

N0835

SECRET

HISTORY

OF THE

509TH BOMBARDMENT WING (MEDIUM) (SAC)

FEBRUARY 1959

(UNCLASSIFIED TITLE)

Pease Air Force Base, New Hampshire

RCS: AU-D5

This document was prepared by
A/2c Calvin E. Thompson.

This document is classified
SECRET in accordance with
para 37e, AFR 205-1.

Brooks A. Lawton
BROOKS A. LAWTON
Colonel, USAF
Commander

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Copy 1 of five copies.

CHRONOLOGY

1959

- 2 - 13 FEBRUARY The 8AF Reorganization Assistance Team visited Pease AFB. (U)
- 3 FEBRUARY A "Big Blast Delta" mission was flown by the 509BW. (U)
- 11 FEBRUARY Colonel Brooks A. Lawhon assumed command of the 509BW, vice Col. C. F. Macomber. (U)
- 12 FEBRUARY The February "Heads Up" mission was flown by the 509BW. (U)
- 15 FEBRUARY A/2c Lewis H. Windon, 715BS, murdered A/2c John W. Keniston, 100BW. (U)
- 16 FEBRUARY Lt. Col. John Cafarelli assumed the duties of 509th Director of Operations, vice Col. Robert B. Templeman. (U)
- 24 FEBRUARY A "Big Blast Delta" mission was flown by the 509BW. (U)
- 26 FEBRUARY An AMC team started "Face Lift" modification on wings B-47s. (U)

CHAPTER III
OPERATIONS

MISSIONS:

Throughout February 1959 the 509th Bomb Wing continued its primary air training program as directed by Headquarters USAF, SAC and 8AF. Several special exercises were directed by higher headquarters and included "Heads Up," "Jam Pack," and "Big Blast" missions. "Jam Pack," scheduled for 19 February, was an 8AF practice USCM---primarily a tanker mission---but was cancelled due to severe local weather at the time of execution. (U)

"Heads Up," third in a series of bomber stream exercises directed by 8AF, was flown on 12 February. In these missions, 8AF announced routes, times, and requirements to be met by participating units. Six B-47 aircraft were to be flown by the 509th and refueled by wing tankers on a one for one basis. Bomber aircraft and crews were required to accomplish RBS runs on Columbus "X", Richmond "F", and Springfield "F" targets, accomplish night celestial grid navigation, ECM, fighter intercepts, gunnery, Noah's Ark messages, and O-15 photography. (U)

Considerable wing improvement in February was noticed over the previous two missions as this exercise was rated good. Radar reliability showed a marked improvement and there were no bomb-nav system breakdowns which seriously affected the mission. Inclement weather in the refueling area precluded air refueling on this exercise. Support items were either satisfactory or adequate with the exception of photography and photography equipment, gunnery equipment, and crew error in navigation and bombing. (S)

1. Crew Flimsy, "Heads Up," Hq 509BW, n.d. Exhibit 21.
2. Msg, Comdr 509BW to Comdr 8AF, AIRPC 02-104/2-27/211-59/509BW/Heads Up, 19 Feb 59, Exhibit 22.

3rd and the second on the 24th. Both exercises were the same, routes and requirements; only times were changed. Requirements consisted of two combat runs, fighter intercepts, ECM, chaff, one night celestial and/or night celestial grid, two Noah's Ark messages, and a radar monitored approach. (U)^{8.}

Only moderate success was recorded by the wing on the 3 February mission; four of the six aircraft flew the mission with one ground and one air abort. One of the four aircraft did not make RBS runs on the targets and RBS statistics, ECM scores, fighter activity and navigation results were spotty.^{9.} Results of the second "Big Blast" mission did not show much improvement although six aircraft flew the mission and only five were required. Still there were two aborts and just four aircraft made RBS runs. Overall ECM effectiveness was fair and the other accomplishments were met with the exception of gunnery and fighter intercepts. (C)^{10.}

Recapping "Big Blast" results for the months of October 1958 through December 1958, it was found that all three missions were failures due to insufficient number of aircraft participating.^{11.} Eighth Air Force recognized that units of the command were not placing enough emphasis on these missions and the lack of units to attempt to reschedule cancelled missions. Since the time was coming that ADC would be able to support only the BCM conducted during these missions, SAF requested that directors of operations review their "Big Blast" programs and assure the minimum number of exercises.^{12.} (C)

Another of the commitments of the wing was the weekly support of the SAC reflex action. The 817th Air Division was committed to furnish six

8. Crew Flimsey, "Big Blast Delta," Hq 509EW, n.d. Exhibit 26.
9. Recap, "Big Blast Delta," Hq 509EW, 26 Mar 59. Exhibit 27.
10. Interview, A/2c C. Thompson, Historian, with Capt. R. Feavel and M. Young, 509EW, Hq 509EW, 30 Mar 59.
11. Msg, Comdr 817AD to Comdr 8AF, 509EW-1 B12-47, 11 Feb 59. Exhibit 25.
12. Msg, Comdr 8AF to Comdr 8AF, et al., DC 02411, 26 Feb 59. Exhibit 29.

HEADQUARTERS
509TH BOMBARDMENT WING, MEDIUM
United States Air Force
Pease Air Force Base, New Hampshire

509BW - 8th AF Attachment I to Wing Commander's Remarks, Jan - Feb 1959.

1. Unit Flying Hour Priorities

<u>Priority</u>	<u>Feb Hours</u>		<u>March</u>	<u>Mar Hours</u>
	<u>Prog</u>	<u>Flown</u>	<u>Priority</u>	<u>Programmed</u>
1. AFR 60-2	00:00	00:00	1	In conjunction with other training
1A. Staff	60:00	25:25	1A	
2. Higher Headquarters directed missions:				
2A. "Big Blast"	80:00	73:10	2A	56:00
2B. "Devilfish"	36:00	14:00	2B	30:00
2D. "Pop-Up"	180:00	55:30	2D	252:00
2E. "Heads-Up"	57:00	45:15	2E	57:00
2F. 8th AF Staff	25:00	29:55		
3. SAC Reg 50-8	526:00	619:50	3	411:00
3A. NCR Crew Training to include SACR 51-4	440:00	386:50	3A	440:00
4. Probation	30:00	30:00	4	30:00
5. Test	30:00	26:45	5	30:00
Other		30:20		
TOTALS	1464:00	1337:00		1366:00

a. Reference priority 1A - The additional time was flown in conjunction with priority 2 and 3.

b. Reference priority 2D - 8 aircraft scheduled for Pop-Up were cancelled due to weather; 1 cancelled due to maintenance and 1 cancelled by operations.

c. Reference priority 3 - The overage of SACR 50-8 time was caused by flying alternate missions due to weather.

d. Reference priority 3A - The shortage of NCR time was caused by cancellations due to weather. (U)

2. March Upgrading Projection

N-82	15 March 1959	
N-84	31 March 1959	(U)

February Non-Accomplished Programmed Upgradings

N-82 - Crew not upgraded as scheduled due to loss of standardization check because of weather. (U)



"BIG BLAST DELTA"

CREW FLIMSY

FEBRUARY 1959

BRIEFING: 1300 Hours on Monday, 2 February in the Main Briefing Room.

WX BRIEFINGS: Tuesday, 3 February at 1300 Local for all crews. Wing briefing void time on Sect. D of DD #175 will be one hour after ETD in accordance with AFR 60-16 and 817th AD Letter dtd 15 August 1958, Subject: Wx Briefing. The Senior Controller, 509th BW, will check with WX Officer one hour prior to takeoff and relay any changes in forecast weather to participating crews.

GENERAL INSTRUCTIONS TO ALL CREWS:

1. FUEL LOAD WILL BE 112,000#
2. CONTROL TIMES AT IP_s WILL BE GIVEN AT WEATHER BRIEFING.
3. ONLY TARGETS AND IP_s AS SHOWN IN THIS FLMSY WILL BE UTILIZED ON THIS MISSION.
4. MANDATORY REPORTING POINTS FOR LEAD AND LAST AIRCRAFT ARE INDICATED BY ASTERISKS.
5. CREWS WILL BE FAMILIAR WITH GCA AND IFR PROCEDURES FOR ALTERNATE BASES OF LORING, WESTOVER, PLATTSBURGH, AND LOCKBOURNE.
6. THE LEADER IN THE STREAM WILL OPEN THE BLOCK ALTITUDE CLEARANCE, THE LAST AIRCRAFT WILL CLOSE IT.
7. ALL CREWS WILL ANNOUNCE ATA OVER IP_s ON BOMB PLOT FREQUENCY TO AID IN IP SPACING.
8. DEBRIEFING WILL BE CONDUCTED IN A ROUTINE MANNER, WITH FORMS PROCESSING THROUGH ASSIGNED SQUADRONS. A WING REPRESENTATIVE WILL BE PRESENT TO RECORD A "RECAP".
9. COMMUNICATIONS PROCEDURES WILL BE AS BRIEFED. CREWS ARE REMINDED TO GET THEIR NOAH'S ARK MESSAGES ON AN INDIVIDUAL BASIS.
10. NAVIGATORS WILL MONITOR ALL APPROACHES TO AIRFIELDS ON RADAR.

FLYING SAFETY IS PARAMOUNT ON THIS MISSION - DO NOT TAKE CHANCES OR DEVIATE FROM ESTABLISHED PROCEDURES AS PUBLISHED IN THE -1

FLIGHT PLAN

<u>ALTITUDE</u>	<u>POSITION</u>	<u>TIME</u>	<u>REMARKS</u>
20M	Kennebuck VOR	+18	Continue Climb
24-27M	Boston 360/75	:25	L/O 24-27M
24-27M	Bangor 122/70	:53	
24-27M	43-20N 61-10W	1:31	S/C to 27-30M
27-30M	43-50N 60-50W	1:35	L/O 27-30M
27-30M	48-15N 60-35W	2:20	
27-30M	53-20N 60-22W	3+10	
27-30M	53-50N 60-20W	3+20	S/C 30-33M
30-33M	52-44N 62-15W	3+35	L/O 30-33M Start 80 NM Front to West of Primary Track. 5 Acft Abeam.
30-33M	48-20N 65-45W	4+19	
30-33M	Presque Isle 200/75	4+30	Dept Canada (Lead Acft)
30-33M	Bangor 193/70	5+50	End ECM
30-33M	41-42N 67-45W	5+25	Rejoin Common Route. 10 Min. Sep.
30-33M	39-13N 66-30W	5+45	Last Acft T.P. S/C 34-36
34-36M	Boston 160/80	5+41	L/O 34-36M
34-36	Boston 275/70	6+01	RBS Springfield
34-36	Albany VOR	6+15	
34-36	Plattsburgh 006/50	6+40	RBS Montreal
34-36	Kennebuck VOR	7+05	
	Pease	7+20	

This clearance will be filed by all crews on Form 175 if Block Altitude clearance is not obtained: If Block Clearance is obtained, only lead crew will file this route on 175 and all other crews will file 175 with statement that they are # 2, 3, 4, or 5 aircraft in Big Blast Delta.

REQUIREMENTS ON BIG BLAST DELTA

1. TWO COMBAT RUNS
2. FIGHTER INTERCEPTS
3. BIG BLAST MISSION (ECM)
4. CHAFF DROP
5. ONE NIGHT CELESTIAL / NIGHT CELESTIAL GRID
6. TWO NOAH'S ARK MESSAGES
7. RADAR MONITORED APPROACH
8. NAVIGATORS WILL REPORT TO WING B/N SECTION WITH LOGS AND MAPS FOR REPLOT OF BIG BLAST TRACK AND TIMES BETWEEN HHCL AND END ECM ACTIVITY. THIS WILL BE ACCOMPLISHED AT 1400 THE DAY FOLLOWING MISSION DATE.

"BIG BLAST"

ECM ACTIVITY

1. AIRCRAFT PREPARATION: Each aircraft for this mission will be prepared as follows:
 - a. One (1) ALT-6/8 "L" Band; Antenna Forward.
 - b. Two (2) ALT-6/8 "S" Band; Antennas; 1 left, 1 right.
 - c. Chaff: Left Hopper - 30 Units RR-39 Type, Top Loaded on RR-44, for (SUD) Position "E".
Right Hopper - 15 Units RR-39 Type, for (SPD) Position 40 Ft/Min.
2. All Aircraft have a full load of Chaff as a permanent installation. 800 pounds will be used on the Form "F" for weight-and-balance.
3. AIRBORNE ACTIVITY: All Aircraft will perform ECM Activity as follows:
 - a. Start Sweep Jamming "L" & "S" Band at HHCL.
 - b. Start (Single Unit Dispensing) Chaff at HHCL.
 - c. Stop Sweep Jamming "L" & "S" Band at end of penetration route as briefed.
 - d. Stop (Single Unit Dispensing) Chaff at end of penetration route as briefed.
 - e. Fighter attacks will be made during entire penetration route. Be Prepared to use Chaff (SPD) to break fighter Lock-On. Dispense Chaff in accordance with Tactical Doctrine Procedures.
4. No radio contact with GCI Sites are necessary during this mission. It is required that all aircraft monitor Guard Channel and that at least one aircraft in cell will monitor GCI Common 364.2 mcs. to receive and emergency cut-off message if any emergency situation arises.
5. If for any reason a Bomber wishes to discontinue Fighter Attack, the Bomber will switch to IFF Mode III AND GCI will call off the Fighter.
6. IFF will be "off" from Start ECM _____ to Stop ECM _____.

"BIG BLAST"

1. COMMUNICATIONS AND COMMAND:

a. Command: Normal

b. Communications:

(1) Communications procedures will be in accordance with USAF CEI, SAC CEI. SACR 55-18 applicable ACP's and JANAP's and current Enroute Flight Information Documents.

(2) KAA-27 () will be used for authentication.

(3) KAC-72 () will be used for encoding and decoding messages.

(4) Call Signs:

(a) Flip Cards.

(b) SAC Manual 100-51A.

(c) Collective Call Signs:

1. HF - SKYKING.

2. UHF - SKYBIRD CONTROL.

(d) Aircraft : Nimrod plus 2 digit numerical suffix.

(5) Mission Nickname will be used as first group in test of all messages position reports. Example: Boston Radio this is Nimrod 70 BIG BLAST Position Report, over.

2. FREQUENCIES:

a. UHF/HF are as shown in your Flip Cards and Enroute Flight Information Documents.

b. RBS are as outlined in the Flimsy.

c. Monitoring procedure Alpha Frequencies & stations, as shown in the Enroute Flight Information Documents under Military Voice HF/AIR/GROUND Stations.

d. Emergency Frequencies:

(1) UHF - 121.5

(2) UHF - 243.0

(3) HF - 8364KCS

COMMUNICATIONS (Cont'd)

(4) Use last Frequency Contact was established on for all emergencies, if time permits then use frequencies as shown above.

(5) Interplane pri 321.0 See 311.0

3. Monitoring procedure Alpha will be adhered to especially at the times of :05 to :08, :25 to :28, :45 to :48 minutes past each hour.

4. FORMATION FLYING:

a. Leader of formation submits reports for his Flight.

b. If Leader aborts or has Radio malfunction, the next Aircraft in line will make reports for his Flight.

c. Single Aircraft will submit his own reporting procedures and after formation break-up.

d. One Aircraft while in formation will monitor CAA Frequency at all times.

e. One Aircraft will monitor GCI Frequency on UHF or OMNI while in formation.

f. Single Aircraft will monitor CAA/GCI Frequencies whenever possible.

5. All ATC, FIR, ICAO, ADIZ, CADIZ and DOT requirements will be met for this mission.

a. UHF Emission switch on TR/GUARD at all times, except in case of malfunction

b. When flying outside ZI, have Position Reports relayed to ICAO, DOT, FIR, ADIZ and CADIZ Control Centers, for the Areas you are flying in.

c. M-19 Procedures Alpha applies for this exercise, while in ICAO areas.

6. HF PROCEDURES:

a. Used when outside of UHF Range, and/or UHF Radio Failure.

b. ICAL Reporting as outlined for M-19 reporting procedure.

c. Emergencies.

d. CIRVIS reports when outside of UHF Range.

7. Receive 2 Noah's Ark Messages properly authenticated:

a. 1 - HF SKYKING Transmission.

1 - Calling SKYBIRD Control do you have traffic for me; OM:

COMMUNICATIONS (Cont'd)

(1) NORAD Freq. 236.6/243.0, Primary, (2) Tower Freq. 236.6, Secondary, (3) Control Room 321/311, Alternate.

8. Emergency Procedures as outlined in ACP's 135A, 130A, and Enroute Flight Information Documents.

9. Recall Word IFF Procedures for this mission will be determined at pre-mission planning and General Briefing.

10. Take-off & Taxi Procedures: Normal

11. FLIGHT FOLLOWING:

a. Northern Route: Wild Bill 364.2 mcs.

b. Southern Route: No Trump 364.2 mcs.

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HEADQUARTERS
- 509TH BOMBARDMENT WING, MEDIUM
Pease Air Force Base, N. H.
26 March 1959

RECAP

"BIG BLAST DELTA"

3 February 1959

The "Big Blast Delta" mission flown by the 509th Bomb Wing on 3 February 1959 was only a moderate success. Of six aircraft and crews scheduled to participate, only four flew the mission, with one ground abort and one air abort. An additional air abort was encountered when the crew who ground aborted attempted to fly the mission with another aircraft. One of the four aircraft did not make any runs on the two targets while RBS statistics, ECM scores, fighter activity and navigation results were spotty.

Harlan D. Wolfe
HARLAN D. WOLFE
Major, USAF
OIC Current Operations

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59/25063

"BIG BLAST DELTA"
3 February 1959

Crew/Acft Comdr	Acft	TC Time	Springfield	Montreal	ECM Score	Fighters	Nav Log	Chart
N-65, Groesbeck	1615	4370'	1250'	(2 fixed angle runs)	4-9-7	2 Ftr Att 6 Bomber In-tercept Runs	13 NM	SUD
N-18, Dillion	1616	No runs; tip tanks would not feed.			4-9-7	2 Ftr Att	24 NM	SUD
N-25, Gregorio	1621 (Late)	2100'	1300'	(2 R-5)	4-9-7	No Ftrs	100 2 NM	SUD
N-12, Sweeney	1618	450'	2950'	(2 R-5)	4-9-7	2 Ftr Att	10 5 NM	SUD
N-16, McCann	Aborted (Tip Tanks Inoperative)							
N-44, McCann	1711	Aborted						
N-37, Nixon	1640	Aborted						

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JOINT MESSAGEFORM

SECURITY CLASSIFIC. IN

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION PRIORITY	BOOK	MULTI	SINGLE	AF	8AF, MSG DTD 10 FEB DOTIC 60873	UNCL
INFO			X			

FROM: COMAIRDIV 817 PEASE AFB, NH

TO: COMAF 8 WESTOVER AFB, MASS

SPECIAL INSTRUCTIONS

/UNCLAS/509DOTF-1 1112-47. SUBJECT: BIG BLAST MISSIONS.

ATTN: DOTIC. REF YOUR MSG DOTIC 60873 DTD 10 FEB 59. THE FOLLOWING INFORMATION IS SUBMITTED. PART I. BIG BLAST MISSION FOR OCTOBER WAS SCHEDULED AND FLOWN ON 21 OCT 58. CREWS SCHEDULED WERE: L-90, L-97, L-40, L-88, L-36 AND R-54. REASON FOR FAILURE TO ACCOMPLISH MISSION: ONLY FOUR AIRCRAFT PARTICIPATED. CREW L-90 HAD AN AIR ABORT WHEN THE AIRCRAFT RADAR WENT OUT AND THE AIRCRAFT FOR CREW L-88 SCHEDULED ON 60-9 WAS STILL IN ALERT ON DATE OF MISSION. PART II. BIG BLAST FOR NOVEMBER WAS SCHEDULED AND FLOWN ON 4 NOV 58. CREWS SCHEDULED WERE: R-91, R-22, R-54, L-88, L-96, L-40, R-95 AND IN-33. REASON FOR FAILURE TO ACCOMPLISH MISSION: ONLY FOUR AIRCRAFT PARTICIPATED. AIRCRAFT FOR CREWS IN-33, R-91, R-54 AND R-95 WERE CANCELLED BECAUSE OF MAINTENANCE DIFFICULTIES. PART III. BIG BLAST FOR DECEMBER WAS SCHEDULED AND FLOWN ON 9 DEC 58. CREWS SCHEDULED WERE S-28, L-06, L-96, L-88, R-09 AND R-91.

DATE	TIME
11	
MONTH	YEAR
FEB	59

SYMBOL: 509DOTF-1

TYPED NAME AND TITLE (Signature, if required): RONALD C. FEA VEL, CAPT, USA F

PHONE: 2463

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PAGE: 1 NR. OF PAGES: 2

SIGNATURE

TYPED (or stamped) NAME AND TITLE

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

U N C L A S S I F I E D

FROM:

COMAIRKV 817 PRASE AFB, NE

REASON FOR FAILURE TO ACCOMPLISH: ONLY TWO AIRCRAFT PARTICIPATED. AIRCRAFT FOR CREWS S-28, L-96 AND L-88 WERE CANCELLED FOR MAINTENANCE DIFFICULTIES. AIRCRAFT FOR CREW L-06 WAS NOT READY (BECAUSE OF MAINTENANCE) FOR SCHEDULED TAKE-OFF AND WAS RESCHEDULED FOR A NAVIGATION STANDBOARD ON THE SAME DAY. PART IV. 509TH BOMB WING TENTATIVELY PLANS TO FLY A BIG BLAST MISSION OF 24 FEB 59. IN ORDER TO ASSURE SUCCESSFUL COMPLETION OF THIS MISSION SIX PRIMARY AIRCRAFT WILL BE SCHEDULED WITH TWO AIRBORNE SPARES.

SYMBOL

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DE RJEXDH 142
O 262155Z
FM COMAF 8
TO QUEBEC
RJEXFH/COMBOMWG 42
RJEXSA/COMBOMWG 72
RJEXFQ/COMBOMWG 321
RJEXGM/COMBOMWG 380

BT

/CONFIDENTIAL/DO 08414. SUBJECT: (U) BIG BLAST DEFICIENCIES. PART I OF IV PARTS. THE RECENT SURVEY OF THIS COMMAND REVEALS THAT BIG BLAST MISSIONS ARE NOT RECEIVING ADEQUATE EMPHASIS AND STAFF SUPPORT. OF CONCERN IS THE APPARENT LACK OF ANY ATTEMPT TO RE-SCHEDULE CANCELLED MISSIONS EVIDENCED BY ALL UNITS. ATTENTION IS INVITED TO THE FACT THAT, TO BE CREDITABLE, A MINIMUM OF FIVE B-47 OR THREE B-52 MUST PARTICIPATE IN THE ONE AND ONE-HALF HOUR PENETRATION. PART II. BECAUSE THESE MISSIONS PROVIDE

PAGE TWO RJEXDH 142

THE ENVIRONMENT TO MOST CLOSELY PARALLEL THE EWO ENVIRONMENT, THEY ARE MOST CONDUCIVE DEVELOPMENT OF PENETRATION CAPABILITY OF THE SAC FLEET. FURTHER, WE ARE RAPIDLY APPROACHING THE TIME WHEN BECAUSE OF THE ADVENT OF THE SAGE SYSTEM, ADC WILL BE UNABLE TO SUPPORT ECM TRAINING CONDUCTED UNDER OTHER THAN BIG BLAST PROCEDURES. PART III. IT IS STRONGLY RECOMMENDED THAT EACH DIRECTOR OF OPERATIONS REVIEW HIS BIG BLAST PROGRAM TO INSURE THAT LOCAL PROCEDURES WILL PRODUCE AT LEAST THE MINIMUM NUMBER OF BIG BLAST MISSIONS EACH MONTH. PROBLEMS WHICH WILL PRECLUDE ACCOMPLISHMENT OF BIG BLAST MINIMUMS IN ANY MONTH AND ARE BEYOND UNITS CAPABILITY TO RESOLVE, SHOULD BE FORWARDED THIS HQ, ATTN: DOTIC FOR ASSISTANCE. PART IV. FOR GUIDANCE OF ALL CONCERNED, THE FOLLOWING SAF POLICY FOR CONDUCTING THE BIG BLAST PROGRAM IS RE-STATED. A. BIG BLAST MISSIONS ARE NOT TO BE CONSTRUED AS "HIGHER HEADQUARTERS" DIRECTED BUT ARE A NORMAL TRAINING REQUIREMENT UNDER SACR 50-2. B. THIS HQ WILL MONITOR

PAGE THREE RJEXDH 142

THE PROGRAM TO INSURE ADEQUACY, ARBITRATE CONFLICTS WITH ADC AGENCIES IF REQUIRED, AND PROVIDE SUCH ASSISTANCE AS NECESSARY, BUT WILL NOT CONTROL OR DIRECT SPECIFIC ACTIVITIES FROM THIS LEVEL OF COMMAND. IN VIEW OF THESE CONSIDERATIONS, THE SUCCESS OR LACK THEREOF, OF THE BIG BLAST PROGRAM RESTS WITH THE TACTICAL UNIT CONCERNED. THIS MSG TRANSMITTED TO QUEBEC, PLUS 42D, 72D, 321ST AND 380TH BOMB WINGS.

BT

26/2240Z FEB RJEXDH

"A CERTIFIED TRUE COPY"

Kaye
T. KAYE, CAPT, USAF
Dir Admin Svcs, 509BW

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9-1430