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SACURITY BY PRIORITY

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12. The Board of Education may make such rules and regulations as it deems necessary for the government of the school, and for the protection of persons and property therein, and for the regulation of the conduct of students, and for the protection of the school property, fixtures, furniture, and equipment, and for the protection of the school grounds.

13. The Board of Education may make such rules and regulations as it deems necessary for the protection of the school property, fixtures, furniture, and equipment, and for the protection of the school grounds.

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1. Wetland
The wetland is a large area of land where water covers the ground for part or all of the year. It is usually found in low-lying areas where there is a lot of rain or snowmelt. The soil in a wetland is often very wet and can be difficult to walk on. Wetlands are important because they help to filter water and provide habitat for many different types of plants and animals.

APPENDIX

1 July	12 of 16 scheduled aircraft flew the 1500 ft. altitude mission.	31
8 July	The 16th flew with 10 of 12 aircraft during the quarter.	32
9 July	16 aircraft flew the 1500 ft. altitude mission (105 orbits) during the quarter.	33
10 July	16 aircraft received 6 of the pending 1,000 ft. altitude and were temporarily released.	4
11 July	16 aircraft completed the 1500 ft. altitude mission.	34
12 July	16 aircraft completed the 1500 ft. altitude mission.	35
13 July	FACCS flew a special mission in an attempt to locate the noise source in the East Park.	42
14 July	11 of 12 scheduled aircraft completed the 1500 ft. altitude mission.	36
15 August	The 16th flew a 1500 ft. altitude mission.	33
20 August	16 of 20 scheduled aircraft completed the TIF 1500 ft. altitude mission.	30
3 September	16 aircraft completed the 1500 ft. altitude mission.	30
10 September	12 of 12 scheduled aircraft completed the 1500 ft. altitude mission.	29
11 September	The new FACCS orbits were effective.	4
14 September	FACCS began to fly the new orbit patterns.	61
16 September	The wing was at the Operational Readiness Inspection conducted by the Inspector General, Eighth Air Force.	36
17 September	12 aircraft completed the SNOWFLAKE VIII mission.	31
24 September	16 aircraft completed the 2100 ft. altitude mission.	29

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CONFIDENTIAL

MINISTRY OF DEFENCE

Mission

(S) The 376th Bombardment Wing had the unique distinction of being the only ECM (electronics countermeasure) wing in the Strategic Air Command (SAC) during the July-September 1963 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 513th Bombardment Squadron, the 513th Bombardment Squadron, the 514th Bombardment Squadron and the 4363d Post Attack Control and Control Squadron (PACS), 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 "T-COM".
1

(S) 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.

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

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On 15 September 1965, the 11th Air Division was reactivated at MacDill Air Force Base, Florida, under the command of Major General John F. Coughlin, USAF. The division had been disbanded on 15 August 1963, due to the lack of aircraft and personnel. The 11th Air Division was activated to meet the requirements of the 11th Air Force, which was established on 15 September 1965. The 11th Air Force was formed to support the 11th Air Division.

The 11th Air Division was activated on 15 September 1965, under the command of Major General John F. Coughlin, USAF, who had previously commanded the 11th Air Force. The 11th Air Division was activated from the 11th Air Force, which was formed by Major General William E. Gandy, vice chief commander.

Organization and Structure

(1) Organization. During this quarter, the deactivation date of the 11th Air Division and its three subordinate squadrons, the 512th, 513th and 514th, was moved forward to 15 March 1965 instead of the 31 March, date used in the preceding history. This date change was able to coincide with the deactivation date of the 11th Air Division and subsequent re-assignment of remaining units to the 11th Antarctic Services Division at Fort Meade, Maryland.

10-11, Inc. - Strategic Analysis, 25 Sep 64, Exhibit 1.

2. 11th Air Division, AC to 511-3, "Inspection of Elliot AB," 3 Jul 64, Ex. 4.

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(S) During the quarter preceding the phase-out, the following home alert posture was estimated: U-40-136, 301 AW (Air Refueling Wing); 20 EB-47, 376th Bomb Wing, and four EB-47B aircraft of the 106th FBS. Informal communications indicated that these figures may lower during the latter part of the quarter and no reduction would be used on the inventory at that time. The wing will drop to 11 EB-47 aircraft or alert during December and would go to an alert aircraft force 1 January 1965. All EWO (emergency war order) commitments will be dropped 1 February 1965.

(S) 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.

(S) 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 shipped off the base.

(S) EADS 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, SOLAD DG Plans Officer, by SSgt E. Olson, wing historian, 6 Oct 64.

5. Ibid.

6. Mag, DMSF 06942, SAC to Lockbourne, "EADS Tankage Requirements," 24 Sep 64. Ex. 3.

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1. Report to AFM, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
2. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
3. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
4. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
5. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
6. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
7. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
8. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
9. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.
10. AFM 1070, AFM 1070, "Revised P-2S Orbit Patterns," 10 Sep.

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(3) As effective 1 September, the AF-500 I CINCPAC at MacDill Air Force Base, Florida, was removed from the 1 CN alert posture requirements. This was brought about by the replacement of the 1 CN units, and the personnel were to continue AF-3 training pending completion of planning action.

(4) Project Slavemaker. S-C proposed to call a TAC (Tactical Air Command) request for a meeting to be held at Lockbourne during August. S-C stated that the command had no objections to TAC 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 TAC/S-C coordination at the major headquarters level. S-C 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.¹² 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.

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

11. Msg, 1000 6537, S-C to AFM 798, "TACCS Posture Change," 11 Sep 64. Ex. 8.

12. Msg, DRLCA 5515, S-C to AFM, "Base Transfer Actions at Lockbourne," 6 Aug 64. Ex. 9.

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13. Mrs. DODD, Mrs. S. J. C. to L. G. "Access Equipment Tests at
Lockheed," 17 Jul 64, 24, 31.

14. Mrs. DODD, Mrs. S. J. C. to L. G. "Access Equipment Checks at Lock-
heed," 20 Jul 64, 24, 31.

15. Mrs. DODD, Mrs. S. J. C. to L. G. "Base Facility Survey," 29 Sep
1964, 24, 31.

CHARTER

(3) As a result of such reorganization, the directorate of personnel is involved with the personnel of the division or combat wing, not groups. The personnel action of the wing will be of the nature of which it places primary priorities on personnel, all other areas being under the directorate.

(4) At the end of July, the 370th bombardment wing had 1,116 enlisted men and 229 officers and of which 401 officers and one enlisted man were on flying status.¹ These figures reflected that the strength of the wing had dropped by approximately 10 officers and 150 enlisted men as compared to June 1944. Also reflected was the loss of 140 officers and 14 enlisted men on flying status.

(5) The officer strength dropped slightly, nearly 10, during August but the number on flying status increased nearly 40. The enlisted

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1. Report, "Average Strength Report-L-75," furnished by E, Jul 64.
 2. History of the 370th Bombardment Wing, 1 Apr-30 Jun 65, pp 8-9.
370th Historical Archives.

10. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959.

...and the other two were the same as the first, though they were not so well preserved.

Another characteristic which may be observed is the presence of a small
bulbous protuberance at the top of the stem, which is covered with a thin
membrane. This protuberance is known as the *apical bud*. The stem is
covered with a thin layer of skin, which is called the *epidermis*. The
epidermis is composed of a single layer of cells, which are arranged in a
circular pattern around the stem. The epidermis is covered with a thin
layer of wax, which helps to protect the plant from water loss.

...and the King of Egypt, who was a son, perhaps, made a son, with five
sons, and was enabled to keep the Egyptian nation by themselves. Then we say +
that there were nine sons of the King of Egypt, which would be only one man in the creation. 141

Additionally, there is a pre-arranged loan of two men to the team five section which assist former the training and job accomplishment in that area. (John C. S. Weston, M.D., is Division Director of Aerobatics, responsible for the operation as well as director of first aid, while Goshen is part owner, on August 19th, reported to the A.M. he action be taken to organize

1. Robert, "Passage from the earthworks," *Irish Review* II, Aug 61.

- Report, "Newspaper Complaints Received by U.S. Dep't of State," May 1915.

- ⁵ History of the 1920-21 Ford Motor Strike, 1 April 1921, doc 64, pg 9-10. Ford Motor Co. records.

re: comments on reorganization into three partitions.

(8) The 37th Field Maintenance Squadron had one upgraded and two ungraded civilian positions unoccupied. They were filled throughout the quarter. During the same period, the wing itself was upgraded to two graded positions. These were a total 1% percent total, the quarter, which was over 30 during July.

Individual Proficiency Training

(9) The individual proficiency training (IPT) reflected a further drop from the June figure (20) to 15 at the end of September. Nine of the 10 three-levels passed, 13 of the 14 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 52 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

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

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6. 1st Ind. 301AD TO AF, 12 Aug 64, to Ltr, DDG8 to DO, "Request for Personnel Assistance," 5 Aug 64. 376AF Historical Archives.
 7. Ltr, DPC to AF, "Civilian Strength Report," 31 Aug 64. 376AF Historical Archives.
 8. Rep. rt, 301AC S.C T-53 Report, "Airmen Individual Proficiency Training Report," 2 Oct 64. Ex. 16.

is of 47 percent and a retention rate of 41 percent. By the end of the 17 career officer career separated, 13 were eligible for reenlistment and 17 were not. The reenlistment rate was 46 percent and the retention rate 39 percent. During August 1971 eight men (11 men were reported) became eligible to reenlist and only 11 started re-enlistments. The reenlistment rate was 50 percent and the retention rate 46 percent. Sixty-nine career officers were separated, 41 were eligible to reenlist and 38 were not. This gave the 11% reenlistment rate of 9.1 percent and a retention rate of 70.5 percent. The final month of the career was the first term given as a period and 54 eligible to reenlist. Only nine reenlisted giving a reenlistment rate of 16.3 percent and a retention rate of 11.1 percent. Forty-eight of the 65 career officers separated were eligible to reenlist. Forty-two remained in the service. The reenlistment rate was 87.5 percent and the retention rate, 14.6 percent.

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

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CHARTER III

CHARTER III

Status of Capabilities and Resources

(A) V-1 Ratings. The 376th bombardment wing had the 4303d F-BG maintained C-1 rating during July, the same status as May and June. The 376th continued to maintain their C-1 rating during August and September. The 4303d also maintained the same rating during the last two months of the quarter.

(B) Weapons System Inventory. Although only authorized 45 B-17Fs aircraft, the 376th bombardment wing had 60 aircraft at the end of July.

1. Msgr. 3116 07-092, 376AF to S.C., "V-1 rating monthly report for Aug. and Sept.," 24 Jul 64. Ex. 20.
2. Msgrs. 3116 08-048, 049, 134, 273, 308, 376AF to S.C., "Weekly S.C. V-1 Reports," Aug 64. Ex. 21.
3. Msgrs. 3116 09-014, 078, 158, 229, 376AF to S.C., "Weekly S.C. V-1 reports," Sep 64. Ex. 22.
4. Msgrs. 3116 09-022, 050, 136, 227, 310, 376AF to S.C., "Weekly S.C. V-1 Reports," Aug 64. Ex. 23.
5. Msgrs. 3116 09-011, 077, 168, 231, 376AF to S.C., "Weekly S.C. V-1 reports," Sep 64. Ex. 24.

All of the original-type fit were given up at once if possible. After the investigation received the care the expert, the fit was so incorrect, it was decided to go back to the old type. At the end of 1908, the new type was added, as shown at each to be by far the best form to fit.

(1) The *Wing* of *C. c. cinnamomea* is brownish-yellow, especially on the upper part, the lower part being yellowish-white. At the end of July this wing and the *W. luteola* - referred, possessed red eyes & were very active.

13. Combat Crew losses and Casualties. The 370th sub-maintaining was authorized 32 combat crews throughout the Aug.-September quarter. The wing had 33 crews reported combat ready at the end of July, but only 21 were available to the unit. Fifty-nine persons were listed as spare crew members during July; 13 pilots, six co-pilots, 15 navigators, 10

6. Msg, ZIN-C 07-002, 37624 to S.C., "C-Rating Monthly Report for S-C and S-F," 28 Jul 64. Ex. 20.
 7. Msg, ZIN-C 01-305, 37624 to S.C., "Weekly S-C V-1 Report," 26 Aug 64. Ex. 21.
 8. Msg, ZIN-C 09-229, 37624 to S.C., "Weekly S-C V-1 Report," 23 Sep 64. Ex. 22.
 9. Msg, ZIN-C 07-034, 37624 to S.C., "C-Rating Monthly Report for S-C and S-F," 28 Jul 64. Ex. 23.
 10. Msg, ZIN-C 08-310, 37624 to S.C., "Weekly S-C V-1 Report," 26 Aug 64. Ex. 23.
 11. Msg, ZIN-C 09-231, 37624 to S.C., "Weekly S-C V-1 Report," 23 Sep 64. Ex. 24.
 12. Msg, ZIN-C 07-102, 37624 to S.C., "C-Rating Monthly Report for S-C and S-F," 23 Jul 64. Ex. 25.

13

electronic warfare officers (EW) 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 "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 two had SINF (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.

13

(3) 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

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13. Report, 2-S-C-TL Report, 37657 to S.C., "Crew Member Upgrading Progress Report," 31 Jul 64. Ex. 25.
14. Msg, ZIPIO 08-306, 37657 to S.C., "Weekly S.G V-1 Report," 26 Aug 64. Ex. 21.

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(3) The wing had crews formed in which it were evident ready at the end of September, but only 77 were available for use. Only 22 persons were on the square one month later, for September; eight pilots, five co-pilots, five navigators, nine electronic warfare officers and one electronic operator. Four of the pilots were evident ready, two of them had PEG officers with an 80% in "A" category. The other two were in "Planned", one scheduled to return in March 1965 and the other in August 1965. Three of the co-pilots were evident ready and the other two were scheduled to return from their one month leave in December 1964. All five navigators were evident ready.

14. Report, Ad C-T12 Report, 37th to S C, "Grey Harbor Upgrading
Program Report," 31 Aug 44, Ex. 20.

15. Ad C, JPC-C 37-23, 2783 to S C, "Weekly 3 C T-1 report," 23
Sep 44, Ex. 22.

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sisters were 107, two of them with an F3D. One is due to join the other three in January 1965. The two EC who cannot be based were one of the 20's, two of the 21's were PAF, one scheduled to report in October, the other in December. Three of the remaining five were to return from Japan Officers School in December. The final two were in "bootstrap", one scheduled to return in December 1964, the other in March 1965.

(A) The 43633 AAC was authorized 12 crews throughout the July-September period. At the end of July, the unit had 12 crews 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 Office's School in August and a navigator who was scheduled to complete "bootstrap" in February 1965.

(B) By the end of August, the squadron had 17 crews 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

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17. Report, 2-S-C-TL2 Report, 3763W to S.C, "Crew Member Upgrading Progress Report," 30 Sep 64. Ex. 27.
 18. Msg, ZIMPO 07-092, 3763W to S.C, "C-Rating Monthly Report for S.C and S.M," 28 Jul 64. Ex. 20.
 19. Report, 2-S-C-TL2 Report, 4363PACCS to S.C, "Crew Member Upgrading Progress Report," 31 Jul 64. Ex. 28.
 20. Msg, ZIMPO 08-310, 3963W to S.C, "Weekly S.C V-1 Report," 26 Aug 64. Ex. 23.

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<u>Month</u>	<u>Assignment</u>
3 July	Bidwell Crew 4-43
11 July	Bidwell Crew 4-43, 4-54, and 4-55
15 July	Logan Crew 4-47 to 4-47
16 July	Stone Crew 2-114 to Davis-Benton 2-114, Arizona
17 August	Bidwell Crew 4-43
1 September	Aromis 4-45 and 4-42 to Davis-Benton 4-4
17 September	Bidwell Crew 3-116, Log Crew 1-40
30 September	Bidwell Crew 4-43, Log Crew 1-40

Report, 1st Cdr's report, 13 SEP 65 to 3 Oct, "Crew Member Upgrading Progress Report," 31 Aug 65, Pg. 2.

22. Log, 13 SEP 65, report to SC, "Weekly 3-C V-1 report," 23 Sep 65.

23. Report, 2nd Cdr's report, 13 SEP 65 to 3 Oct, "Crew Member Upgrading Progress Report," 30 Sep 65, Pg. 2.

24. This verified in interview between Capt E. F. Senn, wing historian, and Capt E. W. J. McElroy Jr., 37th CRW, 1 Oct 64.

AIRFIELD

1 July	From Crew L-17
2 July	From Crew L-18
14 August	Slot in Crew L-17
31 Aug	To 1st Crew L-18

Alert Force Activities

(1) Around alert. On 1st and 2nd July, the 370th Bomb Wing maintained 10 B-57E aircraft at a 54-17A (interior of the 4303d BCS) on ground alert throughout the period. The alert requirement of the B-57E aircraft was reduced from 11 to 10 during the month of June.

(2) During July, the wing responded to seven alerts, six of them "Bravo" alerts and the other a "Delta" alert. The first was called 2 July and the bombers "breveted" in from six to nine minutes and the F-105D aircraft in from seven to 11 minutes.²⁵ The second "Bravo" of the month came 8 July with the bombers timed in from four to eight minutes and the "piperclackers" or F-105D taking from five to 10 minutes.²⁶ 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.²⁷ The wing air craft "breveted" in five to eight minutes and the one "piperclacker"²⁸ was timed in one minute. The other three were already airborne.

25. History of the 370th Bomb Wing, 1 Apr-30 Jun 1964, pp 22.
370BW Historical Archives.
26. Msg, AFMTC 07-010, 370BW to S.C., "Bravo Report," 2 Jul 64. Ex. 31.
27. Msg, AFMTC 07-081, 370BW to S.C., "Bravo Results," 8 Jul 64. Ex. 32.
28. Msg, AFMTC 07-102, 370BW to S.C., "ORIT Launch," 8 Jul 64. Ex. 33.

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"...". At 1000, 3 Aug, all engines started because of
failure of one engine. The first 10 minutes were spent
in attempting to start the other. This was not successful.
After one hour of running, the "two" engine was
operating at 90% of its rated rpm. The fuel oil in the
main tank was about 1/2 full. The oil from the tank
was taken up by the pump. The oil pressure was
because of an ignition of current. There was a
short circuit between the two lines. The lines
were fixed from six to eight minutes.

(4) Nine tanks were on fuel during ascent, six of them "two"
and three "four". The first "four" in the nine was on 3 Aug at
1000. The tanks were filled in from five to six jet minutes. At the 1000 rpm
crash to from six to nine minutes. The first "four" descended on 5 Aug
at 1000 with the tanks holding fuel times from 10140' to 10150'. The aircraft
was unable to no fuel flow in the number four engine and the other five
engines were unable to start because of the altitude. This condition

occurred after 00-1, 3000' to 3000', "over limits," 13 Jul 64. Ex. 31.

10. Eng. II A 07-124, 3000' to 3000', "over limits," 14 Jul 64. Ex. 35.

11. Eng. 0000 07-1, 3000' to 3000', "over limits," 10 Jul 64. Ex. 36.

12. Eng. 0000 07-104, 3000' to 3000', "over limits," 14 Jul 64. Ex. 37.

13. Eng. 0000 07-103, 3000' to 3000', "over limits," 3 Aug 64. Ex. 38.

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(2) plane (2), (1) a B-57 timed to enter the bombing stream, accelerate, climb to 10,000 ft, release debris into the stream, follow it and (2) one of the aircraft to return, climb to 10,000 ft after "scattering". This caused the aircraft stream to stop, then slowly back around the direction it came.

(3) The next "wave" came at 12:15 hours with the wing aircraft timing from seven to 11 minutes while the F-105 aircraft were all timed in 11 minutes. The bombers "or word" in five minutes to nine minutes with the "spired" aircraft timed in from seven to 10 minutes 14 minutes. Nine to nine minutes were required to "break" the bombers 12 minutes while the three F-105 aircraft were timed in one minute intervals beginning at 12 minutes.

(4) The wing aircraft "or word" in five to eight minutes, 16 August, with the standby F-105 aircraft timed in seven minutes. The other three F-105 aircraft were already airborne. The second "wave" came on 19 August and the bombers all made good speed (ballistic missile early warning system) timing beginning at 7:56³⁶ and finishing at 13:05³⁷. The

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34. Msg, AFMFG 08-0 3,475, 3765 to S.C., "Coco results," 5 Aug 64. Ex. 39.
 35. Msg, AFMFG 08-144, 3765 to S.C., "Bravo Results," 12 Aug 64. Ex. 40.
 36. Msg, AFMFG 08-176, 3765 to S.C., "Bravo Results," 14 Aug 64. Ex. 41.
 37. Msg, AFMFG 08-212, 3765 to S.C., "Bravo Results," 18 Aug 64. Ex. 42.
 38. Msg, AFMFG 08-317, 3765 to S.C., "Bravo results," 18 Aug 64. Ex. 43.

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After the start of "the cycle" only is there time to right "Buster." The start of the "cycle" is at about 45° but "Buster" is found that it has gone to 70°. The "cycle" is from 45° down to 10°. After the "cycle" is over, "Buster" is found to be 10°. The "cycle" is from 10° up to 45°. The "cycle" is from 45° down to 10°. The "cycle" is from 10° up to 45°. The "cycle" is from 45° down to 10°. The "cycle" is from 10° up to 45°. The "cycle" is from 45° down to 10°. The "cycle" is from 10° up to 45°. The "cycle" is from 45° down to 10°.

(3) The type "motor" after being converted into the "airplane" engine "motor." The first one "motor" was called the "motor" with the others respectively from 2 to 16 "motors." Motor 19 converted to the type of electric 1 power. Motor 18 was unable to start the gas motor and, not connected the "cycle" on the engine. He failed to make any flights. The 1-000 aircraft "survived" only, in from seven to eight flights. The "survival" of a "motor" was discontinued due to an inevitable emergency.

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38. 1-000, ERIC 04-34, 3700 to S.C., "Coco Bento," 12 Aug 64. Ex. 44.
40. 1-000, ERIC 04-34, 3700 to A.C., "Coco Bento," 25 Aug 64. Ex. 45.
41. 1-000, ERIC 04-34, 3700 to S.C., "Coco Bento," 23 Aug 64. Ex. 46.
42. 1-000, ERIC 04-34, 3700 to S.C., "Coco Bento," 4 Sep 64. Ex. 47.
43. 1-000, ERIC 04-34, 3700 to S.C., "Coco Bento," 9 Sep 64. Ex. 48.

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(a) The "Dawn" flight of 16 September was conducted from 10 to 12 hours of the night and was controlled by the 4th Wing. The 4th Wing had 14 planes to 12 aircraft in the "Dawn" flight of 16 September and the 11th Wing had 12 aircraft and 11 planes. The first aircraft came 10 minutes after the last aircraft started in time 0607 to 1507, nearly fitting just the 1000 to 4. The four R-500 aircraft "Dawn" only, 10 were used in the flights. The "Dawn" flight opened up time the other aircraft to from five to nine minutes in the "pipeline" period in series of eight minutes.

(b) The "Dawn" started at the start 10 and time from five to eight minutes in the 11th Bomber "Bravo". The one flight was off alert at the time for the reposition of a shuttle v-1 in the night flight plan. The R-500 aircraft were fired in eight and nine minutes. The last "Dawn" of the month and quarter occurred 24 September with the bombers fired in from 8'32" to 14'53". The "pipeliner" "bravoed" only, in from six to nine minutes. The final alert of the quarter

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46. Maj, ZRPG 09-170, 3760 to S-6, "Goto Results," 16 Sep 64. Rx. 49.
 47. Maj, ZRPG 09-170, 3760 to S-6, "Bravo Results," 17 Sep 64. Rx. 50.
 48. Maj, ZRPG 09-170, 3760 to S-6, "Good Be Nite," 17 Sep 64. Rx. 51.
 49. Maj, ZRPG 09-170, 3760 to S-6, "Bravo Results," 22 Sep 64. Rx. 52.
 50. Maj, ZRPG 09-170, 3760 to S-6, "Bravo Results," 23 Sep 64. Rx. 53.
 51. Maj, ZRPG 09-170, 3760 to S-6, "Goto Results," 24 Sep 64. Rx. 54.

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The following is a list of the principal points of interest in the
area of the proposed site, as far as they can be determined at present.
The first point of interest is the location of the proposed site in
relation to existing roads, railroads, and other transportation facilities.
The second point of interest is the availability of labor and materials
for construction purposes. The third point of interest is the cost of
construction, which will depend upon the type and size of the plant
required. The fourth point of interest is the availability of power
and water supply. The fifth point of interest is the availability of
land for the proposed site.

(1) Ninth Air Force pilot on board at the 80 (dead, 100%
solder) aircraft which was lost in the vicinity during return, including
that one. The last 100 ft. of the flight order. There is nothing right now that
points to otherwise, the aircraft stated "dead" when last seen; and by
taking account of last flight to the area of Formosa. These conditions
are to be held true until further information can be obtained.

24. 1974-07-01; Vol. 10, "Introduction," 14 Sept 64, pp. 55.
 25. 1974-07-01; Vol. 10, p. 55, "Use of the Good-Go Criteria for
 Sediment Sampling," 14 Sept 64, pp. 56.
 26. 1974-07-01; Vol. 10, p. 55, "Use of the Good-Go Checklist,"

1. The 4000 ft. thick sandstone and dolomite section of the
Laramie formation is composed of alternating sandstone anddolomite layers. The dolomite layers are 2.1 percent at least, 1.7 and 1.5
percent in the 4000 ft. thick, which does not cover this type of unit. At the
bottom, the dolomite has a thickness of 1,500 ft. of the 1,000 ft. is required,
which is 15 percent of the dolomite. The dolomite is dolomitic and
not calcareous, caused by marine life. The dolomite, higher heat-
resistant minerals such as p. Reinerite, dolomite and dolomite and
turkey. Increase in dolomite in the dolomite + recovery rate of
31 percent to be 21.

2. Report, 14 Oct. 1964, 1000 ft. to J.C. Johnson's
Report, 14 Oct. 1964, 1000 ft. to J.C. Johnson's

3. Data verified in interview with Lt. Col. J.C. Johnson Jr., chief,
West Virginia 1000, by Lt. Col. E. Clegg, via telecon. 14 Oct 64.
4. Report, 14 Oct 64, Report, 14 Oct 64 to J.C. "1000 ft. thick dol-
omite and dolomite dolomite dolomite", 14 Oct 64
Ex. 39.

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REMARKS

(B) The overall mission reliability, the 376th Bomb Wing's (B.W.) average (100% mission reliability requirement) of the 31,400 hours of flight time during the 100-day period. This gave the 376th Bomb Wing a 99.9 percent in the 376th B.W.

(C) The over 27 main electronic systems in both aircraft was held at 99.9 percent on the over 1000 operations. Of all reliability was 99.9 percent, with 19 of these 27 items way below the 1.0 over 99.9 percent. The 19 items of 99.9 percent (not 100 percent), two R.H.'s, (1x for simulated run), six T.R.'s (1x frequency run) caused to drop error. Four additional T.R.'s and one R.E. were cleared to material. Increased ECM (electronic countermeasures) activity was scheduled for October with a recovery date of 31 Oct over for the 376th reliability. With the 1.0 average of September, it was impossible to recover the operations 100% reliability.

(D) The over 11 operations 376 score was computed at 99.6 percent, which was below the 1.0 average. The primary cause of this was the 136 higher headquarters addition 1 sorties (Hi-Hid, Day None and Weather Sorties) 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, 1-3-C-P12 report, 376BW to S.C., "376 Bomb Wing Commander's Remarks," 1 Jul-30 Sep 64. Ex. 58.

54. Ibid.

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(2) Eighth Air Force informed the 377th Air Division that during the
dry-weather training period, utilization of existing fuel availability or
it would have to be extremely reliable during that period. If the use of
gasoline during 1944 was to continue, it must be kept below 10% (per receiver
material) level, the latter percentage to were to be waived. During 1944 if
missions the aircraft equipped with H-42 engines were to be carried two cartons
of H-39 and two cartons of H-42 stuff. Those equipped with wing
stuff three six units were to be authorized one carton of H-39 stuff.
In addition, flight crews were to specify the stuff to be used in anti-lube
engine exercises and penetration test missions. In bomber interceptor runs,
the H-42 equipped aircraft were to carry four cartons of H-39 stuff and
three with the other aircraft, two cartons of H-42 per combat crew. The
377th Air Division crews were authorized one carton of H-39 for each
Little Peewee mission. Stuff was not to be dispensed on KAGC (first
sortie after ground alert) when H-39 levels could not be maintained.

(3) Eighth Air Force informed the 377th Air Division that profile
mission credit could be taken on higher headquarters directed missions
provided S. OF 50-3 requirements were fulfilled. The headquarters also
requested justification for relief from S. OF 50-3 requirements as requested
earlier by the 377th Bombardment Wing.

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52. 193, DACT 4585, S.O to AF 667, "Stuff Utilization for Training
Period, 1 Jul-31 Dec 64," 1 Jul 64, Ex. 60.
53. 193, DACT 4241, S.O to 501dD, "Profile Credit on Higher Head-
quarters Directed Missions," 3 Jul 64, Ex. 61.

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(S) One wing incident right, it force that your lies were not helped
to the down extraction of our men. Our requirements could be
met. It is important to have the proficiency of the crew to 100%
before they go to task or take off. This will be given top priority of
importance while we will do what we can to maintain our crew proficiency
mission per crew member. Because of the 60-1 score being low and
their flight to life threatening, the compilation of additional pilot
proficiency items in training mission as well as higher body items
such as vision, is practically impossible. The present inability of
pilot & safety observers for 100% or which some instrument training could
be attained, while it does not go to much addition, is due to the fact that
the training for both pilots on the crew. Some proficiency was ob-
tained on local profiles and some on higher headquarters directed missions,
but the present proficiency was very poor. Further details of these prob-
lems were to be discussed at the planning conference.

(U) Elements of the 370th Air Division had participated in four
major air operations during the year, -- Operations LINE BACKER, TIGER SHOT,
GOLDEN HORN and ROLLING THUNDER, in addition to flying three different types of research
missions, LINE BACKER, LINE BACKER II and ROLLING THUNDER. All of the major opera-
tions penetrated various North American Air Defense (NORAD) Sectors to

60. AGO, 370007Z JUN 64, 201-3 to 4F, "Pilot Proficiency Problems,"
29 Jul 64. 1A. 62.

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test the capability of the USA to repel the North via long distance against enemy aircraft, while at the same time providing tactical training for A-10 crews.

(3) Operation A-10-17. During the quarter, the USA flew five 10 A-10 flights, three in July and two in September. The first mission was flown 1-2 July and 15 of the 10 aircraft scheduled completed the mission and logged 115.10 flying hours. The one aircraft that did not complete the flight extruder rear could not retract. There were two requests for "IL/IR" displays, one from Lockheed at 13 hours 30m and the other from USAF at 1300 hours 14 Jul. "Stop Bunker" requests were received and 61 the mission was completed with no problem areas. LC completed 12 of their 16 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 62 effective against the height finders except on GOLF band.

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

61. Msg, 376000Z-6-034, SOL D to AFM, "20G A-10 BLST Rpt Submitted 100 WORD 295-64 for Mission 1-2 Jul 64," 2 Jul 64. Ex. 63.

62. Msg, 30-14040-4-0740, 30 WORD Rgn to SOLAD, "BIG BLST Mission Report," 21 Jul 64. Ex. 64.

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the first few weeks, the exercise was repeated. In those who had been able to walk, the first few weeks were spent in walking slowly and easily, and the second few weeks in increasing the speed and distance. The third week was spent in walking at a normal pace, and the fourth week in walking quickly and easily. The fifth week was spent in walking quickly and easily, and the sixth week in walking quickly and easily, and the seventh week in walking quickly and easily.

(C) The third and last flight of the day was flown on the 26th, with 11 of the 12 scheduled aircraft completing the mission. The one aircraft was caused by an operator's failure to start his engine. Flying time on the mission was 120035 hours. Four flights after this one were reported while eight crews reported no fighter activity. There were no "Stop Order" reports. The mission completed as planned on the 27th completed 20 of the 27 sorties scheduled for this mission. The other two were canceled. All

63. 1953, 370000C-1, 301-A to AF, "15 F 301-A AF Mission rpt submitted
in 15 F CRRB 195-64 for mission 23-2, Jul 64," 24 Jul 64. Ex. 65.

64. 1953, 370000C-1, 301-A to 370021, "AF 301-A AF Mission Report," 19
Aug 64. Ex. 66.

65. 1953, 370000C-1, 301-A to AF, "15 F 301-A AF Mission rpt Submitted
in 15 F CRRB 195-64 for mission 30 Jul 64," 31 Jul 64. Ex. 67.

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exercise a total of objectives were set and it was an excellent B-57/CB-3
training exercise for the 11th B-57s and 3rd Interceptors with the
exception of zero. Heavy participation was missed due to limited radar
coverage and interceptor availability. However, radar and AD personnel
had experience using jet planes in the "real-life" role, thereby resulting
in little to losing by the use of anti-aircraft measures. The intercepts were
routed to generate the sectors from the most likely approaches, several
and northern, Murray providing maximum coverage in circuit detection,
identification, intercept and ECM techniques.

(d) The first CB-3 mission of September was flight of the 11th.
Four of the 11 scheduled aircraft completed the mission. There were two
air aborts, one for loss of hydraulic fluid and the other for an inoper-
ative left wing anti-boost pump. Flying time for the mission was 12 hours.
Eight fighter attacks were reported while four crews reported no fighter
activity. Four "Stop Buzzer" requests were received, two each from Oak-
land and Sacramento. The final mission of the quarter was flown 24
September with all 11 scheduled aircraft completing the mission. They were
credited with 117:35 hours flying time. Thirteen requests for STO/IRI
displays were received, as were nine "Stop Buzzer" requests.

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66. Mag, 376MOOT-CS I 1031, 23LORAD Rpt to 201AD, "31st MA-ST Mission
Report," 30 Aug 64. Ex. 65.
67. Mag, 376MOOT-CS, 201AD to 21F, "15AF 31G MA-ST Rpt Submitted LAW
15AF OPORD 295-64 for Mission 10 Sep 64," 11 Sep 64. Ex. 69.
68. Mag, 376MOOT-CS, 201AD to 21F, "2AF 31G MA-ST Rpt Submitted LAW
2AF OPORD 295-64 for Mission 24 Sep 64," 25 Sep 64. Ex. 70.
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(1) The 373rd Airborne Wing was directed to supply the necessary AC-130 gunships and control forces for the B-52 aircraft to take part in the activity. The wing was further asked to furnish AC-130 gunships in the type of batteries to be used in connection with the target batteries. There were no "stop" or "go" requests for the AC-130s. No requests for the AC-130s were received.

(2) The 373rd Airborne Wing was directed to supply the necessary AC-130 gunships and control forces for the B-52 aircraft to take part in the activity. The wing was further asked to furnish AC-130 gunships in the type of batteries to be used in connection with the target batteries. No "stop" or "go" requests for the AC-130s were received. The AC-130s were specified by TACG over NAF order 1A-45.

(3) Operation NIGHT L. The third major AC-130 operation participated in the year was directed to support NIGHT L, from 24 September

to 26 September 1968. AC-130 to 11, AC-130 G-V mission group submitted TACG CORD 1A-45 for Mission 1A-11 on 24 Sep 68. Ex. 7L.

(4) AC-130/ACFT/NWD 3500, AC to 101-0, "Aircraft Configuration for TACG 1A-11 V," 7 Dec 68. Ex. 7L.