

This document is classified SECRET since it reveals USAF combat capability information. (S)

HISTORY

of

170TH BOMB SQUADRON 420, (RETIRED)

1 JULY to 30 SEPTEMBER 1964

VOLUME ONE - NARRATIVE

(Unclassified Title)

Assigned to  
801st Air Division, Eighth Air Force, Strategic Air Command

Stationed at  
Lockbourne AFB, Ohio

*Edward E. Olson*  
EDWARD E. OLSON  
ESgt, USAF  
Historian

*Alan F. Adams*  
ALAN F. ADAMS  
Colonel, USAF  
Commander

NUMBER OF INSTRUCTIONS FOR  
GROUP 3 AS SHOWN IN AFR 205-2.

VOLUME I OF III VOLUMES

This document consists  
of 74 pages. Copy  
number 1 of 4.

LAB CONTROL NUMBER  
WH 64-051

~~30ASmcc-01-3667~~

021497  
201164-256

U-1709-6

SECRET

<u>Table</u>	
I. INTRODUCTION	1
II. PURPOSE	7
Individual Efficiency Rating	7
Retention	7
III. METHODS AND MATERIALS	11
Status of Capability and Resources	11
"OP" Listings	11
Weapons Order Inventory	11
Special Order Resources and Capability	12
Nerve Gas Activities	17
Ground Alert	17
Alert Procedures	22
Training	23
B-2 Training	23
47th Bombardment Group and Control Squadron	24
Operation 482 A-51	27
Operation 482 A-7	30
Operation 482 A-1	30
Operation 482 A-7A	31

SECURITY OF EXPORT

This and succeeding volumes of this quarterly history is classified SECRET to conform to the classification of the information in the source documents. It will be handled in accordance with the provisions of AFR 165-1, as amended. (U)

These volumes contain information affecting the national defense of the United States within the meaning of the Espionage Laws (Title 18, U.S.C., sections 793 and 794), the transmission or revelation of which in any manner to an unauthorized person is prohibited by law. (U)

These volumes have been placed in downgrading Group Three, which is the highest downgrading group assigned to the information in the source documents. The historian's analysis and consolidation of information from many sources, which individually may have lower downgrade provisions, results in a synthesis which may have wider implications than the material on which it is based. Therefore, individual downgrade instructions for each paragraph are not indicated, and all portions of these volumes will be handled under the overall downgrading group.

\*\*\*\*\*

(4) The Board of Industrial Directors, composed of the  
President, the Vice President, the Secretary, the Treasurer,  
and the Controller, shall have the authority to make and  
control all operations, policies, and activities of the  
Company.  
(5) The Board of Industrial Directors shall have the  
authority to make and control all operations, policies,  
and activities of the Company.

	Introduction	57
	Chapter I	61
	Chapter II	63
	Chapter III	65
	Chapter IV	67
	Chapter V	69
	Chapter VI	71
	Chapter VII	73
IV	CHAPTER VIII	75
	Introduction	75
	Chapter I	76
V	CHAPTER IX	78
	Maintenance Activities	78
	15-160 Filter Installation	78
VI	CHAPTER X	89
	Introduction	89
	Communications	89
	Transportation	90
	Air Division Activities	91
	Material Staff Visit	91
	Operations Staff Visit	91
	Safety Staff Visit	92
	Summary	92
	APPENDIX I	
	roster of key personnel, 390th Bombardment Wing (B) (J-C)	
	APPENDIX II	
	Organizations assigned to Lockheed Air Force Base, Ohio	
	APPENDIX III	
	Bibliography	
	APPENDIX IV	
	List of Exhibits	
	APPENDIX V	
	Exhibits	
	Volume II, Exhibits 1-30	
	Volume III, Exhibits 31-151	



CONTENTS

<u>DATE</u>	<u>EVENT</u>	<u>PAGE</u>
1 July	1st of 12 scheduled aircraft completed the 15th JCS R. 37 mission.	27
7 July	The 1st flight of the 15th JCS R. 37 mission during the quarter.	13
7 July	The 1st of 11 JCS R. 37 missions (15th JCS R. 37) during the quarter.	34
8 July	Command received that the existing R. 37 aircraft had been temporarily delayed.	4
23 July	12 aircraft completed the 15th JCS R. 37 mission.	27
23 July	R. 37 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 16th JCS R. 37 mission.	28
5 August	The day flew a JCS R. 37 mission.	33
20 August	16 of 20 scheduled aircraft completed the 17th JCS R. 37 mission.	36
1 September	16 aircraft completed the 18th JCS R. 37 mission.	30
10 September	12 of 12 scheduled aircraft completed the 19th JCS R. 37 mission.	29
12 September	* The new R. 37 orbits was effective.	4
14 September	R. 37 began to fly the new orbit patterns.	61
16 September	The wing was of the Operational Readiness Inspection conducted by the Inspector General, Eighth Air Force.	36
17 September	12 aircraft completed the 20th JCS R. 37 mission.	31
24 September	16 aircraft completed the 21st JCS R. 37 mission.	29

~~SECRET~~

SECRET

MISSION OF THE 376th BOMBARDMENT WING

Mission

(1) The 376th Bombardment Wing had the unique distinction of being the only ECM (electronics countermeasure) wing in the 3rd Air Command (3AC) during the July-September 1964 quarter. In order to carry out its mission in full, the 376th Bombardment Wing had to maintain training for all four operational squadrons assigned to it: the 514th Bombardment Squadron, the 513th Bombardment Squadron, the 514th Bombardment Squadron and the 4363d Post Attack Command and Control Squadron (PACCS), ensuring they were all combat ready and operational in order to maintain the force capable of performing ECM actions against the enemy as well as providing connecting links in the network of aerial communications and command posts known as "PACCS".<sup>1</sup>

(2) Under actual EWO (emergency war order) conditions, the cradle and capsule aircraft of the 376th Bombardment Wing were to fly in cell formation. The cradle aircraft were to launch with preset transmitters,

1. Mission of the 376th Bombardment Wing as outlined in RFR 23-7, dated 25 Sep 1963. 376BW Administrative Services Library.

~~SECRET~~



...the ...  
...the ...  
...the ...  
...the ...  
...the ...  
...the ...  
...the ...  
...the ...

(4) Colonel ...  
...the ...  
...the ...  
...the ...

Organizational Actions

(6) Wing Description. During this quarter, the deactivation date of the 17th Bombardment Wing and its three bombardment squadrons, the 712th, 713th and 714th, was moved forward to 15 May 1967 instead of the 31 March date used in the preceding history. This date change was made to coincide with the deactivation date of the 41st Air Division and subsequent reassignment of remaining units to the 17th Strategic Aerospace Division at Wittman AB, Virginia.

1. ...
2. ...
3. ...

~~SECRET~~

(2) During the quarter preceding the phase-out, the following home alert posture was established: 10 EB-135, 301 A67 (Air Refueling Wing); 20 EB-47, 176th Bombardment Wing, and four EB-276 aircraft of the 436th BOMB. Informal computations indicated that these figures may lower during the latter part of the quarter and any reduction would be based on the inventory at that time. The wing will drop to 10 EB-47 aircraft on alert during December and would go to zero aircraft force 1 January 1965. All A67 (emergency war order) commitments will be dropped 1 February 1965.<sup>4</sup>

(3) The aircraft phaseout was scheduled as follows: From 1 October 1964 inventory of 58 EB-47's to 40 as of 1 January 1965; 20 of these aircraft were to leave in January and the other 20 in February, so as to show no EB-47 aircraft at Lockbourne 1 March 1965.<sup>5</sup>

(4) Another portion of the phaseout program of the 376th Bombardment Wing was the change in the requirement for LOX (liquid oxygen) tanks. The Lockbourne authorization for 5,000 gallon tanks was changed from six to five. One tank was stripped off the base.<sup>6</sup>

(5) PROCS Movement. Lockbourne was notified that the Secretary of Defense was expected to make a decision during August 1964, concerning

4. This confirmed in interview with Lt. Col. L. Booth, 801st BG Plans Officer, by SSgt E. Olson, wing historian, 6 Oct 64.

5. Ibid.

6. Msg, DOP 06942, SAC to Lockbourne, "480 Tankage Requirements," 24 Sep 64. Ex. 3.

~~SECRET~~

SECRET

The Department of Defense, Office of the Secretary of Defense, is hereby notified that the following information is being furnished to you for your information and use. This information is being furnished to you under the provisions of the Freedom of Information Act, 5 U.S.C. 552, and is not to be disseminated outside your organization without the express written approval of the Department of Defense.

1. On 20 July 1964, the Department of Defense, Office of the Secretary of Defense, issued the following information:

Page 1	1000	1000
Page 2	1000	1000
Page 3	1000	1000
Page 4	1000	1000
Page 5	1000	1000
Page 6	1000	1000
Page 7	1000	1000
Page 8	1000	1000
Page 9	1000	1000
Page 10	1000	1000

2. On 20 July 1964, the Department of Defense, Office of the Secretary of Defense, issued the following information:

1. Reg. 1000, 1000, 1000, "Revised 1-000 Orbit Patterns," 20 Jul 64.
2. Reg. 1000, 1000, 1000, "Revised 1-000 Orbit Patterns," 10 Sep 64.
3. Reg. 1000, 1000, 1000, "Revised 1-000 Orbit Patterns," 10 Sep 64.
4. Reg. 1000, 1000, 1000, "Revised 1-000 Orbit Patterns," 10 Sep 64.

SECRET

~~SECRET~~

(2) As effective 1 September, the 43 500 I CW at Fort Worth, TX, was removed from the I CW alert posture requirements. This was brought about by the realignment of the I CW orbits, but the personnel were to continue I CW training pending completion of planning action.

(a) Project Eisenhower. SAC approved in a letter T.C. (Tactical Air Command) request for a meeting to be held at Lockbourne during August. SAC stated that the command had no objections to T.C. and Ninth Air Force personnel visiting Lockbourne, but requested that the major portion of the planning data pertinent to the base transfer be developed through SAC/SAC coordination at the major headquarters level. SAC reiterated that the transfer negotiations will be conducted at Lockbourne during January 1965 with the negotiations for Forbes AFB, Kansas to be held at that base the following week. Recommendations from this meeting were forwarded to separate command levels and at the end of the quarter, the major commands had not come down with the final decisions on actions to be taken.

(3) The Tactical Air Command notified SAC that excesses existed at Lockbourne and were generated by the charging program. T.C. requested that these excesses be programmed for the two additional T.C. squadrons scheduled for Lockbourne. One of these squadrons was to arrive in October

11. Msg, HOOO 6537, SAC to AIG 798, "FACCS Posture Change," 11 Sep 64. Ex. 8.

12. Msg, WFOA 5515, SAC to T.C., "Base Transfer Actions at Lockbourne," 6 Aug 64. Ex. 9.

~~SECRET~~

~~SECRET~~

... (faint, illegible text) ...

... (faint, illegible text) ...

13. ... (faint text) ...
14. ... (faint text) ...
15. ... (faint text) ...

~~SECRET~~

20170 11

(8) On 1 August 1964, the 376th Bombardment Wing, the direct reports of personnel in 100th Air Support Group, the 376th Bombardment Wing, and the 376th Bombardment Group. The personnel status of the wing was not of the same nature as it had been in the past. It could be said that the wing was not of the same nature as it had been in the past. It could be said that the wing was not of the same nature as it had been in the past.

(9) As the end of July, the 376th Bombardment Wing had 1,148 enlisted men and 533 officers and crew of which 451 officers and one enlisted man were on flying status. These figures reflected that the strength of the wing had dropped by approximately 30 officers and 150 enlisted men as compared to June 1964. This reflected the loss of 120 officers and 34 enlisted men on flying status.

(10) The officer strength dropped slightly, nearly 30, during August but the number on flying status increased nearly 10. The enlisted

1. Report, "Average Strength Report-1964," prepared by AF, Jul 64, Ex. 13.
2. History of the 376th Bombardment Wing, 1 Apr-30 Jun 64, pp 6-9, 376th Historical Archives.

The first part of the report, which was prepared by the

Director of the Laboratory, is devoted to a description of the

procedures followed in the course of the investigation.

The second part of the report, which was prepared by the

Director of the Laboratory, is devoted to a description of the

experimental results, which are presented in the form of

tables and graphs.

The third part of the report, which was prepared by the

Director of the Laboratory, is devoted to a description of the

conclusions reached as a result of the investigation.

The fourth part of the report, which was prepared by the

Director of the Laboratory, is devoted to a description of the

recommendations made as a result of the investigation.

The fifth part of the report, which was prepared by the

Director of the Laboratory, is devoted to a description of the

---

1. Report, "Average Green-Shell Report," prep. rel by D, Aug 64, pp. 14.

2. Report, "Average Green-Shell Report," prep. rel by D, Sep 64, pp. 15.

3. History of the 1964 Green-Shell Program, I, pp. 30 Jun 64, pp. 9-10. (File # 10-10-64)

requirements required for these positions.

(U) The 37th Field Maintenance Squadron had one graded and ten ungraded civilian positions. In addition, they were filled throughout the quarter. During the same period, the wing itself had ungraded and graded positions. These were a total 100 percent during the quarter, an all-time average during July.

#### Individual Proficiency Training

(U) The individual proficiency training (IPT) reflected a further drop from the June figure (40) to 15 at the end of September. Nine of the 16 three-levels passed, 43 of the 44 five-levels passed as did six of the nine seven-levels. This gave the wing an average passing grade of 92.5 percent, based on 49 of 53 passing. Forty-five of the adjusted eligibles were upgraded for a percentage of 56.3. This program reflects a slight departure from past ratings, but this in part was caused by the recent manpower changes within the wing.

#### Retention

(U) Sixteen first term airmen were separated in July of which 15 were eligible for reenlistment. Only three reenlisted for a reenlistment

6. 1st Ind. SOLAD EG to EF, 12 Aug 64, to Ltr, EDQB to DD, "Request for Personnel Assistance," 5 Aug 64. 376th Historical Archives.
7. Ltr, DFC to DMI, "Civilian Strength Report," 31 Aug 64. 376th Historical Archives.
8. Report, SOWC S.C T-53 Report, "Airman Individual Proficiency Training Report," 2 Oct 64. Ex. 16.



rate of 23 percent and a retention rate of 71 percent. If the one hundred  
 23 carrier airmen were separated, 137 are eligible for reenlistment and 17  
 413. The reenlistment rate was 12 percent and the retention rate 53 per-  
 cent. During August 64 177 carrier airmen were separated; 13 were eligible  
 to reenlist and only 14 started to reenlist. The reenlistment rate was 10  
 percent and the retention rate, 50 percent. Sixty-one of carrier airmen  
 were separated, 41 were eligible to reenlist and 53 reenlisted. This gave  
 the 126 reenlistment rate of 9.5 percent and a retention rate of 70.5  
 percent. The final month of the calendar year 74 first term carrier airmen  
 261 and 154 eligible to reenlist. Only nine reenlisted for a reenlist-  
 ment rate of 16.3 percent and a retention rate of 11.3 percent. Forty-  
 eight of the 65 carrier airmen separated were eligible to reenlist. Forty-  
 two remained in the service. The reenlistment rate was 67.7 percent and the  
 retention rate, 64.6 percent.

9. Report, "Airman Reenlistment/Retention Statistics," Prepared by  
 AF, Jul 64. Ex. 17.
10. Report, "Airman Reenlistment/Retention Statistics," Prepared by  
 AF, Aug 64. Ex. 18.
11. Report, "Airman Reenlistment/Retention Statistics," Prepared by  
 AF, Sep 64. Ex. 19.

~~SECRET~~

CHAPTER III

1. Status of Readiness

Status of Capability and Resources

(1) CGI Readiness. The 376th Air Refueling Wing, the 4303d F OCS paint-lead CGI unit during July, the same status as July and June. The 376th continued to paint in their CGI during August and September. The 4303d also maintained the same status during the last two months of the quarter.

(2) Weapons System Inventory. Although only authorized 45 F-47E aircraft, the 376th Air Refueling Wing had 60 available at the end of July.

1. Msg, ZI:CG 07-092, 376SW to S.C, "3-R ting Monthly Report for SAC and S.P," 28 Jul 64. Ex. 10.
2. Msgs, ZI:CG 08-025, 048, 134, 075, 308, 376SW to S.C, "Weekly S.C V-1 Reports," Aug 64. Ex. 21.
3. Msgs, ZI:CG 09-012, 078, 158, 029, 376SW to S.C, "Weekly SAC V-1 reports," Sep 64. Ex. 22.
4. Msgs, ZI:CG 08-022, 050, 130, 227, 310, 376SW to S.C, "Weekly SAC V-1 Reports," Aug 64. Ex. 23.
5. Msgs, ZI:CG 09-011, 077, 160, 231, 376SW to S.C, "Weekly SAC V-1 reports," Sep 64. Ex. 24.

~~SECRET~~

... of the ... after it were ...  
... the ... received ... the ...  
... of ... by the end of ...  
... of ... to ...

(1) The ... aircraft, ...  
... of ...  
... of ...  
... for the month of August and September.

(2) Combat Crew Resources and Availability. The 376th ...  
... throughout the July-September quarter.  
... of July, but only  
... were available to the unit. Fifty-nine persons were listed as spare  
... 13 pilots, six co-pilots, 15 navigators, 10

6. Msg, ZIRG 07-092, 376th to S.C., "C-Rating Monthly Report for S.C. and S.E.," 28 Jul 64. Ex. 20.
7. Msg, ZIRG 08-305, 376th to S.C., "Weekly S.C. V-1 Report," 26 Aug 64. Ex. 21.
8. Msg, ZIRG 09-229, 376th to S.C., "Weekly S.C. V-1 Report," 23 Sep 64. Ex. 22.
9. Msg, ZIRG 07-094, 376th to S.C., "C-Rating Monthly report for S.C. and S.E.," 28 Jul 64. Ex. 20.
10. Msg, ZIRG 08-316, 376th to S.C., "Weekly S.C. V-1 Report," 26 Aug 64. Ex. 23.
11. Msg, ZIRG 09-231, 376th to S.C., "Weekly S.C. V-1 Report," 23 Sep 64. Ex. 24.
12. Msg, ZIRG 07-092, 376th to S.C., "C-Rating Monthly Report for S.C. and S.E.," 28 Jul 64. Ex. 20.

~~SECRET~~

~~SECRET~~

electronic warfare officers (EO) and 15 electronic operators (EO). 11 of the pilots were combat ready except one who was scheduled to become combat ready in June 1965 when he returned from "bootstrapping". 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 SDF (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 "bootstrapping" 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.

13

(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. 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

14

- 13. Report, 2-S-C-112 Report, 37654 to S.C., "Crew Member Upgrading Progress Report," 31 Jul 64. Ex. 25.
- 14. Msg, ZIPIG 08-306, 37654 to S.C., "Weekly S-C V-1 Report," 26 Aug 64. Ex. 21.

~~SECRET~~

15. Report, Vol 3-112 Report, 37th to 38, "Green Member Upgrading  
 Program Report," 31 Aug 64. Ex. 26.

16. HQ, AFM-C 87-2-9, 1963 to 38, "Weekly 38 CV-1 Report," 23  
 Sep 64. Ex. 22.

~~SECRET~~

gators were 107, two of them with an 1000. One is 1000 and the other three in January 1965. The one 1000 was combat ready as were two of the 10's. Two of the 10's were 101, one scheduled to report in October, the other in November. Three of the remaining five were to return from Squadron Officers School in November. The third two were in "bootstrap", one scheduled to return in December 1964 and the other in March 1965.

(B) The 43634 1000 was authorized 12 crews throughout the July-September quarter. At the end of July, the unit had 12 crew formed, 16 combat ready and 13 available to the squadron. 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.

(C) By the end of August, the squadron had 17 crew formed, 16 combat ready and 13 that were available to the unit. 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

17. Report, 2-S-C-T12 Report, 37634 to S.C, "Crew Member Upgrading Progress Report," 30 Sep 64. Ex. 27.
18. Msg, ZIHO 07-092, 37634 to S.C, "C-Rating Monthly Report for S.C and 343," 28 Jul 64. Ex. 20.
19. Report, 2-S.C-T12 Report, 43634ACCS to S.C, "Crew Member Upgrading Progress Report," 31 Jul 64. Ex. 28.
20. Msg, ZIHO 08-310, 37634 to S.C, "Weekly S.C V-1 Report," 26 Aug 64. Ex. 23.

~~SECRET~~

1. The first report, dated 1 July 1943, was a report on the progress of the work done during the month of July. It was a summary report and was not intended to be a detailed report. It was a report on the progress of the work done during the month of July. It was a summary report and was not intended to be a detailed report.

2. The second report, dated 15 July 1943, was a report on the progress of the work done during the month of July. It was a summary report and was not intended to be a detailed report. It was a report on the progress of the work done during the month of July. It was a summary report and was not intended to be a detailed report.

3. The third report, dated 30 July 1943, was a report on the progress of the work done during the month of July. It was a summary report and was not intended to be a detailed report. It was a report on the progress of the work done during the month of July. It was a summary report and was not intended to be a detailed report.

With attachment also:

- 1 July - Michael Gray 1-43
- 15 July - Michael Gray 1-43, 1-50, and 1-31
- 16 July - Upgrade Crew 1-47 to 1-47
- 30 July - Store aircraft 111 at Davis-Monthan AFB, Arizona
- 1 August - Michael Gray 1-47
- 2 September - Aircraft 125 and 141 to Davis-Monthan AFB
- 17 September - Michael Gray 1-47, from Crew 1-43
- 30 September - Michael Gray 1-43, from Crew 1-43

1. Report, 1-4 G-11 report, 1300 0-5 to 3-0, "Crew Member Upgrading Progress Report," 1 Aug 43. Ex. 25.

2. Log, 1100 0-21, 1700 to 3-0, "Weekly 1-0 V-1 report," 23 Sep 43. Ex. 26.

3. Report, 2-1 G-11 report, 1300 0-5 to 3-0, "Crew Member Upgrading Progress Report," 30 Sep 43. Ex. 27.

4. This verified in interview between Sgt E. C. and Wing historian, and 1st Lt. W. J. McElroy Jr., 37th, 1 Oct 43.

Alerts

7 July	Four Crew 1-17
10 July	Four Crew 1-18
14 August	Six Crew 1-17
21 August	Five Crew 1-18

Alert Force Activities

(1) Inland alert. The 376th Bombardment Wing maintained 10 B-47E aircraft and 10 F-4U aircraft of the 49th FS on ground alert throughout the period. The alert requirement of the B-47E aircraft was raised from 12 to 16 during the month of June.

(2) During July, the wing responded to seven alerts, six of them "bravo" alerts and the other a "pipeclimber" alert. The first was called 2 July and the bombers "braved" in from six to nine minutes and the F-4U aircraft in from seven to 11 minutes. The second "bravo" of the month came 8 July with the bombers timed in from four to eight minutes and the "pipeclimbers" of F-4U taking from five to 16 minutes. The third "bravo" occurred 8 July when the 301st Air Refueling Wing was launched in support of an ORIT (operational readiness inspection test) at another base. The wing aircraft "braved" in five to eight minutes and the one "pipeclimber" was timed in one minute. The other three were already airborne.

25. History of the 376th Bombardment Wing, 1 Apr-30 Jun 1964, pp 22. 376th Historical Archives.

26. Msg, AFPC 07-018, 376th to SAC, "Bravo Report," 2 Jul 64. Ex. 31.

27. Msg, AFPC 07-081, 376th to SAC, "Bravo Results," 8 Jul 64. Ex. 32.

28. Msg, AFPC 07-100, 376th to SAC, "ORIT Launch," 8 Jul 64. Ex. 33.

~~SECRET~~



... (1) ... (2) ... (3) ... (4) ... (5) ... (6) ... (7) ... (8) ... (9) ... (10) ...

(1) ... (2) ... (3) ... (4) ... (5) ... (6) ... (7) ... (8) ... (9) ... (10) ...

- 10. ...
- 11. ...
- 12. ...
- 13. ...
- 14. ...

~~SECRET~~

(1) The B-47 aircraft, after the engine stream cooler-  
assembly was removed, showing debris in the engine stream and (2) one  
of the earlier engine bleed air after "caching". This caused the  
aircraft stream to stop, after which it was around the flight deck.

(2) The next "orvoid" was on 18 August with the wing aircraft  
being timed in from seven to 11 minutes while the P-35 aircraft were all  
timed in 11 minutes. The "orvoid" is from five to nine minutes  
with the "piped" ones" timed in from seven to 10 minutes in aircraft.  
Five to nine minutes were required to "bravo" the bombers 18 August while  
the three P-35 aircraft were launched at one minute intervals beginning  
at 10 minutes.

(3) The wing aircraft "orvoid" in five to eight minutes, 18  
August, with the standby P-35 aircraft timed in seven minutes. The other  
three P-35 aircraft were already airborne. The second "Coco" came on  
19 August and the bombers all made good (ballistic missile early  
warning system) timing beginning at 7:56 and finishing at 13:05. The

34. Mag, AIRC 08-03, 3765 to S.C. "Coco Results," 5 Aug 64. Ex. 39.
35. Mag, AIRC 08-144, 3765 to S.C. "Bravo Results," 12 Aug 64. Ex. 40.
36. Mag, AIRC 08-176, 3765 to S.C. "Bravo Results," 14 Aug 64. Ex. 41.
37. Mag, AIRC 08-212, 3765 to S.C. "Bravo Results," 18 Aug 64. Ex. 42.
38. Mag, AIRC 08-217, 3765 to S.C. "Bravo Results," 18 Aug 64. Ex. 43.

~~SECRET~~

~~SECRET~~

The aircraft was at "Clear" only 10 minutes to flight. The first part of the flight was at ground level. After a short period of low altitude flight, the aircraft was cleared to 10,000 feet. The flight was completed at 14,000 feet. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes.

(5) The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes. The aircraft was at "Clear" for a total of 20 minutes.

- 38. Reg, AIRC 02-01, 3700 to 3710, "Coco Beans", 19 Aug 64. Ex. 44.
- 39. Reg, AIRC 02-01, 3700 to 3710, "Coco Beans", 25 Aug 64. Ex. 45.
- 40. Reg, AIRC 02-01, 3700 to 3710, "Coco Beans", 28 Aug 64. Ex. 46.
- 41. Reg, AIRC 02-01, 3700 to 3710, "Coco Beans", 4 Sep 64. Ex. 47.
- 42. Reg, AIRC 02-01, 3700 to 3710, "Coco Beans", 9 Sep 64. Ex. 48.

~~SECRET~~

~~SECRET~~

(2) The "pipe" test of 15 September was conducted to the Army  
purpose of the "pipe" test was to determine the time  
required to move the "pipe" from the "bravo" test 15 September  
of the 1971. After it was found that the "pipe" test  
could be conducted with the "pipe" test it was found to  
15:25, having a time of 15:25 to 15:40. The four F-33 aircraft  
"bravo" test, it was found that the "pipe" test  
was done the other aircraft in from five to nine minutes and the "pipe-  
clearers" in seven and eight minutes.

(3) The bomber started the other 17 tests and times from  
five to eight minutes in the 13 September "bravo". The one test was  
off start at the time for the replacement of a shuttle valve in the right  
flap. The F-33 aircraft were found in eight and nine minutes.  
The last "bravo" of the north and quarter occurred 21 September with the  
bombers fixed in from 8:32 to 11:55. The "pipeclearers" "bravo"  
only, in from six to nine minutes. The fixed start of the quarter

44. Reg, ZIRG 09-170, 3763 to S-3, "Coco Results," 16 Sep 64. Ex. 49.
45. Reg, ZIRG 09-171, 3764 to S-3, "Bravo Results," 18 Sep 64. Ex. 50.
46. Reg, ZIRG 09-172, 3765 to S-3, "Coco Results," 19 Sep 64. Ex. 51.
47. Reg, ZIRG 09-173, 3766 to S-3, "Bravo Results," 22 Sep 64. Ex. 52.
48. Reg, ZIRG 09-174, 3767 to S-3, "Bravo Results," 23 Sep 64. Ex. 53.
49. Reg, ZIRG 09-175, 3768 to S-3, "Coco Results," 24 Sep 64. Ex. 54.

~~SECRET~~

SECRET

The following information is being furnished to you for your information and guidance. It is the property of the Department of Defense and is to be controlled in accordance with the provisions of Executive Order 12958, dated August 3, 1995, and any subsequent amendments thereto.

1. The information contained herein is classified "Secret" because its disclosure could result in the identification of sources, methods, and procedures of the intelligence community, and thus, could be of significant value to an adversary.

2. The information contained herein is classified "Secret" because its disclosure could result in the identification of sources, methods, and procedures of the intelligence community, and thus, could be of significant value to an adversary.

(1) The information contained herein is classified "Secret" because its disclosure could result in the identification of sources, methods, and procedures of the intelligence community, and thus, could be of significant value to an adversary.

- 30. Ref: AFD 68-100, Para 1-3, "Intelligence," 14 Sep 64, Ex. 59.
- 31. Ref: AFD 68-100, Para 1-3, "Intelligence," 14 Sep 64, Ex. 59.
- 32. Ref: AFD 68-100, Para 1-3, "Intelligence," 14 Sep 64, Ex. 59.



~~CONFIDENTIAL~~

Results

(1) The Reliability of the operations of the 376th Bombardment Group was reported by the 136th Air Support Group (Policy and Requirements) of the 136th Air Support Group during the reporting period. This gave the operations of the 376th Bombardment Group a score of 99.6 percent.

(2) The operations of the 376th Bombardment Group were reported by the 136th Air Support Group during the reporting period. This gave the operations of the 376th Bombardment Group a score of 99.6 percent. Most of these figures were below the U.S. average. The primary cause of this was the 136th Air Support Group's additional sorties (EJ-119, War Zone 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 reliability.

(3) The overall operations score was computed at 99.6 percent, which was below the U.S. average. The primary cause of this was the 136th Air Support Group's additional sorties (EJ-119, War Zone 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

53. Report, 136th Air Support Group, 376th to S.G., "376 Bomb Wing; Commander's Remarks," 1 Jul-30 Sep 64. Ex. 58.

54. Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(3) The 31st Air Division was authorized to use staff during the day-dominant training period. It was charged with monitoring the use of staff during the day-dominant period. If the use of staff during the day-dominant period was not authorized, the use of staff during the day-dominant period was to be authorized. During all of situations the aircraft equipped with staff were not authorized to use staff of 31-33 and two cartons of 31-32 staff. Units equipped with wing staff during the day-dominant period were to be authorized one carton of 31-32 staff. Operations directives were to direct the staff to be used in anti-large scale exercises and penetration test situations. In bomb intercept runs, the 31-31 equipped aircraft were to use four cartons of 31-39 staff and those with the other staff, two cartons of 31-31 per combat crew. The 31st Air Division crews were authorized one carton of 31-31 for each Little Fayer mission. Staff was not to be dispensed on 31-31 (first sortie after ground alert) when 31-31 levels could not be maintained.

(4) Eighth Air Force informed the 31st Air Division that profile mission credit could be taken on higher headquarters directed missions provided 31-31 requirements were fulfilled. The headquarters also requested justification for relief from 31-31 requirements as requested earlier by the 37th Bombardment Wing.

51. msg, DCAF 4585, S.C. to 31-31, "Staff Utilization for Training Period, 1 Jul-31 Dec 64," 1 Jul 64. Ex. 60.

52. msg, DCAF 4241, S.C. to 31-31, "Profile Credit on Higher Headquarters Directed Missions," 2 Jul 64. Ex. 61.

~~CONFIDENTIAL~~



~~CONFIDENTIAL~~

(D) The wing trained pilots in force that practices were developed to the maximum extent possible on active wings. The requirements could be met. It is impossible to evaluate practices on this basis. The situation was not as it should be. The fact requires that history of training be taken into account. The amount of training of pilots per crew was poor. Because of heavy workload, the amount of training was reduced to a minimum. The accomplishment of additional pilot proficiency items on a regular basis as well as higher headquarters directed missions, was practically impossible. The non-availability of pilot safety observers for 100% of which some investigation training could be obtained, was a major factor in this situation. The amount of training was reduced to a minimum for both pilots and crew. Some higher headquarters 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.

(E) Elements of the 376th Bombardment Wing participated in four major air operations during the quarter: Operation MANT, 7-8-53, Operation MANT, in addition to flying three different types of research missions, MANT, MANT, MANT, and MANT. All of the major operations penetrated various South American air defense (ICAD) sectors to

60. Wg, 376BOMB-6-51-527, 601-3 to 3-5, "Pilot Proficiency Problems," 23 Jul 54. IN-60.

~~CONFIDENTIAL~~

~~SECRET~~

test the capability of the crew to detect the worth and location of enemy aircraft, while at the same time providing tactical training for the combat crew.

(2) Operation BLAGOY. During the quarter, the first five BLAGOY 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 outboard gear could not retract. There were two requests for "IB/IB" displays, one from Lockheed at 1300 hours July and the other from BLAGOY at 1300 hours July. Thirteen "stop buzzer" requests were received and the mission was completed with no problem areas. BLAGOY completed 22 of their 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.

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

61. Msg, 376000T-6-034, 301 D to 301, "223 BLAGOY Rpt Submitted 123 OFORD 295-64 for Mission 1-2 Jul 64," 2 Jul 64. Ex. 63.

62. Msg, 30-1040-R-0740, 30 ACORD Rpt to 301AD, "BLAGOY Mission Report," 21 Jul 64. Ex. 64.

~~SECRET~~



~~SECRET~~  
4 2 1  
1 1 1 1

operational in signatures were not used during the operations. The aircraft were used for the 10th AF Region and 10th AF Region with the exception of zero. Some participation was received due to limited radar coverage and intercept capability. However, radar and all personnel had experience in the use of anti-jam sensors. The aircraft were mounted to penetrate the sector from the most likely approach, seaward and northern, through Florida waters to insure in-flight detection, identification, intercept and ECM techniques.

(4) The first 10th AF mission of September was flown on the 14th. Ten of the 14 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 Suzzer" requests were received, two each from Oakland and Sacramento. The final mission of the quarter was flown 24 September with all 14 scheduled aircraft completing the mission. They were credited with 117:35 hours flying time. Thirteen requests for SIT/IFF displays were received, as were nine "Stop Suzzer" requests.

- 66. Msg, 280001-05 1 1011, 281001AD Rpt to 20140, "SIT/IFF Mission Report," 30 Aug 64. Ex. 68.
- 67. Msg, 376001-6, 20140 to 2AF, "15AF SIG SIT/IFF Rpt Submitted IAW 15AF OPRD 295-64 for Mission 10 Sep 64," 11 Sep 64. Ex. 69.
- 68. Msg, 376001-4, 20140 to 2AF, "2AF SIG SIT/IFF Rpt Submitted IAW 2AF OPRD 295-64 for Mission 24 Sep 64," 25 Sep 64. Ex. 70.

~~SECRET~~  
4 2 1  
1 1 1 1

