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F O R E W O R D

(U) The 1 July to 30 September 1964 installment of the Quarterly History of the 376th Bombardment Wing consists of six chapters: Mission and Organization; Personnel; Operations and Training; Post Attack Command and Control Operations; Maintenance and Supply; and Special Activities.

(U) No chapter on facilities at Lockbourne AFB was included in this installment as no major activities of historical importance occurred throughout the quarter concerning them.



## C H R O N O L O G Y

<u>DATE</u>	<u>ITEM</u>	<u>PAGE</u>
1 July	15 of 16 Scheduled aircraft completed a 2AF BIG BLAST mission.	27
6 July	The wing flew eight SWORD FISH sorties during the quarter.	32
7 July	The wing flew 11 HIGH WIND missions (105 sorties) during the quarter.	34
20 July	Word was received that the pending PACCS transfer had been temporarily delayed.	4
23 July	16 aircraft completed 8AF BIG BLAST mission.	27
28 July	PACCS flew a special mission in an attempt to locate the noise source in the East link.	42
30 July	11 of 12 Scheduled aircraft completed the 15AF BIG BLAST mission.	28
5 August	The wing flew a HORNET'S NEST mission.	33
20 August	16 of 20 scheduled aircraft completed the TOP RUNG V mission.	30
3 September	16 aircraft completed the MUTE X mission.	30
10 September	10 of 12 scheduled aircraft completed the 15AF BIG BLAST mission.	29
12 September	The new PACCS orbits were effective.	4
14 September	PACCS began to fly the new orbit patterns.	61.
16 September	The wing passed the Operational Readiness Inspection conducted by the Inspector General, Eighth Air Force.	36
17 September	12 aircraft completed the SNOWTIME VIII mission.	31
24 September	16 aircraft completed the 2AF BIG BLAST mission.	29



## I N T R O D U C T I O N

(U) During the 1 July to 30 September 1964 quarter the 376th Bombardment Wing flew its heaviest schedule for the past 18 months. The unit participated in four major air operations--BIG BLAST, MUTE, SNOWTIME, and TOP RUNG. In addition to these major missions, the wing participated in SWORD FISH, HORNET'S NEST and HIGH WIND sorties. The 376th Bombardment Wing continued to ensure that the 4363d Post Attack Command and Control Squadron was operational and capable of performing its communications relay mission. At the end of this quarter the 376th Bombardment Wing had only six months remaining before deactivating the unit.



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CHAPTER III

OPERATIONS AND TRAINING

Status of Capability and Resources

(S) "C" Ratings. The 376th Bombardment Wing and the 4363d PACOS maintained a C-1 rating during July, the same status as May and June.<sup>1</sup> The 376th continued to maintain their C-1 rating during August<sup>2</sup> and September.<sup>3</sup> The 4363d also maintained the same rating<sup>4</sup> during the last two months of the quarter.<sup>5</sup>

(S) Weapons System Inventory. Although only authorized 45 EB-47E aircraft, the 376th Bombardment Wing had 60 assigned at the end of July.

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1. Msg, ZIPPO 07-092, 376BW to SAC, "C-Rating Monthly Report for SAC and 8AF," 28 Jul 64. Ex. 20.
  2. Msgs, ZIPPOS 08-025,048,134,225,308, 376BW to SAC, "Weekly SAC V-1 Reports," Aug 64. Ex. 21.
  3. Msgs, ZIPPOS 09-012,078,158,229, 376BW to SAC, "Weekly SAC V-1 Reports," Sep 64. Ex. 22.
  4. Msgs, ZIPPOS 08-022,050,136,227,310, 376BW to SAC, "Weekly SAC V-1 Reports," Aug 64. Ex. 23.
  5. Msgs, ZIPPOS 09-011,077,160,231, 376BW to SAC, "Weekly SAC V-1 Reports," Sep 64. Ex. 24.

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All 60 of the assigned aircraft were possessed and combat ready.<sup>6</sup> While the authorization remained the same for August, the wing had 59 aircraft assigned, possessed and combat ready.<sup>7</sup> By the end of September, the number of possessed, assigned and combat ready aircraft had decreased to 57.<sup>8</sup>

(S) The 4363d PACCS was authorized 10 EB-47L aircraft, a specially configured B-47, to perform their communications mission. At the end of July this unit had the 10 aircraft assigned, possessed and combat ready.<sup>9</sup> These figures were the same for the months of August and September.<sup>10 11</sup>

(S) Combat Crew Resources and Capability. The 376th Bombardment Wing was authorized 81 combat crews throughout the July-September quarter. The wing had 83 crews formed and combat ready at the end of July, but only 74 were available to the unit.<sup>12</sup> Fifty-nine persons were listed as spare crew members during July; 13 pilots, six co-pilots, 15 navigators, 10

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6. Msg, ZIPPO 07-092, 376BW to SAC, "C-Rating Monthly Report for SAC and 8AF," 28 Jul 64. Ex. 20.
  7. Msg, ZIPPO 08-308, 376BW to SAC, "Weekly SAC V-1 Report," 26 Aug 64. Ex. 21.
  8. Msg, ZIPPO 09-229, 376BW to SAC, "Weekly SAC V-1 Report," 23 Sep 64. Ex. 22.
  9. Msg, ZIPPO 07-092, 376BW to SAC, "C-Rating Monthly Report for SAC and 8AF," 28 Jul 64. Ex. 20.
  10. Msg, ZIPPO 08-310, 376BW to SAC, "Weekly SAC V-1 Report," 26 Aug 64. Ex. 23.
  11. Msg, ZIPPO 09-231, 376BW to SAC, "Weekly SAC V-1 Report," 23 Sep 64. Ex. 24.
  12. Msg, ZIPPO 07-092, 376BW to SAC, "C-Rating Monthly Report for SAC and 8AF," 28 Jul 64. Ex. 20.

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electronic warfare officers (EW) and 15 electronic operators (EO). All of the pilots were combat ready except one and he was scheduled to become combat ready in June 1965 when he returned from "bootstrap". Five of the pilots were scheduled for PCS (permanent change of station), four of them in August and one in September. Five of the six co-pilots were combat ready, with one scheduled to return from Squadron Officers School in August 1964 and another that had DNIF (duty not involving flying) scheduled to return to flying duty in August 1964. Eleven of the 15 navigators were combat ready, with three of the others scheduled to return from Squadron Officers School in August 1964 and the fourth from "bootstrap" in January 1965. Six of the navigators were scheduled for PCS, four of them in August and the other two in September. All of the EW officers were combat ready, with three of them scheduled for PCS, one in August and two in September. All of the EO personnel were combat ready and all except two were scheduled for PCS in August.

(S) The wing had 82 crews formed and combat ready at the end of August, but only 72 of them were available to the unit.<sup>14</sup> Only 37 persons were listed as spare crew members at the end of August; 11 pilots, six co-pilots, nine navigators, nine electronic warfare officers and two

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13. Report, 2-SAC-T12 Report, 376BW to SAC, "Crew Member Upgrading Progress Report," 31 Jul 64. Ex. 25.
  14. Msg, ZIPPO 08-308, 376BW to SAC, "Weekly SAC V-1 Report," 26 Aug 64. Ex. 21.

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electronic operators. All of the crew members were combat ready except the one mentioned in July as being in "bootstrap". Two crew members were scheduled for PCS in September. Three of the co-pilots were combat ready and one was scheduled for PCS in September. The other three were the ones mentioned in July as being at Squadron Officers School. All of the navigators were combat ready except the one still in "bootstrap". Five of them were scheduled for PCS, three in September, one in October and one in January 1965. Six of the nine EW's were combat ready and the other three were still in school. Two of them were to depart PCS in September. The two EO's were combat ready.<sup>15</sup>

(S) The wing had 81 crews formed of which 80 were combat ready at the end of September, but only 77 were available for use.<sup>16</sup> Only 28 persons were on the spare crew member list for September; eight pilots, five co-pilots, five navigators, nine electronic warfare officers and one electronic operator. Four of the pilots were combat ready, two of them had PCS orders with an EDOSA in December. The other two were in "bootstrap", one scheduled to return in March 1965 and the other in August 1965. Three of the co-pilots were combat ready and the other two were scheduled to return from Squadron Officers School in December 1964. All five navi-

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15. Report, 2-SAC-T12 Report, 376BW to SAC, "Crew Member Upgrading Progress Report," 31 Aug 64. Ex. 26.
16. Msg, ZIPPO 09-229, 376BW to SAC, "Weekly SAC V-1 Report," 23 Sep 64. Ex. 22.

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gators were PCS, two of them with an EDCSA date in October and the other three in January 1965. The one EO was combat ready as were two of the EW's. Two of the EW's were PCS, one scheduled to report in October, the other in November. Three of the remaining five were to return from Squadron Officers School in December. The final two were in "bootstrap", one scheduled to return in December 1964 and the other in March 1965.<sup>17</sup>

(S) The 4363d PAC S was authorized 18 crews throughout the July-September quarter. At the end of July, the unit had 18 crew formed, 16 combat ready and 15 available to the squadron.<sup>18</sup> The squadron only had two spare crew members at the end of the month, one co-pilot who was to return from Squadron Officers School in August and a navigator who was scheduled to complete "bootstrap" in February 1965.<sup>19</sup>

(C) By the end of August, the squadron had 17 crew formed, 16 combat ready and 13 that were available to the unit.<sup>20</sup> Six spare crew members were reported in August, one pilot, two co-pilots and three navigators. The pilot arrived in July and was to become combat ready

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17. Report, 2-SAC-T12 Report, 376BW to SAC, "Crew Member Upgrading Progress Report," 30 Sep 64. Ex. 27.
  18. Msg, ZIPPO 07-092, 376BW to SAC, "C-Rating Monthly Report for SAC and 8AF," 28 Jul 64. Ex. 20.
  19. Report, 2-SAC-T12 Report, 4363PACCS to SAC, "Crew Member Upgrading Progress Report," 31 Jul 64. Ex. 28.
  20. Msg, ZIPPO 08-310, 376BW to SAC, "Weekly SAC V-1 Report," 26 Aug 64. Ex. 23.

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1 December 1964. Both of the co-pilots were combat ready as was one of the navigators. One navigator was scheduled to return from Squadron Officers School in January 1965 and the other from "bootstrap" in February 1965. <sup>21</sup>

(C) At the end of September, the 4363d had 16 crews formed, combat ready and available to the squadron. <sup>22</sup> The spare crew member picture for September reflected two pilots and two navigators. The one pilot in combat crew training had his forecast date slipped to 1 January 1965 and the other pilot was PCS with a reporting date in October. The two navigators were the two mentioned during the August history as being in schools. <sup>23</sup>

(U) Due to the coming deactivation of the wing, there was increased activity among the crew and aircraft resources of the unit as depicted in the following graph: <sup>24</sup>

376th Bombardment Wing

3 July	Disband Crew R-83
15 July	Disband Crews S-48, S-54, and S-35
16 July	Upgrade Crew N-27 to R-27
30 July	Store aircraft 414 at Davis-Monthan AFB, Arizona
27 August	Disband Crew E-29
2 September	Aircraft 425 and 441 to Davis-Monthan AFB
17 September	Disband Crew S-100, form Crew I-49
30 September	Disband Crew E-43, form Crew I-84

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21. Report, 2-SAC-T12 Report, 4363PACCS to SAC, "Crew Member Upgrading Progress Report," 31 Aug 64. Ex. 29.
  22. Msg, ZIPPO 09-231, 376BW to SAC, "Weekly SAC V-1 Report," 23 Sep 64. Ex. 24.
  23. Report, 2-SAC-T12 Report, 4363PACCS to SAC, "Crew Member Upgrading Progress Report," 30 Sep 64. Ex. 30.
  24. This verified in interview between SSgt E. Olson, wing historian, and 1st Lt. W. S. McElhiney Jr, 376MA, 6 Oct 64.



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4363d PACCS

2 July	Form Crew N-17P
20 July	Form Crew N-18
18 August	Disband Crew I-17
31 August	Disband Crew N-18

Alert Force Activities

(S) Ground Alert. At Lockbourne AFB, the 376th Bombardment Wing maintained 20 EB-47E aircraft and four EB-47L aircraft of the 4363d PACCS on ground alert throughout the quarter. The alert requirement of the EB-47E aircraft was raised from 12 to 20 during the month of June.<sup>25</sup>

(S) During July, the wing responded to seven alerts, six of them "bravo" alerts and the other a "coco" alert. The first was called 2 July and the bombers "bravoed" in from six to nine minutes and the PACCS aircraft in from seven to 11 minutes.<sup>26</sup> The second "bravo" of the month came 8 July with the bombers timed in from four to eight minutes and the "pipecleaners" of PACCS taking from five to 10 minutes.<sup>27</sup> The third "bravo" occurred 8 July when the 301st Air Refueling Wing was launched in support of an CRIT (operational readiness inspection test) at another base. The wing air craft "bravoed" in five to eight minutes and the one "pipecleaner" was timed in one minute. The other three were already airborne.<sup>28</sup>

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25. History of the 376th Bombardment Wing, 1 Apr-30 Jun 1964, pp 22. 376BW Historical Archives.
26. Msg, ZIPPO 07-018, 376BW to SAC, "Bravo Report," 2 Jul 64. Ex. 31.
27. Msg, ZIPPO 07-081, 376BW to SAC, "Bravo Results," 8 Jul 64. Ex. 32.
28. Msg, ZIPPO 07-102, 376BW to SAC, "CRIT Launch," 8 Jul 64. Ex. 33.

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(S) Lockbourne was downgraded to EWO only for the next "bravo"  
13 July, because of construction in the alert parking area.<sup>29</sup> The only  
"coco" of the month, 14 July, was also downgraded to EWO only because of  
runway and ramp construction.<sup>30</sup> The 376th aircraft responded in from five  
to 11 minutes to the 20 July "bravo". Three of the PACCS aircraft were  
airborne and the spare did not participate.<sup>31</sup> The last "bravo" of the  
month came 24 July with the bombers timed in from six to 14 minutes. Nine-  
teen of the bombers made good the "bravo" time and the one sortie was late  
because of no ignition on number three engine. The four "pipecleaners"  
were timed from six to eight minutes.<sup>32</sup>

(S) Nine alerts were called during August, six of them "bravos"  
and three "cocos". The first "bravo" of the month came on 3 August and  
the bombers were timed in from five to eight minutes and the PACCS air-  
craft in from six to nine minutes.<sup>33</sup> The first "coco" occurred on 5 Aug-  
ust with the bombers making good times from 10'40" to 16'40". One sortie  
was late due to no fuel flow in the number four engine and the other five  
sorties were late due to the congestion on the airdrome. This congestion

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29. Msg, ZIPPO 07-154, 376BW to SAC, "Bravo Results," 13 Jul 64. Ex. 34.  
30. Msg, ZIPPO 07-159, 376BW to SAC, "Coco Results," 14 Jul 64. Ex. 35.  
31. Msg, ZIPPO 07-226, 376BW to SAC, "Bravo Results," 20 Jul 64. Ex. 36.  
32. Msg, ZIPPO 07-264, 376BW to SAC, "Bravo Results," 24 Jul 64. Ex. 37.  
33. Msg, ZIPPO 08-034, 376BW to SAC, "Bravo Results," 3 Aug 64. Ex. 38.

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was caused by, (1) a B-47 attempting to enter the taxiing stream accelerating his engines, blowing debris into the following aircraft and (2) one of the earlier tankers blowing a tire after "cocoing". This caused the aircraft stream to stop, then slowly taxi around the disabled tanker.<sup>34</sup>

(S) The next "bravo" came on 12 August with the wing aircraft being timed in from seven to 11 minutes while the PACCS aircraft were all timed in 11 minutes.<sup>35</sup> The bombers "bravoed" in from five to nine minutes with the "pipecleaners" timed in from seven to 10 minutes 14 August.<sup>36</sup> Five to nine minutes were required to "bravo" the bombers 18 August while the three PACCS aircraft were launched at one minute intervals beginning at 12 minutes.<sup>37</sup>

(S) The wing aircraft "bravoed" in five to eight minutes, 18 August, with the standby PACCS aircraft timed in seven minutes. The other three PACCS aircraft were already airborne.<sup>38</sup> The second "coco" came on 19 August and the bombers all made good BMWWS (ballistic missile early warning system) timing beginning at 7'56" and finishing at 13'05". The

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34. Msgs, ZIPPOS 08-063,075, 376BW to SAC, "Coco Results," 5 Aug 64. Ex. 39.
35. Msg, ZIPFO 08-144, 376BW to SAC, "Bravo Results," 12 Aug 64. Ex. 40.
36. Msg, ZIPFO 08-176, 376BW to SAC, "Bravo Results," 14 Aug 64. Ex. 41.
37. Msg, ZIPFO 08-212, 376BW to SAC, "Bravo Results," 18 Aug 64. Ex. 42.
38. Msg, ZIPFO 08-217, 376BW to SAC, "Bravo Results," 18 Aug 64. Ex. 43.

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four PACCS aircraft "bravoed" only in from four to eight minutes. <sup>39</sup> The last "bravo" of the month came on 25 August with the "pipecleaners" timed in from eight to 10 minutes and the bombers responding in from six to 10 minutes. <sup>40</sup> The last mission of the month was a "coco" with the bombers making good times from 7'50" to 17'. One sortie was late because of a power cart failure. Because a battery had to be used to start the engine, it was slow coming up to the required power. The second aircraft was late due to a lost generator, caused by an open circuit breaker in the wheel well. <sup>41</sup> The PACCS aircraft "bravoed" only in only six and seven minutes.

(8) The nine alerts in September were divided into five "bravoes" and four "cocos". The first was a "coco" alert called on 4 September with the bombers responding in from eight to 16 minutes. Sortie 19 aborted due to the loss of electrical power. Sortie 18 was unable to start engine number one, but completed the "coco" on five engines. He failed to make BMEMS timing. The PACCS aircraft "bravoed" only, in from seven to eight minutes. <sup>42</sup> The "bravo" of 9 September was downgraded due to an air-borne emergency. <sup>43</sup>

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- 39. Msg, ZIPPO 08-234, 376BW to SAC, "Coco Results," 19 Aug 64. Ex. 44.
  - 40. Msg, ZIPPO 08-304, 376BW to SAC, "Bravo Results," 25 Aug 64. Ex. 45.
  - 41. Msg, ZIPPO 08-334, 376BW to SAC, "Coco Results," 28 Aug 64. Ex. 46.
  - 42. Msg, ZIPPO 09-044, 376BW to SAC, "Coco Results," 4 Sep 64. Ex. 47.
  - 43. Msg, ZIPPO 09-083, 376BW to S.C, "Bravo Results," 9 Sep 64. Ex. 48.

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(S) The "coco" alert of 16 September was downgraded to EMO only because of the maintenance work being done on the ramp.<sup>44</sup> The bombers responded in from six to 10 minutes on the "bravo" held 18 September and the PACCS aircraft were timed in 10 and 11 minutes.<sup>45</sup> The next "coco" came 19 September with the wing aircraft timed in from 8'44" to 15'14", barely making good the BMMS time. The four PACCS aircraft "bravoed" only, in seven and eight minutes.<sup>46</sup> The "bravo" of 22 September timed the bomber aircraft in from five to nine minutes and the "pipe-cleaners" in seven and eight minutes.<sup>47</sup>

(S) One bomber aborted and the other 19 made good times from five to eight minutes in the 23 September "bravo". The one abort was off alert at the time for the replacement of a shuttle valve in the right flaperon. The PACCS aircraft were timed in eight and nine minutes.<sup>48</sup> The last "coco" of the month and quarter occurred 24 September with the bombers timed in from 8'32" to 14'58". The "pipecleaners" "bravoed" only, in from six to nine minutes.<sup>49</sup> The final alert of the quarter

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44. Msg, ZIPPO 09-170, 376BW to SAC, "Coco Results," 16 Sep 64. Ex. 49.  
45. Msg, ZIPPO 09-192, 376BW to SAC, "Bravo Results," 18 Sep 64. Ex. 50.  
46. Msg, ZIPPO 09-206, 376BW to SAC, "Coco Results," 19 Sep 64. Ex. 51.  
47. Msg, ZIPPO 09-226, 376BW to SAC, "Bravo Results," 22 Sep 64. Ex. 52.  
48. Msg, ZIPPO 09-237, 376BW to SAC, "Bravo Results," 23 Sep 64. Ex. 53.  
49. Msg, ZIPPO 09-241, 376BW to SAC, "Coco Results," 24 Sep 64. Ex. 54.

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was a "bravo" called 24 September and 19 bombers responded in from five to eight minutes while the 1st one was timed in 26 minutes. The last sortie was late because of no rotation or starting on any of the engines. Two of the PACCS aircraft were airborne and the other two were timed in five and seven minutes.

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(S) Alert Procedures. In order to standardize the Go-No-Go criteria for bravo/coco exercises, Eighth Air Force made the following policy effective at the end of August. All units were to compute daily emergency takeoff data for all tactical type aircraft assigned. This was to include wet and dry takeoffs, with and without ATO, forecast winds and temperature. Provided the results of these computations permitted takeoffs under the minimums prescribed in Vol III, SACM 55-7 and the criteria required in Vol II, SACM 55-2 were met, the aircraft were to be considered as having successfully completed the exercise.

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(S) Eighth Air Force further emphasized the CMF (combat mission folder) checklist was to be used in its entirety during alerts. Realizing that some aircraft that would launch under EMO conditions might not taxi during an exercise, the command stated "coco" time would be computed by adding computed taxi time to the actual "bravo" time. These conditions were to be indicated on all future bravo/coco reports.

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50. Msg, ZIPPO 09-263, 376BW to SAC, "Bravo Results," 24 Sep 64. Ex. 55.
51. Msg, DO 64-3309, 8AF to AIG 747, "Use of EMO Go-No-Go Criteria for Bravo/Coco Exercises," 26 Aug 64. Ex. 56.
52. Msg, DOX 03354, 8AF to AIG 751, "Use of EMO Go-No-Go Checklist," 21 Sep 64. Ex. 57.

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## Training

(C) 50-8 Training. By the end of September, the 376th Bombardment Wing had completed 9,192 MPRs (minimum proficiency requirement) of the 11,407 items required for the July-December training period. This gave the unit an 80.6 percent of accomplishment in the MPR area. <sup>53</sup>

(C) The overall unit electronic warfare MPR reliability was rated at 98.2 percent and the overall unit EW Operations MCS reliability was 98.8 percent. Both of these figures were below the SAC average. This was caused by the loss of six LDR's (local defense run), two RSR's, (radar simulator run) and two LFR's (low frequency run) charged to crew error. Four additional LFR's and one LDR were charged to materiel. Increased ECM (electronic countermeasure) activity was scheduled for October with a recovery date of 31 October for the MPR reliability. With the SAC average of September, it was impossible to recover the operations MCS reliability. <sup>54</sup>

(C) The overall operations MCS score was computed at 99.6 percent, which was below the SAC average. The primary cause of this was the 136 higher headquarters additional sorties (Hi-Wind, Bar None and Weather Scouts) that were levied after the quarter began. These missions caused a decrease in the scheduled ECM activity and also a decrease in the desired

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53. Report, 1-SAC-T12 Report, 376BW to SAC, "376 Bomb Wing Commander's Remarks," 1 Jul-30 Sep 64. Ex. 58.

54. Ibid.

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frequency of training for that particular activity. There was no definite trend of weakness, however EW's and co-pilots were given additional ground training to compensate for the loss of air time. Due to the continued test activity scheduled for this training period it would be impossible to bring the reliability of the MPR activity up to the SAC average. <sup>55</sup>

(C) The 376th Bombardment Wing attempted 50 gunnery missions during the July-September quarter and had 100 percent fireout on 49 of them. The wing fired 9,800 rounds of the 10,000 loaded, for an average fireout of 98 percent. <sup>56</sup>

(C) 4363d Post Attack Command and Control Squadron. Although the 4363d PACCS maintained two alert cycle changeovers each week, it was not scored under SAC's MCS, which does not cover this type of unit. By the end of September, the squadron had completed 1,518 of the 1,808 MPR's required, for an 84 percent of accomplishment. The unit had one deficient area and that was refueling, caused by numerous tanker cancellations, higher headquarters mission changes and weather cancellations of both receivers and tankers. Increased activity in this area would allow a recovery date of 31 October to be met. <sup>57</sup>

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- 55. Report, 1-SAC-T12 Report, 376BW to SAC, 376Bomb Wing Commander's Remarks," 1 Jul-30 Sep 64. Ex. 58.
  - 56. This verified in interview with Lt. Col. J.C. Leverette Jr, chief, 376BW Penetration Aids, by SSgt E. Olson, wing historian. 14 Oct 64.
  - 57. Report, 1-SAC-T12 Report, 4363PACCS to SAC, "4363d Post Attack Command and Control Squadron Commander's Remarks," 1 Jul-30 Sep 64. Ex. 59.



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(C) SAC notified all units that chaff was to be short during the July-December training period and those charged with monitoring the use of it would have to be extremely vigilant during that period. If the use of chaff during an ORIT would bring the alert aircraft below WRM (war readiness materiel) level, the ORIT requirements were to be waived. During SIG BLAST missions the aircraft equipped with ALE-1 systems were authorized two cartons of RR-39 and two cartons of RR-94 chaff. Units equipped with wing chaff dispensing units were to be authorized one carton of RR-72 chaff. Operations directives were to specify the chaff to be used on semi-large scale exercises and penetration test missions. On bomber interceptor runs, the ALE-1 equipped aircraft were to have four cartons of RR-39 chaff and those with the other system, two cartons of RR-72 per combat crew. The 301st Air Division crews were authorized one carton of RR-94 for each Little Fever mission. Chaff was not to be dispensed on FSAGA (first  
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sortie after ground alert) when WRM levels could not be maintained.

(C) Eighth Air Force informed the 301st Air Division that profile mission credit could be taken on higher headquarters directed missions provided SACM 50-8 requirements were fulfilled. The headquarters also requested justification for relief from SACM 50-8 requirements as requested  
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earlier by the 376th Bombardment Wing.

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58. Msg, DOOT 4585, SAC to AIG 667, "Chaff Utilization for Training Period, 1 Jul-31 Dec 64," 1 Jul 64. Ex. 60.

59. Msg, DOOT 4241, 8AF to 301AD, "Profile Credit on Higher Headquarters Directed Missions," 8 Jul 64. Ex. 61.

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(C) SAC notified all units that chaff was to be short during the July-December training period and those charged with monitoring the use of it would have to be extremely vigilant during that period. If the use of chaff during an ORIT would bring the alert aircraft below WRM (war readiness materiel) level, the ORIT requirements were to be waived. During SIG BLAST missions the aircraft equipped with ALE-1 systems were authorized two cartons of RR-39 and two cartons of RR-94 chaff. Units equipped with wing chaff dispensing units were to be authorized one carton of RR-72 chaff. Operations directives were to specify the chaff to be used on semi-large scale exercises and penetration test missions. On bomber interceptor runs, the ALE-1 equipped aircraft were to have four cartons of RR-39 chaff and those with the other system, two cartons of RR-72 per combat crew. The 801st Air Division crews were authorized one carton of RR-94 for each Little Fever mission. Chaff was not to be dispensed on FSAGA (first 58 sortie after ground alert) when WRM levels could not be maintained.

(C) Eighth Air Force informed the 801st Air Division that profile mission credit could be taken on higher headquarters directed missions provided SACM 50-8 requirements were fulfilled. The headquarters also requested justification for relief from SACM 50-8 requirements as requested 59 earlier by the 376th Bombardment Wing.

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58. Msg, DOOT 4585, SAC to AIG 667, "Chaff Utilization for Training Period, 1 Jul-31 Dec 64," 1 Jul 64. Ex. 60.

59. Msg, DOOT 4241, 8AF to SOLAD, "Profile Credit on Higher Headquarters Directed Missions," 8 Jul 64. Ex. 61.

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(C) The wing informed Eighth Air Force that profiles were scheduled to the maximum extent possible on sorties where 50-8 requirements could be met. It was impossible to schedule profiles on HIGH WIND and SWORD FISH missions due to lack of tanker support. SACM 50-8 requires four hours of instrument training per pilot which meant a minimum of two pilot proficiency missions per crew each quarter. Because of heavy 50-8 scheduling and extreme local traffic saturation, the accomplishment of additional pilot proficiency items on training missions as well as higher headquarters directed missions, was practically impossible. The non-availability of pilot safety observers for flights on which some instrument training could be obtained, made it necessary to launch additional sorties to complete the training for both pilots of the crew. Some fighter activity was obtained on local profiles and some on higher headquarters directed missions, but the planning reliability was very poor. Further details of these problems were to be discussed at the planning conference.

(U) Elements of the 376th Bombardment Wing participated in four major air operations during the quarter—operations BIG BLAST, TOP RUNG, SNOWTIME and MUTE, in addition to flying three different types of research missions, HIGH WIND, SWORD FISH and HORNET'S NEST. All of the major operations penetrated various North American Air Defense (NORAD) Sectors to

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60. Msg, 376DCOT-6-64-0127, 801AD to 8AF, "Pilot Proficiency Problems," 23 Jul 64. Ex. 62.

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test the capability of NORAD to defend the North American continent against enemy aircraft, while at the same time providing tactical training for SAC's combat crews.

(S) Operation BIG BLAST. During the quarter, the wing flew five BIG BLAST missions, three in July and two in September. The first mission was flown 1-2 July and 15 of the 16 aircraft scheduled completed the mission and logged 115:10 flying hours. The one aircraft aborted because the right outrigger gear would not retract. There were two requests for SIF/IFF displays, one from Lockjaw at 2009 hours Zulu and the other from Walk Bar at 2300 hours Zulu. Thirteen "Stop Buzzer" requests were received and the mission was completed with no problem areas. SAC completed 22 of their 26 scheduled targets and the overall effectiveness of the mission was excellent. It provided an excellent ECM environment for radar squadrons and sectors and it was felt that the optimum use of the available force was made by the planning team. The ECM was very effective against the search nets, causing medium to heavy effects, however it was not effective against the height finders except on Golf Band.

(S) The second BIG BLAST mission was flown 23-24 July with 16 aircraft scheduled and completing the mission. These 16 aircraft flew

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61. Msg, 376DCOT-6-084, 801AD to 8AF, "2AG BIG BLAST Rpt Submitted IAW OPORD 295-64 for Mission 1-2 Jul 64," 2 Jul 64. Ex. 63.

62. Msg, 30-NOAC-R-0740, 30 NORAD Rgn to 801AD, "BIG BLAST Mission Report," 21 Jul 64. Ex. 64.

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91:15 hours and had no deviations. There were no "Stop Buzze" requests, but seven requests for SIF/IFF displays were received. SAC had scheduled and completed 30 targets on this mission. It was an excellent training vehicle and achieved the desired objectives. The ECM was heavy to moderately heavy in two sectors. In the Ottawa sector, ECM emitted from the B-47 cells presented such a realistic challenge and to such an extent that tracking became virtually impossible. Ten target aircraft were undetected which could be attributed to the ECM/ECCM problems. ECM was reported light to medium in the Goose Sector, however, tracking continuity was greatly affected. Weather conditions in the Bangor Sector reduced the training value of the exercise in that area.

(C) The third and last BIG BLAST in July was flown on the 30th with 11 of the 12 scheduled aircraft completing the mission. The one abort was caused by an elevator rudder malfunction. Flying time on the mission was 120:35 hours. Four fighter attacks were reported while eight crews reported no fighter activity. There were no "Stop Buzzer" requests and the mission depicted no problem areas. SAC completed 25 of the 27 targets scheduled for this mission. The other two were cancelled. All

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63. Msg, 376DCOT-6, 801AD to 8AF, "8AF BIG BLAST Mission Rpt Submitted IAW 8AF OPORD 295-64 for Mission 23-24 Jul 64," 24 Jul 64. Ex. 65.
64. Msg, NREXE73, Hq NMR to 376BW, "BIG BLAST Mission Report," 19 Aug 64. Ex. 66.
65. Msg, 376DCOT-6, 801AD to 8AF, "15AF BIG BLAST Mission Rpt Submitted IAW 15AF OPORD 295-64 for Mission 30 Jul 64," 31 Jul 64. Ex. 67.

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exercise training objectives were met and it was an excellent ECM/ECCM training vehicle for the 28th NORAD Region and SAGE Sectors with the exception of Reno. Reno participation was waived due to limited radar coverage and interceptor availability. However, radar and EW personnel did experience heavy jamming in the "D" and "E" bands, thereby receiving valuable training by the use of anti-jam devices. The aircraft were routed to penetrate the sector from the most likely approaches, seaward and northern, thereby affording maximum training in aircraft detection, identification, intercept and ECCM techniques.

(U) The first BIG BLAST mission of September was flown on the 10th. Ten of the 12 scheduled aircraft completed the mission. There were two air aborts, one for loss of hydraulic fluid and the other for an inoperative left wing tank boost pump. Flying time for the mission was 121 hours. Eight fighter attacks were reported while four crews reported no fighter activity. Four "Stop Buzzer" requests were received, two each from Oakland and Sacramento. The final mission of the quarter was flown 24 September with all 16 scheduled aircraft completing the mission. They were credited with 117:35 hours flying time. Thirteen requests for SIF/IFF displays were received, as were nine "Stop Buzzer" requests.

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66. Msg, 28NROP-CS X 1031, 28NORAD Rgn to 80LAD, "BIG BLAST Mission Report," 20 Aug 64. Ex. 68.
67. Msg, 376DCOT-6, 80LAD to 8AF, "15AF BIG BLAST Rpt Submitted IAW 15AF OPORD 295-64 for Mission 10 Sep 64," 11 Sep 64. Ex. 69.
68. Msg, 376DCOT-6, 80LAD to 8AF, "2AF BIG BLAST Rpt Submitted IAW 2AF OPORD 295-65 for Mission 24 Sep 64," 25 Sep 64. Ex. 70.

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(U) Operation TOP RUNG V. The second major air operation of the quarter that the 376th participated in was operation TOP RUNG V, flown 20-21 August 1964. These missions are SAC/NORAD joint task force missions flown at the direction of higher headquarters. Sixteen of the 20 aircraft scheduled completed the mission and were credited with 149:20 hours flying time in direct participation. There was one ground abort when the engine oil pressure dropped on number two engine due to a broken oil line. There were three air aborts due to severe weather. Six aircraft detected 22 fighters, 13 being detected visually and nine by radar. There were six ground lock-on detections with four being broken and four airborne lock-ons with two being broken. There were no "Stop Buzzer" requests but 39 requests for SIF/<sup>69</sup>IFF displays were received.

(S) The 376th Bombardment Wing was directed to supply the necessary QRC-220 transmitters and control boxes for the B-52 aircraft that were to participate in TOP RUNG V. The wing was further asked to install training filters in the transmitters and to calibrate them for operation on frequencies 425-450 MCS as specified in SAC Operations Order 12-65.<sup>70</sup>

(U) Operation MUTE X. The third major air operation participated in by the 376th Bombardment Wing was operation MUTE X, flown 3-4 September.

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69. Msg, 376DCOT-6, SOLAD to SAF, "TOP RUNG V mission Recap Submitted IAW OPORD 12-65 for Mission 20-21 Aug 64," 24 Aug 64. Ex. 71.
70. Msg, DM3A/DOPLT/DM4D 5562, SAC to SOLAD, "Aircraft Configuration for TOP RUNG V," 7 Aug 64. Ex. 72.

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All 16 of the scheduled aircraft completed the mission, flying 92:10 hours. There were four "Stop Buzzer" requests as well as seven requests for SIF/<sup>71</sup>IFF displays. There were no deviations or problem areas.

(U) Operation SNOWTIME VIII. The fourth major air operation of the quarter participated in by the wing was operation SNOWTIME VIII, flown 17-18 September. All 12 of the scheduled aircraft completed the mission, flying 100:10 hours. One aircraft detected two fighters by means of radar and there was one airborne lock-on which was unbroken. There were no "Stop Buzzer" requests, but 25 requests were received for SIF/<sup>72</sup>IFF displays. SAC notified all units that all aircraft participating in this exercise would not drop chaff nor conduct ECM jamming.<sup>73</sup>

(S) Changing the plans for future missions, SAC informed the units that because of a deficiency in B-52 aircraft, SNOWTIME IX, scheduled for 23 October 1964, would be cancelled. At the same time, the command notified the units that TOP RUNG VI, scheduled for 20 November 1964, was to be rescheduled for 11 December 1964. The BIG BLAST mission scheduled for 11 December was to be flown 20 November.<sup>74</sup>

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- 71. Msg, 376DCOT-6, 80LAD to 8AF, "MUTE X Mission Recap Submitted IAW OPORD 295-65 for Mission 3-4 Sep 64," 4 Sep 64. Ex. 73.
  - 72. Msg, 376DCOT-6, 80LAD to 8AF, "SNOWTIME VIII Mission Recap Submitted IAW SACOPORD 27-65 for Mission 17-18 Sep 64," 18 Sep 64. Ex. 74.
  - 73. Msg, DOPL/DOOT 6625, SAC to 80LAD, "SAC Operations Order 27-65-SNOWTIME," 15 Sep 64. Ex. 75.
  - 74. Msg, DOOTO 06972, SAC to AIG 667, "SNOWTIME IX Cancellation," 25 Sep 64. Ex. 76.

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(U) SWORD FISH. The 376th Bombardment Wing participated in SWORD FISH missions on 6, 13, 30 and 27 July and 3, 24 and 27 August as well as the 30 September mission. All of these missions consisted of one sortie and were flown in support of the Western Electric Company to test the ECM strobe-tracking system. <sup>75</sup>

(S) Lockbourne furnished two QRC-220A systems to Fairchild AFB, Washington for use in the SWORD FISH missions. They were installed with training filters and calibrated before departing Lockbourne 18 September. They were to be returned to Lockbourne early in November. <sup>76</sup>

(S) HORNET'S NEST. In addition to this, the wing was to provide three more QRC-220A transmitters, complete with 3400D antennas, to the 19th Bombardment Wing, to arrive at Homestead AFB, Florida by 30 September. <sup>77</sup>

(S) SAC informed Lockbourne that four of the QRC-220A transmitters and control boxes shipped to the 379th Bombardment Wing for use in TOP RUNG V were not to be returned. These four units were to be shipped directly to the 319th Bombardment Wing as soon as possible after the conclusion of TOP RUNG V, to be utilized in HORNET'S NEST missions. Those two bombardment wings were to coordinate the transportation of the equipment to the

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75. This verified in interview between SSgt E. O. son, wing historian, and Capt. O.L. Greenblatt, 376BW Plans Officer, 20 Oct 64.

76. Msg, DOPLT/DM3A/DM4D 6686, SAC to SOLAD, "Shipment of Equipment for SWORD FISH Missions," 16 Sep 64. Ex. 77.

77. Msg, DOPLT 07055, SAC to SOLAD, "Shipment of ECM Equipment for HORNET'S NEST," 28 Aug 64. Ex. 78.

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319th Bombardment Wing and to insure they were returned to Lockbourne as soon as possible after the 24 September mission.<sup>78</sup> However, the transmitters and control boxes required modification and SAC notified the 319th that they were completed and ready for pickup at Lockbourne 4 September. The 319th was to pickup the equipment and have it in place no later than 8 September and then return it to Lockbourne.<sup>79</sup> The 376th Bombardment Wing flew one HORNET'S NEST mission (one sortie) 5 August. HORNET'S NEST is an airborne check on the 220 system and the flown by the 376th was accomplished through coordination with Eglin AFB, Florida.<sup>80</sup>

(C) The 376th Bombardment Wing was requested by SAC to furnish and install on a B-47 two complete ALT-15H systems, consisting of a T-782 transmitter, power supply (pp-2679) and C-3324 control box; two complete QRC-220A systems, including two tactical filters and one handbook; two Tamar 3400D antennas, five complete QRC-49 low systems, three QRC 158-1 antennas, and three RC 158-4 antennas. This was done when the aircraft arrived 25 September and was used to support the Navy Surface-Launched Missile System ECM/ECCM evaluation.<sup>81</sup>

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78. Msg, DOPLT/DM3A/DM4D 5901, SAC to SOLAD, "Shipment of Equipment for HORNET'S NEST Missions," 19 Aug 64. Ex. 79.
79. Msg, DOPLT/DM3A/DM4D 6365, SAC to SOLAD, "Shipment of Equipment for HORNET'S NEST Missions," 4 Sep 64. Ex. 80.
80. This verified in interview with Capt. O.L. Greenblatt, 376BW Plans Officer, by SSgt E. Olson, wing historian, 20 Oct 64.
81. Msg, DOPLT/DM3A 06895, SAC to SOLAD, "Surface Missile System Project," 23 Sep 64. Ex. 81.

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(U) HIGH WIND. The 376th Bombardment Wing flew 11 HIGH WIND missions during this quarter. The HIGH WIND missions were flown in cooperation with the Mitre Corporation to evaluate the automatic back-up interceptor control (BUIC) system. Three missions were flown in July, on the 7th, 14th and 21st. The first one consisted of five sorties and the other two of 10 sorties. Four were flown on the 4th, 11th, 18th and 25th of August. Four were also flown on the 1st, 8th, 15th and 22d of September. All of the August and September missions consisted of 10 sorties each, making a total of 105 sorties during the quarter. <sup>82</sup>

(S) HIGH HEELS III. Eighth Air Force reminded all units that all communications systems would be fully operational and in a maximum state of readiness in preparation for HIGH HEELS III. Particular emphasis was to be placed on the 4651 system. In addition to ensuring that the system was operational, the units were told to have highly qualified maintenance personnel available to support the equipment. <sup>83</sup>

(U) Defense Secretary Robert S. McNamara announced 8 September that a global communications exercise was in operation and it was known as HIGH HEELS III. This was a command post type of exercise (CPX) and would not involve the movement of troops, but would include all the armed forces as well as the Joint Chiefs of Staff. The military commanders and

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82. This verified in interview between SSgt E. Olson, wing historian, and Capt. O.L. Greenblatt, 376BW Plans Officer, 20 Oct 64.

83. Msg, DOCM 64-0923, 8AF to 80LAD, "HIGH HEELS III Support," 27 Aug 64. Ex. 82.

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staffs were testing world-wide communications systems and reporting procedures under conditions that would exist during a major enemy attack on the free world nations.<sup>84</sup>

(S) The global communications exercise, HIGH HEELS III, was suspended by the Joint Chiefs of Staff effective 19 September. Units were further advised that the exercise would be resumed later, but all units would receive at least 14 days notice.<sup>85</sup>

#### Flying Time

(U) First Quarter FY 65. The 376th Bombardment Wing was allocated and flew 5,170 hours during the first quarter, fiscal year 1965. The wing flew 1,690 hours in July, 1,651 in August and 1,829 in September. The wing flew 761 sorties and had 760 scheduled. The 4363d PACCS was allocated and flew 943 hours during the quarter, 365 hours in July, 346 in August and 232 in September. This unit scheduled and flew 134 sorties.<sup>86</sup>

(C) Second Quarter FY65. The flying hour allocation for this quarter was computed by giving each unit a proportionate share of time based on the crew forecast. The wing was reminded that hours allocated to

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84. Msg, DXIF-1 6417, SAC to AIG 667, "Exercise HIGH HEELS III," 5 Sep 64. Ex. 83.
85. Msg, CP 47002, SAC to AIG 618, "Exercise HIGH HEELS III Deferment," 19 Sep 64. Ex. 84.
86. Report, "Summary of quarterly Flying Time," Prepared by 80LAD DO, 30 Sep 64. Ex. 85.

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the 4363d PACCS were not interchangeable with those of the wing. It was also pointed out that the two percent tolerance was no longer allowed. The 376th was allocated 4,517 hours for the quarter while the PACCS unit received 908 hours.

Operational Readiness Inspection Test

(S) An unannounced Operational Readiness Inspection of the 376th Bombardment Wing was conducted by Col. Earl L. Johnson, inspector general, Eighth Air Force, 16-21 September 1964. The wing passed the test under the current USAF readiness criteria and its C-1 rating was concurred in by the Eighth Air Force Inspector General.

(S) Launch execution procedures were rated satisfactory when all of the 60 crew members passed the test. The tactical doctrine knowledge was excellent when all 80 crew members passed the test. None of the 18 crew members tested on radar signal recognition failed, and the wing earned another satisfactory rating in this area. Two crews (R-88 and S-102V) were rated excellent when interrogated on their alert sorties. Twenty bombers were "cocoad" 19 September and were rated satisfactory when timed from 8'44" to 14'55". Two areas were rated as marginal; the EWO Briefing, Study and Interrogation, and the Debriefing. According to the Inspector General,

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87. Msg, DOOT 05133, 8AF to MIG 747, "Second Quarter FY/65 Flying Hour Allocations," 10 Sep 64. Ex. 86.

88. Report, Hq 8AF IG 64-23020, "Operational Readiness Inspection Test and General Inspection of the 801st Air Division, 16-21 Sep 64," 376BW Historical Archives.

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the first area had numerous and excessive noises from nearby rooms and the hallways which detracted from the briefing effectiveness; one crew was not dressed in flying clothing and the building and particular rooms were not suitable for discussion of SACR 205-15 material. The pre-takeoff briefing was not presented as required by SACM 55-7. The second area was also noisy and had only one operations debriefing team which retarded the debriefing proceedings. These were the main reasons for the marginal ratings. <sup>89</sup>

(U) Flying Safety Award. The 376th Bombardment Wing was notified in September by letter from Headquarters, SAC, that the unit had been awarded a SAC Hall of Fame Certificate of Achievement for completing three successive years of operation without an accident. This certificate was endorsed by the commander, Eighth Air Force and the commander, 801st Air Division on its way to Colonel Adams, commander, 376th Bombardment Wing. <sup>90</sup>

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89. Report, Hq 8AF IG 64-23020, "Operational Readiness Inspection Test and General Inspection of the 801st Air Division, 16-21 Sep 64," 376BW Historical Archives.

90. Ltr, SAC to 8AF, to 801AD, "Notification of Award," Sep 64. Ex. 87.

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HEADQUARTERS  
STRATEGIC AIR COMMAND  
United States Air Force  
Offutt Air Force Base, Nebraska

SPECIAL ORDER  
G-115

25 September 1964

1. The Hq, 801 Air Div, Lockbourne AFB, Ohio is discontinued 15 Mar 65 and will revert to the control of the DAF and is inactivated. Personnel rendered surplus for the Hq, 801 Air Div will be controlled by Hq, USAF (AFPMP). Equipment will revert to stocks. Disposition of organizational records will be per AFM 181-5. Authority: Ltr AFOMO 279N, DAF, 4 Sep 64, Inactivation of the Hq, 818 Strat Aerospace Div and Certain Other USAF Unit Actions, and AFR 20-27.
2. So much of para 3, SO G-111, this Hq, 14 Sep 64, discontinuing the 549 Strat Msl Sq at Offutt AFB, Nebr, as reads "effective 1 Dec 64" is amended to read "effective 15 Dec 64."
3. So much of SO G-62, this Hq, 8 Jun 64, relieving the 351 Consol Acft Maintenance Sq from assignment to 351 Cmbt Spt Gp and reassigning to Hq, 351 Strat Msl Wg, SAC, Whiteman AFB, Mo, effective 1 Jul 64, is amended to include under authority "Ltr, AFOMO 260N, DAF, 12 Jul 64, Reassignment of the 341 and 351 Consolidated Aircraft Maintenance Sq."
4. The 341 Consol Acft Maintenance Sq was relieved from assignment to 341 Cmbt Spt Gp and reassigned Hq, 341 Strat Msl Wg, SAC, Malmstrom AFB, Mont, effective 1 Jul 64. Authority: Ltr AFOMO 260N, DAF, 12 Jul 64, Reassignment of the 341 and 351 Consolidated Aircraft Maintenance Squadron, and AFR 20-27.

FOR THE COMMANDER IN CHIEF

  
JOHN J. BALSAMA  
Major, USAF

Directorate of Administrative Svc

G-115