. H.	10	25
TANGO	5	15
	<u>259</u>	<u>1724</u>
INBOUND FLIGHTS FROM IRAN	6	21
APPROX FLIGHTS ON IRAN AIRCRAFT	12	72
	<u>277</u>	<u>1817</u>

c. The sortie schedule contained in the Annexes implement the flying requirements approved by the flight scheduling committee, 340th Bombardment Wing (M), as directed by SAC Regulation 60-9 and SAC Manual 66-3.

d. In accordance with interim revision to 8AF Regulation 66-9, dated 8 June 1956, the 340th Bomb Wing has programmed 194 B-47 sorties for 1358 flying hours.

DECLASSIFIED IAW EO 13526



e. In accordance with 8AF Regulation 66-9, as amended, the 340th Bomb Wing has programmed B-47 Post Flights on a 25 flying hour basis with a 13 day flying cycle.

f. An average of three (3) aircraft will be furnished daily for Special Weapons loading practice during the month of November. Additional requirements will be coordinated through Maintenance Control as early as possible.

- (1) One (1) "F" configuration aircraft will be furnished for practice loadings on the following days:

<u>486th Bomb Sqn</u>	<u>487th Bomb Sqn</u>	<u>488th Bomb Sqn</u>
5th	1st	4th
8th	6th	7th
13th	11th	12th
18th	14th	15th
21st	19th	20th
	22nd	

- (2) One (1) "E" configuration aircraft will be furnished for practice loadings on the following days:

<u>486th Bomb Sqn</u>	<u>487th Bomb Sqn</u>	<u>488th Bomb Sqn</u>
1st	4th	5th
6th	7th	8th
11th	12th	13th
14th	15th	18th
19th	20th	21st
22nd		

- (3) One (1) "G" configuration aircraft will be furnished for practice loadings on the following days:

<u>486th Bomb Sqn</u>	<u>487th Bomb Sqn</u>	<u>488th Bomb Sqn</u>
4th	5th	1st
7th	8th	6th
12th	13th	11th
15th	18th	14th
20th	21st	19th
		22nd

g. In accordance with Wing Regulation 66-7, dated 17 April 1957, all aircraft records will be checked and corrected as required by each

DECLASSIFIED IAW EO 13526

crew chief on dates listed below:

486th Bomb Sqdn - From 1 November thru 11 November 1957

487th Bomb Sqdn - From 12 November thru 19 November 1957

488th Bomb Sqdn - From 20 November thru 29 November 1957

h. Squadron Maintenance Officers will certify the form 781-6 on all aircraft in accordance with T.O. 00-20A-1.

i. Maintenance Training:

(1) The regular Monday Morning Maintenance Meeting for 4 November will be held in conjunction with the Monthly Maintenance Safety Meeting. The safety portion will be conducted by an officer in the 486th Bomb Squadron and he will notify Aircraft Maintenance Standardization Branch seven (7) days prior to the meeting the subjects to be discussed.

j. In accordance with the following schedules personnel will be furnished for the duties outlined in Maintenance Letter 525, "Procedures for Assisting Transient B/RB-47 Aircraft", dated 11 September 1956. Personnel will not be required to remain on the station, but will remain in such places that they may be immediately, repeat, immediately contacted. These persons shall at no time be such distance from their duty station that they cannot return in one (1) hour. They shall further be briefed on their personal responsibility to make known to the Maintenance Control Dispatcher their whereabouts and the Phone number at which they may be contacted.

487th 1200 hours 2 November 1957 to 1200 hours 9 November 1957.

488th 1200 hours 9 November 1957 to 1200 hours 16 November 1957.

486th 1200 hours 16 November 1957 to 1200 hours 23 November 1957.


487th 1200 hours 23 November 1957 to 1200 hours 30 November 1957.

488th 1200 hours 30 November 1957 to 1200 hours 7 December 1957.

DECLASSIFIED IAW EO 13526



OFFICIAL

  
HAROLD E. HUMFELD  
Colonel USAF  
Commander

DISTRIBUTION:

1 Wg Comdr  
1 Dpty Wg Comdr  
1 Wg Adj  
1 Wg Hq Sqdn  
1 Dir Materiel  
5 Dir Ops  
1 Wg Compt  
1 Staff Munitions Off  
1 Chief of Maintenance  
10 Maintenance Control  
1 AMSB  
1 QC  
1 Base Ops  
4 Wg Historian  
5 486th Eng  
2 486th Ops  
5 487th Eng  
2 487th Ops  
5 488th Eng  
2 488th Ops  
5 340th FMS  
5 340th A&E  
2 340th PMS  
2 MVS  
2 BS (Maj Powers)  
2 Base Supply  
2 POL  
1 AP Sqdn  
1 Ser Unit #1, Base Supply  
1 Maintenance Supply  
1 Acft Records  
2 Hq 8th AF  
4 16th ADS

DECLASSIFIED IAW EO 13526

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ANNEX "A" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order ) Whiteman Air Force Base, Missouri  
November ) 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
486th Bomb Squadron

1. The 486th Bomb Squadron tail number schedule programs 63 sorties for a total of 441 flying hours, plus test flights as required. The schedule is shown as Inclosure 1.
2. Consult Weekly Flying Schedule for detailed weekly requirements.
3. The schedule (Inclosure 1) leads to requirements for 63 pre-flight and 17 Post flight inspections to be accomplished. Post-flight inspection will be coordinated with A&E as directed by Job Control.
4. Aircraft 2252 will be TDY 13 to 15 November.  
Aircraft 2134 will be lost to IRAN beginning 12 November 1957.  
Aircraft 2124 and 2121 will return from SES 1 November 1957.  
Aircraft 2128 will be lost to SES 1 to 8 November 1957.  
Aircraft 2135 will be lost to Bomb Competition 1 to 8 Nov 57.  
Aircraft 2101 will be lost to SES from 4 to 15 November 1957.
5. The following aircraft will be lost to Periodic Inspection as indicated:  
  
2259 - 12 Nov - 21 Nov Pre-inspection meeting - 5 Nov 57
6. The 486th Bomb Squadron will furnish one (1) "F" aircraft for Special Weapons loadings on the following days: 5, 8, 13, 18, 21 Nov. One (1) "E" aircraft will be furnished on the following days: 1, 6, 11, 14, 19 and 22 Nov. One (1) "G" aircraft will be furnished on the following days: 4, 7, 12, 15, 20 Nov. Additional requirements will be coordinated through Maintenance Control.
7. The work schedule for the 486th Bomb Squadron will be closely coordinated with the flying program in order to insure maximum support of this program.

8. Any additional commitments requested by higher headquarters will be fulfilled by use of the regular 13 day tail number schedule as indicated in Inclosure 1.

1 Incl  
Monthly Schedule

DISTRIBUTION  
Same as Basic Maintenance Order



ANNEX "B" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order ) Whiteman Air Force Base, Missouri  
November ) 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
487th Bomb Squadron

1. The 487th Bomb Squadron tail number schedule programs 64 sorties for a total of 448 flying hours, plus test flights as required. The schedule is shown as Inclosure 1.
2. Consult Weekly Flying Schedule for detailed weekly requirements.
3. The schedule (Inclosure 1) leads to requirements for 64 pre-flight and 19 Post-flight inspections to be accomplished. Post-flight inspections will be coordinated with A&E as directed by Job Control.
4. Aircraft 2129 and 2143 will be lost to SES 1 to 8 Nov 57.  
Aircraft 2109 will be lost to IRAN beginning 27 Nov 57.  
Aircraft 2110 will be lost to SES 4 to 15 Nov 57.
5. The following aircraft will be lost to Periodic Inspection as indicated:

2114 - 14 Nov - 25 Nov	Pre-inspection meeting -	7 Nov 57
2111 - 6 Nov - 18 Nov		October
6. The 487th Bomb Squadron will furnish one (1) "F" aircraft for Special Weapons Loading on the following days: 1, 6, 11, 14, 19, and 22 Nov. One (1) "E" aircraft will be furnished on the following days: 4, 7, 12, 15, 20 Nov. One (1) "G" aircraft will be furnished on the following days: 5, 8, 13, 16, 21 Nov. Additional requirements will be coordinated through Maintenance Control.
7. The work schedule for the 487th Bomb Squadron will be closely coordinated with the flying program in order to insure maximum support of this program.
8. Any additional commitments requested by higher headquarters will be fulfilled by use of the regular 13 day tail number scheduled as indicated in Inclosure 1.

ANNEX "C" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
 To Monthly Maintenance Order } Whiteman Air Force Base, Missouri  
 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
 488th Bomb Squadron

1. The 488th Bomb Squadron tail number schedule programs 67 sorties for a total of 469 flying hours, plus test flights as required. The schedule is shown as Inclosure 1.
2. Consult Weekly Flying Schedule for detailed weekly requirements.
3. The schedule (Inclosure 1) leads to requirements of 67 pre-flights and 19 post-flight inspections to be accomplished. Post-flight inspections will be coordinated with A&E as directed by Job Control.
4. Aircraft 2161 will be lost to IRAN beginning 6 November 1957.  
 Aircraft 2125 will be lost to IRAN beginning 25 November 1957.  
 Aircraft 2140 will return from SES 1 November 1957.  
 Aircraft 2125 will be lost to Bombing Competition 28 Oct to 8 Nov 1957.  
 Aircraft 2151 will be lost to SES 4 to 15 Nov 57.  
 Aircraft 2150 will be TDY 13 to 15 November 1957.
5. The following aircraft will be lost to Periodic Inspection as indicated:
 

2137	Oct - 1 Nov	Pre-inspection meeting	-	October
2092	Oct - 5 Nov			October
2130	1 Nov - 13 Nov			October
6. The 488th Bomb Squadron will furnish one (1) "F" aircraft for Special Weapons loading on the following days: 4, 7, 12, 15, 20 Nov. One (1) "E" aircraft will be furnished on the following days: 5, 8, 13, 18, 21 Nov. One (1) "G" aircraft will be furnished on the following days: 1, 6, 11, 14, 19, 22 Nov. Additional requirements will be coordinated through Maintenance Control.
7. The work schedule for the 488th Bomb Squadron will be closely coordinated with the flying program in order to insure maximum support of the program.



8. Any additional commitments required by higher headquarters will be fulfilled by use of the regular 13 day tail number schedule as indicated in Inclosure 1.

1 Incl  
Monthly Schedule

DISTRIBUTION:  
Same as Basic Maintenance Order

ANNEX "D" } HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order } Whiteman Air Force Base, Missouri  
November } 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
340th Air Refueling Squadron

1. The 340th Air Refueling Squadron will be TDY during the entire month of November. Schedule will be published from the TDY station.

DISTRIBUTION:  
Same as Basic Maintenance Order



ANNEX "E" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
 To Monthly Maintenance Order ) Whiteman Air Force Base, Missouri  
 November ) 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
 340th Periodic Maintenance Squadron

1. The 340th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following B-47 aircraft through the docks for periodic inspection as indicated below:

B-47 Acft	2137	23 Oct - 1 Nov	Pre-inspection Meeting -	Oct
	2092	25 Oct - 5 Nov		Oct
	2207	29 Oct - 7 Nov		Oct
	2130	1 Nov - 13 Nov		Oct
	2111	6 Nov - 18 Nov		Oct
	2259	12 Nov - 21 Nov		5 Nov
	2114	14 Nov - 25 Nov		7 Nov

2. TOC's to be accomplished during periodic inspection will be scheduled during the inspection planning meeting per SAC Manual 66-15.

3. The work schedule for the 340th Periodic Maintenance Squadron will be closely coordinated with the flying program in order to insure maximum support of this program.

DISTRIBUTION:  
 Same as Basic Maintenance Order

DECLASSIFIED IAW EO 13526

ANNEX "F" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order ) Whiteman Air Force Base, Missouri  
November ) 28 October 1957

MAINTENANCE PLAN AND SCHEDULE

340th Armament-Electronics Maintenance Squadron

1. The 340th Armament-Electronics Maintenance Squadron will provide necessary personnel, tools and equipment to accomplish 194 pre-flight and 55 post-flight inspections on B-47 aircraft.
2. In addition, the squadron will provide personnel, tools and equipment to support seven (7) B-47 Periodic Inspections in compliance with SAC Manual 66-15, as programmed in annexes A, B, C, and D.
3. Provide full specialist support to Maintenance Control on days of higher headquarters directed missions.
4. The work schedule for the 340th Armament-Electronics Maintenance Squadron will be closely coordinated with the flying program in order to insure maximum support of this program.
5. In accordance with 8AF TWX DMMLB 36288, dated 22 January 1957, the Armament-Electronics Squadron will establish debriefing teams under the supervision of the A&E Flight Line Maintenance Officer. When undetermined A&E malfunctions of a serious nature occur, the flight crew will notify Maintenance Control prior to landing. The flight crew will leave the equipment operation on aircraft power. The A&E representatives will meet the aircraft and check the reported malfunction with the appropriate crew member.

DISTRIBUTION:

Same as Basic Maintenance Order

DECLASSIFIED IAW EO 13526



ANNEX "C" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order ) Whiteman Air Force Base, Missouri  
November ) 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
340th Field Maintenance Squadron

1. The 340th Field Maintenance Squadron will provide necessary personnel, tools and equipment to support 55 B-47 post-flight inspections.
2. The 340th Field Maintenance Squadron will provide personnel, tools and equipment to support seven (7) B-47 periodic inspections in compliance with SAC Manual 66-15, as programmed in Annexes A, B, C and D.
3. Specialists to accomplish TOC's will be furnished in accordance with schedule established by Job Control. AFTO Form 26E has been issued.
4. The work schedule for the 340th Field Maintenance Squadron will be closely coordinated with the flying program in order to insure maximum support of this program.

DISTRIBUTION:  
Same as Basic Maintenance Order

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ANNEX "H" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order } Whiteman Air Force Base, Missouri  
November } 28 October 1957

MAINTENANCE DE-BRIEFING SCHEDULE

1. To fulfill the requirements for a centralized de-briefing as directed by SAC Manual 66-13 and to insure continuous coverage during normal and after duty hours, three (3) teams are organized in accordance with Wing Regulation 66-3.

2. The three (3) Tactical Squadrons will furnish personnel or teams in accordance with Wing Regulation 66-3. Teams will be placed on a shift basis and if during their shift no aircraft are airborne or scheduled they will be released to their parent organizations.

3. The 340th Armament-Electronics Squadron will have personnel assigned in accordance with Wing Regulation 66-3 to cover all de-briefing.

4. Flight Crews will report for de-briefing within one hour after landing.

5. After the last flight crew has been de-briefed the de-briefing NCOIC will be held responsible to assure that room is policed and left in a completely clean condition.

6. Maintenance Control is responsible for briefing all personnel involved in de-briefing on complete de-briefing of crews and thorough clean up at the end of the working day.

7. The team numbers that have been used up through October are changed starting 1 November 1957. Team number 4 is hereby changed to team number 3. When ARS returns, they will then become team number 4. The following is the teams by number listing the personnel currently on duty:

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TEAM #1

T/Sgt Eason, J. T., NCOIC  
A/1C Dufforn, E. L., Bomb/Nav  
A/2C Parsel, J., Comm/Nav

TEAM #2

S/Sgt Pritchett, R. D., NCOIC  
A/1C May, J. F., Bomb/Nav  
A/1C Crooks, S. C., Comm/Nav

TEAM #3

S/Sgt Starling, A., NCOIC  
A/2C Kleinschmidt, K. W., Bomb/Nav  
A/1C Jones, B. E., Comm/Nav

DEBRIEFING SCHEDULE FOR MONTH OF NOVEMBER

1 Nov - Team #2	15 Nov - Team #3
4 Nov #3	18 Nov #1
5 Nov #1	19 Nov #2
6 Nov #2	20 Nov #3
7 Nov #3	21 Nov #1
8 Nov #1	22 Nov #2
11 Nov #2	28 Nov #3 & 1
12 Nov #3	29 Nov #2
13 Nov #1	
14 Nov #2	

ANNEX "I" ) HEADQUARTERS 340TH BOMBARDMENT WING (M)  
To Monthly Maintenance Order ) Whiteman Air Force Base, Missouri  
November ) 28 October 1957

MAINTENANCE PLAN AND SCHEDULE  
340th Air Base Group

1. The schedule for the 340th Bombardment Wing for November 1957 requires 194 B-47 sorties.
2. The work schedule for the 340th Bomb Wing is 0800-1700, Monday through Friday.
3. Consult Weekly Flying Schedule for detailed weekly requirements.
4. Specific Air Base Group Support requirements are:
  - a. Motor Vehicle Squadron:
    - (1) Provide daily dispatch of the maintenance vehicles outlined in SAC Regulation 66-24.
    - (2) Provide additional vehicle support as coordinated with the Base Materiel Officer.
    - (3) Maintenance of daily dispatch vehicles according to the schedule coordinated between Maintenance Control Officer and Commander, 340th Motor Vehicle Squadron.
  - b. Supply Squadron:
    - (1) Support 193 B-47 sorties, total for Wing 1351 flying hours.
    - (2) A work schedule to provide full support for flying and maintenance schedule in accordance with the flying program for November. Normal support 0800-1700 hours daily.
    - (3) The estimated fuel requirements for the Month of November 3,222,000 gallons JP-4 and 25,000 gallons 115/145.
    - (4) Provide estimate of air munitions required at the Weekly Scheduling Meeting.

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c. Refueling:

- (1) The POL Officer must maintain, if possible, two (2) trucks (JP-4), two (2) trucks (115/145) refueling at all times. One truck (JP-4) for de-fueling is required at all times.
- (2) No requirements exist for week-end refueling for other than transient aircraft except as coordinated between 340th Maintenance Control Officer and the POL Officer.
- (3) Normal daily requirements:
  - (a) 0800-1700 personnel to operate five (5) JP-4 plus one (1) 115/145 hydrant.
  - (b) 1700-0800 three (3) hydrant B-47, pump-house 1. One (1) 115/145 hydrant KC-97 and transient pump house 1.

d. Commercial Transportation:

- (1) Insure coordination between Base Maintenance and Supply activities and the arrival of equipment, parts, etc., by commercial carriers.

c. Refueling:

- (1) The POL Officer must maintain, if possible, two (2) trucks (JP-4), two (2) trucks (115/145) refueling at all times. One truck (JP-4) for de-fueling is required at all times.
- (2) No requirements exist for week-end refueling for other than transient aircraft except as coordinated between 340th Maintenance Control Officer and the POL Officer.
- (3) Normal daily requirements:
  - (a) 0800-1700 personnel to operate five (5) JP-4 plus one (1) 115/145 hydrant.
  - (b) 1700-0800 three (3) hydrant B-47, pump-house 1. One (1) 115/145 hydrant KC-97 and transient pump house 1.

d. Commercial Transportation:

- (1) Insure coordination between Base Maintenance and Supply activities and the arrival of equipment, parts, etc., by commercial carriers.









DATE DAYS	MONTH																		SQUADRON 489 <sup>th</sup> B.S.		
	1	4	5	6	7	8	12	13	14	15	18	19	20	21	22	25	26	27		28	29
094																			M		
146																			O	M	
158		A	A	A	A	A													M		
133																			M	O	
148																			O	M	
140	SES		O																M		
137	DOCK	F					A	A	A	A	A								M	O	
156																			O	M	
161																				M	
150	A	A									IRAN								M	O	
216			O								IRAN								M		
125			BC																IRAN		
092	DOCK #2																		M		
130			DOCK #2																M	O	
151																			M		
099																			M		
SCORTIES	4	3	3	3	4	3	2	5	4	2	4	3	5	4	3	1	0	0	14	0	-67
TIME																					

HEADQUARTERS, 340TH BOMBARDMENT WING (M)  
Whiteman Air Force Base, Missouri  
6 November 1957

CHANGE #1 TO MONTHLY MAINTENANCE ORDER FOR NOVEMBER 1957

1. Paragraph 1b (General) is amended to read: The following breakdown is made to show Operations Requirements for SAC Management Control System and the November Maintenance Capability:

	<u>SORTIES</u>	<u>HOURS</u>
TAIL NUMBER SORTIES	190	1330
RETURN FLIGHTS FROM SES	9	54
RETURN FLIGHTS FROM BC	2	8
RETURN FLIGHTS FROM TDY (LOADINGS)	2	12
FLIGHTS AT SES	15	97
FLIGHTS AT BC	2	13
RETURN FROM USCM	12	132
PERIODIC T. H.	7	15
OTHER T. H.	14	30
TANGO	5	15
INBOUND FLIGHTS FROM IRAN	6	21
INBOUND FERRY FLIGHTS	12	48
APPROXIMATE FLIGHTS ON IRAN AIRCRAFT	14	84
	<u>290</u>	<u>1859</u>

2. Paragraph 1d (General) as reads, "194 B-47 sorties for 1358 flying hours", is amended to read, "190 B-47 sorties for 1330 flying hours".
3. Paragraph 1, ANNEX "A" as reads, "64 sorties for a total of 418 flying hours", is amended to read, "59 sorties for a total of 413 flying hours".
4. Paragraph 3, ANNEX "A" as reads "64 preflight", is amended to read, "59 preflight".



5. Paragraph 4, ANNEX "A", is amended to include:  
Aircraft 2124 and 2121 will return from SES on 8 November 1957  
Aircraft 2119 will be lost to IRAN on 18 November 1957
6. Paragraph 1, ANNEX "F", as reads, "194 pre-flight", is amended to read, "190 pre-flight".
7. Paragraph 1, ANNEX "I", as reads "194 B-47 sorties", is amended to read, "190 B-47 sorties".
8. Paragraph 4b(1), ANNEX "I", as reads, "193 B-47 sorties, total for Wing 1351 flying hours", is amended to read, "190 B-47 sorties, total for Wing 1330 flying hours".

1 Incl  
486th Flying Sched

*Robert E. Humfeld*  
HAROLD E HUMFELD  
for Colonel USAF  
Commander

DISTRIBUTION:

1 Wg Comdr	5 340th FMS
1 Dpty Wg Comdr	5 340th A&E
1 Wg Adj	2 340th FMS
1 Wg Hq Sqdn	2 MVS
1 Dir Materiel	2 BS (Maj Powers)
5 Dir Ops	2 Base Supply
1 Wg Compt	2 POL
1 Staff Munitions Off	1 AP Sqdn
1 Chief of Maintenance	1 Ser Unit #1, Base Supply
10 Maintenance Control	1 Maintenance Supply
1 AMSB	1 Acft Records
1 QC	2 Hq 8th AF
1 Base Ops	4 16th ADS
4 Wg Historian	
5 486th Eng	
2 486th Ops	
5 487th Eng	
2 487th Ops	
5 488th Eng	
2 488th Ops	













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COORDINATION AND FILE COPY

SECRET

DEFERED

X AF

COMBOMWG 340 WHITEMAN AFB MO

COMAF 8 WESTOVER AFB MASS

/SECRET/DATE 7-5-57. ATTY: DMM5B DEFENSIVE ECM

OPERATIONAL STATUS. SUBJECT (U) RCS 8AF-E-1 AS OF 11 NOV 57.

SECTION A	ON HAND	OPERATIONAL
AN/ALE-1	92	90
AN/ALT-6B	<del>17</del> <sup>18</sup>	74
AN/ALT-7	100	70
AN/ALT-8	1	1
AN/ALT-8A	9	9
AN/APS-54	61	60

SECTION B: <sup>48</sup> 49 AIRCRAFT; <sup>47</sup> 45 AN/ALE-1, <sup>47</sup> 45 AN/ALT-6B, <sup>47</sup> 45 AN/ALT-7,  
<sup>47</sup> 45 AN/ALT-8, <sup>47</sup> 45 AN/ALT-8A, <sup>47</sup> 45 AN/APS-54.

SECTION C: <sup>41</sup> 42 FH III, 7 FH VI WITHOUT WING TIP ANTENNAS

SECTION D: TWO (2) AN/ALE-1, <sup>Four</sup> THREE (3) AN/ALT-6B, ONE (1)

AN/ALT-7, ONE (1) AN/APS-54 AWP

TWENTY NINE (29) AN/ALT-7 ANM

<sup>CNE</sup> TWO (2) AN/ALT-6B NRTS

COORDINATION	
OFFICE SYMBOL	LAST NAME
DT	A
DB	S
A	R
	R

DATE

RICHARD F. DUNN., 1STLT, USAF  
131 1 1

JOHN J. GALLAGHER  
USAF





COORDINATION AND FILE COPY

SECRET

*SEC C. 1645*

DEFERED

X AF X

COMBOMWG 340 WHITMAN AFB MD

COMAF 8 WESTOVER AFB MASS

/SECRET/NOTE 769. ATTN: DMMGB DEFENSIVE ECM

OPERATIONAL STATUS. SUBJECT (U) RCS 8AF-E-1 AS OF 18 NOV 57.

SECTION A	ON HAND	OPERATIONAL
AN/ALE-1	92	90
AN/ALT-6B	78	74
AN/ALT-7	100	70
AN/ALT-8	1	1
AN/ALT-8A	9	9
AN/APS-54	61	60

COORDINATION	
OFFICE SYMBOL	LAST NAME
DoT	<i>Y</i>
Do	<i>Z</i>
A	<i>W</i>
BH	<i>Baker</i>

SECTION B: 48 AIRCRAFT: 47 AN/ALE-1, 47 AN/ALT-6B, 47 AN/ALT-7, 47 AN/ALT-8, 47 AN/ALT-8A, 47 AN/APS-54.

SECTION C: 4 PH III, 1 PH VI WITHOUT WING TIP ANTENNAS

SECTION D: 1 (2) AN/ALE-1, FOUR (4) AN/ALT-6B, ONE (1) AN/ALT-7, ONE (1) AN/APS-54 AMP

TWENTY NINE (29) AN/ALT-7 AMW 416 17 2 54

ONE (1) AN/ALT-6B HRTS

*19 1130*  
*NOV 57*

DATE

*DOT-51-1237*

RICHARD F. DUNN 1ST LT, USAF  
*431* 1

J. GALLAGHER  
USAF  
Lieut

SECRET

ADJUTANT





651090

COORDINATION AND FILE COPY

SECRET

DEFENSE

X AF

COMBOMWG 340 WHITEMAN AFB MO

COMAF 8 WESTOVER AFB MASS (MAIL)

/SECRET/NOTE 796. ATTN: DMM5B DEFENSIVE ECM

OPERATIONAL STATUS. SUBJECT (U) RCS 8AF-E-1 AS OF 25 NOV 57.

SECTION A.	ON HAND	OPERATIONAL
AN/ALE-1	92	90
AN/ALT-6B	81	75
AN/ALT-7	100	98
AN/ALT-8A	8	8
AN/APS-54	61	58

COORDINATION	
OFFICE SYMBOL	LAST NAME
DOT	H
DO	L
ROJ	[Signature]

SECTION B: 15 AIRCRAFT: 15 AN/ALE-1, 15 AN/ALT-6B, 15 AN/ALT-7, 15 AN/ALT-8A, 15 AN/APS-54.

SECTION C: 38 PH III, 7 PH VI WITHOUT WING TIP ANTENNAS

SECTION D: TWO (2) AN/ALE-1, TWO (2) AN/ALT-6B, ONE (1) AN/ALT-7, ONE (1) AN/APS-54 ~~AWP~~

FOUR (4) AN/ALT-6B, ONE (1) AN/ALT-7, TWO (2) AN/APS-54 ~~AWM~~

NOTE

25 0920

NOV 57

RICHARD F. BURN 1ST LT, USAF  
431 1 1

ADJUTANT

DECLASSIFIED BY: [unclear] DATE: [unclear]



DECLASSIFIED IAW EO 13526

BASE SUPPLY REPORT

REPORTS CONTROL SYMBOL  
AF-81 (SAC-8)

COMBAND **SAC** BASE (Name and address) **Whitman Air Force Base, Missouri** ACCOUNT NO. **AFB 1685** DATE **15 November 1957**

SECTION I. DEPOT SUPPLY ACTION

PRIORITY CLASSIFICATION	NUMBER OF REQUISITIONS	LINE ITEMS							% DIFF
		REQUESTED	SHIPPED	EXTRACTED OR SHIPPING ORDER	PARTIALLY SHIPPED	TOTAL BACK ORDER	% LOCAL PURCHASE	INHOUSE WARE	
A	B	C	D	E	F	G	H	I	J
IMMEDIATE	660	660	695	66	3	99	18	61	75.4
INTERMEDIATE	300	300	263	61	0	38	11	53	92.2
ROUTINE WITH DUE DATE	1194	1194	672	127	13	146	24	224	97.4
ROUTINE (Stock replenishment)	1514	1514	2048	172	0	140	6	140	69.4
SPECIAL	0	0	0	0	0	0	0	0	
<b>TOTAL - ALL CLASSIFICATIONS</b>	<b>3668</b>	<b>3668</b>	<b>2377</b>	<b>364</b>	<b>16</b>	<b>376</b>	<b>39</b>	<b>466</b>	<b>65.4</b>

SECTION II. BASE SUPPLY ACTION

CATEGORY	NUMBER OF DOCUMENTS	LINE ITEMS					% DIFF	
		REQUESTED	ISSUED	PARTIALLY ISSUED	TOTAL BACK ORDERED	CANCELLED		
A	B	C	D	E	F	G	H	
CATEGORY A								
CATEGORY B								
<b>TOTAL</b>		<b>6788</b>	<b>5732</b>			<b>1986</b>		<b>72.2</b>

SECTION III. REPARABLE ACTION

TYPE	NUMBER OF UNITS							% DIFF	
	ON HAND	RECEIVED	TO LOCAL FACILITIES	TO DEPOTS	TO DISPOSAL	RECEIVED BUT NOT PROCESSED	IN REPARABLE WAREHOUSE STORAGE		
A	B	C	D	E	F	G	H	I	
AIRCRAFT SPARES AND EQUIPMENT									
ALL OTHERS									
<b>TOTAL</b>	<b>72</b>	<b>1390</b>	<b>808</b>	<b>691</b>	<b>257</b>			<b>10</b>	<b>100</b>

SECTION IV. INVENTORY

DESCRIPTION	DATE	DATE	DATE
A	B	C	D
1. NUMBER OF STOCK RECORD CARDS	682 (2 Oct 57)	756 (2 July 57)	1119 (1 Jan 57)
2. PERCENT OF INVENTORY TAKEN TO DATE	100%	88.3%	95.3%
3. PERCENT OF INVENTORY ERROR	2.5%	3.7%	1.7%
4. NET DOLLAR SHORTAGE INVENTORY ADJ. VOUCHER	22,050.00	45,240.39	4,992.35

SECTION V. GENERAL INFORMATION

DESCRIPTION	TOTAL	DESCRIPTION	TOTAL	DESCRIPTION	TOTAL
A	B	C	D	E	F
1. VOUCHERS ASSIGNED FY TO DATE	8733	LINE ITEMS PROCESSED THIS MO	2186	11. LINE ITEMS OF EXCESS TO DISPOSAL	0
2. LOST VOUCHER CERTIFICATES THIS FY TO DATE	0	LINE ITEM BACKLOG	600	12. AVERAGE TIME FOR PROCESSING ON BASE (ISSUES)	6 hrs
3. UNFILED VOUCHERS OVER 3 DAYS OLD	0	LINE ITEMS DECLARED EXCESS THIS MONTH	5	13. AVERAGE TIME FOR PROCESSING OFF-BASE (ISSUES)	3 hrs
4. LINE ITEMS ASSIGNED THIS MONTH	2193	LINE ITEMS EXCESS ON HAND	5	14. No. of Air Materiel Centers	25,170
5. LINE ITEMS PROCESSED FOR L.P.	2231	LINE ITEMS OF EXCESS SHIPPED	3	15. 5th Ave Cond Drilling	25,300

SECTION VI. PERSONNEL

STATUS	TOTALS		STATUS	TOTALS	
	MILITARY	CIVILIAN		MILITARY	CIVILIAN
1. TOTAL PERSONNEL AUTHORIZED	143	6	3. AVERAGE NUMBER OF PERSONNEL ON DUTY DAILY	95	58
2. AVERAGE NUMBER OF PERSONNEL ASSIGNED DAILY	122	6	4. PERCENT OF PERSONNEL TURNOVER	6.1	5.0

JOHN V. POMER  
MAJOR USAF



TRANSMITTAL OF AF FORM 359 AND SUPPLEMENTARY DATA

TO: Commander in Chief  
Strategic Air Command  
ATTENTION: DM3D  
Offutt AFB, Nebraska

INFO: (Major Subor Comd)  
Commander  
Eighth Air Force  
Wentworth Air Force Base  
Massachusetts

INFO: (AMA)

SECTION II. BASE SUPPLY ACTION (Continued)

A	B	C	D	E	F	G	H
Category C	NA						

SECTION VI. PERSONNEL (Continued)

ACTIVITY	AVERAGE NUMBER OF PERSONNEL				% OF PERSONNEL TURNOVER	
	Assigned Daily		On Duty Daily		Mil	Civ
	Mil	Civ	Mil	Civ		
Base Supply	105	61	81	51	6.6	6.8
POL Section	NA					
Ammo Section	NA					
Publications Section	NA					
FAK Section	12	0	6	0	1.	0
AF Service Store	5	8	5	7	0	0

SECTION VII. DUTY ASSIGNMENTS

NAME	GRADE	AFSC	POSITION	DATE ASSIGNED
Harold J. Yeates	1st Col	G111	ABG D/Mat	March 1957
John V. Powers	Major	G116	BSC	August 1955
Frank Schmidt	Captain	G108	W/P Officer	September 1956
Paul G. Cross	Captain	G108	W/P Asstg. Officer	September 1957
Clark T. Todd	GSO-47	G100	W/P Asstg. Officer	October 1957
None assigned			Mat. Fac. Officer	

SECTION VIII. LOCAL PURCHASE			SECTION IX. AIR FORCE SERVICE STORE	
TYPE	NO. OF LINE ITEMS REC'D	AVERAGE PIPELINE TIME (Days)	Number of sales this month	2078
GSA Stores Items	321	11	Number of line items sold this mo.	1445
GSA FSS Items	23	28	Number of line items carried at end of the month	3700
Petty Cash Purchase	277	22	Line item ceiling established	7000
Other Local Purchases	705	37	Number of line items requested for local purchase from all sources to date	1871
TOTAL ITEMS/AVG. TIME	1313	28	Percentage of inventory taken	1008
			Net dollar shortage or average placed on IAW or R/S	692.60

SUPPLEMENTAL SHEET - AF Form 359

Section I - Machine Transaction Data (Line Items)

SOURCE - Weekly Transaction Listing

1. Off-Base Receipts	200
2. Off-Base Shipments	100
3. Serviceable Returns	50
4. Repairable Turn-Ins	100
5. Transfers to Work Order	50
6. Returns from Work Order	50
7. Issues to Pre-Issue	100
8. Returns from Pre-Issue	50
9. Transfers to AF Service Store	0
10. Returns from AF Service Store	0
11. Back Order Releases Prepared	50
12. Stock Change Transactions	50
13. Price Change Transactions	50
14. Reverse Post Transactions	50
15. Items Received from Local Manufacture	0
16. Backlog:	0

SECTION II - Machine Operation Data

- Number of trained Cardtype operators 12 full-time, 2 part-time
- Number of trained Key punch operators 12 full-time, 2 part-time
- Down time due to malfunctions: Cardtypes 30.2 hrs (if more than 10% explain)

Line Finders 0 (if more than 10% explain)

- Machine idle time 300.4
- Transactions processed per machine hour available 39.7

Transactions Processed	Vouchered	Requisitions	Miscellaneous	Total
Day Shift	14.76		1.22	16.00
Second Shift	1.50	1.00	1.50	4.00
Third Shift				
Total	16.26	1.00	2.72	20.00

Section III - Expediter Delivery Time

- Maintenance Priorities 1-4 - Number items requested 200  
Average delivery time 21.3 min
- Maintenance Priorities 5-6 - Number items requested 100  
Average delivery time 21.4 min



SUPPLEMENTAL SHEET - AF FORM 359 (Cont'd)

Section XIII - SAC Specialty Forms

Quantity on Hand (Thousands)

<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>
<u>SAC FORM NO.</u>	<u>PUBLICATIONS</u>	<u>PROPERTY ACCOUNTING</u>	<u>KANEC</u>	<u>TOTAL</u>	<u>REQUIREMENTS NEXT 90 DAYS</u>
464	5	1	0	6	7
465	0	20	0	20	20
466	0	20	4	24	24
467	0	20	1	21	21
468	0	20	0	20	0
469	0	20	20	40	20
470	0	20	20	40	20
483	0	20	4	24	24

DECLASSIFIED IAW EO 13526



STATUS REPORT OF PROJECT  
NIGHT LIFE FLYAWAY KITS

BASE:  
Whiteman Air Force Base  
Missouri

COMMAND:  
Strategic Air Command

AS OF DATE:  
15 November 1957

RCS:  
9-AF-911

ORGANIZATION A	TYPE KITS AUTHORIZED B	QUANTITY				PERCENTAGE COMPLETE		BASE PACKAGE I
		KITS AUTHORIZED C	KITS ON HAND D	PIECES AUTHORIZED E	PIECES ON HAND F	STRIKE		
						PRE G	POST H	
340th Bomb Wg (M) 486th Bomb Sqdn	B-47B	1	1	2666	2654	99.55	99.94	99.92
				1607	1606			
				32590	32564			
487th Bomb Sqdn	B-47B	1	1	2666	2649	99.36	99.94	99.80
				1607	1606			
				32590	32524			
483th Bomb Sqdn	B-47B	1	1	2666	2659	99.74	99.94	99.94
				1607	1606			
				32590	32571			
340th ARS	KC97F-G	1	1	18535	17937	96.83		97.55
				13552	13214			

DECLASSIFIED IAW EO 13526

REMARKS:

1. Auth: Basic B-47 FAK Master List dated 1 March 1956 and amended by Change 1 dated May 1956, Change 2 dated August 1956, Change 3 dated March 1957, SAC Letter dated 2 November 1956 and numerous messages received from Higher Headquarters.
2. AUTH: Basic KC-97 Master List dated 15 December 1956 and amended by numerous messages received from Higher Headquarters.
3. NOTE: The Decrease in the KC 97 Kit is due to TDY operation.
4. NOTE: Reference Headquarters 8th AF message DMS3F Dated 8 November 1956.
  - a. Quantity of engines on hand in FAK
    - J47-25 - 33 each
    - R4360-59B - 16 each
  - b. QEC Kits on Hand
    - J47-25 - 24 each
    - R4360-59B - 13 each
  - c. Percent completeness of I/A Kits
    - B/RB 47 - 100%
    - KC 97 - 100%

JOHN V. POWERS  
Major, USAF  
Base Supply Officer



DECLASSIFIED IAW EO 13526

COPY COPY

IE

1 Dec 57

SUBJECT: MOP Field Liaison Report, COS: SAP-35

TO: Commander  
Eighth Air Force  
ATTN: D/LMO  
Westover Air Force Base  
Massachusetts

1. Subject report as of 30 November 1957, is submitted herewith.
2. The following personnel were contacted in its preparation:
  - a. Mr. C. A. Philo, Resident Engineer, Corps of Engineers, US ARMY
  - b. Mr. Noel Kinney, Records Clerk, Corps of Engineers
  - c. Contractors and Superintendents concerned.
3. Each line item on attached status report has been reviewed and appropriate changes in status have been indicated.
4. Comments relative to line items are as follows:
  - a. FY 52 line item 800-0000, closed out with last contingent of family housing.
  - b. FY 56 line item 711-143, final increment of 200 units closed out 22 Nov 1957.
  - c. FY 56 line item 711-143, progress satisfactory.
  - d. FY 56, line item 711-145, final inspection 34 units, 23 Nov, minor deficiencies to be corrected. EMB Form 290 will be signed on this group about 3 December.
  - e. FY 57, line item 740-618, on schedule.
  - f. FY 57, line item 750-817, well ahead of schedule, satisfactory.
  - g. FY 57, line item 841-164, 34 percent behind schedule, demolition of old concrete tank slower than anticipated due to 2 inches reinforced gunite liner on interior of tank and heavy reinforcing of original tank.
5. Final inspection accomplished during reporting period on 36 units Airman Housing and 34 units Officer Housing.
6. Final inspection scheduled on 30 units Airman Housing 19 Dec 1957.

1 Incl  
SAP-35 (5 cpy)

/s/t/ JOHN A. BERRICH  
Major, USAF  
Asst Adjutant

COPY

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