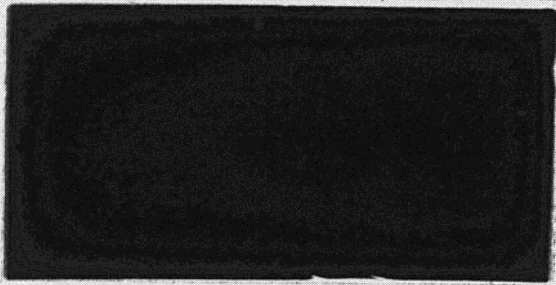


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Dec. 1957

HISTORY



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AUTH : 40833W Comdr
RCS : AU-D5

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HISTORY
OF THE
4083RD STRATEGIC WING (SAC)
(UNCLASSIFIED TITLE)
DECEMBER 1957
Thule Air Base, Greenland

This document was prepared by
A2C Calvin E. Thompson, Historian,
under the supervision of
Lt. George G. Jeck, Information
Services Officer.

This document is classified
SECRET in accordance with
paragraph 37 (e), AFR 205-1,
3 January 1956.

M. B. Carpenter
O. F. LASSITER
Colonel USAF
Commander

RM-58-4448

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AUTH : 4083RD Contr
RCS : AU-05

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CHRONOLOGY

1957

4 - 6 DECEMBER

A follow-up inspection of base dayrooms was conducted.

14 DECEMBER

Maj. Gen. Walter C. Sweeney Jr., 8AF commander, and party arrived at Thule on staff visit.

15 DECEMBER

Five ham radio operators arrived at Thule AB. Their trip "up north" was in recognition for their work in providing state-side radio contacts.

19 DECEMBER

Christmas trees arrived from the states.

20 DECEMBER

The "Tree of Peace" reenlistment drive ended with the 4083SW reenlisting 45 men.

24 DECEMBER

The George Washington Glee Club arrived at Thule for a two-day entertainment tour.

28 DECEMBER

The 91AFWFS redeployed to its home station and the 100AFWFS deployed to Thule.

31 DECEMBER

As of this date, 159 officers and 2611 airmen were assigned to the 4083SW.

GLOSSARY

All the abbreviations used in this history are in conformity with JANAP 169, September 1953, except those listed below:

1. SSB Single Side Band
2. AACP Aircraft Out-of-Commission, Parts
3. VDP Vehicle Deadlined for Parts
4. VCOM Vehicle Out-of-Commission, Maintenance
5. SUNEC Summer Shipping Season
6. MCP Military Construction Program
7. SW Strategic Wing
8. SRW Strategic Reconnaissance Wing

CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The mission of the 4083d Strategic Wing (SAC), as directed by Headquarters Eighth Air Force, gave the commander of the wing the responsibility for exercising command jurisdiction over and administering such units and installations as may be assigned. As stated, the mission^{1.} of the 4083SW was: (U)

- a. Train a force capable of performing those base functions and services which are required to support SAC emergency plans and tactical training operations.
- b. Provide air base and route support for units staging through or deploying from his assigned area.
- c. Perform the duties of Task Force Commander of the Thule Task Force in accordance with applicable directives.
- d. Exercise operational control over all SAC units on rotation in his area of responsibility. (This includes responsibility for insuring that such units accomplish minimum training requirement).
- e. Exercise operational control over the crews of all SAC aircraft which may land in his area of responsibility.
- f. In accordance with AFP 11-4 and other pertinent directives, provide facilities and services to non-SAC units, personnel, and civilian contractors stationed or operating in his assigned area.
- g. Support Danish Government agencies in accordance with established United States-Danish agreements and directives of this and higher headquarters.
- h. Maintain and operate Thule Air Base, Greenland.

1. 8AF Reg 23-39, Hq 8AF, 13 July 1957. History 4083SW, Oct - Nov 1957, Hq 4083ABG, BISOH files.

1. Provide for local surface defense of Thule Air Base.
- j. Exercise control of forces committed by special activities units to the base defense plan. (Special activities units will be considered task organizations for base defense plans.)
- k. Participate in disaster relief and other domestic emergencies as directed by this headquarters.
1. Perform such other duties as may be directed by higher headquarters.

ORGANIZATION:

The organization of the 4083SW remained the same as in previous months during December 1957 with the exception of rotating TDY units. Late in December the 91st Air Refueling Squadron, from Lockbourne AFB, Ohio, rotated back to their home station after completing a 90-day TDY. This organization was replaced by the 100AREFS from Pease AFB, New Hampshire, which was here for a 90-day TDY. (U)

ADMINISTRATION:

During December 1957, routine administrative functions were carried out by the 4083SW. Among these functions was that of the wing commander meeting VIPs that arrived at Thule. (U)

On 10 December, Maj. Gen. John D. Ryan, director of materiel SAC, arrived at Thule AB on an inspection visit. Four days later, on the 14th, Maj. Gen. Walter C. Sweeney Jr., commander 8AF, and party arrived on his staff visit to Thule; and, a few days later, on the 16th, Maj. Gen. A. M. Minton, Hq USAF, installations directorate, with Brig. Gen.'s J. Gill and J. B. Knapp and party arrived to inspect base facilities. On 29 December Brig. Gen. Walter E. Arnold arrived for a briefing on operation "Mule Train". (U)

A group of five civilian ham operators visited Thule on 15 December. Their visit was conceived and made possible by Lt. Gen. Francis H. Griswold, vice commander-in-chief SAC, as SAC "...felt just recognition should be given to these men for their unselfish devotion in providing stateside contacts for Thule personnel."^{2.} (U)

The group was comprised of J. Stan Surber, W9NZZ, Peru, Ind.; Bob Wescott, W8DNY, Jackson, Mich.; Jim Symington, K4KCV, Leesburg, Va.; Garrett V. Dillenback Jr., AF2LXP, Albany, N.Y.; and Emil Martin, WNCS, Cedar Rapids, Iowa. Accompanying them was Brig. Gen. L. E. Griffis and a party from Headquarters SAC.^{3.} (U)

Mr. J. Stan Surber was flown to Fletcher's Ice Island, T-3, the next day, 16 December, to meet the men stationed there whom he had helped during the previous six months. Surber's set was the only means by which the men at T-3 had been able to keep in constant contact with the states.^{4.} (U)

Movement of the 11th Aviation Depot Squadron was not affected during December, however, word was received that the squadron would be airlifted from Pease AFB, N.H., on 7 January 1958. SAC notified 8AF that one C-124 would be available for the move and that the 11ADS personnel and equipment were to be prepared for this PCS.^{5.} (U)

Final touches were completed on the SAC Single Side Band radio "bill-board" antenna on 5 December 1957. In addition, final installation of the

-
2. Article, "Civilian Ham Operators Guest Here Of Command," North Star, 22 Jan 58, p. 3. 4083ABG, BISO files.
 3. Ibid.
 4. Caption, North Star, 22 Jan 58, p. 1. 4083ABG, BISO files.
 5. Msg, CINCSAC to Comdr 8AF, DM6GM 52800, 26 Dec 57. 4083SW, DM files.

Marconi equipment used in the ground net for taxi service, commander's net, flight line maintenance, etc., was completed on 9 December although some of the nets had been in use at that time.^{6.} (U)

Propagation over the SAC SSB radio was generally good during the month of December however differences varied from day to day. In considering the quality of propagation, it is well to note that rating is based on contact with Westover AFB, Hq SAF, and Offutt AFB, Hq SAC, as it is the primary mission of this station to be in contact with these two points at all times.^{7.} (U)

Slight interference was encountered during the month with other stations operating on approximately the same frequency as the SSB station at Thule. This caused some difficulty, however, no interference report was submitted to higher headquarters. (U)

Weather at Thule AB during this time did not vary tremendously from past years. To illustrate this compare figures for the month of December in 1957 and 1956: (U)

	8. <u>1957</u>	9. <u>1956</u>
Inches of snowfall	2.8	.8
" of snow on ground	10.0	4.0
Max wind speed & direction	35 mph S	58 mph ESE
Average wind speed	7 mph ESE	6 mph E
Average temperature	-9 degrees	-8 degrees
Maximum "	12 degrees	18 degrees
Minimum "	-28 degrees	-23 degrees

6. Interview, A2C C. Thompson, Historian, with Maj. H. H. Wilkerson, Comm Staff Officer, Hq 4083ABG, 29 Jan 58.
7. Daily Circuit Outage Chart, SAC Form 165, Hq 4083ABG, December 1957 4083ABG, SSB Office files.
8. Monthly Weather Summary, Thule AB, Grnld, 5th Wea Gp, Det #24, December 1957. Det #24 files, Thule AB.
9. Monthly Weather Summary, Thule AB, Grnld, 5th Wea Gp, Det #24, December 1956. Det #24 files, Thule AB.

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six days vacation were experienced by personnel of the 4083SW during the 1957 Christmas holidays. Holiday schedule was observed on 24, 25, and 26 December and again on 31 December and 1, 2 January 1958. (U)

KEY PERSONNEL CHANGES:

During the month of December 1957, only one key position changed hands. Col. Donald A. Gaylord assumed the duties of wing director of materiel on 16 December vice Col. Morgan W. Pirkle, who rotated to the ZI upon completion of his tour. (U)

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CHAPTER II

PERSONNEL

MANPOWER:

Personnel strength of the 4083d Strategic Wing remained approximately the same during the month of December 1957. As of 30 November 1957, 2613 airmen and 166 officers were assigned to the wing. Other Air Force units stationed at Thule had 228 officers and 1313 airmen assigned at that time.^{1.} (C)

By 31 December, the number of personnel at Thule had decreased to 159 officers and 2611 airmen; however, this is due primarily to the loss of seven officers. Air Force units supporting Thule at this time 31 December, had 236 officers and 1284 airmen assigned. (Figures for the 4083SW include pipeline status personnel.) The following is a breakdown of personnel assigned by unit:^{2.} (C)

AVERAGE STRENGTH a/o 31 DECEMBER 1957

<u>Unit</u>	<u>Off Asgn</u>	<u>Amn Asgn</u>
Hq 4083SW	19	49
Hq 4083 ABG (PP)	44	313
" (PL)	6	136
" APS	4	114
" FSS	4	115
" USAF HOSP	22	85
" INST	21	742
" OPS	6	105
" CAMS	6	206
" TS	8	282
" SS	9	386
11th AVDEPRON	<u>10</u>	<u>78</u>
4083SW TOTAL	159	2611

1. History of 4083SW, Oct - Nov 57, p. 9. 4083ABG. BISO files.

2. Strength Report, 4083d Stat Services Office, 31 Dec 57. Exhibit 1.

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

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These figures show that the wing was over its authorization in both officers and airmen as the UMD showed 148 and 2491 respectively.^{3.} (C)

In comparing the number of personnel authorized with those assigned we find that the wing was approximately 107 percent manned in officer categories and about 105 percent manned in airmen categories. This compared with 108 and 105 percent manned at the end of November, respectively. However, it is well to remember that these figures include personnel not possessed by the wing (pipeline personnel). (U)

Although the wing was over its authorization in both officers and airmen, this in itself does not mean the wing was capable of performing its mission. More important in judging wing capability is the manning in required specialties (MIRS). (U)

Manning in required specialties in both airmen and officers categories continued to receive command attention during December. On the average over the period 2491 airmen were required, 2027 assigned and 2009 manned in required specialties. The percent of required was 81 while the percent of assigned was 99. In the officer categories, the average for this period was 143 men required, 145 assigned and 126 manned in their required specialties. This was 88 percent of those required and 87 percent of those assigned.^{4.} (U)

A drop of five percentage points in airmen MIRS at the end of December from the last quarter's score was noted in the SAC Management Control System.

3. Ibid.

4. "SAC Management Control Statement (RCS: 2-SAC-T35, 8AF-1)," prep by D/Compt, Hq 4083SW, Oct - Dec 57, n.d. Exhibit 2.

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

This drop was due to the body manning dropping below the authorized strength and was beyond the control of the 4083SW. One hundred percent of score was earned by the wing for having 99 percent of those assigned in required specialties.^{5.} (U)

Throughout the quarter of October - December 1957 command emphasis was placed on OJT and an 88 percent score was earned by the wing during this period. In December a total of 672 men were on OJT out of 679 eligible with 96 being upgraded. For the quarter, a total of 2351 men were on OJT out of 2370 eligible and 270 were upgraded during this time.^{6.} (U)

Early in December the 4083SW received word to participate in the SAC "Tree of Peace" reenlistment drive which ran from 1 November to 20 December 1957. In this program the 4083SW was to reenlaist 25 first term airmen.^{7.} (U)

The commander of the 4083SW, Col. O. F. Lassiter, assured higher headquarters that the quota would be met and directed an aggressive program. Hand bills were given to all airmen eligible for reenlistment in addition to being placed on bulletin boards in every section and orderly room. Also notices were posted informing airmen where they could contact the reenlistment counselors.^{8.} (U)

Spot announcements were made over radio and TV along with announcements being made in the Daily Bulletin. Squadron reenlistment counselors were to screen locator cards, SAF Forms 222s, TAB Form 15, and record of retention

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5. "Monthly Analysis (RCS: SAC-U54, 8AF-1)," prep by D/Compt, Hq 4083SW, 20 Jan 58. Exhibit 3.
 6. "SAC Management Control Statement (RCS: 2-SAC-T35, 8AF-1)," prep by D/Compt, Hq 4083SW, Oct - Dec 57, n.d. Exhibit 2.
 7. DF, C to all Unit Comdrs, Hq 4083SW, "Personnel Retention," 2 Dec 57. Exhibit 4.
 8. Ibid.

interviews to determine if the airman had completed one-half of his enlistment and was in the pay grade of E-3 or higher. Daily progress reports were to be made to the director of Personnel starting on 3 December 1957.⁹ (U)

A quota was leveled upon each squadron as to the number of men it was to reenlist. The following is a breakdown of the quota and the number reenlisted: (U)

<u>Unit</u>	<u>Quota</u> ^{10.}	<u>No. Reenlisted</u> ^{11.}
Inst	8	14
Hospital	1	2
Hq Sq	4	6
CAMS	2	5
SS	4	5
TS	3	3
OPS	1	1
FSS	2	3
APS	2	3
11th ADS	<u>None</u>	<u>3</u>
TOTAL	27	45

As can be seen from this table, each squadron met or exceeded its initial quota. Col. Lassiter extended his "personal congratulations to all

9. Ibid.

10. Ibid.

11. DF, C to each 4083SW unit, Hq 4083SW, "Tree of Peace" Reenlistment Drive," 23 Dec 57. Exhibit 5.

* The initial quota of 25 was increased by the 4083SW to 27 in order to make sure that the 8AF quota would be met.

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of those who reenlisted" and his "appreciation to those who played such an important part in counseling all eligible airmen under this program." ^{12.} (U)

Further congratulations were made by Maj. Gen. W. C. Sweeney Jr., 8AF commander, who stated; ^{13.} (U)

"...I was exceedingly gratified to learn that you not only achieved your original goal but went on to reenlist a total of 45 first term airmen....Only by thorough understanding of the objective and the employment of leadership, ingenuity and aggressiveness could this have been accomplished."

During December, several career fields were critically short of personnel, these being 567X0/X1, power generation, 565X0, heating, 56170, electrical supervisors, 702X0/X1, administrative field, 47XXX, motorized and miscellaneous equipment maintenance, and the 533X0, sheet metal field. Other areas which required assistance were 361X2, telephone installer; 40152, intricate repairman; 45131/71, materials estimator; 642X0, POL; 641X2/74/75, supply records; and the 732X0, personnel field. ^{14.} (U)

The second class of the Base Leadership School graduated on 21 December 1957. This was the last class to be held at Thule pending a revision of 8AF Reg 50-14. Official word was received on 26 December from 8AF that this regulation was applicable to ZI bases only and that Leadership schools were not required at Northeast bases. ^{15.} (U)

On 2 December the SAC UMD Survey Team departed Thule AB after a five

12. Ibid.

13. Article, "Thule's 'Tree Of Peace' Drive Termed Successful," North Star, 22 Jan 58, p. 1. 4083ABG, BISO files.

14. Interview, A2C C. Thompson, Historian, with WO(W-2) A. W. Dunlap Jr., Chief Ann Pers Branch, Hq 4083ABG, 23 Jan 58.

15. Msg, Comdr 8AF to Comdr 4083SW, et.al., DO 64024, 26 Dec 57. 4083ABG, Ground Training files.

day stay. During this time, a complete rundown of the manning status was accomplished.* (U)

As a result of this survey, it became apparent to the Commander 8AF that unacceptable losses in manpower utilization were being experienced by Northeast bases due to excessive delays of personnel returning through McGuire. In a message to Col. Lassiter, he outlined the procedures which were to be followed by personnel returning from morale leave. Personnel were to be briefed prior to departure on correct procedures to follow and those who did not meet the space reservations were to have disciplinary action taken against them.^{16.} (U)

Implementation of this program was begun by Col. Lassiter who directed that:^{17.} (U)

It will be each individual commander's responsibility to ascertain that personnel departing on leave are thoroughly briefed and understand their obligations relative to space reservation and port reporting date prior to granting permission to depart this station.

MORALE AND WELFARE:

Morale was very good at Thule Air Base during the month of December 1957 and it was noted that it seemed to be improving. Support of this was based upon observation by the OSI, which took into consideration the fact that barracks thefts had decreased and few people were becoming depressed due to the dark season. Another factor was that of the backlog of personnel waiting to return home for Christmas, however, this problem was taken in

* For further information see the 4083SW History for Oct - Nov 1957, p. 11.

16. Ltr. Col. O. F. Lassiter to All Unit Comdrs. "Morale Leave," 13 Dec 57. Exhibit 6.

17. Ibid.

stride without an excessive amount of griping.^{18.} (U)

A follow-up inspection of base dayrooms was conducted on 4 - 6 December 1957 to determine the progress made in improvement, with most squadrons making headway while others had done little. In a meeting held on 20 December, it was found that all squadrons had received furniture distributed as directed by Col. Lassiter in his letter of 30 October 1957.^{19.} (U)

The follow-up inspection showed that the number of good dayrooms increased from four to 17 while dayrooms rated fair increased from 23 to 27 and the ones rated poor decreased from 38 to 23. All squadrons had enough furniture to place in each dayroom although not all the new furniture had been used to complete a model dayroom as directed by Col. Lassiter. Squadron commanders were advised of this fact and requested to comply.^{20.} (U)

A morale boosting factor to numerous people at Thule was that of the assistance rendered by the American Red Cross. Summarizing the activities of this organization for 1957, it is found that a total of 2,788 cases were handled: 30 percent dealing with the receiving and sending of letters and wires; 23 percent with counseling; 23 percent with family problems; 20 percent with financial problems; and four percent with other matters.^{21.} (U)

Three hundred five persons received 23,062 dollars from the Red Cross during the year which averaged out to approximately 25 cases per month.

18. Interview, A2C C. Thompson, Historian, with Maj. J. Adsit, Comdr 2804 OSI Det, Thule AB, 28 Jan 58.

19. DF, BPS to DF, Hq 4083SW, "Organizational Dayrooms," 3 Jan 58. 4083ABG, BPS files.

20. Ibid.

21. Ltr, Mr. W. B. Merrick to 4083SW Comdr, ARC, "Report of Red Cross Activities for Calendar Year 1957," 5 Jan 58. ARC files, Thule AB.

The other side of the picture showed that the personnel at Thule Air Base contributed 4,314.36 dollars to the Red Cross during the 1957 fund raising campaign held in March. ^{22.} (U)

With the coming of Christmas, preparations were made to make the base as much like the states as possible for those who had to remain at Thule during the holidays. Christmas trees were airlifted to Thule and arrived on 19 December with distribution to the squadrons on the 20th. The trees were set up in each day room. (U)

On 24 December the George Washington University Glee Club arrived to give performances at the Base Chapel, theater, and the surrounding sites. The group departed on 26 December after giving standing-room only performances. This was the sixth consecutive year that the club had entertained Thule personnel at Christmas, the first time being in 1952. (U)

22. Ibid.

personnel at Thule Air Base
during the 1957 fund raising

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who had to remain at Thule
lifted to Thule and arrived
Brons on the 20th. The trees

iversity Glee Club arrived to
, and the surrounding sites.
g standing-room only per-
r that the club had entertained
being in 1952. (U)

CHAPTER III
OPERATIONS

Routine operations were carried on during December 1957. Rotation of the 91AREFS to its home base, Lockbourne, in late December was planned for and accomplished along with the deployment of the 100AREFS from Pease AFB to Thule AB at the same time. (U)

Runway roughness continued to be a problem for the 4083SW in December however, testing of the runway was provided for by 8AF.¹ Tests to determine the roughness were started during the month but had not been completed by 1 January. Boeing Airplane Company representatives were at Thule supervising the tests and analysing the results. (U)

Directions were issued to Capt. M. L. Brown, 98BW aircraft commander, by Col. Lassiter, wing commander, as to the procedures which were to be followed during the tests. The first test consisted of braking action check with the aircraft loaded to 160,000 pounds gross weight and accelerated to 60 knots. This speed was to be stabilized, then with power reduced, the aircraft was to make a maximum braking action stop.² (U)

Two other tests were to be conducted, one at 180,000 and the other at 200,000 pounds. In this letter of instruction, the commander stressed the needed for flying safety to be paramount and emphasized that "every possible precaution must be taken by you and your crew to insure that best results are conclusive, yet the product of careful, safe operations."³ (U)

1. 4083SW History, Oct - Nov 1957, p. 17. Hq 4083AG, BISO files.
2. Ltr, Col. O. F. Lassiter to Capt. M. L. Brown, "E-47 Acceleration Load Tests of the Thule Runway," 13 Dec 57, Exhibit 7
3. Ibid.

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At the direction of 8AF the 4083SW returned the B-47 flight crew and Boeing Aircraft representatives to the ZI for the Christmas holiday. In doing this 8AF waived the requirement that 18 KC-97s be present at Thule at all times so that the wing could use one of the 91AREFS tankers for the airlift. It was also left up to the discretion of the wing commander whether or not to return members of the 91AREFS to their home station for Christmas. The 4083SW and 91AREFS had the responsibility, too, of returning these persons to Thule after the holidays.^{4.} As a result of this action only 17 KC-97 aircraft remained at Thule during the period of 24 - 28 December 1957. (S)

It became clear to the 4083SW officials in December that the 55SRW Det #5, stationed at Thule AB, would complete its operational schedule on 20 December and would not be resumed until 4 January 1958. In view of this, the recommendation was made that the detachment be redeployed for the Christmas holidays on the 22nd and to return on the 30th of the month. Air-^{5.} lift of the personnel was to be accomplished by 55SRW aircraft. (S)

Permission for this operation was requested of 8AF by the 21AD at Forbes AFB upon the 4083SW recommendation. Eighth Air Force in turn requested approval from SAC, stating that one KC-97 would be used and that a minimum of three detachment people would remain at Thule.^{6.} Approval was granted by Hq SAC for the return of the personnel for the period 21 December

-
4. Msg, Comdr 8AF to Comdr 4083SW, et.al., DO 43460, 23 Dec 57. 4083SW DO files.
 5. Msg, Comdr 21 AD to Comdr 8AF, 55DOE S7-9944, 11 Dec 57. 4083SW, BAC files.
 6. Msg, Comdr 8AF to CINCSAC, CS 43407, 14 Dec 57. 4083SW, BAC files.

S E C R E T

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ction of 8AF the 4083SW returned the B-47 flight crew and representatives to the ZI for the Christmas holiday. In addition, it delivered the requirement that 18 KC-97s be present at Thule so that the wing could use one of the 91AREFS tankers for the holiday. This was also left up to the discretion of the wing commander to determine to return members of the 91AREFS to their home station for the holiday. The 4083SW and 91AREFS had the responsibility, too, of returning to Thule after the holidays. As a result of this action, the aircraft remained at Thule during the period of 24 - 28 December.

In early December, the 4083SW officials in December that the 55SEW at Thule AB, would complete its operational schedule on 4 January 1958. In view of this, it was decided that the detachment be redeployed for the month on the 22nd and to return on the 30th of the month. Air-operations were to be accomplished by 55SEW aircraft. (S) For this operation was requested of 8AF by the 21AD at the 4083SW recommendation. Eighth Air Force in turn referred to SAC, stating that one KC-97 would be used and that the detachment people would remain at Thule. Approval was given for the return of the personnel for the period 21 December

8AF to Comdr 4083SW, et.al., DO 43460, 23 Dec 57. 4083SW
21AD to Comdr 8AF, 55DOE 87-9944, 11 Dec 57. 4083SW, BAC
8AF to CINCSAC, CS 43407, 14 Dec 57. 4083SW, BAC files.

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16

1957 - 4 January 1958.^{7.} (S)

Also during this time, wing personnel continued to work closely with ADC officials to crystalize ideas concerning the co-located control center at Thule. General opinion was that the facility would greatly enhance the effectiveness of operations in this area. (U)

Both ADC and SAC personnel were in general agreement as to the concept of operations and functional layout of the facility; however, the 4083SW considered it "...most necessary that the facility provide space for the wing headquarters as well as the operations control room" and that the item be entered in the MCP not later than FY 1960. An invitation was extended by Col. Lassiter to the officials of the 64AD and the First FAADCOM to visit Thule at the earliest practical date in order that details could be worked out. (U)

Considerable time was spent by wing officials in December in planning for operation "Mule Train." This was a unit simulated combat mission and a special weapons exercise involving multiple SAC units to be conducted on a "no-notice" basis between 1 and 31 January 1958. (U)

WING OPERATIONS:

Operation "Iron Bar", although called on 25 November 1957, was not completed until early in December 1957. This operation was a large scale

7. Msg, Comdr 8AF to Comdr 4083SW, et.al., D001B 46016, 18 Dec 57. 4083SW, BAC files.
8. Ltr, Col. O. F. Lassiter to Col. C. W. McColpin, 12 Dec 57. Exhibit 8.
9. Ibid.
10. OpsOrd 11-68, Hq 4083SW, 15 Nov 57. 4083SW, DOP files.

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training exercise involving multiple SAC B/RB-47 and KC-97 aircraft units. Also the mission required that the facilities of Thule AB and the staff of the 4083SW be exercised with the wing being responsible for activating, manning and operating the Thule Task Force Class X Control Team.^{11.} (C)

The wing was also to assume operational control of and support responsibility for all SAC forces, deploying to, staging from, or over-flying Thule AB in the execution of this exercise. Specifically, this meant that the wing was to provide air refueling support for redeploying aircraft of the 340BW, 26SPW, and 26SPW WX scouts and exercise operational control of three RB-47 weather scout and eight RB-47 recon strike aircraft from the 26SPW and 20 KC-97 aircraft of the 91AREFS on rotation at Thule AB.^{12.} (C)

Operation "Iron Bar" was considered successful, however, it once again pointed out the need for a sound support plan followed by a very close on-the-spot supervision. Extensive mission pre-planning and a prolonged standdown due to timing resulted in a well prepared tanker fleet which provided the required support. Hydrant refueling scheduling was one of the most important lessons learned during the exercise.^{13.} (S)

As recommended previously, an intensive program in obtaining more dependable long haul communications should be continued. During the latter stages of the mission, circuit outages repeatedly forced the wing to use

11. OpsOrd 39-57, Hq 4083SW, 3 Nov 57. Exhibit 9.

12. Ibid.

13. Msg, Comdr 4083SW to Comdr 8AF, ZIPPO 12-299/T-27/39-57/8AF/TIF/IRON BAR, 11 Dec 57. Exhibit 10.

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the SAC SSB radio.^{14.} (S)

MATS support for the operation was satisfactory although the return of 26SRW personnel and equipment was accomplished by the 91AREFS. Base facilities, intelligence data, and internal security were adequate along with aircraft maintenance and supply. Airborne and electronic equipment, navigation, and tactics were satisfactory; weather was excellent with weather scouts providing adequate information; and flight engineering was accomplished as planned.^{15.} (S)

Overall rating of the mission was successful as stated, this being the result of the refueling and weather scout portion. However, the eight strike RB-47s were not launched as scheduled due to delays in deployment to Thule. Forty-three receivers were scheduled for the operation, 31 which arrived and were successfully refueled. The 91AREFS was prepared and could have met all of the requirements.^{16.} (C)

Maintenance was accomplished in accordance with the established plan and there were no major deviations; specialist support, ground power and other ground support was sufficient and properly programmed. Project "Big Tin" was used for supply support with no abnormal requirements generated in Base Supply. Adequate transportation was furnished the 91AREFS as 10 vehicles were drawn from base seaweed assets and were 100 percent in commission during the exercise.^{17.} (C)

14. Ibid.

15. Ibid.

16. Final Mission Report (M-27), 8AF OpOrd 39-57, Hq 4083SW, 23 Dec 57. Exhibit 11.

17. Ibid

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Personal congratulations on the accomplishment of the "Iron Bar" mission were extended to all participating units by the Commander of the 340BW which redeployed to the ZI at that time. The 340BW commander stated:

"Air refueling support provided the 340th Bomb Wing during the Iron-Bar mission was outstanding. Out of the 105 receivers attempting refueling, 103 sorties were completed for a 99.4 percent record of completion. This commendable record demonstrates exceptional professional ability in management not only of the Task Force commanders involved but also upon the units who participated. I wish to offer my sincere appreciation for this air refueling support and compliment the officers and men of the... Thule Tanker Task Force for a job well done."

General Sweeney, SAF commander, also expressed his appreciation to all who contributed to the success of the mission. ^{18.} (S)

Termination of the 91AREFS 90-day TDY was 29 December 1957 after arriving at Thule on 3 October. In deploying to the base, aircraft took-off at 15 minute intervals on 2 October; a crew rest and refueling stop was made at Goose AB with facilities there being adequate. All aircraft arrived at Thule as briefed and were prepared to EWP configuration within the specified time. Tanker alert responsibilities were assumed by five aircraft and crews immediately upon arrival. ^{19.} (C)

Twenty aircraft, 22 crews and a total of 523 personnel deployed to Thule. Upon arrival, a lack of personnel control of processing, transportation, cargo unloading, final location of offices and confusion created by settling in billets, ignorance of bus schedules hampered the squadron. During the TDY period, control of integrated personnel presented a problem

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18. Msg, Comdr SAF to Comdr 4083SW, et.al., CS 45386, 13 Dec 57. Exhibit 12.
19. Final Mission Report (M-27), SAF OpOrd 16A-57, Hq 91AREFS, n.d. Exhibit 13.

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as operational control was vested in the 4083SW units while administrative and disciplinary responsibilities remained with the rotational unit.^{20.} (C)

Operations and training progressed normally during the TDY period, however, the alert force and "Sundog" mission reduced the amount of up-grading training. A completed revision of crew training plans in air proficiency and ground accomplishments was necessitated by the alert situation. Training as accomplished by the squadron showed that 98.5 percent of 50-8 requirements were met, 51-19 training was accomplished to a desirable degree and ground training was completed. Favorable results were also obtained in standardization spot checks of eight crews.^{21.} (C)

A total of 345 sorties were flown by the squadron during the TDY with 2142 hours of flying time accomplished: October, 734; November, 613; and December, 795. Higher headquarters directed missions, i.e., "Iron Bar", "Sundog", etc., accounted for 1541 hours. Unsatisfactory conditions existed in both air to ground and ground to ground communications, and it was the opinion of the 91APEFS commander that it could develop into a safety problem as extreme confusion in identification, traffic control and ground control existed.^{22.} (C)

A maintenance reception plan at Thule was non-existent and there was no control of the effort. Conflicting instructions were given to maintenance personnel, tie down facilities which were impossible to find, expected maintenance support which did not arrive along with poor POL procedures

20. Ibid.

21. Ibid.

22. Ibid.

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and a critical transportation problem delayed orderly organization of the unit maintenance capability. After initial arrival, base support proved excellent.^{23.} (C)

The shortage of transportation and substandard equipment delayed the schedule somewhat, however, the transportation problem was improved considerably when new vehicles with Marconi radios installed were allocated to the squadron and a bus schedule was set up to include the SAC ramp.^{24.} (C)

Generally supply was quite satisfactory. Internal problems encountered in the FAK section were eliminated resulting in more efficient operation to the 91AFBFS and future organizations. Refueling and defueling operations were quite unsatisfactory during the first half of the TDY due to the lack of control of the pits. Delays were experienced as a result of the crew being assigned to an inoperative pit, no pit operator available or equipment malfunction.^{25.} (C)

Seaweed equipment was considered unsatisfactory with the section itself having difficulty supporting the EWP operation. Housing was thought to be adequate although some quarters were in need of repair and refurbishing. Overall dining facilities were adequate but it was noted that early morning crew breakfast was unsatisfactory and could be greatly improved.^{26.} (C)

23. Ibid.

24. Ibid.

25. Ibid.

26. Ibid.

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No difficulties were experienced and no problems were encountered by the squadron in the intelligence field during the TDY. Excellent security was also provided by the base force in guarding aircraft, material, etc., and in general no problems were encountered.^{27.} (C)

Throughout the TDY problem areas were noted and it was recommended that "Sun Dog" missions be cancelled in sufficient time to allow rescheduling of aircraft, that rotational TDY at Thule be limited to 60 days, that a definite reception plan be established at Thule, and that manning be increased consistent with requirements needed during the period of darkness and extreme cold.^{28.} (C)

Other recommendations were that 50-8 requirements be made flexible for units deploying in total darkness, i.e., daylight requirements, that survival training be revamped, and that a study be made of communications facilities and necessary and corrective action be taken. A maintenance reception plan was suggested with control delegated to a few individuals. It was also noted that the supply officer be deployed early enough to completely inventory material received from Thule AB, that the POL system be completely reconditioned with a workable plan set up for refueling and defueling large numbers of tankers, and that Seaweed equipment be exercised more during rotations.^{29.} (C)

Whatever the deficiencies, the conclusion was that the 91AREFS completed a very successful rotational period on 29 December 1957.^{30.} (C)

27. Ibid.

28. Ibid.

29. Ibid.

30. Ibid.

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Deployment of the 100AREFS to Thule and the redeployment of the 91AREFS to Lockbourne AFB was authorized by directive #3 to 8AF OpOrd 16A-57, the unclassified nickname being "Bear Track." Aircraft and personnel movement was as outlined in 8AF airoperation schedule dated 1 June 1957 with the changeover to take place at Thule at 1200 hours local time. In deployment, the 100AREFS was to utilize Goose AB as an enroute stop for crew rest and refueling. ^{31.} (S)

With the deployment of the 100AREFS came a new concept of rotational movement brought about by the tanker alert force as outlined by SAC. This was a test, requested by 8AF, in which five KC-97 aircraft would depart Pease AFB two days before the actual time that the squadron would take over as the rotational unit. By departing Pease two days prior, sufficient time would be allowed at Thule for crew rest and adequate briefing before taking over alert force responsibilities. This would insure that the redeploying unit would depart on time. ^{32.} The request was approved by SAC. ^{33.} (C)

Deployment of these five tankers was successful with the exception that the personnel did not have knowledge of Arctic operations. A complete evaluation of the operation was to be made by the 4083SW however it had not been completed at the end of December. ^{34.} (S)

During the month of December 1957, 594 flying hours were accomplished as programmed against 679. Broken down, "Bear Track" accounted for 216 hours

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31. Msg, Comdr 8AF to Comdr 4083SW, et.al., DOO1B 37385, 17 Oct 57. 4083SW, BAC files.
 32. Msg, Comdr 8AF to CINCSAC, DOO1B 44881, 11 Dec 57. Exhibit 14.
 33. Msg, CINCSAC to Comdr 8AF, et.al., DOOPO GOQQEM, 23 Dec 57. Exhibit 15.
 34. Interview, A/2C C. Thompson, Historian, with Lt. Col. C. L. Phillips, Acting DO, Hq 4083SW, 21 Jan 58.

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and ferry flights for 28, however, these hours were included in other training priorities. Twelve hours were used for standardization checks, 42 for non-ready crew training, 229 for combat ready crew training turn-arounds, navigation missions, 246 more for other combat ready training, 20 hours for ferry flights from OCAMA, and 45 hours for test flights.³⁵ (C)

As scheduled by SAF, the 100AFES had a total of 80 tanker refueling sorties programmed for December 1957 with the 100BW and 99BW. However, only 43 sorties were scheduled by the 100th and only 22 of these were effective sorties with the receiver unit. The 21 sortie losses were due to a number of things: one receiver aborted, five tankers had IFF malfunctions, 12 tankers had engine malfunctions, one an aileron change, one due to weather, and one due to a fuel leak.³⁶ (C)

Under SAC planning program 9-56, the 100AFES had 28 combat ready crews and two non-combat ready crews assigned as of 31 December 1957. Both non-combat ready crews were scheduled for upgrading to combat ready status on 28 February 1958. During December, three crew members were gained and none lost with 10 crew members changed. Ground training as required by SAC Reg 50-24 was 86 percent complete at the end of the month as only five out of 27 crews completed these requirements.³⁷ (C)

A shortage of KC-97 parts caused many cancellations and late take-offs during the month with the majority of the maintenance problems concerning changes of engines and control surfaces which were in short supply.

35. "Squadron Commander's Remarks," PART III to "Air Training Report (RGS: 9-SAC-T12)," December 1957, Hq 100AFES, n.d. Exhibit 16.

36. Ibid.

37. Ibid.

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Qualified engine mechanics, AFSC 432X1, continued to be a problem within the squadron as 25 authorized spaces were unfilled.^{38.} (C)

The upgrading of flight crews also presented a problem as the lack of flight engineers, AFSC 43174, precluded the formation of additional crews. New co-pilots fresh out of flying school were a problem as some of the individuals assigned to the unit had completed only the ground phase of instruction. It was recommended by the squadron commander that these people receive full ground, simulator and flight training. In addition the commander suggested that flight engineers sent to KC-97 units have sufficient flying time and rank to be qualified for solo flights in his duty.^{39.} (C)

BASE OPERATIONS:

In reply to his many efforts to obtain another C-54 by reassignment to Thule AB, Col. Lassiter was advised by SAF that the availability and reassignment of a C-54 aircraft appeared uncertain in December 1957. All C-54 assignments were to be held pending a USAF restudy of the matter.^{40.} (U)

Col. Lassiter's suggestion of "swapping" the C-54 assigned to the 4083SW with one from the 4087th Air Transport Group which had long range fuel tanks was rejected by SAF as higher headquarters considered the 4087's need greater. However, SAF did note that after the USAF study it would be feasible to exchange aircraft with a ZI unit. If this failed, SAF concluded that modification would have to be accomplished in accordance with Air

38. Ibid.

39. Ibid.

40. Ltr, Col. F. C. Neeley to Col. O. F. Lassiter, 13 Dec 57. 4083SW, Comdr's files.

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41. Force regulations. (U)

During December 1957, base aircraft continued to serve a dual purpose: that of supplying a means of transportation between Thule and other Arctic stations which depended on the base for logistical support and that of serving as a means of keeping crew members proficient in flying. The following is a breakdown of hours flown by base aircraft during December: (U)

Type	^{42.} Hours Programmed	^{43.} Hours Accomplished
C-47	192:00	158:15
C-54	76:00	101:35

MATS flights were supported during December by base operations, and the effectiveness of these flights at Thule rested to a degree on base assistance. By comparing rank order with other bases and showing the delay rate an estimate of this assistance can be judged. ^{44.} (U)

Month	Percent of Delays				
	NR Dep's	NR Delays	Raw Rate	Non-Controllable	Controllable
December 1957	57	17	29.3%	8.8	21

With this delay rate, Thule ranked 31 out of 33 stations served by the Atlantic Division MATS. It might be well to note that traffic accounted for four controllable delays in December, maintenance for three, base support for two, equipment facilities for two, and miscellaneous items for one. Five non-controllable delays were encountered and were attributed to

41. Ibid.

42. Monthly Maint Ord for December, Hq 4083SW, 25 Nov 57. 4083SW, DMM files.

43. Daily Log, "Aircraft Flying Hours," Hq 4083ABG. 4083ABG, BO files.

44. Progress Bulletin, ATLD MATS, prep by DCS/Compt, December 1957. MATS Liason Office files, Thule AB.

^{45.}
weather. (U)

SAFETY:

During the month of December 1957, the wing received 100 percent of score in the SAC Management Control Statement for flying safety as no accidents were recorded by the wing. Two ground accident disabling injuries were encountered during this period in which there were 80,166 mandays of exposure. No motor vehicle accidents were recorded with 152,571 miles driven. Total cost for these accidents was 227 dollars, which, when computed, gave the wing 100 percent score for ground safety in the SAC Management Control Statement.^{46.} (U)

45. Ibid.

46. "SAC Management Control Statement (RCS: 2-SAC-T35, SAF-1)," prep by D/Compt, Hq 4083SW, Oct - Dec 57, n.d. Exhibit 2.

CHAPTER IV
MATERIAL

MAINTENANCE:

At the end of December 1957, the 4083SW had three C-54D aircraft assigned, two F-89Ds, and two C-47Es, one C-47D, and one SC-47A.^{1.} Considerable trouble was experienced in having aircraft AOCIP, however, it was apparent that the scoring system in the SAC Management Control System provided distorted view of the situation.^{2.} (U)

As stated in the previous history, the scoring system set under 8AF Manual 170-3 was made up from data collected on tactical aircraft. Supply action gave a higher priority to requests for tactical aircraft than for the administrative aircraft upon which the 4083SW was scored.^{3.} (U)

An increase was noticed in December as the wing scored 40 percent of maximum points with a quarter average of 14.5 percent. This increase was due primarily to the efforts of the 4083SW to enlarge the stock levels for C-47 and C-54 due to the fact that depot action on AOCIPs from Thule was in excess of 15 days. With the small number of aircraft scored upon, one aircraft AOCIP for one day would prevent scoring 100 percent of maximum.^{4.} (U)

The motor vehicle status presented a problem at Thule AB during December as many of the vehicles were old and were very susceptible to

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1. Daily 110A, "Report of Aircraft Status and Purpose of Flight (PCS: 1/AF/Al)," Hq 4083SW, 31 Dec 57. 4083SW, DMM files.
 2. "Monthly Analysis (PCS: SAC-U54, 8AF-1)," prep by D/Compt, Hq 4083SW, 20 Jan 58. Exhibit 3.
 3. Ibid.
 4. Ibid.

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breakdown. This was not helped by the location of Thule as the weather and other operating conditions greatly reduced the life of the vehicles. The following is a breakdown of the vehicle status, by type, as of 21 December 1957:^{5.} (U)

VEHICLE STATUS

<u>Type of Veh.</u>	<u>Veh. Assgn</u>	<u>VDP</u>	<u>VOCM</u>	<u>In-Comm</u>	<u>% In-Comm</u>
General Purpose	323	5	64	254	79
Special Purpose	214	19	28	167	78
Material Handling	67	13	12	42	63
Const Equip	108	15	21	72	67
Snow Removal	57	9	15	33	58

Totaling these figures shows that 712 vehicles were assigned at the end of the month, 52 were VDP, 125 were VOCM, and 535 were in-commission for a rate of 75 percent in-commission.^{6.} (U)

The high number of vehicles out-of-commission for maintenance was due to the high number of vehicle equivalents per mechanic. This was the main reason for the automotive maintenance score in the SAC Management Control Statement dropping five percentage points to 41 percent of maximum score from the previous quarter. In December, the base was operating with one mechanic per 26 vehicle equivalents as against the published standard of one to 10.^{7.} (U)

Also aggravating the situation was the wide variety of vehicles

5. DF, TSVM to BCF, "Daily Status Report," Hq 4083SW, 31 Dec 57. 4083SW, Man/Anal files.

6. Ibid.

7. "Monthly Analysis (RCS: SAC-U54, 8AF-1)," prep by D/Compt, Hq 4083SW, 20 Jan 58. Exhibit 3.

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assigned to the base: approximately 36 groups of vehicles, as classified by SAC Per 65-8, 104 different types or makes, operating with 90 different types of engines. One example of this is that seven snow plows were assigned representing five different makes.^{8.} (U)

Cold weather greatly affected the efficiency of the vehicle fleet, most of the trouble coming from batteries and cold breaks in the metal. With prolonged standing outside, batteries tended to freeze reducing the electrical current needed to start the engines. Cold breaks resulting from the severe temperatures affected mostly drive shafts and axles.

SUPPLY:

During December 1957, supply activities settled into a more routine pattern, as shown by the fact that SUNEK operations were over and the Reduce II improvement team departed Thule in November. However, the Supply Improvement program and Salvage program, both established by 8AF, continued to function normally. (U)

A total of 5938 line items, valued at 4,308,418.21 dollars, had been returned to Air Force depots from the beginning of the program to 31 December. For December however, 1567 line items were returned and were valued at 1,455,213.19 dollars. Other federal agencies had received 839 line items, valued at 380,765.12 dollars, since the beginning of the project. This figured out to 500 line items returned in December which were valued at 246,437.80 dollars.^{10.} (U)

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8. Ibid.
 9. Interview, A2C C. Thompson, Historian, with MSgt J. D. Lyle, NCCIC Vehicle Maint Shop, Hq 4083ABG, 28 Jan 58.
 10. DF, SSS to BM, Hq 4083ABG, "Infor for PCS: AF-S84 Report," 7 Jan 58, 4083ABG, BM files.

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Alignment of all vehicle requisitions for Thule AB for the 1958 season was accomplished during December. These orders consisted of an initial requisition for 110 vehicles and replacement requisitions for 187 vehicles. Primarily, the initial requisition was for flight line equipment, i.e., snow plows, refueling units, and for air installations equipment while the replacement requisitions consisted mainly of two and a half ton cargo trucks, jeeps, and weapons carriers. ^{11.} (U)

Prior to the submission of the order a survey had been made of all base vehicles to determine if each were economically feasible to operate. ^{12.} Eight Air Force approved the request with only minor changes. (U)

The local purchase test as set up by Col. Carpenter, deputy wing commander, in October 1957 proved to be successful. This plan called for the 4083SW to use the local purchase facilities of the 57AD at Westover AFB on a 90 day trial basis starting in September. A study on the test was to be conducted, however, it had not been started in December although observation by Base Supply indicated that satisfactory assistance was being given as far as the units were concerned. Minor trouble was encountered ^{13.} by Base Supply in filing records. (U)

Sixty points were earned in the SAC Management Control Statement for supply effectiveness during December. There were 772 line issued as per 785 request for a supply effectiveness of 98 percent. It might be noted here that 83,092 stock record cards were on file at Thule AB while the

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11. Interview, A2C C. Thompson, Historian, with TSgt A. C. Koonce, NCOIC Base Vehicle Reporting office, Hq 4083ABG, 27 Jan 58.
 12. Ibid.
 13. Interview, A2C C. Thompson, Historian, with Capt. L. E. Schermitzler, Property Accounting officer, Hq 4083ABG, 25 Jan 58.

standard was 45,000. Also, only 1,497 items were stocked in the AF service store against a standard of 8,500. In comparing the total points given to supply management by the SAC Management Control Statement, we find that 105 points were scored in October, 145 in November, and 180 in December, a definite improvement. (U)

14. "SAC Management Control Statement (FCS: 2-SAC-T35, SAF-1)," prep by D/Compt. Hq 4083SW Oct - Dec 57, n.d. Exhibit 2.

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CHAPTER V
BASE FACILITIES

Work had begun by December 1957 on the Fiscal Year 1960 Military Construction Program. On 9 December the proposed MCP was presented to the Base Master Planning Board by the installations engineer. As of this date, the following projects were in priority: 1, replace Pic-Wil in four plants; 2, repair and modify the POL system; 3, Runway, Primary/Instrument*; 4, paving of airfield islands*; 5, wing maintenance hanger (5 nose-wing dock)*; 6, aircraft engine inspection and repair shop*; 7, minor runway ("B" site, 7000'X 150'); 8, heated auto storage building; 9, jet fuel hydrant; 10, jet and avgas fuel hydrant; 11, liquid fuel truck fill stand; 12, readiness hangar; 13, vehicle filling station; 14, security force station; and 15, AACS consolidated maintenance building.^{1.} (S)

It was revealed at the Master Planning Board meeting that SAF had submitted to SAC an emergency airfield drainage project for the 1958 construction season in the FY 58 MCP, costing 600,000 dollars. This included draining Lake Eddy seven feet and provide for well point drainage in four hangars. Half of the money would be used for runway surface repairs and for interim surface drainage facilities.^{2.} (S)

An additional three million dollars was programmed for FY-59 MCP to complete the airfield drainage. It was intended that all critical areas would be drained to prevent further damage to perma-frost sub-grade. This

1. Minutes of Base Master Planning Board, Hq 4083SW, 16 Dec 57. 4083SW, IEE files.

2. Ibid.

* Items dropped from FY-59 MCP.

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also was expected to aid yearly pavement repair which had to be funded for every year since 1953 and guaranteed an operational runway and secure hangar foundations.^{3.} (S)

A review of the status of the TACAN facilities funded for in FY-58 MCP showed that the temporary site on South Mountain would become the permanent site. Interim equipment was to be installed 2.8 NM from the east end of runway 16-34 and would serve as an approach aid. In reality, however, Thule would get two facilities as the South Mountain TACAN would serve only as an enroute navigational air.^{4.} (S)

The location for the installation of the runway arresting barriers was discussed and the board agreed to have them installed at the end of the runway and extending into the overruns. At that time an inventory of parts and length of chain was made to insure that all materials would be available for installation in the spring of 1958.^{5.} (S)

At the request of 8AF the 4083d Installations Engineer submitted a Thule AB supplemental FY-59 MCP project for 1500 feet runway extension and the paving of overruns. Extension of the runway would entail relocation of the ILS localizer antenna which was a major hazard located on the East end of the overrun. In submission of the project it was noted that a 1500 foot extension to the East end of the runway was not feasible if construction was in accordance with proposed runway clear zone criteria. This was due to the prohibitive cost involved in major road, river and water

3. Ibid.

4. Ibid.

5. Ibid.

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distribution main line relocation, and also for bridge construction and the amount of cut and fill required for the extension.^{6.} (C)

Upon the recommendation of SAC, the 4083SW submitted a project for emergency funding in the FY-58 MCP. Modification of the auto maintenance shop's ventilation system was deemed necessary to eliminate carbon monoxide poisoning as seven individuals were brought to the hospital in October with definite evidence of poisoning. Col. Lassiter stressed this and pointed out that:^{7.} (C)

"Modification of the inadequate ventilation system in the Auto Maintenance Shop...must be accomplished during construction season of 1958 to eliminate carbon monoxide poisoning incidents. Failure to remedy this construction deficiency can seriously impair the health of motor pool personnel and jeopardize the mission of the base. This modification is essential for maintaining the operational capability and for survival of life in the severe climatic conditions encountered at Thule."

The 4083SW requested depot assistance in December to overhaul 10 Cummins 100 KW Diesel generators located at "P" mountain and used for aircraft control and warning power generation. It was the opinion of the wing that the AMC team be able to complete two generators per week, starting approximately 6 January 1958 and ending around 7 February.^{8.} (U)

These generators had been five years without and overhaul and four years was normal. On 27 December 1957, a five man team from Olmstead AFB

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6. Ltr, Hq 4083SW to Hq 8AF, 4083IEE, "Supplemental FY-59 MCP Project for Primary Instrument Runway Extension," 23 Dec 57. 4083SW, IEE files.
 7. Ltr, Col. O. F. Lassiter to Comdr 8AF, 4083IEE, "Emergency Funding of FY-58 MCP Requirement for Modification of Auto Maintenance Shop Ventilation System - Thule Air Base," 16 Dec 57. Exhibit 17.
 8. Msg, Comdr 4083SW to Comdr MAAMA, DM 8358, 13 Dec 57. 4083SW, DM files.

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arrived at Thule to fix the generators.^{9.} (U)

Two strobeacon units were installed at each threshold of the primary instrument runway during December as a step toward safer flying. The units, designed by Sylvania Electric Products, Inc., were installed by representatives of the company and distinctly mark the beginning of the runway. Thus, missed approaches as well as over and undershooting were greatly reduced.^{10.} (U)

A power failure on 23 December 1957 at the Lake Crescent Plant (this is the sole source of water for Thule AB) made necessary the use of emergency power for 18 hours. A fuse in the line to the plant was replaced and the power was restored. Again on 27 December for nine hours power was lost at the Lake Crescent Plant and emergency power had to be used. A rupture in the high voltage line entering the plant was found and power was again restored after repair of the line. The initial power loss was believed to have resulted from the rupture.^{11.} (U)

During the month of December, the Food Service squadron served 285,224 meals, made 3,093 box and 1,627 in-flight lunches, issued 37,400 pounds of meat, baked 65,930 pounds of bread, and made 3,030 gallons of ice cream.^{12.} (U)

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9. Interview, A2C C. Thompson, Historian, with Maj. K. Bixler, Ass't Supply Staff officer, Hq 4083SW, 23 Jan 58.
 10. Article, "2 Strobeacon Units Provides Better Reference to Runway," North Star, 22 Jan 58, p. 7. 4083ABG, BISO files.
 11. Interview, A2C C. Thompson, Historian, with Capt. E. J. Handzel, Utilities officer, Hq 4083ABG, 28 Jan 58.
 12. Daily Rations Requests, DD Form 697, Food Service to Commissary, Dec 57. 4083ABG, FSS files.

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At the same time, the water and waste section of the installations
squadron delivered 5,257,035 gallons of water and removed 3,271,096
13.
gallons of waste. (U)

13. Daily Load Sheet, 4083ABG Form 309, Dec 57. 4083ABG, Inst Water and
Waste Section files.

KEY PERSONNEL

The following is a roster of the key personnel assigned to the 4083d Strategic Wing (SAC) as of 31 December 1957: (U)

WING STAFF OFFICERS

Commander	Colonel O. F. Lassiter
Deputy Commander	Colonel Woodward B. Carpenter
Director of Operations	Colonel Jay C. Gray
Director of Materiel	Colonel Donald A. Gaylord
Hospital Commander	Lt. Col. Arthur J. Katzberg
CONSOLACPTMAINTRON	Maj. Roy E. Kimbrell, Jr.

BASE STAFF OFFICERS

*Commander	Colonel Melvin R. Schultz
Deputy Commander	Lt. Col. George J. Uhrinak
*Adjutant	Maj. J. Earl Kuttler
*Director of Personnel	Lt. Col. Guy N. Blair
Director of Materiel	Lt. Col. Lincoln W. Landall
Director of Operations	Maj. Evarice C. Mire, Jr.
*Comptroller	Maj. Clark L. Jefferies
Safety	Capt. Michael Datko
Judge Advocate	Maj. Eugene Blanck
*Chaplain	Maj. A. E. K. Brenner
Information Services	1st Lt. George G. Jeck

* Although assigned at base level these offices perform in a dual capacity at wing and base level at the wing commander's desire.

KEY PERSONNEL

is a roster of the key personnel assigned to the
g (SAC) as of 31 December 1957: (U)

WING STAFF OFFICERS

..... Colonel O. F. Lassiter
..... Colonel Woodward B. Carpenter
..... Colonel Jay C. Gray
..... Colonel Donald A. Gaylord
..... Lt. Col. Arthur J. Katzberg
..... Maj. Roy E. Kimbrell, Jr.

BASE STAFF OFFICERS

..... Colonel Melvin R. Schultz
..... Lt. Col. George J. Uhrinak
..... Maj. J. Earl Kuttler
..... Lt. Col. Guy N. Blair
..... Lt. Col. Lincoln W. Landall
..... Maj. Evarice C. Mire, Jr.
..... Maj. Clark L. Jefferies
..... Capt. Michael Datko
..... Maj. Eugene Blanck
..... Maj. A. E. K. Erenner
..... 1st Lt. George G. Jeck

at base level these offices perform in a dual
and base level at the wing commander's desire.

KEY PERSONNEL (CON'T)

SQUADRON COMMANDERS

Headquarters Maj. William M. Michel
Installations Lt. Col. Fred E. Euck
Air Police Capt. John W. Stewart
Supply Maj. Bill Harrington
Food Service Maj. Marvin O. Pope
Transportation Maj. James J. Braun
Operations Maj. John M. Gaither

NOTE: A complete roster of the officers of the 4083d Strategic Wing
(SAC) may be found in the appendix of this history, exhibit 18.

BIBLIOGRAPHY

Primary Source Material:

Files:

Commander's, Hq 4083SW
Directorate of Operations, Hq 4083SW
Directorate of Materiel, Hq 4083SW
Directorate of Personnel, Hq 4083SW
Adjutant, Hq 4083SW
Comptroller, Hq 4083SW

Publications and Reports:

Air Training Report, Hq 4083SW
SAC Management Control Statement, Hq 4083SW
Monthly Analysis, Hq 4083SW
Roster of Officers, Hq 4083SW
Operations Orders, Hq 4083SW
Maintenance Orders, Hq 4083SW
Average Strength Report, Hq 4083SW

Secondary Source Material:

Thule Air Base Newspaper, "NORTH STAR" (semi-monthly)
Squadron and Section Historical Reports

APPENDIX
LIST OF EXHIBITS

1. Strength Report, 4083d Stat Services Office, 31 Dec 57.
2. "SAC Management Control Statement (PCS: 2-SAC-T35, 8AF-1)," prep by D/Compt, Hq 4083SW, Oct - Dec 57, n.d.
3. "Monthly Analysis (PCS: SAC-U54, 8AF-1)," prep by D/Compt, Hq 4083SW 20 Jan 58.
4. DF, C to All Unit Comdrs, Hq 4083SW, "Personnel Retention," 2 Dec 57.
5. DF, C to each 4083SW Unit, Hq 4083SW, "Tree of Peace" Reenlistment Drive, 23 Dec 57.
6. Ltr, Col. O. F. Lassiter to all Unit Comdrs, "Morale Leave," 13 Dec 57.
7. Ltr, Col. O. F. Lassiter to Capt W. L. Brown, "E-47 Acceleration Load Tests of the Thule Runway," 13 Dec 57.
8. Ltr, Col. O. F. Lassiter to Col. C. W. McColpin, 12 Dec 57.
9. OpsOrd 39-57, Hq 4083SW, 3 Nov 57.
10. Msg, Comdr 4083SW to Comdr 8AF, ZIPPO 12-299/T-27/39-57/8AF/TTF/IPON 8AF, 11 Dec 57.
11. Final Mission Reprot (M-27), 8AF OpOrd 39-57, Hq 4083SW, 23 Dec 57.
12. Msg, Comdr 8AF to Comdr 4083SW, et.al., CS45386, 13 Dec 57.
13. Final Mission Report (M-27), 8AF OpOrd 16A-57, Hq 91ARWFS, n.d.
14. Msg, Comdr 8AF to CINCSAC, DOOLB 44831, 11 Dec 57.
15. Msg, CINCSAC to Comdr 8AF, et.al., DOOPO COQQEM, 23 Dec 57.
16. "Air Training Report (PCS: 9-SAC-T12)," December 1957, Hq 100ARWFS, n.d.
17. Ltr, Col. O. F. Lassiter to Comdr 8AF, 4083SW, "Emergency Funding of FY-58 MCP Requirement for Modification of Auto Maintenance Shop Ventilation System - Thule Air Base," 16 Dec 57.
18. Poster of Officers, (PCS: SAC-P72), Hq 4083SW, 15 December 1957.

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SEMI-MONTHLY STRENGTH REPORT AS OF 31 DEC 57

TABLE I
MILITARY AND CIVIL SERVICE PERSONNEL

	AUTHORIZED				ASSIGNED				PFD		
	OFF	AMN	CIV	TOT	OFF	AMN	CIV	TOT	OFF	AMN	TOT
Hq 4083d Strat Wg	16	57	0	73	19	49	0	68	15	41	56
Hq 4083d Air Base Gp	43	281	1	325	44	313	0	357	37	276	313
4083d Air Base Gp (P/L)	0	0	0	0	6	136	0	142	0	0	0
4083d Air Police	4	153	0	157	4	114	0	118	3	103	106
4083d Food Service	2	134	0	136	4	115	0	119	3	101	104
4083d USAF Hosp	23	85	0	108	22	85	0	107	20	72	92
4083d Instl Sq	22	814	0	836	21	742	0	763	18	651	669
4083d Operations Sq	5	96	0	101	6	105	0	111	5	87	92
4083d CONSOLAMA	7	207	0	214	6	206	0	212	5	180	185
4083d Trans Sq	7	275	0	282	8	282	0	290	7	239	246
4083d Supply Sq	10	308	0	318	9	386	0	395	9	308	317
11th AVDEPRON	9	81	0	90	10	78	0	88	3	22	25
TOTAL 4083D STRAT WG	148	2491	1	2640	159	2611	0	2770	125	2080	2205

TABLE II
OTHER AIR FORCE UNITS

100th AREFS	-----UNK-----				106	457	0	563	106	457	563
4734 Air Def Gp	3	3	0	6	3	4	0	7	3	1	4
74th FIS	32	165	0	197	44	210	0	254	37	166	203
931st AC&W Sq	20	151	0	171	21	165	0	186	20	151	171
1983d AACs	18	253	0	271	16	252	0	307	15	256	271
55th ARS Sq	24	75	0	99	25	68	0	93	21	51	72
1623d Det 1 MATS	3	8	0	11	3	8	0	11	Atchd 4083d	ABGRU	
5/24 Weather Det	8	33	0	41	7	33	0	40	7	34	41
6/6 APO Det	1	12	0	13	1	9	0	10	Atchd 4083d	ABGRU	
55th Strat Recon	15	32	0	47	3	30	0	33	1	5	6
SI Det 2804	5	1	0	6	5	1	0	6	5	1	6
AFSSO	2	7	0	9	2	7	0	9	5	1	6
TOT ALL OTHER AF UNITS	131	740	0	871	236	1284	0	1520	Atchd 4083d	ABGRU	

ALL AIR FORCE TOTAL 279 3231 1 3511 395 3895 0 4290 340 3202 3542

TABLE III
ARMY UNITS

7th AAA Gp	34	383	0	417	38	402	5	445	25	358	383
549th AAA Bn	22	445	0	467	26	428	0	454	19	409	428
USA TRSGP	3	31	0	34	3	31	0	34	3	31	34
USA Sig Res Unit	2	14	0	16	3	14	0	17	1	10	11
9636th Thule IONOS	1	9	0	10	1	8	0	9	1	8	9
7278th Det #3 TTC	4	30	0	34	3	21	0	24	1	17	18
BOD Corp of Eng	6	0	19	25	6	0	7	13	2	0	2
TOT ARMY UNITS	72	912	19	1003	80	904	12	996	52	833	885

TABLE IV

DANISH LIAISON	1	2	0	3	1	2	0	3	1	2	3
----------------	---	---	---	---	---	---	---	---	---	---	---

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Architect Eng		
Grnld Cont and Danish		1
Artic Contractors		
Red Cross		25
BX		2
Tech Reprs		6
Mechanical Cow		4
TOT NON CIVIL SVC PERS		<u>3</u>
(*) These figures are included in the Grand Total PFD column only		41*

GRAND TOTAL THULE AB

	OFF	AMN	CIV	TOT	OFF	AMN	CIV	TOT	OFF	AMN	TOT
	352	4145	20	4517	476	4801	12*	5289	393	4037	4483

PERSONNEL ON FLYING STATUS

OFF- 198

AMN - 128

TABLE VI MISCELLANEOUS

	MILITARY		CIVILIAN	
	OFF	EP	ADULTS	CHILDREN
Cape Christian	1	22		
Kap Atholl	1	17		
Nord Weather Station	2	29		
Kanak (New Thule)			30	
Herbert			160	129
Kikertat			40	
Sioralak			50	
Nugolit			60	
ngerdvarssuk			6	
Savigsivik			30	
Kikertak			70	33
Dundas			2	
			22	9

SOURCE: 1 & 2 AF-P1 UMD TAB Form 323

PREPARED BY: Stat Svs

AS OF: 31 December 1957

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
		1	12	2-44C-135 (S.F-1)	
ORGANIZATION		CURRENT PERIOD (Enter months that apply)			AVERAGE ON TOTAL
483D AIR MAIL GROUP APO SF, CALIF 96341		Oct	Nov	Dec	
ITEM					
PART I					
A. PERSONNEL					
1. Manpower in personnel activities					
(1) [illegible]		143	144	143	143
(2) [illegible]		137	139	145	145
(3) [illegible]		112	120	126	126
(4) [illegible]		83	83	88	88
(5) [illegible]		86	87	87	87
B. [illegible]					
(1) [illegible]		2346	2488	2491	2481
(2) [illegible]		2407	2355	2027	2027
(3) [illegible]		2076	2014	2009	2009
(4) [illegible]		86	80	81	81
(5) [illegible]		84	85	99	99
(6) [illegible]		70	97	97	88
(7) [illegible]		15	15	15	15
(8) [illegible]		727	742	672	731
(9) [illegible]		942	749	679	870
(10) [illegible]		99	99	99	99
(11) [illegible]		45	60	57	54
(12) [illegible]		120	76	67	263
(13) [illegible]		142	83	75	300
(14) [illegible]		85	92	89	88
(15) [illegible]		10	22	25	19
(16) [illegible]		69	105	96	87
(17) [illegible]		487	860	766	2313
(18) [illegible]		8	12	13	11

PERFORM CENTER DATA	PERFORM CENTER		RANK	RANK	RANK
	1970	1971			
1970 Air Force Group 100 21st Ave York, NY					
1. Total Assets					
2. Total Liabilities					
3. Total Equity					
4. Total Revenue					
5. Total Expenses					
6. Total Profit					
7. Financial Efficiency Index					
8. S. & S. Ratio					
(a) Points					
(b) Percentage					
(c) Ratio					
(d) Points					
(e) Percentage					
(f) Ratio					
9. Total Assets to Equity					
(a) Points					
(b) Percentage					
(c) Ratio					
(d) Points					
(e) Ratio					
10. Total Debt Ratio					
(a) Points					
(b) Ratio					
(c) Ratio per Number					
(d) Points					
(e) Ratio					
11. Total Revenue to Equity					
(a) Financial Efficiency Index					

MANAGEMENT CONTROL DATA		3 Oct to 31 Dec 57	3	12	2-SAC-135 (SAS-1)
ORGANIZATION		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM		Oct	Nov	Dec	
(2) Percent of Gross Profit to Sales					
(a) Food					
1. Points		1	0	1	
2. Percentage		51	35	49	
(b) Bar					
1. Points		1	1	1	
2. Percentage		51	61	59	
(3) Net Profit to Surplus					
(a) Points		1	1	1	
(b) Percentage		5	20	19	
(4) Current Ratio					
(a) Points		1	1	1	
(b) Ratio		32:1	39:1	28:1	
(5) Acid Test Ratio					
(a) Points		1	1	1	
(b) Ratio		11:1	15:1	12:1	
(6) Sales per Person					
(a) Points		0	0	0	
(b) Rate		17	18	22	
B. MATERIEL.					
1. Supply Management, Percent Score		32	45	55	38
a. AOCF - Points		0	0	0	0
(1) Number AOCF		18	51	54	34
(2) Number of Possessed Aircraft		129	331	349	349
(3) Percent AOCF		14.0	22.0	14.9	14.9

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1 Oct to 31 Dec 57	4	12	2-SAC-T35 (CAF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			
4083D Air Base Group APO 25, New York, N.Y.	Oct	Nov	Dec	AVERAGE OR TOTAL
ITEM				
b. Supply Effectiveness, Points	60	60	60	60
(1) Line Items Issued				
(a) Issue	2549	731	719	9999
(b) Initial Issue	60	17	53	110
(c) Total	2597	748	772	1117
(2) Line Items Reported				
(a) Reported	1000	793	765	4578
(b) Cancelled	150	3	0	161
(c) Requested, Not Cancelled	2012	790	765	4617
(3) Percent Effectiveness	91	90	90	92
c. Hours for Processing On-base Issues, Points	0	5	25	0
(1) Hours	65	2	15	5
d. Hours for Processing On-base Receipts-Points	25	5	25	25
(1) Hours	405	5	5	5
e. Inventory Activity	Not Scored for Dec 57.			
(1) Inventory Taken - Points	844 Mag DIRM 1 - 73344			
(2) Inventory Taken - Percentage				
(a) Cost Category I				
(b) Cost Category II				
(c) Cost Category III				
(3) Inventory Error - Points				
(4) Inventory Error - Percentage				
(a) Cost Category I				
(b) Cost Category II				
(c) Cost Category III				
f. Vouchers out of File - Points	0	15	0	0
(1) Number	945	0	238	395

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1 Oct to 31 Dec 57	-	12	2-SAC-35 (CAF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
408th Air Base Group APO 27, New York	Oct	Nov	Dec	
ITEM				
g. Stock record, Oct 1957	0	0	0	0
(1) Number of...	75,911	81,111	83,092	83,092
(2) Value...	45,000	45,000	45,000	45,000
(3) Percent gain or loss	38,711	36,111	38,092	38,092
h. Line Items in AF 2017, 2018, 2019	20	20	20	20
(1) Number of Line Items...	1,480	1,483	1,497	1,497
(2) Value...	8,500	8,500	8,500	8,500
(3) Percent gain or loss	-7,100	-7,017	-7,001	-7,001
i. Line Items Processed...	0	0	50	0
(1) Number of Line Items...	14,900	16,925	19,800	19,800
(2) Value...	11,760	17,600	21,600	21,600
(3) Percent gain or loss	.48	.45	.92	.57
1. Suppl. Inventory...	105	145	180	105
2. Base Com. Inventory...	TO BE DEVELOPED			
a. For...				
(1) Number of...				
(2) Value...				
(3) Percent gain or loss				
b. Warehouse...				
(1) Number of...				
(2) Value...				
(3) Percent gain or loss				
c. Grocery...				
(1) Cumulative (FY) Stock Inventory Adjustment (Plus or Minus)				
(2) Total Sales, Grocery...				
(3) Percent gain or loss				
d. Meat Mkt. Subsection, Percent Score				
(1) Cumulative (FY) Stock Inventory Adjustment (Plus or Minus)				
(2) Total Sales, Meat Market				
(3) Percent gain or loss				

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTAINING THIS DATA
	1 Oct to 31 Dec 57	6	12	2-SAC-TJ5 (CAF-1)
ORGANIZATION	4083D Air Base Group APO 23, New York, N. Y. York	CURRENT PERIOD (Enter months that apply)		
ITEM		Oct	Nov	Dec
				AVERAGE OR TOTAL
g. Produce Subsection, Percent Score		N/A	N/A	
(1) Cumulative (FY) Book Inventory Adjustment (Plus or Minus)				
(2) Cumulative (FY) Total Cash & Charge U. I. s. Produce				
(3) Percent Gain or Loss				
3. Food Service Management, Percent Score		90	100	100
a. Personnel Cost per Meal Served		.091	.084	.088
(1) Total Personnel Cost		27977	23582	24079
(2) Total Meals Served		30520	27859	28520
(3) Personnel Authorized		126	134	134
(4) Percent Score		70	70	70
b. Percent Value of Field Actions Issued to Authority		.06	.02	.04
(1) Monetary Authorization		136687	123917	122157
(2) Cost of Issues		136392	123692	122152
(3) Percent Score		60	70	70
4. Automotive Maintenance, Percent Score				81
a. Vehicle Accidents		1875.3	2058.4	2021.9
b. Down Time/Vehicle Equivalent, % Score				89
(1) Down Time - Hours		110650	91167	71237
(2) Down Time per Vehicle Equivalent Hours				134.8
c. Direct Manhours per Vehicle Equivalent, Percent Score				5
(1) Direct Manhours		12861	10109	15673
(2) Direct Manhours per Vehicle Equivalent				19.1
d. Indirect Manhours per Vehicle Equivalent, Percent Score				20
(1) Indirect Manhours		10722	9249	9131
(2) Indirect Manhours per Vehicle Equivalent				14.4
e. Absent Manhours per Vehicle Equivalent, Percent Score				6
(1) Absent Manhours		5802	4037	4288
(2) Absent Manhours per Vehicle Equivalent				7.6
f. Supply & Contractual Service Expense per Vehicle Equivalent, % Score				9
(1) Supply and Contractual Service Expense		49904	70441	75283
(2) Supply & Contractual Service Expense per Vehicle Equivalent				107.9

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO. OR OF PAGES		REPORTS CONTAINING THIS DATA	AVERAGE OR TOTAL
		7	12		
ORGANIZATION	1 Oct to 31 Dec 57			2-SAC-T35 (AF-1)	
4083D Air Base Group APO 23, New York, N.Y.		CURRENT PERIOD (Enter months that apply)			
ITEM		Oct	Nov	Dec	
5. Base Exchange Management, Percent Score		39	91		
a. Per Capita Sales, Percent Score		39	35		
(1) Total Sales		176585	229835		
(2) Total Military Strength		6589	5648		
(3) Per Capita Sales		27.13	40.45		
b. Total Retail Gross Profit Percent of Net Sales, Percent Score		6	6		
(1) Percent Actual		21.16	21.20		
(2) Percent Budget		19.86	21.25		
(3) Difference (Plus or Minus)		1.30	-0.05		
c. Total Retail Direct Expense % of Net Sales, Percent Score		9	12		
(1) Percent Actual		5.88	4.60		
(2) Percent Budget		2.09	4.76		
(3) Difference (Plus or Minus)		3.79	-0.16		
d. General and Administrative Expense % of Net Sales, Percent Score		3	4		
(1) Percent Actual		2.85	2.87		
(2) Percent Budget		2.29	1.82		
(3) Difference (Plus or Minus)		.65	.45		
e. % Discounts Lost, Percent Score		N/A	N/A		
(1) Discounts Lost, Actual Dollars					
(2) Discounts Taken, Actual Dollars					
(3) Percent Discounts Lost to Taken					
f. Budget Total Net Sales, % Score		0	0		
(1) Net Sales, Actual Dollars		176585	229835		
(2) Net Sales, Budget Dollars		242800	251400		
(3) Actual % Budget Net Sales Minus 100		-24	-8.4		
g. Profit Before Non-controllable Expense, Percent Score		9	20		
(1) Percent Actual		18.43	16.33		
(2) Percent Budget		16.20	16.67		
(3) Difference (Plus or Minus)		-2.23	-0.34		

SAC FORM 149 FEB 57

Air Force - SAC, USAF

MANAGEMENT CONTROL DATA	PERIOD COVERED 1 Oct to 31 Dec 57	PAGE NO 8	NO OF PAGES 12	REPORTS CONTROL SYMBOL		AVERAGE OR TOTAL
				2-SAC-F33 (CAF-1)		
ORGANIZATION 4085D Air Base Group APO 23, New York, N.Y.		CURRENT PERIOD (Enter month and year)				
Item		Oct	Nov	Dec		
h. Total Food Activity Gross Profit % of Net Sales, Percent Score		70	70			
(1) Percent Actual		38.84	47.83			
(2) Percent Budget		52.09	52.07			
(3) Difference (Plus or Minus)		-13.25	14.24			
i. Total Food Activity Direct Expense % of Net Sales, Percent Score		0	0			
(1) Percent Actual		37.30	32.61			
(2) Percent Budget		32.34	31.09			
(3) Difference (Plus or Minus)		4.96	-1.48			
j. Hot Gas Filling Station (SV Activity) Gross Profits, % of Net Sales, & Score		N/A	N/A			
(1) Percent Actual						
(2) Percent Budget						
(3) Difference (Plus or Minus)						
k. Hot Gas Filling Station (SV Activity) Direct Expenses % of Net Sales & Score		N/A	N/A			
(1) Percent Actual						
(2) Percent Budget						
(3) Difference (Plus or Minus)						
6. POL Support (See Part 11)		Not Scored - CAF Reg DGM 1-73344				
C. INSTALLATIONS ENGINEERING						
1. Costs Incident to Maintenance, % Score						70
a. Cost of Installations, Eng. Manageable Resources Expended on Maint.						1,200,000
b. Cost of Installations - Engineering Manageable Resources						1,000,000
c. Percent Incident to Maintenance						70.0
2. Projects Programmed and approved, % Score		Not Scored by Higher Hqrs. See CAF Reg DGM 1-73344				
a. Number of Projects Programmed						
b. Number of Projects Approved						
c. Percent of Programmed Projects - Approved						
3. Structural Fires, Percent Score		100	100	50		50
a. Number of Fires		0	0	1		1
b. Total Loss in Dollars		0	0	500		500

SAC FORM 149 MAR 57 FC: 100

AF Form-SAC, 6801

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1 Oct to 31 Dec 57	9	12	2-840-133 (CAF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE ON TOTAL
4083D Air Base Group APO 23, New York, N.Y.	Oct	Nov	Dec	
ITEM				
4. Utilities Conservation, Percent Score				
a. Electricity, Percent Score				0
(1) kWh Consumed				9,163,265
(2) Number Person-hrs. exposed	6469	6131	5247	17,857
(3) kWh per Person-hr. exposed				513
b. Water, Percent Score				100
(1) Monthly Avg. Daily Consumption	26.9	31.5	34.4	30.9
c. Heating Fuels, Percent Score				
D. GENERAL				
1. Base Support Operations Cost				
(To Be Developed)				
2. Safety				
a. Flying, Percent Score	100	100	100	100
(1) Number of Accidents	0	0	0	0
(2) Flying Hours	161	127	260	548
(3) Rate per 100,000 hours flown	0	0	0	0
b. Ground, Percent Score	70	100	100	100
(1) Ground Safety Index	7.05	3.27	2.49	4.40
(a) Mil. Disabling Injury Rate per 100,000 man-hrs. exp.	5.08	2.59	2.49	3.51
1. Number of Military Disabling Injuries	4	2	2	8
2. Number of Man-hrs. (On and Off Duty) Exposure	70,709	77,550	80,164	228,423
(b) Govern. Mtr. Vehicle acc. Rate per 100,000 miles dr.	1.97	.69	0	.89
1. Number of Accidents	3	1	0	4
2. Number of Miles Driven	153,944	244,070	150,000	548,014
(c) Civ Inj. Rate per 1,000,000 man-hrs. exposure	N/A	N/A	N/A	N/A
1. Number of Civilian disabling Injuries				
2. Number of Payroll Man-hrs. Exposure				

MANAGEMENT CONTROL DATA		PERIOD COVERED		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION		1 Oct to 31 Dec 57		10	12	2-SAC-F35 (BAF-1)
AFSSD Air Base Group AFB 23, New York, NY.		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		Oct	Nov	Dec		
(1) Accident Cost Index		57	146	49		87
(2) Total Cost		1395	1199	287		2881
(3) Mean Strength		2539	2585	2584		2706
3. Reports on Time, Percent Score		97	82	89		89
a. Number of Reporting Periods		13	13	13		39
b. Number of Reporting Periods Received on Time		12	10	11		33
4. Internal Information Activities, Score						
a. Standard Score, Percent Score						
(1) Monthly Percent Score						
b. Command's Civil, Percent Score						
(1) Percent of Civil on Basis of Civil Command's Civil Periods						
(2) Percent of Civil on Basis of Command's Civil Periods						
(3) % of Command's Civil on which this Period is based						
(4) Percent of Civil on Basis of Civil Command's Civil Periods						
5. Special Activities, Score						
(1) Civil Activities, Score						
(2) Special Activities, Score						
(3) Special Activities, Score						
(4) Special Activities, Score						
(5) Special Activities, Score						
(6) Special Activities, Score						
(7) Special Activities, Score						

Scored by Major Miller
per BAF Reg FORM 1 - 73344

HEADQUARTERS
4083D AIR BASE GROUP (SAC)
United States Air Force
APO 23, New York, N. Y.

DCGM

20 January 1958

SUBJECT: Monthly Analysis, RCS: SAC-054(2AF-1)

TO: Commander
Eighth Air Force
ATTN: Comptroller Directorate
Westover Air Force Base
Massachusetts

The Monthly Analysis for the quarter ending 31 December 1957 is presented as follows:

PART I: Low Areas Within the Management Control System.

1. Airmen MIRS - Of the required airmen at Thule, 81% are in required specialties -- a drop of five percentage points from last quarter's score. This drop is the result of our body manning (2027 assigned) dropping below authorized strength (2491 authorized) and is beyond the control of this base. At the end of December we had 99% of those assigned in the required specialties which gave us 100% of score in this area.

2. AOCF - Our accumulative AOCF rate for the quarter is 14.5; however, for the month of December alone we were able to score 100% of maximum points. This is a result of our efforts to increase stock levels for C-47 and C-54 parts. Under the present criteria for scoring AOCF as outlined in Eighth Air Force Manual 17-3, it is doubtful that Thule Air Base will be able to earn 100% of points for the following reasons:

a. The scoring table as outlined in Eighth Air Force Manual 17-3 was made up from experience collected on tactical aircraft. No tactical aircraft fall under the scoring system at Thule. Tactical aircraft receive a higher priority for supply action than administrative aircraft.

b. Experience shows that depot action on AOCFs from this station is in excess of 15 days. With the small number of aircraft we are scored on, one aircraft AOCF for one day would keep us from receiving 100% of score.

BCRM, Hq 40834 ABOMU, 20 Jan 58, Subject: Monthly Analysis,
 RES: SAC-USA(SAF-1)

3. Hours for Processing On-Base Issues - Thule received 100% of maximum score for the months of November and December, but the hours required during October brought the quarter score down to where we earned no points. Progress made on this item during November and December indicates that we should receive maximum points next quarter.

4. Vouchers out of File - We have an average of 395 vouchers out of file for the quarter with a definite downward trend indicated. The procedures now in effect should cause this trend to continue until this weak area is eliminated.

5. Stock Records Cards - The number of stock record cards increased approximately 2000 over last quarter. Much of this increase was due to the pick-up of items from the Eastern Ocean District Corps of Engineers and the Base Salvage Clean-up Program. At the present time we have 38,092 cards over the desired ceiling of 45,000.

6. Line Items Processed per Man-Hours of Personnel on Duty - We scored 100% of maximum points for the month of December but the previous two months score reduced our quarterly score to zero. This upward trend indicates that we should receive maximum points next quarter.

7. Automotive Maintenance - Our overall automotive maintenance score dropped five percentage points from last quarter to 41% of maximum points. The reason for this drop is the continuing high number of vehicle equivalents per mechanic. The published manning standard is approximately one mechanic per ten to thirteen vehicle equivalents. At the present time the 40834 Air Base Group is operating with one mechanic per twenty-six vehicle equivalents. This situation is aggravated by the wide variety of vehicles assigned to the base: approximately 36 groups of vehicles, as classified by SAC Regulation 5-8, 104 different types or makes, operating with 90 different types of engines. Within the seven snow plows assigned there are five different makes. The deteriorated status of our motor vehicle fleet coupled with the severe winter weather will cause our score in this area to remain low through the next quarter.

8. Structural Fires - One fire during December costing \$540,00 reduced our score for the quarter down to 40% of maximum. All organizations have been indoctrinated on the hazards involved in handling inflammable liquids.

9. Utilities Conservation, Electricity - An average of 113 kWh per person per month was used during the quarter. It is doubtful that the standard of 100 hours per man per month as outlined in Eighth Air Force Manual 17-3 will be reached during the next quarter because of the high power requirements for heat and lights during the dark season. The scoring table is not compatible with the kWh requirements of this base.

40804, Hq 4083d AGRU, 20 Jan 58, Subject: Monthly Analysis,
RCS: SAC-54(SAF-1)

PART II: Progress Reports, Non-MCS Program.

1. The Management Analysis Division participated in the "Iron Bar" exercise by gathering the required information and preparing the RCS: SAC-T37 report — SAC Form 278 (Preparation Phase) and SAC Form 278a (Execution Phase). Approximately 160 manhours were expended by this division toward this exercise during the quarter.

2. This division expended approximately 30 man hours in preparation for the "Mule Train" exercise.

PART III: No special studies were conducted during December.

PART IV: The RCS: 1-AF-V2 Report is not required from the 40804 Air Base Group

1 Incl:
List of Points Lost
in MCS

MELVIN H. SCHULTZ
Colonel, USAF
Commander

2167

POINTS LOST UNDER MANAGEMENT CONTROL SYSTEM
 4083D Air Base Group
 Quarter Ending 31 December 1957

	Points Lost
A. PERSONNEL	
1. MIRS-Officers	
a. Percent of Required	2
b. Percent of Assigned	2
2. MIRS-Airmen	
a. Percent of Required	8
b. Percent of Assigned	0
3. OJT Effectiveness	12
4. Open Mess Management	
a. Officers Club	2
b. NCO Open Mess	2
PERSONNEL TOTAL	<u>31</u>
B. MATERIAL	
1. Supply Management	
a. AOCF	100
b. Supply Effectiveness	0
c. Hrs for Processing On-Base Issues	25
d. Hrs for Processing Off-Base Issues	0
e. Inventory Activity (Not Scored)	-
f. Vouchers out of File	15
g. Stock Record Cards	30
h. Line Items Stocked in AF Service Store	0
i. Line Items Processed per Hour	50
2. Food Service	0
3. Automotive Maintenance	21
4. Base Exchange (Not Scored)	-
MATERIAL TOTAL	<u>241</u>
C. INSTALLATION ENGINEERING	
1. Cost Incident to Maintenance	3
2. Projects Programmed & Approved	24
3. Structural Fires	-
4. Utilities Conservation	
a. Electricity	10
b. Water	0
INSTALLATION ENG TOTAL	<u>42</u>
D. GENERAL	
1. Safety	
a. Flying	0
b. Ground	0
2. Reports on Time	4
3. Internal Information Activities	-
GENERAL TOTAL	<u>4</u>
GRAND TOTAL	<u>318</u>

DISPOSITION FORM		<small>SECURITY CLASSIFICATION (If any)</small>					
FILE NO.	SUBJECT Personnel Retention						
TO All Unit Commanders 4083d Strategic Wing	FROM C	DATE 2 Dec 57 Lt Col Blair/imp/7205	COMMENT NO. 1				
<p>1. This year, Headquarters Strategic Air Command, will light up a "Tree of Peace". This tree, a real tree, was set up on 15 November 1957, in front of Headquarters SAC and decorated with 300 bulbs. For every ten first term airmen enlisting before 21 Dec 57, one of these bulbs will be turned on. This tree will depict SAC's primary mission of World Peace and every first term airman reenlisting during this period will be an indication of our contribution toward World Peace.</p> <p>2. Accordingly, I have received, from General Sweeney, a quota of 25, First Term Reenlistments for the period 1 November through 20 December 1957. I have assured General Sweeney that we would meet our objective.</p> <p>3. In order to bring you up to date, the following action has been taken:</p> <p>a. Hand bills (see attachment #1) have been placed in the hands of your Squadron Reenlistment Counselors to be given to all airmen eligible for "PETS" (Prior to Expiration Term of Service) in addition these hand bills are to be placed on the Bulletin Boards in the Orderly Room and all sections. A notice will be placed on the Bulletin Boards informing the airmen where they may contact their Reenlistment Counselors.</p> <p>b. Spot announcements regarding "PETS" are being broadcast over Radio and TV station KOLD.</p> <p>c. Announcements are being published in the Daily Bulletin.</p> <p>d. Your Squadron Reenlistment Counselors have been briefed in regard to an aggressive "PETS" Program, i.e., screen Eighth Air Force Form 222, locator cards, TAB Form 15, Record of Retention Interviews to determine if airman has completed one-half (1/2) of his present enlistment and is in the pay grade of E-3 or higher. Have Squadron Reenlistment Counselors to obtain the assistance of the section heads by talking reenlistment to airmen assigned to their section who are eligible for PETS.</p> <p>4. I have established, and am holding each of the following commanders responsible for the quotas as indicated:</p> <table border="0" style="width: 100%; margin-left: 40px;"> <tr> <td style="text-align: center;"><u>UNIT COMMANDER</u></td> <td style="text-align: center;"><u>QUOTA</u></td> </tr> <tr> <td style="text-align: center;">Lt Colonel Buck</td> <td style="text-align: center;">8</td> </tr> </table>				<u>UNIT COMMANDER</u>	<u>QUOTA</u>	Lt Colonel Buck	8
<u>UNIT COMMANDER</u>	<u>QUOTA</u>						
Lt Colonel Buck	8						

4-

DF, C, Subject: Personnel Retention, 2 Dec 57, (cont'd)

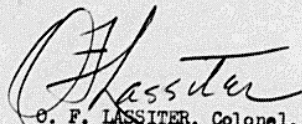
Lt Colonel Katzberg	1
Major Michel	4
Major Kimbrell	2
Major Harrington	4
Major Braun	3
Major Gaither	1
Major Pope	2
Captain Stewart	2

5. You will furnish a daily progress report by phone to the Director of Personnel, extension 7205-4148 between 0800 - 1200 hours, commencing 3 December 1957, to include the following:

Eligible for PETS Eligible Present for Duty Counseled to date Sold to Date

6. If you are in need of any additional assistance contact the Base Reenlistment Office, extension 7286.

1 Incl
Hand Bill


C. F. LASSITER, Colonel, USAF
Commander

<h1>DISPOSITION FORM</h1>		SECURITY CLASSIFICATION (If used)																																																	
FILE NO.	SUBJECT: "Tree of Peace" Reenlistment Drive																																																		
TO See Distribution	FROM Wing Commander	DATE 23 Dec 57	COMMENT NO. 1 Lt Col Blair/iwp/7205																																																
<p>1. I want to express my sincere appreciation to each unit commander for the fine work displayed in putting the 4083d Wing "over the top" on the SAC "Tree of Peace" Reenlistment Drive. Our quota was 25 and we reenlisted 45.</p> <p>2. Final standings, by unit, were as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: left; font-size: small;">UNIT</th> <th style="text-align: center; font-size: small;"><u>ELIGIBLE ASSIGNED</u></th> <th style="text-align: center; font-size: small;"><u>ELIGIBLE PRESENT FOR DUTY</u></th> <th style="text-align: center; font-size: small;"><u>REENLISTED</u></th> </tr> </thead> <tbody> <tr> <td style="font-size: small;">Hospital</td> <td style="text-align: center;">27</td> <td style="text-align: center;">27</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="font-size: small;">GAMS</td> <td style="text-align: center;">55</td> <td style="text-align: center;">55</td> <td style="text-align: center;">5</td> </tr> <tr> <td style="font-size: small;">HQ SQ</td> <td style="text-align: center;">56</td> <td style="text-align: center;">48</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="font-size: small;">11 ADS</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3*</td> </tr> <tr> <td style="font-size: small;">IES</td> <td style="text-align: center;">138</td> <td style="text-align: center;">128</td> <td style="text-align: center;">14**</td> </tr> <tr> <td style="font-size: small;">TS</td> <td style="text-align: center;">32</td> <td style="text-align: center;">32</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="font-size: small;">SS</td> <td style="text-align: center;">41</td> <td style="text-align: center;">41</td> <td style="text-align: center;">5</td> </tr> <tr> <td style="font-size: small;">CS</td> <td style="text-align: center;">27</td> <td style="text-align: center;">24</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="font-size: small;">FSS</td> <td style="text-align: center;">20</td> <td style="text-align: center;">19</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="font-size: small;">APS</td> <td style="text-align: center;"><u>33</u></td> <td style="text-align: center;"><u>31</u></td> <td style="text-align: center;"><u>3</u></td> </tr> <tr> <td style="font-size: small;">TOTALS</td> <td style="text-align: center;">432</td> <td style="text-align: center;">408</td> <td style="text-align: center;">45</td> </tr> </tbody> </table> <p style="margin-top: 10px;">All units met or exceeded their initial quotas.</p> <p style="font-size: small;">* Includes 2 airmen TDY to Pease AFB but assigned to 11th ADS. **Includes 2 airmen reenlisted in November but credited to IES since drive ran from 1 Nov 57-20 Dec 57, although formal participation by 4083d Wing did not begin until 2 Dec 57.</p> <p>3. Exceeding our quota was no easy chore. The way each unit commander, staff officer, counselor, supervisor, and key NCO tackled this challenge is typical of the "can do" attitude existing here in the 4083d Wing. Please extend my personal congratulations to all of those who reenlisted and my appreciation to those who played such an</p>				UNIT	<u>ELIGIBLE ASSIGNED</u>	<u>ELIGIBLE PRESENT FOR DUTY</u>	<u>REENLISTED</u>	Hospital	27	27	2	GAMS	55	55	5	HQ SQ	56	48	6	11 ADS	3	3	3*	IES	138	128	14**	TS	32	32	3	SS	41	41	5	CS	27	24	1	FSS	20	19	3	APS	<u>33</u>	<u>31</u>	<u>3</u>	TOTALS	432	408	45
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APS	<u>33</u>	<u>31</u>	<u>3</u>																																																
TOTALS	432	408	45																																																


DD FORM 96

F, Wing Commander, Subject: "Tree of Peace" Reenlistment Drive (Cont'd)

important part in counseling all eligible airmen under this program. Keep up this fine Retention Program -- the life blood of our Air Force.

DISTRIBUTION:

3 Each unit 4083d Wing
1 Each Staff Section 4083d Wing
5 BPR


O. F. LASSITER, Colonel, USAF
Commander

HEADQUARTERS
4083RD STRATEGIC WING (SAC)
United States Air Force
APO 23, New York, NY

C

13 December 1957

SUBJECT: Morale Leave

TO: Commanders
All Units
Thule Air Base, Greenland

1. The following message, 12 December 1957, Commander, Eighth Air Force, is quoted for your information and immediate compliance:

"UNCLAS/EFTO/FRM C 84850. SUBJECT: RETURN OF PERSONNEL ON MORALE LEAVE FROM MCGUIRE AFB TO DUTY STATION. THE RECENT SAC/SAF MANPOWER SURVEY OF THE NORTHEAST AREA BASES REVEALS WE ARE EXPERIENCING UNACCEPTABLE LOSSES IN MANPOWER UTILIZATION DUE TO EXCESSIVE DELAYS OF PERSONNEL RETURNING THROUGH MCGUIRE. THIS LOSS WE CANNOT AFFORD. REQUEST YOU INSURE THAT ALL PERSONNEL ARE BRIEFED PRIOR TO DEPARTURE ON MORALE LEAVE ON CORRECT PROCEDURES TO FOLLOW TO OBTAIN MOST EXPEDITIOUS RETURN TRANSPORTATION. DISCIPLINARY ACTION SHOULD BE TAKEN IN CASES WHERE INDIVIDUAL IS DELAYED DUE TO FAILURE TO REPORT ON TIME TO MEET SPACE RESERVATION. FOR YOUR INFORMATION, THE FOLLOWING RESERVATION PROCEDURES APPLY. ALL PERSONNEL WILL MAKE AND CONFIRM RETURN SPACE RESERVATION IMMEDIATELY UPON ARRIVAL IN THE ZI WITH THE USAF AIR TRANSPORT COORDINATING OFFICER MCGUIRE AFB. ARRIVALS DURING OTHER THAN NORMAL DUTY HOURS WILL ANNOTATE ON THEIR LEAVE ORDERS THE DATE THEY DESIRE RETURN TRAVEL, THEIR EXACT ADDRESS AND TELEPHONE NUMBER WHERE THEY CAN BE REACHED, AND DEPOSIT IN THE MAIL SLOT OF THE USAF AIR TRANSPORT COORDINATING OFFICE LOCATED IN THE TERMINAL BUILDING, MCGUIRE AFB. COORDINATING OFFICE WILL CONFIRM THAT RESERVATION BY COLLECT CALL OR PROVIDE VALID RESERVATION AT DIFFERENT DATE AS CLOSE TO REQUESTED AS POSSIBLE. MORALE LEAVE PERSONNEL TRAVEL UNDER A 3D DESIGNATOR WHICH IS THE SAME PRIORITY AS THE PCS PERSONNEL AND THEREFORE THE MOST EXPEDITIOUS RETURN OF THESE PERSONNEL IS ASSURED. DESIRE YOU GIVE THIS SUBJECT YOUR PERSONAL ATTENTION."

2. It will be each individual commander's responsibility to ascertain that personnel departing on leave are thoroughly briefed and understand their obligations relative to space reservation and port reporting date prior to granting permission to depart this station.

O. F. LASSITER
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

George G. Jack
GEORGE G. JACK
1st Lt. USAF

COGRL

DC

SUBJECT: B-47 Acceleration Load Tests of the Thule Runway

TO: Captain Millari L. Brown, A0770161
Aft Comr, 92nd Bomb Wing
12, Thule Air Base, Greenland

1. Prior to initiating any extensive taxi or takeoff tests of roughness on the Thule runway, you will execute a braking action test. Your aircraft will be loaded to 100,000 pounds gross weight, and will be accelerated to 60 knots, where this speed will be stabilized, then with power reduced you will make a maximum braking action test.

2. No further tests will be made until the Boeing Airplane Company engineers analyze and report on the results of the braking action test. Following their analysis, further testing at 180,000 and 240,000 pounds will be anticipated, and you will be furnished a specific plan and instructions for each test.

3. You will not deviate from instructions you receive from me regarding the execution of this series of tests without my personal direction.

4. Flight safety will be the paramount throughout the series of tests. Every possible precaution must be taken by you and your crew to insure that test results are conclusive, yet the product of careful maintenance.

COORDINATION	
OFFICE SYMBOL	LAST NAME
DC	<i>[Signature]</i>
C	<i>[Signature]</i>

7.

cc *[Signature]*

2174

CH
File 4

HEADQUARTERS
4083RD STRATEGIC WING (SAC)
United States Air Force
APO 23, New York, NY

12 December 1957

Colonel Carroll W. McColpin
Commander
64th Air Division (Defense)
APO 662, New York, New York

Dear Red,

Thanks very much for your note of 25 November concerning the co-located control center at Thule. As you are aware from our previous discussions, I agree that such a facility would greatly enhance the effectiveness of operations in this area.

I also received a message (OPP 5829, 27 Nov) from your headquarters dealing with this same subject. During the past few days my staff has been working with Jarman to crystallize ideas. We are in general agreement as to the concept of operation and functional layout for the facility.

From the viewpoint of the 4083rd, it is most necessary that the facility provide space for the wing headquarters as well as the operations control room. I believe we can work out something that will serve our individual and combined purposes, and that we should get the item in the MCP not later than FY 1960. Inasmuch as coordination with the Base Master Planning Board will be required, I would like to invite representatives of your headquarters and of First RAADCOM to come to Thule at the earliest practicable date in order that we can work out the details.

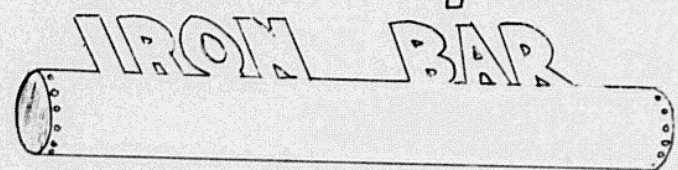
Best Personal Regards,

O. F. LASSITER
Colonel, USAF
Commander

Decorations
ORDER



39-57



THULE AIR BASE
SECRET

5661

SECRET

HEADQUARTERS
 4083D STRATEGIC WING (SAC)
 United States Air Force
 APO 23, New York, N. Y.

DOP

19 November 1957

SUBJECT: Amendment Number One to 4083d Strat Wing OPORD 39-57

TO: See Distribution (Basic Order)

1. Attached is Amendment Number One to 4083d Strategic Wing Operations Order 39-57 "Iron Bar". This Amendment includes changes to timing information given in 26th SRW Operations Order 39-57.

2. Make the following pen and ink changes to pages 2 thru 6, Appendix II, Annex A: To reflect general briefing at 1330Z (0830) instead of 1500Z (1000).

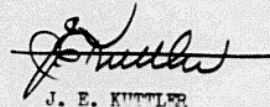
3. This Amendment will be accomplished by page substitution as follows:

	<u>REMOVE PAGES</u>	<u>ENTER PAGES</u>
Basic Order	8	8
Annex A, APP II	3, 5, and 6	3, 5, and 6
Annex A, APP IV	3 and 4	3 and 4

Pages will be destroyed in accordance with AFR 205-1.

4. If Inclosure 1 is withdrawn (or not attached), the classification of this letter may be downgraded to UNCLASSIFIED in accordance with paragraph 37h, AFR 205-1, as amended.

FOR THE COMMANDER:



J. E. KUTTLER
 Major, USAF
 Adjutant

1 Incl:
 Amndt 1 to 4083d SW 00 39-57

SECRET

6098

SECRET

HEADQUARTERS
4083D STRATEGIC WING (SAC)
United States Air Force
APO 23, New York, N. Y.

DOP

3 November 1957

SUBJECT: 4083d Strategic Wing Operations Order 39-57

TO: See Distribution on Basic Order

1. Transmitted herewith is Operations Order 39-57.
2. Nickname for this operation is "Iron Bar".
3. It is requested that organizations not located on Thule Air Base acknowledge receipt of this Operations Order by message addressed, ATTN; DOP.
4. Information contained herein is based on timing information extracted from 8th Air Force Operations Order 39-57 and is subject to change at the direction of higher headquarters. When this situation occurs the later timing criteria will prevail and new time schedules will be distributed to effected agencies.
5. If the inclosure is withdrawn or not attached, the classification of this correspondence will be downgraded to UNCLASSIFIED in accordance with paragraph 37h, AFR 205-1. When this exercise has terminated and this Operations Order is no longer in effect, it may be destroyed in accordance with paragraph 22, AFR 205-1.

FOR THE COMMANDER:



1 Incl:
4083d SW OPORD 39-57

J. E. KUTTLER
Major USAF
Adjutant

SECRET

5661

HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

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 Appendix III - RB-47 Schedule of Events

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Annex C - - - - - Communications

Annex D - - - - - Logistics and Administration

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30-57
3 NOV 57
5661

SECRET

HEADQUARTERS 14083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

OPERATIONS ORDER

SERIAL NR 39-57

SECRET

14083D SW OPORD
39-57
3 NOV 57
5661

SECRETHEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957OPERATIONS ORDER 39-57

Special handling required, not releasable to foreign nationals.

Reproducing, extracting and/or paraphrasing information contained in this document is authorized; however, the original classification of effected items will be maintained. Dissemination of information herein will be on a "need to know" basis. This document must not be downgraded, unless specifically authorized by this headquarters; however, it may be destroyed after completion of the exercise or when no longer required. (AFR 205-1 will apply) (U)

TASK ORGANIZATIONS:

4083d Air Base Group	Col Schultz
26th Strategic Reconnaissance Wing	Col Swancutt
91st Air Refueling Squadron	Lt Col Bennett
4083d Consolidated Maintenance Squadron	Maj Kimbrell

1. GENERAL SITUATION: The requirement exists to conduct a large scale training exercise involving multiple SAC units which will exercise operational concepts of strategic air operations. E Hour/Day for this mission will be 1400 Zulu, 25 November 1957. Unclassified nickname is "IRON BAR". (U)

4083D SW OPORD
39-57
3 NOV 57
56612
SECRET

SECRET

- a. Intelligence: Applicable portions of SACM 55-12 will apply. (U)
- b. Friendly Forces:
 - (1) Detachment 24, 5th Weather Group. (See Annex H) (U)
 - (2) MATS: Provide airlift of personnel and cargo as specified in paragraph 4 of SAC Operations Order. (U)
 - (3) 1983d AACS: Provide normal communications and navigational aid within applicable area of aircraft movement. (U)
 - (a) Military Flight Service will not pass departure/arrival messages by HF circuitry for SAC Tactical aircraft participating in this Operations Order. (C)
 - (4) 931st AC & W Sqdn: Assist in navigational and communications control of participating aircraft. (C)
 - (5) 55th Air Rescue Sqdn: Provide "on call" search/rescue facilities within applicable area of aircraft movement. (U)

2. MISSION:

- a. To support a large scale training mission involving multiple SAC B/RB-47 and KC-97 aircraft units as outlined herein. (C)
- b. To exercise the facilities of Thule Air Base and the Staff of the 4083d Strategic Wing in support of the requirements of this OPRD. (C)

3. TASKS FOR PARTICIPATING UNITS:

- a. 4083d Strategic Wing:

4083D SW OPRD
39-57
3 NOV 57
5661

³
SECRET

SECRET

- (1) Activate, man, and operate the Thule Task Force Class X Control Team. (U)
 - (2) Assume operational control of and support responsibility for all Strategic Air Command forces, deploying to, staging from, or over-flying Thule Air Base in the execution of this exercise. (C)
 - (a) Provide air refueling support for redeploying aircraft of 340th Bomb Wing (25 aircraft), 26th SRW (15 aircraft), and 26th SRW WX scouts (3 aircraft). (C)
 - (b) Exercise operational control of 3 RB-47 weather scout aircraft and 8 RB-47 Recon strike aircraft from 26th SRW and 20 KC-97 aircraft of the 91st AREFS on rotation at Thule Air Base. (C)
- b. 4083d Air Base Group:
- (1) Provide base support for 3 RB-47 weather scout aircraft and 8 RB-47 Recon strike aircraft from 26th SRW. (C)
 - (2) Provide base support for 20 KC-97 aircraft of the 91st Air Refueling Squadron.
- c. 26th Strategic Reconnaissance Wing:
- (1) Provide 3 RB-47 aircraft to Thule Task Force - Weather Scouts. (C)

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- (2) Provide 8 RB-47 aircraft to Thule Task Force - Recon Strike. (C)
- d. 91st Air Refueling Squadron: Provide 43 air refueling sorties in support of paragraph 3a(2)(a), this Operations Order.
- x. GENERAL INSTRUCTIONS:
 - (1) SAC Manuals 55-3, 55-3A, 55-5, 55-5A, 55-10, 55-12, 55-14, 100-1, and Eighth AF Manual 55-1, and SAC Reg 50-8 will apply. (U)
 - (2) The Thule Task Force and the 26th SRW pre/strike team will be utilized to a maximum extent. (U)
 - (3) The conduct of this operation will be patterned after the EMP as closely as possible, consistent with peacetime practicality and flying safety considerations. Deployment and simulated strike mission air operations, for this exercise, will be based on the timing concept of "E Plus 72 Hours Mass Launch Option". (C)
 - (4) USCM Credit: All units participating in this exercise will receive USCM credit and will be scored in accordance with SAC Tech Pamphlet 170-1 as amended. Where the duration of

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the mission precludes accomplishment of individual training items required for USCM credit by SAC Reg 50-8, Headquarters SAC will deduct the appropriate number of points from the "total possible" and this new "total" will be used as a basis for computing the unit score. (Unit recap sheet will reflect items which were not accomplished under this ground rule.) (U)

(5) Delays for crew rest will be in accordance with SAC Reg 62-19, except as follows:

(a) KC-97 refueling missions - 12 hours turnaround. (C)

(6) Responsibilities:

(a) Execution of deployment and strike phases of this Order will be controlled by Headquarters SAC. (U)

(b) Execution of redeployment phases of this Order will be controlled by Headquarters Eighth Air Force. (U)

(7) Reports: (See Appendix 4 and 5, Annex A of Eighth AF Manual 55-1.)

(a) The Thule Task Force will submit an M-27 Report with Headquarters SAC as information addressee. Format will be as outlined in SAC Manual 55-8; however, no mandatory comments are required. This report is intended to supplement B/T-27 Reports to provide staff comments and/or recommendations concerning major problem areas encountered in the accomplishment of the mission. (U)

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- (8) Public Information Instructions: Chapter 1, paragraph 19c(2), SAC Manual 55-12, August 1957, will apply. (U)
- (9) Special Alert Instructions: Alert Force Aircraft of the 91st AREFS will be relieved from alert requirements from period E-Hour/Day this exercise until 24 hours after return of aircraft supporting last main bomber wave of this exercise. This will be 1730 Zulu, 3 December 1957. (C)
- (10) Air Traffic Control: These instructions supersede the instructions contained in paragraph 3, Annex A, Eighth AF Manual 55-1:
- (a) Flight Plan Preparation: Flight plans prepared for submission to ATC agencies as altitude reservation requests will be prepared in accordance with SAC Manual 55-12, except as supplemented below. All phases of this mission for which altitude reservations are authorized carry a Category I precedence. Altitude reservation flight plans will include both primary and alternate route/refueling area information. ATC approval will be requested for both routes. (U)
- 1 In order to reduce air traffic clearance/control problems during this mission and to permit ready identification of participating aircraft, aircraft call signs will consist of the following elements in the order listed: Acft tactical call sign, Mission nickname, and cell designator. Example: Wedding 69,

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IRON BAR, ANN LEADER.

(b) Procedures for submitting Flight Plans to ATC agencies:

- 1 Altitude reservation requests will be submitted thru ATC channels for redeploying B/RB-47 units operating from Thule. (U)
- 2 Headquarters Eighth Air Force will be an information addressee on all messages containing altitude reservation requests or changes thereto.
- 3 The OIC (Maj Skjersaa), Thule SAC Command Post, will be responsible for coordinating clearances for all aircraft participating in this exercise. (U)

(11) Daily Schedule:

- (a) E Minus 2. 80LAD will provide airlift for 12 persons and 3 tons of cargo to Thule. Return airlift will be provided by 8AF on 5 Dec 57. (S) ///
- (b) E Minus 1. MATS will provide airlift for 196 persons and 26.9 tons of cargo from Lockbourne AFB to Thule AB. (S) ///
- (c) E Day. 26th SRW will deploy three WX scouts and eight (8) strike RB-47 aircraft to Thule. (S)
- (d) E Plus 3. 26SRW will launch eight (8) RB-47 aircraft on strike mission, Thule AB to Lockbourne AFB. (S)

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- (e) E Plus 5. 91st AREFS will provide 1 command aircraft and 12 refueling sorties in support of re-deploying first wave of 340th BW. (S)
- (f) E Plus 5. MATS will provide airlift for 184 persons and 23.9 tons of cargo from Thule AB to Lockbourne AFB. (S)
- (g) E Plus 6. 91st AREFS will provide 1 command aircraft and 7 refueling sorties in support of re-deploying first wave of 26th SRW. (S)
- (h) E Plus 7. 91st AREFS will provide 1 command aircraft and 13 refueling sorties in support of re-deploying second wave of 340th BW. (S)
- (i) E Plus 8. 91st AREFS will provide 1 command aircraft and 8 refueling sorties in support of re-deploying second wave of 26th SRW. (S)
- (j) E Plus 9. 91st AREFS will provide 3 refueling sorties in support of re-deploying UK weather scouts of 26th SRW. (S)
- (k) E Plus 10. Thule Task Force RB-47 weather scouts launch to Lockbourne AFB. (S)

NOTE: Weather scouts will be under operational control of the Tanker Task Force Commander and will fly minimum of one sortie on E Plus 5, 6, 7, 8 and 9. (C)

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(12) Weather Instructions: See Annex H.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: SAC Regulation 400-3 dated 6 May 1957 will apply as follows:
- a. Section I - General: This section applies in its entirety. (U)
 - b. Section II - Supply: This section applies in its entirety except as noted below: (U)
 - (1) Reference paragraph 5:
 - (a) Materiel will be deployed commensurate with type of team to be deployed by each unit as directed in paragraph 4d(2) below: (U)
 - (2) Reference paragraph 6:
 - (a) Volume XVI, AFM 67-1, Project BIG TIN 300 designated for 26th SRW at Thule AB. (U)
 - c. Section III - Armament and Electronics: This section applies to all units in its entirety. (U)
 - d. Section IV - Maintenance.
 - (1) This section applies to all units in its entirety. (U)
 - (2) Reference paragraph 22b: Staging teams will be deployed to Thule as follows:
 - (a) 26th SRW. 15 aircraft prestrike team to Thule plus one 3 aircraft weather scout team. (U)
 - e. Section V - Transportation.

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- (1) This section applies to all units in its entirety. (U)
- (2) Total cargo input to Thule from 26th SRW will not exceed 26.9 tons. (U)

f. Section VI - Medical:

- (1) This section does not apply to Thule Task Force. (U)
 - (a) Medical support will be provided from local resources. (U)

g. Section VII - Personnel:

- (1) This section will apply to all units in its entirety. (U)
- (2) Reference paragraph 37: Total personnel deployed to Thule Air Base will not exceed the following:
 - (a) 26SRW (Prestrike) - 216. (C)
 - (b) 26SRW (Weather Scout) - 24. (C)

h. Section VIII - Adjutant:

- (1) Reference paragraph 50: Only 50b will apply. (U)
- (2) Reference paragraph 52: Mail will be held at home base of deploying unit. (U)
- (3) All other paragraphs apply. (U)

i. Section IX - Comptroller:

- (1) This section will apply to all units in its entirety. (U)
- (2) Funding information will be forwarded by Headquarters Eighth Air Force. (U)

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- j. Section X - Judge Advocate: This section will apply to all units in its entirety. (U)
 - k. Section XI - Security:
 - (1) This section will apply to all units in its entirety. (U)
 - (2) Air Police will be deployed by 26th SRW in accordance with the provisions of SAC Manual 400-1C, June 1957. (U)
 - l. Section XII - Miscellaneous: This section will apply to all units in its entirety. (U)
5. COMMAND AND COMMUNICATIONS:
- a. Command: Normal.
 - b. Communications:
 - (1) General: SAC Manual 55-12, 100-1 and Eighth Air Force Manual 55-1 apply. (U)
 - (2) Airborne Communications:
 - (a) Canadian Radar, GCI and DOT UHF stations will be utilized to fullest extent for passing mandatory civil position reports when overflying Canada. (U)
 - (b) Special Air Traffic and position reporting procedures outlined in paragraph J, Section III, SAC Manual 55-12 apply for all flights operating on altitude reservation flight plans. (U)

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- (3) The recall words for this mission with related meanings as indicated apply: (Recall words for units other than those operating in the Thule Area are included in 8AF OPOD 39-57.) (S)
- (a) "GOLDFISH" - Recall all SAC aircraft this mission.
 - (b) "GOLDFISH ZULU" - Recall 91st AREFS.
 - (c) "GOLDFISH INDIA" - Recall 26SRW (Thule Wx Scouts)
 - (d) "GOLDFISH DELTA" - Recall 26SRW (Recon Mission) Thule.
- (4) The recall words are further suffixed, as indicated, for the purpose of designating a specific landing base: (only those bases applicable to units operating from or thru Thule Air Base are listed; other base recall words are included in 8AF OPOD 39-57). (S)
- (a) Westover - FIVE
 - (b) Goose - SIX
 - (c) Harmon - SEVEN
 - (d) Sondrestrom - EIGHT
 - (e) Loring - NINE
 - (f) Lockbourne - DELTA
 - (g) Keflavik - ECHO
 - (h) Portsmouth - WHISKEY
 - (i) Plattsburgh - XRAY

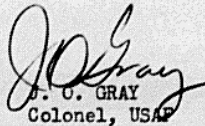
EXAMPLE: To recall the 91st AREFS and divert it to Sondrestrom, the following message would be transmitted: "GOLDFISH ZULU EIGHT.

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O. F. LASSITER
Colonel USAF
Commander



J. O. GRAY
Colonel, USAF
Director of Operations

ANNEXES:

- A - Air Operations
- B - Not Used
- C - Communications
- D - Logistics and Administration
- E - Not Used
- F - Not Used
- G - Not Used
- H - Weather
- I - Not Used

DISTRIBUTION:

4083d Strat Wg:

- 1 cy - Comdr
- 1 cy - D/Comdr
- 5 cys - D/Opns
- 2 cys - D/Mat
- 3 cys - Ch/Maint
- 1 cy - D/Pers
- 10 cys - 91st AREFS

4083d Air Base Group:

- 1 cy - Comdr
- 2 cys - D/Mat
- 2 cys - D/Opns
- 1 cy - Provost Marshall
- 2 cys - IE Sqdn
- 1 cy - Trans Sqdn
- 2 cys - Consolid Fld Maint Sqdn

Tenant Units:

- 1 cy - Det 24, 5th Wea Group
- 1 cy - MATS Liaison Off
- 1 cy - 55th Air Rescue
- 2 cys - 1983d AACS
- 2 cys - 931st AC&W Sqdn
- 1 cy - 74th FIS

801st ADiv:

- 1 cy - Comdr
- 10 cys - 26th SRW

INFORMATION:

- 8 cys - Hq SAC
- 8 cys - Hq 8AF

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HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
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ANNEX A

OPERATIONS

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HEADQUARTERS 4083D STRATEGIC WING
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ANNEX A

OPERATIONS: (SECRET when withdrawn from Basic Order)

1. GENERAL: This Annex contains operations data applicable to RB-47 and KC-97 aircraft and crews participating in this exercise. (U)
 - a. Appendix I contains air refueling area maps and flight plans for KC-97 aircraft for the primary (ICE BOAT) and alternate (SNOW MAN) refueling areas.
 - b. Appendix II contains schedule of air refueling assignments from weather briefing thru take-off. (U)
 - c. Appendix III contains schedule of events for RB-47 reconnaissance strike aircraft from weather briefing thru take-off. (U)
 - (1) Weather and command aircraft will be launched by the Thule Task Force Commander so as to meet the requirements of SACM 105-1 and 8AFM 55-1. (U)
2. OPERATIONAL CONCEPT:
 - a. Timing for this exercise will be based on "E" Plus 72 hours Mass Launch Option as specified in SAC OPOD 110/50-58. (C)
 - b. Actual take-off times will be computed using latest metro data and may be adjusted to meet any tactical or weather condition in accordance with instructions from higher headquarters. (U)

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SECRET3. LAUNCHING PROCEDURES:

a. RB-47 Recon Strike Aircraft:

- (1) The Thule Task Force will launch RB-47 aircraft of the 26th SRW so as to meet the timing requirements of that unit's OPOD. (C)
- (2) RB-47 aircraft may proceed directly on course since no refueling will be in progress during this phase of the exercise in the Thule area. (C)

b. KC-97 Aircraft:

- (1) Aircraft will be launched in sequence with take-off of the last aircraft established as the time base from which elapsed time to rendezvous is computed. Normal take-off interval will be $1\frac{1}{2}$ minutes. (U)
- (2) One ground spare aircraft will be designated and will be in position with each cell on the warm up pad on the take-off end of the runway. If not used, spare aircraft will become a primary aircraft of the subsequent cell thereby automatically creating a new spare in the cell. In the event a spare aircraft is used, the second designated spare will start engines and proceed to the warm up area with the appropriate cell. The same procedure will hold for waves with more than two cells. (C)

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- (3) Lead aircraft will order boom check 15 minutes after take-off. Preparatory command will be given 2 minutes prior to actual trailing of boom. If the boom does not check out, the aircraft commander will notify the TF (SAC) Command Post as soon as possible, and a ground spare will be dispatched to join the flight at the orbit point. (U)
- (4) Flight (cell) leaders will contact area tanker task force command aircraft as soon as possible after take-off, reporting status of cell and requesting any instructions. (U)
- (5) VHF tanker common frequency will be monitored at all times except when working tower or GCA. (U)
- (6) IFF will be on at all times. (U)

4. ABORT PROCEDURES:**a. RB-47 Aircraft.**

- (1) Ground aborting RB-47 aircraft will proceed to end of runway and hold on taxi strip (right or left depending on position of parking spot) until cleared by tower for return to ramp. (C)
- (2) Air aborting RB-47 aircraft will continue on course climbing to 20,000 feet where a turn will be made to the Thule omni. Contact will be made with Thule Approach Control for landing instructions. (U)

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b. KC-97 Aircraft:

- (1) Ground aborting KC-97 aircraft will follow procedures as indicated in 4a(1) above. (U)
- (2) Air Aborting KC-97 Aircraft:
 - (a) During climb. Leave cell in 180° turn to left if ICE BOAT area is used, 180° turn to right if SNOW MAN area is used, return to Thule Omni at aborting altitude (dump fuel if necessary to maintain altitude) at least 15 miles from center of out bound track. Contact Approach Control prior to crossing any out bound track unless VFR. Approach Control will assign holding pattern and altitude over Thule Omni. (U)
 - (b) After level off. Same procedure as above except a descent will be initiated to 12,000 feet on departure from the cell.

5. RETURN PROCEDURES: (KC-97 aircraft)

- a. Each cell will return to control points assigned (see APP I this Annex) in normal trail cell formation with leader at base altitude. Recovery will be in accordance with unit Mass Recovery Plan as specified in TTF 44-58 - courses, distances, and timing as indicated in Flight Plans in APP I this Annex. (U)

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6. TANKER TASK FORCE COMMAND AIRCRAFT: An airborne area tanker commander will be scheduled for each wave of this mission. The airborne command aircraft will not be in refueling configuration; it will be scheduled for take-off two hours prior to the take-off of the first aircraft of each wave and will return as the last aircraft of the last cell of each wave. Responsibilities will be in accordance with SAC Manual 55-10. (U)

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HEADQUARTERS 4083D STRATEGIC WING
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APPENDIX I

TO

ANNEX A

OPERATIONS ORDER

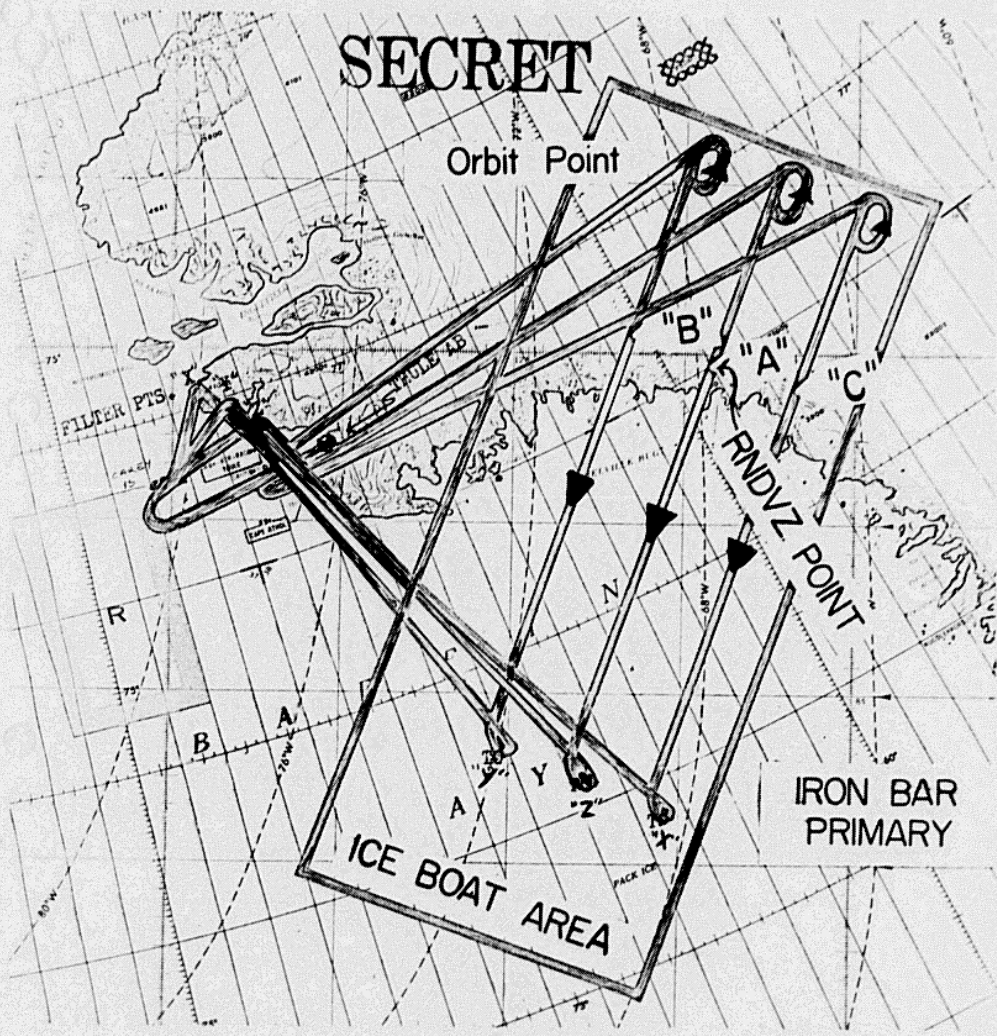
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AIR REFUELING MAPS AND FLIGHT PLANS

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APP I TO ANNEX A
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MISSION	HT PLAN	O. O. AND NICKNAME	UNIT	T ACFT	WAVE	CELL CALL SIGN	REMARKS
		IRON EAR		KC-97			ICE BOAT A
	POUNDS			POUNDS			
ACFT BASIC	91,000	1	10,000				
CREW	1,750	2	5,000				
OIL	1,200	3	5,000				
ATO		4	10,000				
RACK				STATIC	156,200		
EXT TANKS WEIGHT (GROSS)							
MISCELLANEOUS	250	DECK	32,000	START ENGINES AND TAXI FUEL ALLOWANCE	15'00		
CHAFF		TOTAL FUEL	62,000	TAKE-OFF GROSS	154,700		
OPERATING	94,200						

PRE-FLIGHT PLAN															"ANN" RENDEZVOUS			
FROM	ROUTE	FLT COND	WIND D/V	T. H.	VAR	M. H.	TEMP	IASK	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	PRED FUEL REMAINING	GROSS WT	
			GRD				ALT	MAGN			ACC GND DIS	ACC TIME	ACC AIR DIS		30,000	156,200		
THULE AB							-17					(1:00)				2205	2205	
HOLD RUNWAY HDG 5 MIN LEVEL OFF		T/O	334				1100		170		12	1:05	13		27,295	153,995		
76-38N 64-47W	CL	147					-33				68	1:21	68		2625	2625		
ORBIT ENTRY PT. 76-45N 54-55W	CR	147					11,700	175	199		80	1:26	80		25,170	151,370		
ORBIT 76-45N 54-55W	CR	147					-41				140	1:37	140		2570	2570		
RENDEZVOUS "ANN" 76-02N 58-50W	CR	290					17,000	181	226		220	1:03	220		22,600	148,800		
END REFUELING 74-17N 65-53W	REF	290					-41					1:15	56		2,080	2,080		
OFFLOAD							17,000	180	225		220	1:18	276		20,520	146,720		
EVAUATION TURN 74-09N 65-54W	CR	245					-40				70	1:18	70		1,250	1,250		
100 NM CR. PT. 74-54N 66-35W	DS	047					17,000	185	230		290	1:36	346		19,270	145,470		
FILTER POINT "Z" 76-46N 69-55W	CR	047					-40				150	1:36	150		3,660	3,660		
E.TIP CAREY IS TURN POINT	CR	326					16,500	202	250		440	2:12	496		15,610	141,810		
IN BOUND TURN POINT	DES	333					-40									3,200		
THULE AB	DES	153					16,500									109,810		
LAND/TAXI							-40				8	1:02	8		85	85		
							16,500	178	220		448	2:14	504		15,525	109,725		
							-34				45	1:14	45		350	350		
							12,500	170	196		493	2:28	549		15,175	109,375		
							-28				120	1:39	120		1,410	1,410		
							8,500	170	184		613	3:07	665		13,765	107,965		
							-28				41	1:13	41		470	470		
							7,500	170	184		654	3:20	710		13,295	107,495		
							-26				10	1:02	10		100	100		
							7,500	170	181		664	3:23	720		13,185	107,285		
							-20				72	1:25	72		825	825		
							7,500	170	170		736	3:48	792		12,360	106,560		
												1:20			850	850		
												4:04			11,570	105,770		

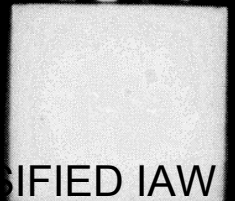
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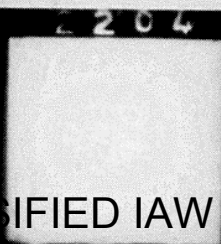
FROM		MISS. FLIGHT PLAN - CONTINUATION														ET	
ROUTE	FLT COND	W.G.	WIND D/V	T.H.	VAR	M.H.	TEMP	IASK	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
	GRIP		DRIFT				ALT	MAWB	K		ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT	
THULE AIRBASE							-17		170			(100)			30 000	156 200	
HOLD CUM V/A / HDG 5 MIN	T/O	334					1100				12	05	12		1 205	2205	
LEVEL OFF							-33				67	121	67		27 795	153 775	
76-50N 65-00W	CL	142					14700	175	199		81	126	81		2625	2625	
ORBIT ENTRY PT							-41				119	132	119		25 170	151 370	
77-10N 56-15W	CR	142					17000	181	226		200	138	200		2215	2215	
ORBIT							-41					15	56		22 735	147 155	
77-10N 56-15W	CR	290					17000	180	225		200	113	256		2080	2080	
RENDEZVOUS "BETTY"							-41				70	118	70		70875	147075	
76-25N 60-15W	CR	290					17000	186	230		270	131	326		1250	1250	
END REFUELING							-40				180	136	150		19625	145 825	
74-38N 67-37W	REF	290					16500	202	250		420	207	476		3660	2660	
OFF LOAD															15 965	142 160	
															-	22 000	
EVALUATION TURN							-40				0	102	8		-	110165	
74-09N 65-52W	CR	245					16500	178	220		428	209	484		85	85	
100 MI CK PT							-35				20	106	20		15 880	116 080	
74-50N 67-27W	DES	051					13500	170	200		448	215	504		150	150	
FILTER POINT "Y"							-31				131	141	131		15 720	109 920	
76-55N 70-35W	CR	051					10500	170	190		179	256	185		1540	2540	
E TIP CAREY IS							-28				28	109	28		14 190	108 740	
TURN POINT	CR	302					8500	170	184		607	305	663		330	330	
IN BOLLARD							-26				10	03	10		73 860	108 060	
TURN POINT	DES	333					7500	170	181		617	308	673		100	100	
THULE AB							-40				72	125	72		13760	107 760	
LAND/TAXI	DES	153					3500	170	170		687	313	745		835	835	
												120			12725	107 125	
											684	313	705		850	850	
															12075	106 275	

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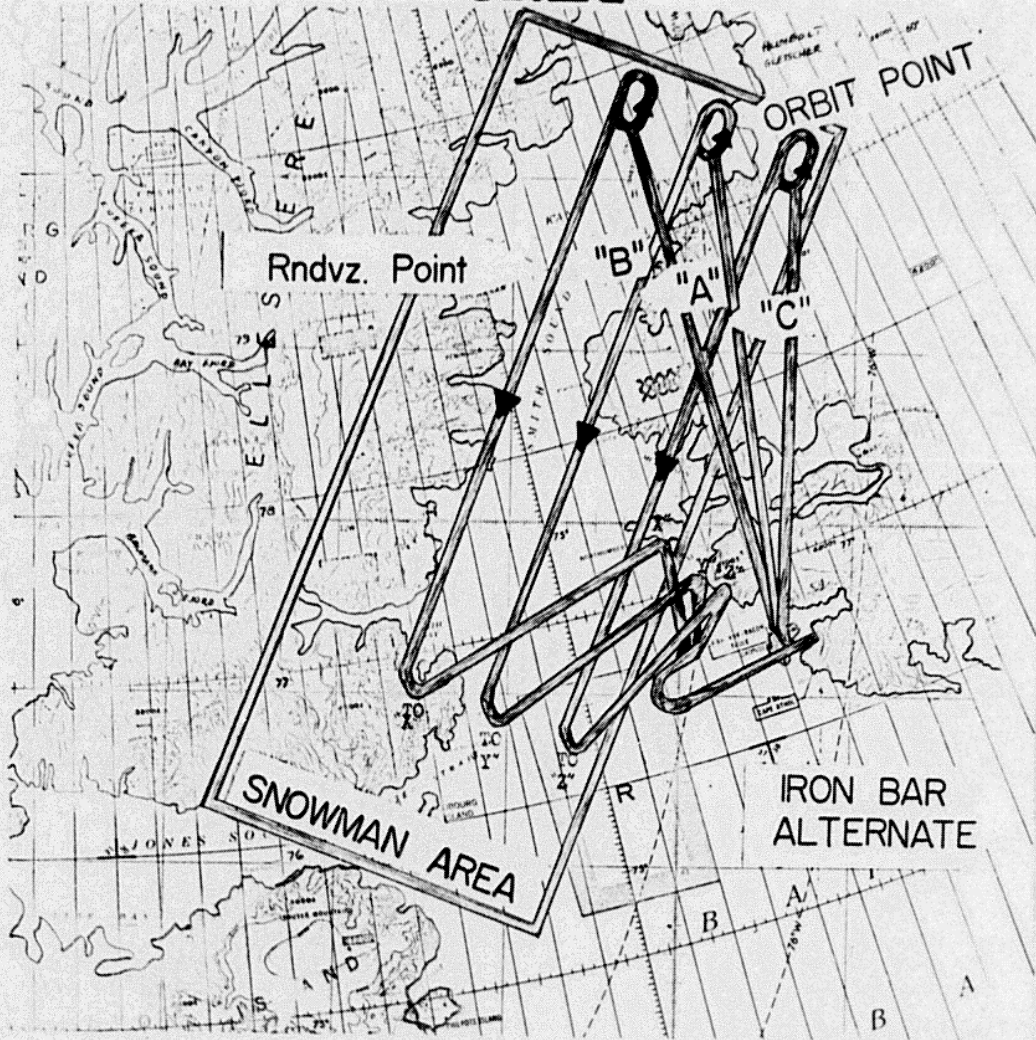


MISSION FLIGHT PLAN CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IASK	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL F.	PLAN
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	HOLD RUNWAY HDG 5 MIN	T/O	334					-17					(1:00)			30000	156200
	LEVEL OFF 76-27N 67-25W	CL	153					1100				12	1:05	12		2205	2205
	START CLIMB POINT 76-27N 56-45W	CR	153					-29				34	1:11	34		27795	152995
	ORBIT ENTRY PT. LEVEL OFF 76-22N 53-40W	CL	153					8000	175	188		46	1:16	46		1375	1275
	ORBIT 77-10N 56-30W	CR	190					-32				148	1:42	148		26420	152620
	REMBELVOUS "CORA" 75-34 57-23W	CR	290					11500	168	214		194	1:58	194		2310	2310
	END REFUELING 73-55N 64-31W	REF	290					-38				43	1:12	43		24110	150310
	OFF LOAD	-	-					15300	174	211		237	1:10	237		1380	1380
	EVAUATION TURN 73-46N 64-34W	CR	245					-41				-	1:15	56		23780	148780
	100 MI. CK PT 74-58N 65-58W	DES	041					17000	180	225		237	1:25	293		2080	2080
	FILTER POINT "X" 77-05N 71-15W	CR	041					-40				70	1:18	70		20650	146850
	E. TIP CAREY IS TURN POINT	CR	046					16500	202	250		307	1:43	365		1250	1250
	IN BOUND TURN POINT	DES	333					-40				180	1:36	150		19400	145000
	THULE AIRBASE	DES	153									457	2:19	513		3660	3660
	LAND/TAXI	-	-													15740	141940
																	32000
																	109740
																	85
																	75
																	15685
																	109885
																	580
																	580
																	15075
																	109275
																	1610
																	1610
																	13465
																	107665
																	330
																	330
																	13135
																	107335
																	100
																	100
																	13035
																	107235
																	72
																	72
																	235
																	835
																	12200
																	106400
																	850
																	850
																	11850
																	105530

SECRET



SECRET



SECRET

APP I TO ANNEX A
HQB3D SW OPGRD 39-57
3 NOV 57
5661

FROM	MI										DN FLIGHT PLA. - CONTINUATIO				FEET		FUEL FLIGHT PLAN	
	ROUTE	FLT COND	WIND D/V	DRIFT	T.H.	VAR	M.H.	TEMP	IASK	T. A. S. G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT		
THULE AIR BASE																		
HOLD RUNWAY HDG																		
5 MIN		T/O	334					-17		K					30000	156200		
LEVEL OFF							1160		170						2205	2205		
77-37N 68-55W	CL	081					-33				12	105	12	27725	153725			
ORBIT ENTRY PT.							11700	175	199		68	121	68	2625	2625			
79-35N 66-35W	CR	071					-41				80	126	80	21170	151370			
ORBIT							17000	181	226		123	123	123	2290	2290			
79-42N 67-00W	CR	110/290					-41				203	159	203	22080	145080			
RENDEZVOUS 'ANN'	CR	290					17000	180	225		203	155	56	2080	2080			
78-49N 71-04W							-41				70	118	70	20800	147000			
END REFUELING							17000	186	230		70	118	70	1250	1250			
76-45N 77-52W	REF	290					-40				273	133	229	14530	145750			
OFF LOAD							16600	202	250		156	136	150	3660	3660			
EVACUATION TURN											423	208	479	10270	148070			
76-38N 77-47W	CR	245					-46							32000				
FILTER POINT 'Y'							16500	178	220		8	102	8	118090				
77-03N 71-18W	DES	150					-35				431	210	487	85	85			
E TIP CAREY IS							13500	170	200		92	127	92	15205	110805			
TURN POINT	CR	275					-31				523	237	529	860	860			
IN BOUND							10500	170	190		24	108	24	14945	109145			
TURN POINT	CR	333					-28				547	245	603	305	305			
THULE AIR BASE	DES	158					8500	170	184		12	104	12	14640	108840			
LAND/TAXI							-20				557	245	615	145	145			
							3500	170	170		72	25	72	14495	108695			
											631	314	687	835	835			
														13660	107860			
														850	850			
											631	334	687	12910	107010			

HIGH ALTITUDE

SNOW MAN
"ANN"
ALTERNATE
MAX NR ALT = 5

SECRET

2206

FROM		MISSION FLIGHT PLAN - CONTINUATION SHEET											FUEL FLIGHT PLAN			
ROUTE	FLT COND	T.O.	WIND D/V	T.H.	VAR	M.H.	TEMP	IASK	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
			DRIFT				ALT	MACH	K		ACC GND DIS	ACC TIME	ACC AIR DIS			
THULE AIRBASE		1100					-17		170			11:00			30000	156200
HOAD Runway HDG 5 MIN	T/O	334					1100		170		12	1:05	12		2205	2205
LEVEL OFF							-33				68	1:21	68		27795	153495
77-38N 67-35W	CL	073					11700	175	199		80	1:26	80		2625	2625
ORBIT ENTRY PT. 79-54N 68-50W	CR	073					-41				127	1:36	137		25170	151370
ORBIT							17000	181	226		217	1:02	217		2500	2500
80-02N 69-15W	CR	290					-41					1:15	56		22670	148270
RENDEZVOUS BETTY 79-06N 73-15W	CR	290					17000	181	225		217	1:17	223		2080	2080
END REFUELING 77-01N 79-45W	REF	290					-41				70	1:18	70		20540	146790
							17000	186	230		287	1:35	343		1250	1250
OFF LOAD							-40				150	1:36	150		19340	145540
							16500	202	250		437	2:11	443		3660	3660
EVACUATION TURN 76-54N 79-23W	CR	245													13600	141800
FILTER POINT "X" 77-20N 72-12W	DES	152					-34									72000
E. TIP CAREY IS TURN POINT	CR	251					12500	170	196		445	2:13	501		107820	107820
IN BOUND TURN POINT	DES	333					-28				103	1:31	103		85	85
THULE AIRBASE	DES	153					8500	170	184		546	2:44	604		15545	109795
							-28				39	1:13	39		900	900
LAND/TAXI							8500	170	184		587	2:57	643		14635	108695
							-28				12	1:04	12		400	400
							8500	170	184		587	3:01	635		4205	108405
							-20				72	1:25	72		14070	108270
							3500	170	170		671	3:26	727		145	145
											671	3:20	727		890	890
															13235	117435
															890	890
															12865	106585

HIGH AIRCRAFT

SNOWMAN "BETTY" ALTERNATE
MAX HE ALT = 4

SECRET

2 2 0 7

DECLASSIFIED IAW

M'ION FLIGHT PL. - CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	FLYING	WIND D/V	T.H.	VAR	M.H.	TEMP	IASK	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL - FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
THULE AIRBASE	HOLD RUNWAY HDG 5 MIN	T/U	334				-14	1100		170			(1:00)			2205	2205
	LEVEL OFF 77-36N 68-08W	CL	270				-33	11700	175	149		17	05	12		27795	153995
	ORBIT ENTRY PT 79-14N 64-46W	CR	270				-41	17000	181	226		68	12	68		2625	2625
	ORBIT 79-21N 65-05W	CR	110/270				-41	17000	181	225		80	14	80		25170	151370
	RENDEZVOUS CORA 78-30N 69-10W	CR	290				-41	17000	186	230		118	18	118		2220	2220
	END REFUELING 76-30N 76-00W	REF	290				-40	16500	202	250		198	57	198		22450	149150
	OFF LOAD																
	EVALUATION TURN 76-21N 75-53W	CR	245				-40	16500	178	220		198	1:12	2:54		2080	2080
	FILTER POINT "Z" 76-55N 70-35W	CR	138				-34	12500	170	196		70	18	70		20870	147070
	E.TIP CAREY 15 TURN POINT	DES	301				-28	8500	170	184		268	1:30	3:24		1250	1250
	IN BOUND TURN POINT	CR	333				-20	8500	170	184		150	1:36	1:50		19620	145820
	THULE AIRBASE	DES	153				-20	3500	170	184		418	2:06	4:24		3660	3660
	LAND/TAXI															19760	142160
																	32000
																	110160
																	85
																	85
																	15875
																	110160
																	170
																	670
																	15205
																	107485
																	330
																	330
																	14875
																	109075
																	145
																	145
																	14730
																	108930
																	835
																	835
																	13875
																	108095
																	650
																	850
																	13645
																	107295

HIGH ALTITUDE

SNOWMAN "CORA" ALTERNATE MAX NR ALFT. = 4

SECRET

2208

SECRET

HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

APPENDIX II

TO

ANNEX A

OPERATIONS ORDER

SERIAL NR 39-57

KC-97 SCHEDULE OF EVENTS

THIS APPENDIX CONSISTS OF 6 PAGES

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APP II TO ANNEX A
4083D SW OPGRD
39-57
3 NOV 57
5661

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KC-97 (91st AREFS) SCHEDULE OF EVENTS

REMARKS	NR	START ENG	TAXI	TAKE- OFF	RENDEZ AIR COMMAND	LAND	RENDEZ PT
1 - DATE OF MISSION - <u>30 Nov 1957</u>	1	0905	0955	1015	1748		
2 - GENERAL BRIEFING - <u>23 Nov 1957</u> Hangar #6 1500Z (1000)	2	1108½	1158½	1218½	1359	1622	
3 - WEATHER BRIEFING - <u>30 Nov 1957</u> Hangar #6 0745Z (0245)	3	1110	1200	1220	1359	1625	ANN
4 - 3 GROUND SPARES REQUIRED	4	1111½	1201½	1221½	1359	1628	
	5	1113	1203	1223	1359	1631	
	6	1114½	1233½	1253½	1429	1646	
	7	1115	1235	1255	1429	1649	BETTY
	8	1116½	1236½	1256½	1429	1652	
	9	1118	1238	1258	1429	1655	
	10	1201½	1251½	1311½	1459	1736	
	11	1213	1253	1313	1459	1739	
	12	1214½	1254½	1314½	1459	1742	CORA
	13	1216	1256	1316	1459	1745	

ALL TIMES ZULU UNLESS IN (Local)

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KC-97 (91st AREFS) SCHEDULE OF EVENTS

REMARKS	NR	START ENG	TAXI	TAKE- OFF	RENDEZ	LAND	RENDEZ PT
1. DATE OF MISSION - 1 DEC 57.	14	0950	1040	1100	AIR COMMAND	1738	
2. GENERAL BRIEFING - 23 NOV 57 Hangar #6, 1330Z (0830)	15	1149½	1239½	1259½	1440	1703	
3. WEATHER BRIEFING - 1 DEC 57 Hangar #6, 0800Z (0300)	16	1151	1241	1301	1440	1706	ANN
4. 2 GROUND SPARES REQUIRED	17	1152½	1242½	1302½	1440	1709	
	18	1154	1244	1304	1440	1712	
	19	1226	1316	1336	1510	1729	
	20	1227½	1717½	1337½	1510	1732	BETTY
	21	1229	1309	1339	1510	1735	

ALL TIMES ZULU UNLESS IN (Local)

AMNDT #1, APP II, ANNEX A, 4083D SW OPORD NR 30-57, 19 NOV 57, 6098

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KC-97 (91st AREFS) SCHEDULE OF EVENTS

REMARKS	NR	START ENG	TAXI	TAKE- OFF	RENDEZ AIR COMMAND	LAND	RENDEZ PT
1. DATE OF MISSION - 2 DEC 57	22	0905	0955	1015		1748	
2. GENERAL BRIEFING - 23 NOV 57 Hangar #6, 1500Z (1000)	23	1107	1157	1217	1359	1618	
3. WEATHER BRIEFING - 2 DEC 57 Hangar #6 - 0715Z(0245)	24	1108½	1158½	1218½	1359	1621	ANN
4. 3 GROUND SPARES REQUIRED	25	1110	1200	1220	1359	1624	
	26	1111½	1201½	1221½	1359	1627	
	27	1113	1203	1223	1359	1630	
	28	1143½	1233½	1253½	1429	1646	
	29	1145	1235	1255	1429	1649	BETTY
	30	1146½	1236½	1256½	1429	1652	
ALL TIMES ZULU UNLESS IN (Local)	31	1148	1238	1258	1429	1655	
	32	1201½	1251½	1311½	1459	1736	
	33	1203	1253	1313	1459	1739	CORA
	34	1204½	1254½	1314½	1459	1742	
	35	1205	1256	1316	1459	1745	

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KC-97 (91st AREFS) SCHEDULE OF EVENTS

REMARKS	NR	START ENG	TAXI	TAKE- OFF	RENDEZ	LAND	RENDEZ PT
1. DATE OF MISSION - 3 DEC 57.	36	0946	1036	1056	AIR COMMAND	1739	
2. GENERAL BRIEFING - 23 NOV 57 Hangar #6, 1330Z (0830)	37	1149½	1239½	1259½	1440	1705	ANN
	38	1151	1241	1301	1440	1708	
3. WEATHER BRIEFING - 3 DEC 57 Hangar #6, 0800Z (0300)	39	1152½	1242½	1302½	1440	1711	
	40	1154	1244	1304	1440	1714	
4. 2 GROUND SPARES REQUIRED.	41	1224½	1314½	1334½	1510	1727	BETTY
	42	1226	1316	1336	1510	1730	
	43	1227½	1317½	1337½	1510	1733	
	44	1229	1319	1339	1510	1736	

ALL TIMES ZULU UNLESS IN (Local)

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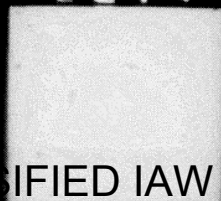
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KC-97 (91st ARERS) SCHEDULE OF EVENTS

REMARKS	NR	START ENG	TAXI	TAKE- OFF	RENDEZ	LAND	RENDEZ PT
1. DATE OF MISSION - 4 DEC 57	*45	1151	1241	1301	1440	1705	
2. GENERAL BRIEFING - 23 NOV 57 Hangar #6, 1330Z (0830)	46	1152½	1242½	1302½	1440	1708	ANN
	47	1154	1244	1304	1440	1711	
3. WEATHER BRIEFING - 4 DEC 57 Hangar #6, 0800Z (0300)							
4. 1 GROUND SPARE REQUIRED							
* COMMAND AIRCRAFT							
ALL TIMES ZULU UNLESS IN (Local)							

AMNDT # 1 TO APP II, ANNEX A, LOGSD SW OPRD NR 39-57, 19 NOV 57, 6098

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HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

APPENDIX III

TO

ANNEX A

OPERATIONS ORDER

SERIAL NR 39-57

RB-47 SCHEDULE OF EVENTS

THIS APPENDIX CONSISTS OF 3 PAGES

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4083D SW OPORD
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RB-47 STRIKE AIRCRAFT (26th SRW) SCHEDULE OF EVENTS

REMARKS	NR	START ENG	TAXI	TAKE- OFF	RENDEZ	LAND	RENDEZ PT
1. DATE OF MISSION - 28 NOV 57 2. WEATHER BRIEFING - 28 NOV 57 Hangar #3, 1000Z (0500)	1	1320	1335	1400			N/A
	2	1330	1345	1410			
	3	1340	1355	1420			
	4	1350	1405	1430			
	5	1400	1415	1440			
	6	1410	1425	1450			
	7	1420	1435	1500			
	8	1430	1445	1510			

ALL TIMES ZULU UNLESS IN (Local)

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RB-47 WX SCOUT AIRCRAFT (26th SRW) SCHEDULE OF EVENTS

REMARKS	DATE	NR	START ENG	TAXI	TAKE- OFF	RENDEZ	LAND	RENDEZ PT
1. EACH DAY'S WX SCOUT WILL HAVE A MANNED GROUND SPARE. GROUND SPARE WILL START ENGINES AND TAXI WITH PRIMARY ACFT.	30 NOV	1	0335	0350	0415	N/A	1100	N/A
	1 DEC	2	0315	0430	0455	N/A	1145	
2. THULE TASK FORCE COMMANDER WILL RELEASE 2 RB-47 WX SCOUTS ON FINAL DAY OF EXERCISE PROVIDING REMAINING WX SCOUT MAKES WX RECON SCHED. WX SCOUT FLYING LAST SORTIE WILL BE RELEASED DAY FOLLOWING EXERCISE	2 DEC	3	0335	0350	0415	N/A	1100	
	3 DEC	4	0410	0425	0450	N/A	1135	
	4 DEC	5	0415	0430	0455	N/A	1145	
3. WX SCOUTS WILL BE BRIEFED BY TANKER TASK FORCE COMMANDER IN HANGAR # 6 BRIEFING ROOM 4 HRS PRIOR TO SCHEDULED TAKE-OFF.								
4. ALL TIMES ZULU.								

APP III, ANNEX A, LOB3D SW OPRD 39-57, 3 NOV 57, 5661

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SECRET

HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

APPENDIX IV

TO

ANNEX A

OPERATIONS ORDER

SERIAL NR 39-57

REFUELING RECAPITULATION (SAC FORM 498)

THIS APPENDIX CONSISTS OF 4 PAGES

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4083D SW OPORD
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SECRET (When Filled In)													PAGE NR	NR OF PAGES
REFUELING ASSIGNMENTS RECAPITULATION			REFUELING AREA ICE BOAT	KEY RENDEZVOUS POINT 76-02N 58-50W	TRACK 290 G	FUEL AVAILABLE 32,000#	COMM RDVU PROC. (SM 100-1)			DATE PREPARED 2 Nov 57				
LINE NR	BORDER			AIR REFUELING			TANKER					COMM. RDVU PROC. (SM 100-1)		
	UNIT A	CELL COLOR AND CALL SIGNS B	T. O. TIME E+	RENDEZVOUS POINT D	RDVU TIME E+	OFF LOAD REQUIRED F	SG G	NR ACPT H	TAKE-OFF BASE I	T. O. TIME E+	LDS TIME E+		TANKER CYCLE L	
1	340	RED LDR	NR	ANN	119:59	32,000	91	1	THULE	118:18½	122:22	1	NEAC ALFA	
2	340	RED 2	NR	ANN	119:59	32,000	91	1	THULE	118:20	122:25	1	NEAC ALFA	
3	340	RED 3	NR	ANN	119:59	32,000	91	1	THULE	118:21½	122:28	1	NEAC ALFA	
4	340	RED 4	NR	ANN	119:59	32,000	91	1	THULE	118:23	122:31	1	NEAC ALFA	
5	340	BLUE LDR	NR	CORA BETTY	120:29	32,000	91	1	THULE	118:53½	122:46	1	NEAC BRAVO	
6	340	BLUE 2	NR	CORA BETTY	120:29	32,000	91	1	THULE	118:55	122:49	1	NEAC BRAVO	
7	340	BLUE 3	NR	CORA BETTY	120:29	32,000	91	1	THULE	118:56½	122:52	1	NEAC BRAVO	
8	340	BLUE 4	NR	CORA BETTY	120:29	32,000	91	1	THULE	118:58	122:55	1	NEAC BRAVO	
9	340	YELLOW LIR	NR	ANN GORA	120:59	32,000	91	1	THULE	119:11½	123:36	1	NEAC CHARLIE	
10	340	YELLOW 2	NR	ANN GORA	120:59	32,000	91	1	THULE	119:13	123:39	1	NEAC CHARLIE	
11	340	YELLOW 3	NR	ANN GORA	120:59	32,000	91	1	THULE	119:14½	123:42	1	NEAC CHARLIE	
12	340	YELLOW 4	NR	ANN GORA	120:59	32,000	91	1	THULE	119:16	123:45	1	NEAC CHARLIE	
13	26	BLUE LDR	NR	ANN	144:40	32,000	91	1	THULE	142:59½	147:03	1	NEAC ALFA	
14	26	BLUE 2	NR	ANN	144:40	32,000	91	1	THULE	143:01	147:06	1	NEAC ALFA	
15	26	BLUE 3	NR	ANN	144:40	32,000	91	1	THULE	143:02½	147:09	1	NEAC ALFA	
16	26	BLUE 4	NR	ANN	144:40	32,000	91	1	THULE	143:04	147:12	1	NEAC ALFA	
17		APP. IV, ANNEX A 4083D SW OPORD 39-57 3 Nov 57										5661		

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DECLASSIFIED IAW

REFUELING ASSIGNMENTS RECAPITULATION													PAGE NR 3		NR OF PAGES							
REFUELING AREA ICEBOAT													KEY RENDEZVOUS POINT 76-02N 58-50W		TRACK 290 G		FUEL AVAILABLE 32,000		COMM RDVU PROC. (SI 100-1)		DATE PREPARED 19 NOV 57	
LINE NR	BOMBER			AIR REFUELING			TANKER						COMM MAKE/TYPE RDVU INDEX P-000 SACM/LOC-									
	UNIT A	CELL COLOR AND CALL SIGNS B	T. O. TIME E+ C	RENDEZVOUS POINT D	RDVU TIME E+ E	OFF LOAD REQUIRED F	SQ G	NR ACFT H	TAKE-OFF BASE I	T. O. TIME E+ J	LDS TIME E+ K	TANKER CYCLE L										
17	26	BROWN LDR	NR	BETTY	145:10	32,000	91	1	THULE	143:36	147:29	1	NEAC BRAVO									
18	26	BROWN 2	NR	BETTY	145:10	32,000	91	1	THULE	143:37½	147:32	2	NEAC BRAVO									
19	26	BROWN 3	NR	BETTY	145:10	32,000	91	1	THULE	143:39	147:35	2	NEAC BRAVO									
20	340	WHITE LDR	NR	ANN	167:59	32,000	91	1	THULE	166:17	170:18	2	NEAC ALFA									
21	340	WHITE 2	NR	ANN	167:59	32,000	91	1	THULE	166:18½	170:21	2	NEAC ALFA									
22	340	WHITE 3	NR	ANN	167:59	32,000	91	1	THULE	166:20	170:24	2	NEAC ALFA									
23	340	WHITE 4	NR	ANN	167:59	32,000	91	1	THULE	166:21½	170:27	2	NEAC ALFA									
24	340	WHITE 5	NR	ANN	167:59	32,000	91	1	THULE	166:23	170:30	2	NEAC ALFA									
25	340	BLACK LDR	NR	BETTY COCA	168:29	32,000	91	1	THULE	166:54½	170:46	2	NEAC BRAVO									
26	340	BLACK 2	NR	BETTY COCA	168:29	32,000	91	1	THULE	166:56	170:49	2	NEAC BRAVO									
27	340	BLACK 3	NR	BETTY COCA	168:29	32,000	91	1	THULE	166:57½	170:52	2	NEAC BRAVO									
28	340	BLACK 4	NR	BETTY COCA	168:29	32,000	91	1	THULE	166:59	170:55	2	NEAC BRAVO									
29	340	GREEN LDR	NR	OCRA ANN	168:59	32,000	91	1	THULE	167:11½	171:36	2	NEAC CHARLIE									
30	340	GREEN 2	NR	OCRA ANN	168:59	32,000	91	1	THULE	167:13	171:39	2	NEAC CHARLIE									
31	340	GREEN 3	NR	OCRA ANN	168:59	32,000	91	1	THULE	167:14½	171:42	2	NEAC CHARLIE									
32	340	GREEN 4	NR	OCRA ANN	168:59	32,000	91	1	THULE	167:16	171:45	2	NEAC CHARLIE									

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REFUELING ASSIGNMENTS RECAPITULATION										REFUELING AREA ICE BOAT		KEY RENDEZVOUS POINT 76-02N 58-50W		TRACK 290G		FUEL AVAILABLE 32,000		COMM RDVU PROC. (SEE 100-1)		DATE PREPARED 15 Nov 57	
LINE NR	BOMBER			AIR REFUELING			TANKER					OPEN MASS REAL RDVU TIME IN HR MIN SEC									
	UNIT A	CELL COLOR AND CALL SIGNS B	T. O. TIME E+ C	RENDEZVOUS POINT D	RDVU TIME E+ E	OFF LOAD REQUIRED F	SG G	NR ACFT H	TAKE-OFF BASE I	T. O. TIME E+ J	LDG TIME E+ K		TANKER CYCLE L								
33	26	YELLOW LDR	NR	ANN	192:40	32,000	91	1	THULE	190:59 $\frac{1}{2}$	195:05	2	NEAC CHARLIE								
34	26	YELLOW 2	NR	ANN	192:40	32,000	91	1	THULE	191:01	195:08	2	NEAC CHARLIE								
35	26	YELLOW 3	NR	ANN	192:40	32,000	91	1	THULE	191:02 $\frac{1}{2}$	195:11	2	NEAC CHARLIE								
36	26	YELLOW 4	NR	ANN	192:40	32,000	91	1	THULE	191:04	195:14	2	NEAC CHARLIE								
37	26	GREEN LDR	NR	BETTY	193:10	32,000	91	1	THULE	191:34 $\frac{1}{2}$	195:27	3	NEAC ALFA								
38	26	GREEN 2	NR	BETTY	193:10	32,000	91	1	THULE	191:36	195:30	3	NEAC ALFA								
39	26	GREEN 3	NR	BETTY	193:10	32,000	91	1	THULE	191:37 $\frac{1}{2}$	195:33	3	NEAC ALFA								
40	26	GREEN 4	NR	BETTY	193:10	32,000	91	1	THULE	191:39	195:36	3	NEAC ALFA								
41	26	SILVER LDR	NR	BETTY	216:40	32,000	91	1	THULE	215:01	219:05	3	NEAC BRAVO								
42	26	SILVER 2	NR	BETTY	216:40	32,000	91	1	THULE	215:02 $\frac{1}{2}$	219:08	3	NEAC BRAVO								
43	26	SILVER 3	NR	BETTY	216:40	32,000	91	1	THULE	215:04	219:11	3	NEAC BRAVO								
13																					
14																					
15																					
16																					
17																					

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HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 39-57

COMMUNICATIONS

THIS ANNEX CONSISTS OF 4 PAGES

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ANNEX C TO
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HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

ANNEX C

COMMUNICATIONS

(SECRET) when withdrawn from Basic Order)

1. GENERAL: The purpose of this annex is to outline the communication/ electronics facilities and procedures which will be used to control aircraft participating in this exercise. (U)
2. CONCEPT OF OPERATION: SAC Tactical Doctrine will be used for all refueling sorties. Radio silence will be maintained except at terminal facilities, during emergencies and as specified in this Annex. (C)
3. FACILITIES AND FREQUENCIES:
 - a. Air/Air:
 - (1) Receiver flight leaders will contact the tanker flight leader on the primary UHF frequency indicated in c below. All aircraft in each flight will monitor this frequency. Individual tanker/receiver communications may be made on the back-up UHF frequency as listed in SACM 100-1 if necessary. (C)
 - (2) The airborne tanker commander will utilize 136.08 mc VHF, as a tanker interplane frequency for the purpose of controlling the tanker force. The cell leader in each tanker

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cell will monitor this frequency at all times to insure rapid relay of information and/or instructions from the airborne tanker commander. (C)

(3) The receivers will monitor the prescribed VHF interplane frequencies, indicated in c below, on the AN/ARN-14 omni-receiver. In the event of UHF failure, tankers will use this frequency to transmit instructions to the receivers. (U)

(4) HF air-to-air back-up frequency 4731.5 KCS and UHF guard channel, 243.0 mcs, will be monitored in all aircraft of both the tanker and receiver until the refueling is completed. HF frequency will not be used unless essential to the success of this mission. (C)

b. Air/Ground: Under extreme circumstances, aircraft in the vicinity of GCI sites may request rendezvous assistance on GCI common frequency 364.2 mcs or 243.0 mcs. General call sign "Star Gazer" will be used for GCI contacts. (C)

c. Rendezvous: (S)

RENDEZ POINT	APN 12 Tanker T	APN 69 R	Air/Air Homing	Tanker Interplane VHF	NEAC ALFA	NEAC BRAVO	NEAC CHARLIE
ANN	4	7	1-2-1	1742	133.6	256.0	359.0 272.8
BETTY	8	4	2-1	1734	132.7	266.2	361.4 275.6
CORA	8	7	1-1-2	1746	135.7	279.8	286.6 365.4

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cell will monitor this frequency at all times to insure rapid relay of information and/or instructions from the airborne tanker commander. (C)

- (3) The receivers will monitor the prescribed VHF interplane frequencies, indicated in c below, on the AN/ARN-14 omni-receiver. In the event of UHF failure, tankers will use this frequency to transmit instructions to the receivers. (U)
- (4) HF air-to-air back-up frequency 4731.5 KCS and UHF guard channel, 243.0 mcs, will be monitored in all aircraft of both the tanker and receiver until the refueling is completed. HF frequency will not be used unless essential to the success of this mission. (C)

b. Air/Ground: Under extreme circumstances, aircraft in the vicinity of GCI sites may request rendezvous assistance on GCI common frequency 364.2 mcs or 243.0 mcs. General call sign "Star Gazer" will be used for GCI contacts. (C)

c. Rendezvous: (S)

RENZV POINT	APN 12		APN 69		Tanker Interplane VHF	NEAC ALFA	NEAC BRAVC	NEAC CHARLIE
	Tanker	R	Air/Air Homing					
ANN	4	7	1-2-1	1742	133.6	256.0	359.0	272.8
BETTY	8	4	2-1	1734	132.7	266.2	361.4	275.6
CORA	8	7	1-1-2	1746	135.7	279.8	286.6	365.4

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- d. Call signs will be as specified in SACM 100-1.
 - e. Radio facility charts will be used to obtain normal air/ground and navigational aids facility information. (U)
4. RESPONSIBILITIES: Aircraft commanders will be responsible for strict adherence to this plan. (U)

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HEADQUARTERS 1083D STRATEGIC WING
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ANNEX D

LOGISTICS AND ADMINISTRATION

THIS ANNEX CONSISTS OF 2 PAGES

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ANNEX

(CONFIDENTIAL)

1. GENERAL

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2. ITEMS

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ANNEX D. LOGISTICS AND ADMINISTRATION

(CONFIDENTIAL when withdrawn from Basic Order)

1. GENERAL: Procedures and instructions for carrying out the logistic and administrative support of this exercise are contained in the following appendices:
 - a. Appendix I - Maintenance Reception Plan.
 - b. Appendix II - Personnel reception and processing plan.
2. TIME PHASING: Arrival and departure information is contained in Annex "A" and will be adhered to as closely as possible; however, weather conditions at various SAC bases throughout the ZI and the UK may cause a shifting of planned time phasing, therefore all times indicated herein are for planning purposes only. All units and operating agencies will be prepared to man and operate on a 24 hour daily basis throughout this exercise.

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HEADQUARTERS 14083D STRATEGIC WING
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APPENDIX I

TO

ANNEX D

MAINTENANCE RECEPTION PLAN

THIS APPENDIX CONSISTS OF 7 PAGES

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HEADQUARTERS 14083D STRATEGIC WING
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APPENDIX I TO ANNEX D

MAINTENANCE RECEPTION OF OPERATION "IRON BAR"

(CONFIDENTIAL when withdrawn from Basic Order.)

1. GENERAL:

- a. The purpose of this Appendix is to spell out procedures to be followed by Maintenance and POL to implement the reception of 11 RB-47 type aircraft to be deployed to Thule Air Base in conjunction with Operation "Iron Bar". E-Hour for this operation is 0900L 25 November 1957. Actual ETA's for incoming aircraft will be given to Maintenance and POL activities as received. (C)
- b. On 23 and 24 November ground crews and cargo will arrive via one KC-97 and MATS C-118 and C-124 aircraft. (U)
 - (1) C-118 type aircraft will be offloaded at Hangar # 1 in accordance with established procedures for MATS passenger carrying aircraft. Personnel will deplane at Hangar 1 and be transported to Hangar # 3 for processing. (U)
 - (2) C-124 type aircraft will offload cargo at Hangar # 3 for positioning in Hangar 3. (U)
 - (3) KC-97 type aircraft will offload at Hangar 3; final parking will be as directed by Job Control. (U)

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- (4) MATS aircraft, after down loading, will be parked and processed dependent upon departure time and outbound loading which will be supplied by MATS. (U)
- (5) Operating location for the RB-47 personnel will be Hangar 3 as indicated in TAB 1. (U)

2. RECEPTION PLAN:

a. Base Flight and Transient Maintenance (U)

- (1) Not later than 2400 22 Nov 57, office space will be consolidated in accordance with TAB 1. Not later than 1200 24 Nov 57, Base Flight C-47 and C-54 type aircraft will be hangared as follows:

Hangar 11 1 - C-47

Hangar 1 1 - C-54 and 2 C-47

Hangar 3 2 - C-47 ($\frac{1}{2}$ of Hangar 3)

- b. 4083d Consolidated Aircraft Maintenance Squadron: One hour prior to ETA of first aircraft, the following equipment will be pre-positioned as indicated: (U)

(1) MD-3 Power Units:

- (a) An operative MD-3 power unit, with a 60 foot cable, will be placed at hardstands 13-21 to be used for refueling the B-47 aircraft.
- (b) Four operative MD-3 power units at Hangar 3 for use during Top-Off of B-47 aircraft.

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- (2) A mobile refueling unit will be available for refueling the MD-3 power units as necessary.
 - (3) Crash removal and reclamation equipment will be positioned in Hangar 11 for immediate dispatch to the airfield in case of an emergency. Crash removal and reclamation personnel will be in place at Hangar 11 readily available for duty until the last aircraft has arrived.
 - (4) One flat bed trailer, tractor and driver with 4 spare built-up B-47 wheels and jacks, capable of lifting a heavily loaded B-47, will be parked and ready for dispatch at Hangar 11. A wheel change crew will be available for dispatch to change wheels when necessary, until last aircraft is refueled and parked.
 - (5) AIO will have two bulldozers and one Garwood Crane on stand-by at the fire station for crash removal purposes. This equipment will be in place for 1 hour prior to first aircraft ETA until completion of the reception. This equipment will be released by the Consolidated Aircraft Maintenance Officer after arrival of last aircraft.
 - (6) Arrange for storage and remove from Hangar 3, all ATO racks not later than 1200L 24 Nov 57.
- c. Transient Maintenance: (U)

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- (1) Will insure that all transient aircraft are removed from the Operations Ramp and Hangar 3 and 4 area not later than 2400L 24 Nov 57. Transient aircraft will be parked and tied down on refueling pits as directed by Job Control.
 - (2) Will have available 2 radio controlled "Follow-Me" vehicles with drivers and two men for the purpose of parking the aircraft. Sufficient wooden chocks for chocking the aircraft will be carried in the vehicle.
 - (3) The two follow-me vehicles, with crews, will be in position, at the landing end of the runway, 30 minutes before ETA of the first aircraft.
 - (4) Two additional "Follow-Me" vehicles located at the JP-4 pits to lead the aircraft from the pits to their final parking area on the Operations Ramp.
- d. POL: (U)
- (1) POL will have two pit men and one serviceable JP-4 refueling hose at hardstands 13-21 at least 1 hour prior to the arrival of the first aircraft. The JP-4 pits will be operative and pressure checked the day before the arrival of the aircraft. In addition, all hydrants will be cleared of snow, before the aircraft's ETA.

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- (2) Three F-6 units, for single point JP-4 refueling, will be pre-positioned at Hangar 3 for top-off of aircraft, after taxi from the pit to the Operations Ramp.
 - (3) Arrangements will be made with AIO to have a pit repair crew, with transportation, at hardstand 16 at least 30 minutes before the first aircraft's ETA. In case of pit difficulty they will be contacted for repair work.
- e. 26th SRW: (U)
- (1) One aircraft towing tractor, crew and B-47 tow bar pre-positioned at Hangar 3 to position aircraft if necessary and provide towing capability in case of emergency.
 - (2) Provide fire guards for MD-3 power units during refueling operations.
 - (3) One towing tractor, operator, helper, and B-47 tow bar on stand-by at Pit 16 to be used for positioning the B-47's on the refueling pits if necessary.
 - (4) Provide one 6x6 and a 3 man crew for drag chute pick-up. The vehicle and crew will be in place, at hardstand 8, 30 minutes prior to the ETA of the first aircraft. Drag chutes will be delivered to the parachute shop for repack upon completion of the reception.
 - (5) Provide personnel for operation of assigned Squadron radio vehicles.

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f. 4083d Transportation Squadron: (U)

- (1) Provide a vehicle dispatcher to be in place, at Maintenance Control, 30 minutes prior to ETA of first aircraft.
- (2) Provide for maintenance activities, the following transportation in addition to that now on daily dispatch:
 - (a) Two radio controlled follow-me W/C for Transient Maintenance.
 - (b) One 6x6 drag chute pick-up for the 26th SRW.
 - (c) Two jeeps, at least one radio-controlled, for 26th SRW flight-line maintenance.
 - (d) Two aircraft towing tractors for Maintenance Control.
 - (e) One weapons carrier for the 26th SRW.

g. 91st Air Refueling Squadron: (C)

- (1) Remove from alert, all KC-97 tankers and park them on the Mass Parking apron and pits 7, 8, and 9 not later than 1200L 25 November 1957.
 - (2) Remove from Hangar 3 all alert force personnel and equipment. Cots, bedding and chairs will be placed in the locked storage room adjacent to the Alert Force quarters in Hangar 3. This will be accomplished by 1200L 25 Nov 57.
 - (3) Rooms vacated will be cleaned and swept before leaving.
4. PROCEDURES: (See TAB 3)

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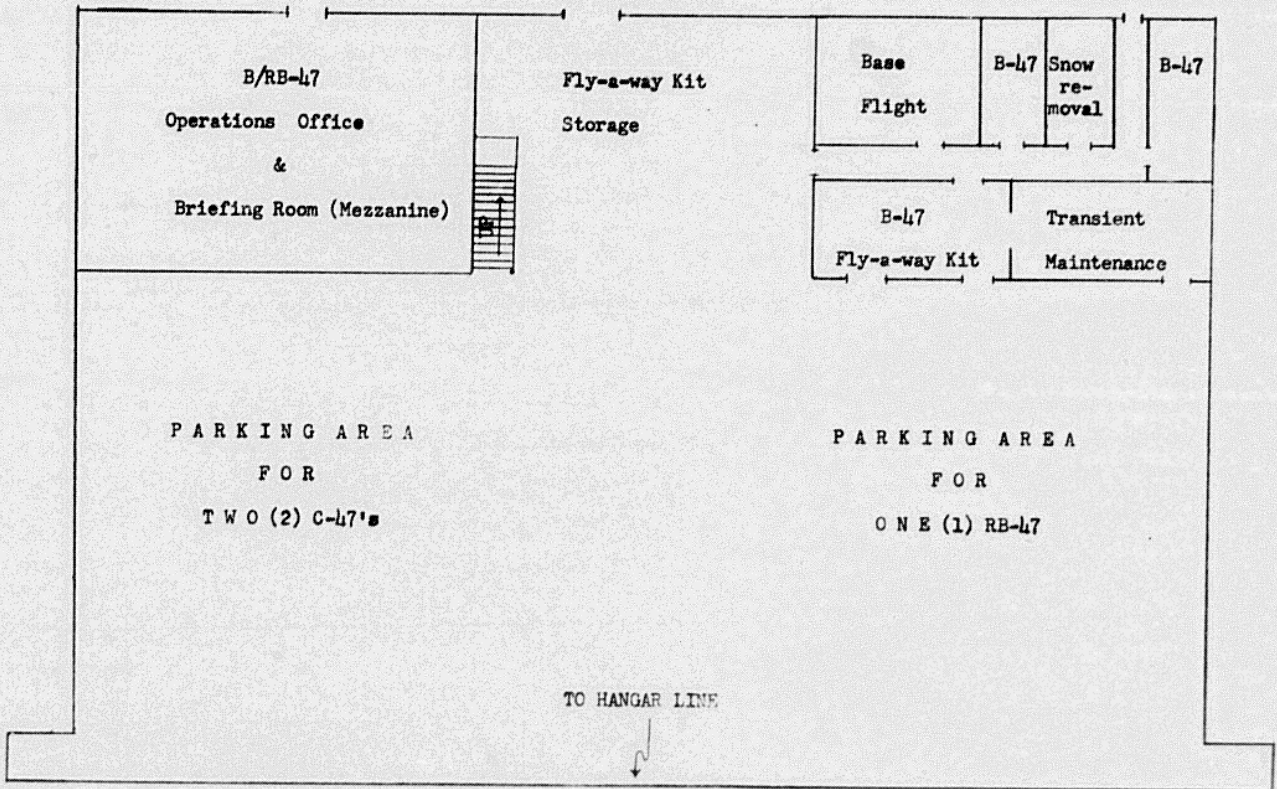
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ROAD SIDE

*(Bus Stop)



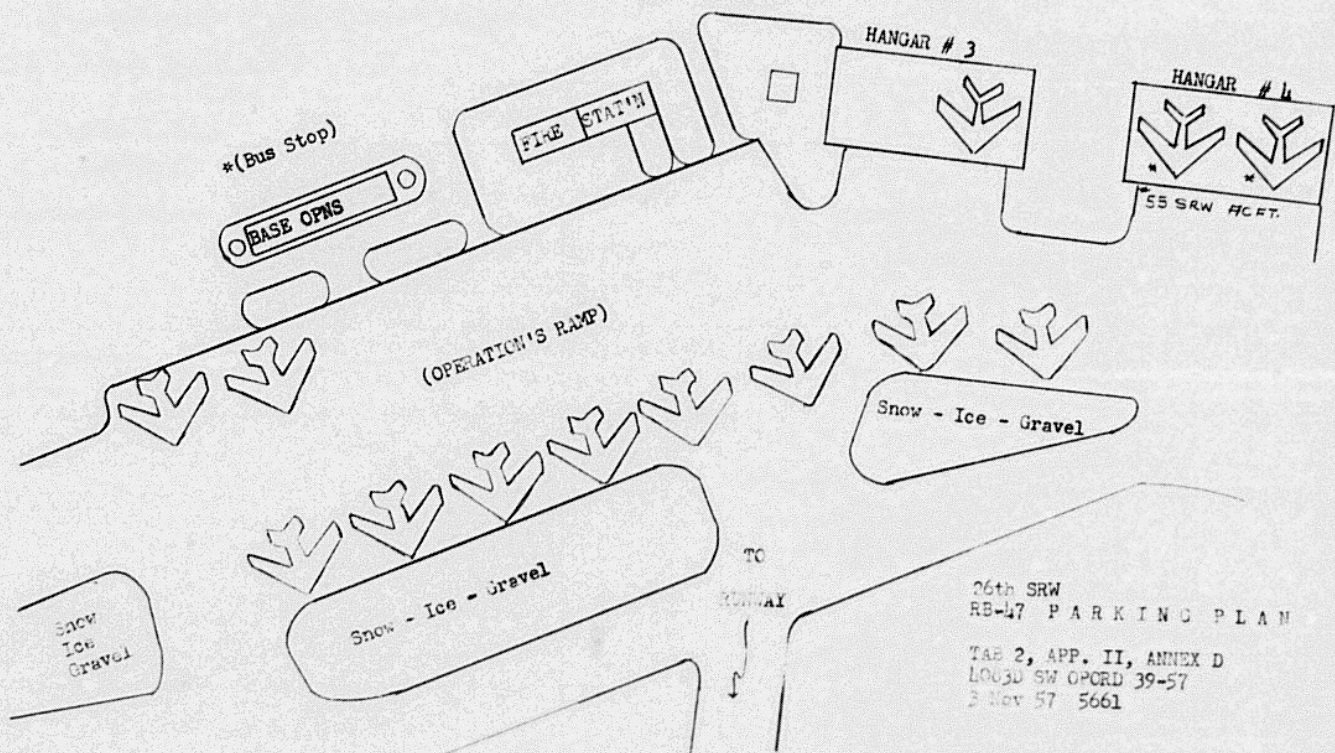
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HANGAR NR 3 (Bldg. # S 623)

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26th SRW
 RB-47 PARKING PLAN
 TAB 2, APP. II, ANNEX D
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TAB 3 TO APP I TO ANNEX D - RECEPTION PROCEDURES:

GENERAL: Assuming the landing runway to be 16, the aircraft will proceed to the end of the runway and make a right turn where they will be met by a "Follow-me" vehicle and taken to the refueling area. Drag chutes will be dropped at Hardstand 8. Aircraft, upon landing, will be taxied to refueling pits and parking areas as indicated below:

<u>Arriving Aircraft</u>	<u>Refueling Area</u>	<u>Parking Area</u>
1	Pit 13	Opns Ramp
2	Pit 14	Opns Ramp
3	Pit 15	Opns Ramp
4	Pit 16	Opns Ramp
5	Pit 17	Opns Ramp
6	Pit 18	Opns Ramp
7	Pit 19	Opns Ramp
8	Pit 20	Opns Ramp
9	Pit 21	Opns Ramp
10	Pit 13	Opns Ramp
11	Pit 14	Opns Ramp

1. Aircraft scheduled for refueling on the Pits will be led to the pits and parked on a Grid Heading of approximately 215°. Upon completion of refueling, the aircraft will start engines - make a 180° turn and be led by a "Follow-Me" vehicle to the Operations Ramp for final parking.

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TAB 3 TO
APP I TO ANNEX D
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2. Radio Maintenance vehicles will keep Maintenance Control advised of aircraft movements at all times.
3. Upon reaching final parking area, the aircraft will be topped off by F-6 units if required. Aircraft requiring maintenance, post flight, etc, may be placed in Hangar 3 or 4 for accomplishment of work.

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TAB 3 TO
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APPENDIX II

TO

ANNEX D

PERSONNEL RECEPTION AND PROCESSING PLAN

THIS APPENDIX CONSISTS OF 10 PAGES

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APPENDIX II TO ANNEX D

PERSONNEL RECEPTION AND PROCESSING PLAN

(CONFIDENTIAL when withdrawn from Basic Order)

1. TRANSPORTATION: (U)

- a. The Base Motor Pool Section will furnish vehicular equipment in support of operations under "Iron Bar". Vehicles will be available for dispatch on a continuous basis from E-2 through completion of the exercise. Transportation for personnel and cargo arriving E-2 and E-1 days by support aircraft will be furnished as required by the Base Motor Pool as requested by the Air Terminal Section. The Air Transportation Officer will process inbound personnel and cargo in accordance with SAC Manual 76-1.
- b. Vehicle operating conditions during this deployment are anticipated to be hazardous. Operators utilized for the off-loading of aircraft and operation in the vicinity of moving or parked aircraft will be familiar with current SAC and Base directives for operation of vehicles under hazardous condition.
- c. Vehicles required and available to support this plan are as follows:
 - (1) 3 Buses
 - (2) 6 Forklifts

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- (3) 1 Highlift
 - (4) 4 Trucks, 2½ ton 6x6
 - (5) 2 Tractor trailers, 12½ ton
 - (6) 14 Trucks, 3/4 ton W/C
 - (7) 4 Trucks, ¼ ton 4x4
- d. Personnel required and available by AFSC to support plan:
- (1) 2 Dispatchers - 60351
 - (2) 10 Vehicle Operators - 60330/50
- e. 91st Air Refueling Squadron will provide:
Seven (7) Vehicle Operators - 60330/50.
- f. No additional vehicles are required to support this operation. Seaweed prestock vehicles will be utilized if augmentation equipment is needed.
- g. Vehicles will be dispatched from Hangar No 5 (Phone 5126). A motor pool dispatcher located in the office adjacent to the Maintenance Control Room will dispatch all vehicles in support of this operation. Taxi vehicles will not remain with crews and/or activities in a standby status for more than 10 minutes. Vehicles will be redispached as requested.
- h. Cargo arriving by support aircraft will be processed as follows:
- (1) E-2: 3 tons of cargo will be received by Air Terminal Section and transported direct to Hangar # 3.

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- (2) E-1: 23.9 tons of cargo, will be received by Air Terminal Section and transported direct to Hangar #3.
- i. Inbound personnel arriving by tactical and support aircraft will be processed as follows:
- (1) Tactical crews - 55 personnel will be transported from aircraft to crew processing, Hangar #3, by vehicle taxi service. (Phone 5126) Crews will notify tower or Maintenance Control thru mobile Maintenance Control vehicle.
 - (2) Personnel arriving by support aircraft - 196 passengers will be transported by bus to processing, Hangar #3. Transportation to quarters from processing will be by shuttle bus service.
- j. The Air Terminal Section is responsible for off-loading cargo and passengers:
- | | |
|----------------------------|------------|
| (1) Capt F. W. Raines, OIC | Phone 4260 |
| Air Passenger Section | Phone 4231 |
| Air Freight Section | Phone 4164 |
- k. Drivers licenses will be issued, when required, in accordance with the provisions of SAC Manual 77-2.
- l. The vehicle maintenance shop facilities are located in Building 580, Phone 4130.
- m. Vehicle supply consists of technical supply bench stock and BASO stand-by levels.

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2. POL: (See paragraph 2d, Appendix I, Annex D.)
3. SUPPLY: (U)
 - a. Primary source of re-supply will be the unit's flyaway kit which will be located and administered in Hangar #3.
 - b. Unit will be given supply support in accordance with Vol XVI, AFM 67-1. (SAC Hq will not be furnished copies of reports required therein.)
 - c. Base supply assets will be used only when item or part is not available from unit's FAK. Re-supply from unit's home base, and reparable procedures, will be in accordance with instructions set forth in paragraph 8, SACR 400-3.
 - d. Supplemental common item support will be available from Base Supply to the maximum extent possible consistent with our overall mission. A limited quantity of aircraft parts is available. Peculiar parts and spares must be requisitioned through unit's home base or other ZI source.
 - e. M-23 and M-17 reports will be submitted as required and at proper time.
 - f. Maintenance supply expediter system: Reference Appendix I.
4. AIR INSTALLATIONS: (See paragraph 2b(3)(4) and (5), Appendix I, Annex D.) Normal installations support will be ready in place. (U)
5. MUNITIONS: (U)

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No special weapons are involved in this plan. Ammunition (HEI) on board aircraft will remain in landing configuration unless otherwise directed by higher headquarters. No ammunition will be furnished by the 4083d Strategic Wing for this operation.

6. BILLETING:

- a. The Housing Services Section will provide billeting facilities for officers and airmen from E-2 until completion of the exercise. Type of buildings, building numbers and facilities are as indicated in 6d(1) and (2) below.
- b. Permanent dormitory type buildings will be utilized and billeting requirements will be completed in advance of the initial phase of this operation.
- c. To provide necessary billeting facilities, the Housing Services Section will evacuate Building S-132 (NCO transient quarters) and relocate personnel in Building S-151 (Not occupied). Evacuate Building S-131 (Airmen transient quarters) and relocate personnel in Building S-135 (Not occupied). Evacuate Building S-122 (TDY Airmen quarters) and relocate personnel in Building S-433 (Not occupied). Utilize Buildings S-123 and S-124 which are not occupied. Air Police personnel will be billeted by and with the 4083d Air Police Squadron, Buildings S-231, S-233 and S-244.
- d. The following dormitory type buildings will be utilized for the housing of officers and airmen as indicated. All personnel to be deployed can be accommodated.

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(1) Officers - Building S-132 - One Officer per room

Building S-131 - Two Officers per room. (Single occupancy when space is available.)

(2) Airmen - Building S-122 - Two airmen per room.

Building S-123 - Two airmen per room.

Building S-124 - Three airmen per room.

Air Police - Buildings S-231, S-233 and S-244.

NOTE: Incoming personnel will be escorted to quarters by designated guides.

e. Supply level of bedding equipment (steel cots, mattresses, pillows, blankets, sheets and pillow cases) are on hand in sufficient quantities to meet all requirements and will be in place in barracks.

7. FOOD SERVICE: (U)

a. Task force personnel (airmen) will be subsisted at Dining Hall #5, Building # 211, utilizing the following schedule:

	breakfast	dinner	supper
Week Day	0530-0800	1100-1300	1630-1830
Sunday & Holiday	0630-0800	1130-1300	1630-1800
Night Schedule		2300-0100	

b. Task Force personnel whose arrival, departure, and/or work schedule prohibits the utilization of the above schedule will be subsisted at any time, day or night, by coordinating these requirements by

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telephone (NR 5114) prior to proceeding to Dining Hall #5.

- c. Officers can utilize Dining Hall #5 or Dining Hall #6 (Officers Field Ration Dining Hall in Building #723).
 - d. Flight lunches (sandwich type or IF packets) will be available to all crews at the Inflight Kitchen (Dining Hall #3). Advance notice of 2 hours should be allowed by Calling 5164.
8. AIR POLICE: (U)
- a. Air Police augmentation force for "Iron Bar" will be integrated into the Air Police organization and will be under the command of the Thule Air Base Provost Marshal.
 - b. All aircraft will be secured under the provisions of SACR 205-5. Point guards on aircraft and vehicle patrol will be utilized.
 - c. To gain access to normal restricted areas, SAC Form 138 will be utilized.
 - d. Thule Air Police are presently working on a three flight system.
 - e. Weapons of Air Police augmentation force will be stored in the Air Police Armory.
 - f. Weapons of all other rotational elements will be stored in Hangar Number 3.
 - g. Air Police augmentation forces will be billeted in the Air Police barracks.
 - h. Meal Cards will be issued to augmentation force upon arrival. Mess facilities will be available in Dining Hall #3.

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DECLASSIFIED IAW

CONFIDENTIAL1. Air Police Operations:

- (1) Base Operations Dispatch will notify the Provost Marshal or Air Police Operations Officer when aircraft are 100 miles out or as soon as the Flight Plan Arrival time is received. Duty hour phone is 6222, after normal duty hours the phone number is 7211 or 3200.
- (2) The 4083d Squadron Air Police will furnish transportation for the TDY Air Police and their luggage for arrival and departure.
- (3) When the RB-47 aircraft are turned around and parked on the ramp the Air Police will post point guards on the aircraft. Timing should be coordinated with the Air Police Desk at 3200 or 7234.

9. MEDICAL: Deployed unit will receive its medical support from the 4083d Base Hospital. No medical personnel will be deployed from unit's home base. (U)

10. ADMINISTRATION AND PROCESSING: (U)

- a. Passenger processing will include assignment of quarters by representatives of the billeting office. Weapons will be received and stored by representatives from the Air Police Squadron if the Squadron or unit supply officer is not on the first support aircraft.
- b. To facilitate assignment of billets during processing, advanced assignment of personnel to rooms should be made by the squadron

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- prior to deployment (see paragraph 6, Billeting, of this Appendix and 4083d SW OPLAN 16-57 for Building layout). Billeting assignment roster should accompany first aircraft in sufficient number of copies to provide housing office with at least two copies.
- c. Individual side arms of support personnel will be tagged prior to deployment with standard baggage checks. Stub will act as receipt for the weapon when it is turned in at the processing line. Side arms of aircrew personnel will be retained by the individual crew member and secured in the unit safe for immediate issue for operational missions.
 - d. Personnel arriving on the first support aircraft to expedite reception procedures should include the following:
 - (1) An officer to sign for and assume supply responsibility for bedding drawn from Seaweed and/or billeting supply.
 - (2) Personnel to acknowledge receipt of cargo manifest of support aircraft and to receive classified documents.
 - (3) First Sergeant or representative to assist in completing billeting assignments and administrative details.
 - e. Passenger and crew baggage should be so loaded that it can be off-loaded prior to main cargo.
 - f. All personnel should have complete arctic gear and Class A uniform in their possession upon arrival.

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HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

ANNEX H

TO

OPERATIONS ORDER

SERIAL NR 39-57

WEATHER

THIS ANNEX CONSISTS OF 4 PAGES

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ANNEX H TO
4083D SW OPORD
39-57
3 NOV 57
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HEADQUARTERS 4083D STRATEGIC WING
APO 23, NEW YORK, NEW YORK
3 NOVEMBER 1957

ANNEX H

WEATHER: (CONFIDENTIAL when withdrawn from Basic Order)

1. GENERAL: The purpose of this Annex is to prescribe the procedures for employment of weather scout aircraft and to establish briefing requirements for the execution of this mission. (U)
2. PROCEDURES:
 - a. Weather scout procedures will be as outlined in Section IV, SACM 55-10 or as directed by the Task Force Commander. (U)
 - b. The weather scout aircraft will be launched in sufficient time to provide an initial weather report from the primary air refueling area not less than eight hours before receiver take-off. This procedure will prevail for each wave. (24 hour scout coverage is not required)
 - c. In-flight procedures:
 - (1) Weather permitting, scouting will be conducted between 15M and 16M feet. (U)
 - (2) If cloud tops are above 15M but not above 20M, flight will be conducted "on top".
 - (3) If cloud tops extend above 20M, a flight altitude of 15M will be maintained. (U)

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- (4) Between 15M and 20M, the base and top of cloud decks will be checked at frequent intervals. (U)
- (5) Aircrew reporting:
 - (a) Aircrews will log weather scout reports on 5th Weather Group Form 9, dated 8 April 1957, in accordance with instructions on the back of the form. (U)
 - (b) One complete column of this form will be used for each observation. (U)
 - (c) Observation will be made and transmitted every thirty minutes on the hour and half hour. Additional reports will be made and transmitted if significant changes in weather occur. (U)
 - (d) Transmission will be on UHF or VHF frequency to "Rawbone" or if unable to contact "Rawbone" to "Bluster", for land line re-transmission to the SAC Command Post. (C)
 - (e) The phonetic alphabet, "Alfa " through "Oboe" will be used to designate each individual weather element. Elements of weather not observed or measured will be so reported. (U)
 - (f) When radio contact cannot be established, reports will continue to be logged and a group of reports transmitted as contact is re-established. (U)

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(g) Completed logs (WX Scout Reports) will be hand-carried to the SAC Command Post after each flight.

3. RESPONSIBILITIES:

a. The Commander, Det 24, 5th Weather Group, will be responsible for:

- (1) Providing all interested agencies with appropriate weather reporting forms (5th Wx Group Form 9). (U)
- (2) Conducting weather briefings according to schedules listed in APP II & III, Annex A, this OPOD. (U)

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ANNEX H
4083D SW OPOD
39-57
3 NOV 57
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COMSTRATG 4083D THULE AB GRNLD

DEC 57

SECRET

COMAF 8 WESTOVER AFB MASS

ZIPPO

ZIPPO

11/19502

CINCSAC OFFUTT AFB NEBR
COMAIRDIV 801 LOCKBOURNE AFB OHIO

SECRET/1. ZIPPO /2-297 /T-27/39-57/BAF/TTF/IRON BAR.

2. CONCLUSIONS.

A. SUCCESSFUL

B. EXTENSIVE MISSION PRE-PLANNING AND A PROLONGED STANDDOWN DUE TO THE IRON BAR TIMING RESULTED IN A WELL PREPARED TANKER FLEET CAPABLE OF PROVIDING THE REQUIRED SUPPORT. THE MOST IMPORTANT LESSONS LEARNED WERE RESULTS OF EXERCISING BASE SUPPORT FACILITIES, SUCH AS HYDRANT REFUELING SCHEDULING. THIS EXERCISE AGAIN POINTED UP THE NEED FOR A SOUND SUPPORT PLAN FOLLOWED UP BY VERY CLOSE ON-THE-SPOT SUPERVISION.

C. FOLLOWING RECOMMENDATIONS ARE MADE:

(1) AS RECOMMENDED IN OUR OPERATION "BLUE LIGHT" T-27 REPORT, AN INTENSIVE PROGRAM SEEKING MORE DEPENDABLE LONG HAUL COMMUNICATIONS RELIABILITY MUST BE AGGRESSIVELY CONTINUED. CIRCUIT OUTAGES DURING THE MISSION REPEATEDLY FORCED US TO RESORT TO THE USE OF SAC SINGLE

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Col C. L. Phillips

DO/bd

3111

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DEC 57*

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TELEPHONE BAR.

LONGER THAN IN DUE

THE TANKER FLEET CAPABLE

TO GET LESS AND LEARNED

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TO GET LIGHT T-27 REPORT,

TO GET HAUL COMMUNICATE AS

TO GET IT OUTAGED DURING

TO GET USE OF SAC SINGLE

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DEMONSTRATING LOSS THULE AS ORNLD

BY BAND RADIO, ESPECIALLY DURING THE LATTER STAGES OF THE EXERCISE.

S. A. N/A

B. ADEQUATE, BUT NOT USED.

C. N/A

D. MATS SUPPORT WAS ADEQUATE, THE RETURN OF 26 SHW PERSONNEL AND SUPPORT EQUIPMENT, HOWEVER, WAS ACCOMPLISHED BY 91 AREFS KC-97 TO LOCKBOURNE AFB

E. BASE FACILITIES -- ADEQUATE.

F. INTELLIGENCE DATA -- ADEQUATE.

G. INTERNAL SECURITY -- ADEQUATE.

A. AIRCRAFT MAINTENANCE AND SUPPLY WERE ADEQUATE.

B. AIRBORNE AND ELECTRONIC EQUIPMENT WERE SATISFACTORY. LONG HAIL COMMUNICATIONS WERE CONSIDERABLY HAMPERED BY EXTENDED OUTAGES DUE TO PROPAGATION BETWEEN THULE AND WESTOVER.

C. WEATHER WAS EXCELLENT FOR THE DURATION OF THE EXERCISE, RB-47'S PROVIDED ADEQUATE WEATHER SCOUT INFORMATION.

D. NAVIGATION WAS SATISFACTORY.

E. FLIGHT ENGINEERING WAS ACCOMPLISHED AS PLANNED.

F. TACTICS WERE SATISFACTORY.

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HEADQUARTERS
4083RD STRATEGIC WING (SAC)
United States Air Force
APO 23, New York, New York

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23 DEC 1957

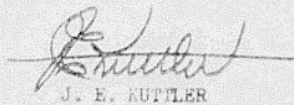
SUBJECT: Letter of Transmittal

TO: See Distribution

1. Transmitted herewith is the Final Mission Report (M-27)
for Operations Order 39-57, "Iron Bar".

2. This correspondence may be downgraded to unclassified in
accordance with paragraph 37h, AFR 205-1, as amended, when inclosure
number one is withdrawn or not attached.

FOR THE COMMANDER:



J. E. KUTTLER
Major, USAF
Adjutant

1 Incl
M-27 Report

DISTRIBUTION:

- 10 cys, Commander, 8th AF
- 1 cy, Commander, 801 AirDiv
- 1 cy, Commander, 4083rd StratWg
- 1 info cy, CINCOSAC
- 1 info cy, 1st AFHQ
- 4 info cys, Wing Historian

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FINAL MISSION REPORT (H-27)

IRON BAR

OPERATIONS ORDER 39-57

HEADQUARTERS 8TH AIR FORCE

4083D STRATEGIC WING

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3. NARRATIVE OF THE MISSION:

a. The refueling and weather scouting portions of mission were successful. However, the eight strike RB-47s were not launched on their strike schedule because of delays in their deployment to Thule. (C)

b. There were 43 receivers scheduled in the Operations Order for refueling. Of these, 31 arrived for refueling and were successfully refueled. The 91st AREFS was prepared and could have met all of the Operations Order requirement. (C)

c. Long haul communication outages during the mission repeatedly necessitated the use of single sideband radio, especially during the latter stages of the exercise. (C)

d. The OMD for the Wing Directorate of Operations does not include reports and analysis type personnel. Consequently, Base Comptroller personnel were used to augment the combat reporting function of the Thule Control Team. Combat reporting was considered to be above average during "Iron Bar". (U)

4. OPERATIONS AND TRAINING:

a. The 91st AREFS demonstrated that it was fully capable of performing this mission. Mission preplanning and a stand down due to "Iron Bar" incident facilitated a well prepared tanker fleet capable of providing the required support. (C)

5. LOGISTICS:

a. The maintenance support was in accordance with the established plan with no major deviations required. Specialist support, ground power and

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other ground support was sufficient in depth and programmed properly so as to meet the launch requirements. (C)

b. Re-supply in support of 91st AREFS aircraft was accomplished in accordance with project "Big Tin" and no abnormal requirements were generated in base supply as a result of this exercise. Re-supply to the 91st AREFS fly-a-way kit was considered satisfactory. (C)

c. Transportation support proved adequate to meet the mission requirements. A total of 10 vehicles were allocated to the 91st AREFS from base seaweed assets and were 100% in commission for the period of the exercise. (C)

d. Base installations and facilities were allocated to support the mission as originally programmed and proved to be adequate. (U)

(U) e. Armament and mobility are omitted, as neither was a part of this exercise.

6. INTELLIGENCE:

a. Intelligence data was adequate. (U)

7. SECURITY:

a. Security was adequate. (U)

8. CONSOLIDATED LIST OF RECOMMENDATIONS:

a. Recommend an intensive program seeking more reliable long haul communications. (C)

b. Recommend Wing Directorate of Operations UMD be amended as recommended by SAC manpower team that visited Thule early in December 1957, to provide for adequate command post coverage during all routine operations, but especially during exercises such as "Iron Bar". (C)

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RJJEPEO 292
13/21/62 ZFY 1
FM COMAF 3
TO RJJWSY/COMAIRDIV 922
RJEDGD/COMAIRDIV 318
RJEODL/COMSTRATWG 4082
RJERSE/COMSTRATWG 4093
RJDLSB/COMAIRDIV 7
INFO RJEDKG/COMBOMWG 340

BT
/S I C R E T/CS 45336 SUBJECT: 340TH BOMWG "IRON BAR" AIR
REFUELING SUPPORT. PART I OF II PARTS. THE FOLLOWING SECRET
MESSAGE FROM COMMANDER, 340TH BOMB WING IS QUOTED FOR YOUR INFORMA-
TION AND RELAY TO RESPONSIBLE PERSONNEL: QUOTE:
/SECRET/C 222. SUBJECT: 340BW IRON-BAR AIR REFUELING SUPPORT.
AIR REFUELING SUPPORT PROVIDED THE 340TH BOMB WING DURING THE
IRON-BAR MISSION WAS OUTSTANDING. OUT OF 105 RECEIVERS ATTEMPTING
REFUELING, 103 SORTIES WERE COMPLETED FOR A 99.4 PERCENT RECORD OF
COMPLETION. THIS COMMENDABLE RECORD DEMONSTRATES EXCEPTIONAL
PROFESSIONAL ABILITY IN MANAGEMENT NOT ONLY OF THE TASK FORCE

PAGE TWO RJJEPEO292
COMMANDERS INVOLVED BUT ALSO UPON THE UNITS WHO PARTICIPATED. I
WISH TO OFFER MY SINCERE APPRECIATION FOR THIS AIR REFUELING
SUPPORT AND COMPLIMENT THE OFFICERS AND MEN OF THE LINCOLN/
SCHILLING TANKER TASK FORCE, GOOSE TANKER TASK FORCE, EAST KIRKBY
TANKER TASK FORCE AND THE THULE TANKER TASK FORCE FOR A JOB WELL
DONE. END QUOTE. PART II. IT IS A PLEASURE TO FORWARD THIS
COMMUNICATION OF FAVORABLE COMMENT. THE COMMANDER ADDS HIS
COMPLIMENTS TO THOSE OF THE COMMANDER, 340TH BOMB WING. THE
MISSION RESULTS CITED IN PART I ABOVE ATTEST TO THE DEGREE OF
DISCIPLINE AND PROFESSIONAL ABILITY WITH WHICH THIS PORTION OF
"IRON BAR" WAS EXECUTED. PLEASE EXPRESS THE COMMANDER'S APPRECI-
ATION AND PASS HIS COMPLIMENTS TO ALL WHO CONTRIBUTED TO
THE SUCCESS OF THIS MISSION.

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T - C
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13/21/62 DEC RJJEPEO

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FINAL MISSION REPORT (M-27)
FOR THE
91ST AIR REFUELING SQUADRON (THULE AB)
AS PER
OPERATIONS ORDER 16A-57
DATED 7 MAY 1957
HEADQUARTERS 8TH AIR FORCE
WESTOVER AIR FORCE BASE MASSACHUSETTS

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DECLASSIFIED BY [REDACTED] EO 13526

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NARRATIVE OF THE MISSION

The 91st Air Refueling Squadron, under the supervision of the 91st Strategic Reconnaissance Wing, Lockbourne AFB, Ohio, deployed 20 KC-97 aircraft to Thule AB, Greenland, as per authority of Eighth Air Force Operations Order 16A-57. Take offs were accomplished at 15 minute intervals beginning at 0001Z, 2 October 1957. The deployment to Thule included an enroute stop at Goose AB, for crew rest and refueling, arrivals at Goose were as briefed, refueling and crew rest accomplished and departures made as scheduled. The facilities for turn around at Goose were adequate. On 3 October 1957, beginning at 1200Z, 20 aircraft departed Goose AB, at 15 minute intervals for further deployment to Thule. All aircraft arrived as briefed, on schedule and were prepared to EOP configuration within the specified period of time. Immediately upon landing, five aircraft and crews assumed the tanker alert responsibilities at Thule. This plan was adequately briefed by the staff of the 4083rd Strategic Wing making possible the alert posture within 2 hours after the first arrival.

The arrival at Thule was hampered by the lack of personnel control of processing, as had been briefed. Transportation was uncontrolled leaving drivers on their own for dispatch. Numbers of vehicles were adequate however the condition of the stock and the communication facilities were poor. Radio vehicles, processing, refueling and maintenance were inadequate.

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Should the deployment have developed more work orders than experienced, maintenance would have been considerably delayed. Cargo unloading was accomplished expeditiously and all sections were established immediately. A slight delay was experienced in the final location of offices due to the lack of installed equipment and the confusion created by settling in billets, ignorance of bus schedules etc..

During the period of temporary duty, the operation progressed normally with the following exceptions that developed problem areas. Recommendations where applicable will be discussed in Annex F of this report.

Flight crews experienced long delays on both aviation gas and JP-4 pits due to inoperative equipment, lack of operators, confusion as to pit assignment, and weather conditions. Considerable attention has recently been given to this problem area and progress is being made.

During the period of 30 November 57 to 5 December 57, the unit participated in the USCM "Iron Bar". Receivers from the 340th BW and the 26th SRW were refueled in the Thule area without deviation. The unit received 100% USCM credit for its efforts. (Specifics discussed in Annex F)

"Sun Dog" type missions were flown on a continuing basis without incident. Weather proved to be the only serious problem.

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* Sun Dog delays cause serious maintenance problems. Maintenance gears to certain take off times. Cancellations and delays hamper the overall effort and create problems for the individual maintenance man.

The morale and effectiveness of the officers and airmen is excellent however, a 90 day period appears to be excessive for temporary duty. After 60 days, personal problems multiply, effectiveness drops and the time begins to drag. Although the 4083rd SW and the base as a whole provide every possible means of diversion, 90 days, especially during the dark season appears excessive. * Temporary duty during the holiday season also adds to the discontent of the individual.

The unit redeployed to Lockbourne under operation "Bear Track" beginning 29 November 1957 at CC110.

Specific problem areas encountered at Thule are discussed in applicable annexes.

* See Annex F page 19 Recommendations

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ANNEX A - PERSONNEL AND ADMINISTRATION1. LOCKBOURNE DEPARTURE

The selection and designation of personnel to deploy was normal and adequate. Personnel processing was timely and satisfactory. Passenger loading, manifesting etc. was accomplished with a minimum of delay.

2. ARRIVAL AT THULE

Personnel processing was non-existent. The 91st AREFS survey team had been briefed on a processing plan to accept incoming personnel, house and indoctrinate them, however between the time of the survey and the actual arrival of the rotational unit, this procedure was eliminated. Much confusion existed in settling airmen in billets, designating working areas for integrated personnel, working hours, transportation schedules etc..*

3. GENERAL

523 personnel deployed with the unit, including 246 integrated into the 4083rd support squadrons. The total strength varied only slightly due to emergency leaves, reassignments etc..

The rotational unit was required to furnish both officers and airmen for base duties such as Tower Officer, Airdrome Officer, Flight Planning and Briefing Officer, Supervisor of Flying and Mess Attendants.

* See Annex F page 19 Recommendations

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This produced a severe hardship in scheduling and man hour utilization, as the unit deployed with only enough personnel to accomplish its own mission.

Working conditions at Thule are not desirable during the cold, dark months of November and December. Crew Chiefs, and maintenance personnel are required to work outside in temperatures reaching 20 below zero during darkness. Hanger space is not available to eliminate this situation. *

The control of integrated personnel presented a problem. Operational control was vested in 40F units while administrative and disciplinary responsibilities remained with the rotational unit.

Judge Advocate, Finance, Personnel Services, Personnel Accounting and general administration functioned normally and without serious incident during the temporary duty period.

4. HOSPITAL

The base hospital provided excellent service to the rotational unit. During the initial part of the duty period Asiatic Flu presented a serious problem to the operation. The base hospital administered inoculations and later boosters to control the problem. Cooperation was exceptional and no difficulties encountered.

* See Annex F page 19 Recommendations

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Personnel and administration was, other than noted above, normal and well organized. Specific recommendations to improve rotational duty are covered in Annex F of this report.

CONFIDENTIALANNEX B OPERATIONS AND TRAINING1. GENERAL

Operations and training progressed normally during the TUI period. The advent of the Alert Force and numerous "Sun Dog" type missions reduced the amount of upgrading training possible. The alert situation also caused a complete revision of previous plans for crew training in air proficiency and ground accomplishments.

Twenty-two crews deployed with the unit. During the period of temporary duty, one aircraft commander was returned to the home base for assignment to the KC-135 program. He was replaced without loss of combat potential. Three navigators were declared combat ready in order to replace known losses during the 1st part of 1958. The Squadron Observer was reassigned o/s and was replaced without crew regression. 1 new crew was formed from resources and known inputs. The navigator shortage is the remaining deterrent to the formation of the maximum combat crews. Overall, crew changes were held to a minimum to reduce the necessary correspondence load with higher headquarters and preserve crew integrity.

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2. 50-8 TRAINING

The unit finished the quarter with 98.5% of its 50-8 training accomplished. The amount less than 100% is attributable to the excessive delay experienced by one crew in returning an IRAN aircraft to the unit. *

3. 51-19 TRAINING

Navigational, pilot and aircrew members training was accomplished to a desirable degree, however aircraft commander upgrading was limited due to the factors mentioned above. Another limiting situation during the TDY period is the complete darkness, during November and December, precluding emergency procedure training and satisfactory transition.

Ground training was complete for the year by scheduling make up classes in subjects missed during the previous training periods. All crews attended arctic survival school as required by the 4083rd SW. Link trainer was utilized and instrument school attended by those requiring the training. Maximum physical conditioning was accomplished through the excellent facilities of the base gymnasium. *

4. 51-4 STANDARDIZATION

8 standardization spot checks were made with favorable results. 4 initial standardization checks and 1 formal check completed the activity of the Standardization Board.

* See Annex F page 19 Recommendations

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5. DAILY OPERATIONS

345 sorties were flown versus a scheduled requirement of 358. A total of 2142 hours flying time was accomplished during the period.
(Oct 734, Nov 613, Dec 795)

Higher headquarters directed missions consumed a total of 1541 hours.

6. USCM

The operation nicknamed "Iron Bar" was incorporated in the flying activity of the unit and was completed successfully. 100% credit was obtained. Refueling of aircraft presented some problems to crews and maintenance personnel. Had the turn around time for crews been less than required, a serious problem could have developed. Communications for control were poor both air to ground and ground to ground. *

7. FOREIGN STATION EXERCISE

The Air Base at Sondrestrom was exercised a total of 10 times. Facilities were found satisfactory.

8. COMMUNICATIONS

Communications, both air to ground and ground to ground are unsatisfactory. On numerous occasions loss of contact or no contact at all was experienced. This situation created extreme confusion in identification, traffic control, ground control and could develop into a safety problem.

* See Annex F page 20 Recommendations

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Frequently GCI, approach control and GCA would be unable to fail to receive transmissions.

On several occasions GCA lost traffic control and only because of VFR flying conditions, were serious mishaps prevented.

9. ALERT FORCE

Tests of the alert force capability, have proven excellent. Alpha, Bravo, and Cocoa alerts were tested without a single failure of the force.

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ANNEX C - LOGISTICS1. MAINTENANCE GENERAL

A plan for the maintenance effort was not developed. No control of the effort was exercised. Several persons disseminating conflicting instructions to flight crews. Tie down facilities were not available and no one was available to assist or direct in performing the work. Crew Chiefs remained at the aircraft for maintenance support, which did not arrive. A critical transportation problem delayed the order for unit maintenance capability. *

Sixteen aircraft arrived in EWP status. The remaining four could have been readied for EWP flow.

After the initial shock of arrival, the establishment of the alert force and the organization of unit maintenance, the base support proved excellent. All sections cooperated in seeing the required job done.

2. ALERT FORCE MAINTENANCE

A system was worked out for the timely change of alert aircraft and the maintenance of the alert force.

* See Annex F page 20 Recommendations

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Crew Chiefs were quartered in hanger #3, available for immediate call for alert maintenance. The quarters are not completely satisfactory, however, continued improvement by succeeding users should make them adequate.

Minor discrepancies appearing after the aircraft is placed on alert, ie: radio, gear inflation etc, are handled while the aircraft is in place.

Air crews and ground crews coordinate during two, 2 hour periods per day, 0800 and 2000 hours, to accomplish engine heating, interior heating, frost and snow removal etc.

The change of alert aircraft is accomplished expeditiously. The "new" alert crew prepares their aircraft for alert on the change over day by refueling, preheating etc. The crew being relieved makes its normal heating effort at 0800 hours and prepares to evacuate the alert ramp. Upon the arrival of the "new" aircraft and crew, the "old" is taxied off to defuel, receive necessary maintenance etc. Aircraft are scheduled into alert status according to the normal maintenance schedule and flown following their tour, as required.

3. MAINTENANCE CONTROL: SPECIALISTS

Satisfactory control of the maintenance system has been exercised by maintenance control unit. The dispatch of specialists, service vehicles and equipment has been adequate.

Shortage of transportation and substandard equipment have created some delays in the required schedule. Inadequately serviced or worn out ground power equipment, heaters, isopropal equipment and vehicular transportation have proven a continuing problem.

Base shops and 4083rd maintenance control offered excellent assistance and cooperation during the entire period of the rotation.

4. TRANSPORTATION

Initially transportation for the rotational unit was unsatisfactory, jeeps were in poor repair, flight line vehicle radios were generally inoperative and there was no scheduled transportation to the SAC ramp area. New weapons carriers equipped with Marconi radios have been allocated to maintenance. This improved the situation considerably. A base controlled bus schedule has been set up to the SAC ramp. I feel that by close supervision and adherence to schedules this will reduce the problem considerably.

5. SUPPLY

Generally supply was quite satisfactory. Unit supply and personal equipment sections did not experience any problem other than transportation. *

* See Annex F page 20 Recommendations

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FAK section functioned very satisfactorily except for some internal problems that were eliminated. One problem concerned the misidentification of Big Tin items shipped along with normal supply distribution. These items would become mislaid or stored at Base Supply, increasing the input time to FAK and the using organization. FAK initiated a program of turning in excesses, shipped by back order, double requisition etc, to the BSO. These items are common to refueling squadrons and should be used to satisfy the needs of future rotational units.

6. POL

During the first half of our temporary duty refueling and defueling operation was completely unsatisfactory. Control of operational pits left much to be desired. Frequently crews were delayed excessively as a result of being assigned to an inoperative pit, no pit operator available and equipment malfunction. As pointed out earlier considerable emphasis is now being placed on this problem area and improvement has been made. However I am sure everyone recognizes this as a critical problem under EMP operation.

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7. SPAREED

The condition of seaweed equipment is unsatisfactory. One full time airman plus one part time airman are employed repairing maintenance stands alone. There are no repair kits available. It is felt that Seaweed would have difficulty supporting the EMP operation. *

8. HOUSING

Housing at Thule is adequate. Some quarters are in need of repair and refurbishing. GI cot type beds are not satisfactory to attain proper rest. Janitorial service in the officers barracks is inadequate.

9. MESSING

Generally the dinning halls provide adequate food in amount and quantity, however the dining room utilized for early morning crew breakfast is unsatisfactory. The food is inadequate, the personal appearance of the food handlers is sickening and the available facilities are delaying. Improvement has been made since the beginning of our duty period however the conditions existing are still unsatisfactory. These observations were made during a USCM type mission as well as normal operation. *

* See Annex F pages 20/21 Recommendations
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ANNEX D - INTELLIGENCE

1. GENERAL

The intelligence section of a rotational unit is non-existent other than for the control of T/S material, assistance in target study, intelligence brief readings and combat reporting. No difficulties were experienced and no problems encountered during our duty period.

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ANNEX E - SECURITY

1. GENERAL

Security during the duty period was excellent. Close cooperation was attained with the base force in safe guarding aircraft, material etc. Identification on the SAC ramp was adequate and well conducted. Generally no problems were encountered involving the security section. The base unit appears to be well organized and well supervised.

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APPENDIX - RECOMMENDATIONS

1. Throughout this report, problem areas have been noted with an asterisk, the following are recommendations in reference to these items.
 - a. It is recommended that sun dep. missions be cancelled in sufficient time to allow rescheduling of aircraft.
 - b. It is recommended that rotations of at Thule be limited to six (6) days.
 - c. It is recommended that a definite receipt plan be established at Thule. It should include information to incoming personnel concerning work times, shop locations, bus schedules, recreational areas, etc.
 - d. During the period of darkness and extreme cold, it is recommended that the maintenance characteristics be increased or a warning figure consistent with requirements be established and filled. Covered engine stands should also be made available.
 - e. It is recommended that XO-1 requirements be made flexible for units deployed in total darkness. Certain equipment items should be waived during these two quarters.
 - f. It is recommended that the survival training be revamped to practical application versus the present "Lay or Die" drill. Crews are required to lay or die rather than learning through going.

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g. It is recommended that a complete study be made of the communication facilities at Thule. Equipment be replaced where necessary and corrective action be taken. It is further recommended that the A-28 unit be apprised of the importance of mass recovery and enjoined to have only the highest qualified operators on duty during these periods. Flight check and repair of all NAV AIDS should receive high priority.

h. It is recommended that a maintenance reception plan be established, briefed and followed, that control be delegated to a few individuals.

i. It is recommended that the unit supply officer be deployed early enough to completely inventory and account for material received from Thule Air Base.

j. It is recommended that the R-1 system be completely reconditioned during the summer and a satisfactory, workable plan be inaugurated for refueling and defueling large numbers of tankers.

k. It is recommended that the Seaweed equipment be exercised more during the rotations and that necessary repair and replacement be made.

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CONCLUSION

The 91st AF PS completed a very successful rotational period on 29 December 1957. Only through the cooperation and continued efforts of the commanders, staffs and personnel, at Thule, was this success attained.

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TO: SAC, NEW YORK
FROM: SAC, NEW YORK
SUBJECT: [Illegible]

TO: SAC, NEW YORK
FROM: SAC, NEW YORK
SUBJECT: [Illegible]

TO: SAC, NEW YORK
FROM: SAC, NEW YORK
SUBJECT: [Illegible]

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TO RUEFKL/RJEPD/RJEPG/RJEPK/RJEPN/RJEPQ/RJEPV/RJEPW/RJEXD/RJEXE/RJEXF/RJEXG/RJEXH/RJEXI/RJEXJ/RJEXK/RJEXL/RJEXM/RJEXN/RJEXO/RJEXP/RJEXQ/RJEXR/RJEXS/RJEXT/RJEXU/RJEXV/RJEXW/RJEXX/RJEXY/RJEXZ
DE RJEDBR 1027
P 232523Z ZFF 2
FM CINCSAC OFFUTT AFB NEBR
TO RJEPFF/COMMATS ANDREWS AFB MD
RJLFKL/COMAF 2 BARKSDALE

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FB LA
RJEPEO/COMAF 8 WESTOVER AFB MASS
INFO RJEPHQ/COF USAF WASH DC
RJEDDM/CINCORAD ENT AFB COLO
RJUPKN/COMAF 15 HARB AFB CALIF
RJENKA/COMSTRATUG 4081 HARMON AFB NFLD
RJEODL/COMSTRATUG 4002 GOOSE ABB L

BR
RJRSEB/COMSTRATUG 4083 THULE AB GRNLD
ZEN/COMOCANA TINKER AFB OKLA
ZEN/COMARS ORLANDO AFB FLA
RJPFV/COMAACS ANDREWS AFB CAMP SPRINGS MD

BT
/C O N F I D E N T I A L/DOOPC 5000EM SUBJ: "BEAR TRACK". THIS IS
AMENDMENT NUMBER 3 TO OPERATIONS DIRECTIVES 3 TO SAC OPLAN 1CA-57
AND AUTHORIZES 5 KC-99 ACFT TO DEPLOY FROM PEASE TO THULE BEGINNING
X MINUS 2 INSTEAD OF X MINUS 1.
CHANGE 3 REE PART 1 ALPHA (2)AD1. ADD THE FOLLOWING: "1. NINE ACFT
ARE AUTHORIZED DEPARTURE FROM PEASE ON X MINUS 2 WITH ENROUTE
STOP AT GOOSE OPTIONALLY."
FOR 8TH AF THIS ANSWERS YOUR CONFIDENTIAL MESSAGE CITE 0001B
V4888A DATED 11 DEC 57, SAME SUBJECT.
BT
25/2347. DEC RJEDBR

6726

A-DO
I-DM
Y-DOCP

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100TH AIR REFUELING SQUADRON (SAC)
APO 23, New York, New York

Squadron Commanders Remarks

Part III of

Air Training Report for Month of DECEMBER.

RCS: 9-SAC-T12



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100th AREFS
1 - 31 Dec 57

COMMANDERS REMARKS

1. Hours flown performing missions ordered by higher headquarters:

- a. (1) Operation Bear Track 216
 (2) Ferry Flights 28
 b. Eighth Air Force Training Priorities:

(1) Programmed and accomplished for present month:

PRIORITY	COMMITMENT	PROGRAMMED HOURS	ACTUAL HOURS
1	AF Reg 60-2 and Staff, to be flown in conjunction with other training.		
2.	Standardization Checks	36	12
3	a. Non ready crew training	48	37
	b. Non ready crew training turnarounds	24	05
4	Combat ready crew training	276	246
	a. Combat ready crew training turnarounds	36	13
	b. Combat ready crew training navigation missions	80	85
	c. Combat ready crew training 8 hour navigation missions	160	131
5	Ferry flights (From OCAMA)	16	20
6	Test flights	03	45
	TOTAL	679	594

(a) Reference priority 1: AF Regulation 60-2 and staff training was accomplished in conjunction with other training.

(b) Reference priority 2: Twenty four (24) hours less time flown in this category due to scheduled non combat ready crews not being ready for standardization checks.

(c) Reference priority 3a: Eleven (11) hours less time flown in this category due to two (2) maintenance aborts caused by leaking fuel systems.

(d) Reference priority 3b: Nineteen (19) hours less time flown in this category due to ten (10) hours being lost because of weather and nine (9) hours due to aircraft malfunctions on first flights.

(e) Reference priority 4. Thirty (30) hours less time flown in this category due to two (2) weather cancellations and squadron standing down for deployment.

(f) Reference priority 4a: Twenty three (23) hours less time flown in this category due to two (2) weather cancellations, one (1) mission changed by higher headquarters and squadron standing down for deployment.

(g) Reference priority 4b: Five (5) hours more time flown in this category due to adverse winds aloft.

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(h) Reference priority 4c: Nineteen (19) hours less time flown in this category due to favorable winds aloft.

(i) Reference priority 5: Four (4) hours more time was flown in this category due to one aircraft landing enroute from OCAFA.

(j) Reference priority 6: Forty two (42) more hours flown in this category due to excessive engine changes and flight control change test flights.

(2) Flying time programmed for the month of January:

PRIORITY	COMMITMENT	PROGRAMMED HOURS
1	AF Reg 60-2, to be flown in conjunction with other training.	
2	* Standardization flights	00
3	Combat crew training:	
	a. Mule Train	200
	b. 50-8 training	00
	c. Sun Dog	292
4	Non combat crew training	00
5	Test flights	06
6	Ferry flights	18
	TOTAL	504

* No standboard flights due to complete darkness.

2. Weather or local conditions: Nineteen hours and thirty minutes were lost.

a. Poor weather caused the cancellation of two non combat ready training flights and two combat ready turnaround flights.

3. Restrictive directives:

a. T. O. 1C-97-KEC-6M (Magna Flux Propeller)

b. Teletype message SAC Hq DO 1843, 10 Jul 56, restricts all KC-97 type aircraft to 155,000 pounds actual gross weight.

4. Combat crew members gained or lost:

a. Crew members gained:

(1) Three (3) navigators.

b. Crew members lost: None.

5. Crew members changed:

a. One (1) aircraft commander.

b. Three (3) co pilots.

c. One (1) navigator.

d. One (1) flight engineer.

e. Four (4) radio operators.

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6. New crews formed: None.
7. ICM crews: None.
8. Crew status changes:
- M-57 disbanded No radio operator available.
 - M-45 disbanded Radio operator discharged.
 - M-47 disbanded Navigator transferred.
9. Standardization crews:
- T-18 assigned 1 Oct 56.
 - T-33 assigned 1 Feb 57.
 - T-49 assigned 13 Sep 57.
10. Refueling data:
- Tanker schedule:

	100TH BW	99TH BW
(1) Receiver units supported:		
(2) Number of tanker sorties scheduled by Eighth Air Force	75	05
(3) Number of tanker sorties scheduled by this unit	43	00
(4) Number of effective sorties with receiver unit	22	00
(5) Remarks: Twelve (12) sorties were lost due to engine malfunctions, five (5) IFR system malfunctions, one (1) receiver abort, one (1) aileron change, one (1) weather cancellation and one (1) fuel leak.		
 - Sortie losses:
 - Receiver aborts - one.
 - Receiver cancellations - none.
 - Tanker aborts:
 - Five (5) IFR malfunctions.
 - Twelve (12) engine malfunctions.
 - One (1) aileron change.
 - One (1) weather.
 - One (1) fuel leak.
 - Texaco Tankers airborne - none.

11. Additional material and personnel problems:

The shortage of KC-97 parts continue to plague the squadron during the month of December and caused many cancellations and late take offs. An abnormal

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number of engine and control surface changes caused cancellations and delays as both engines and control surfaces were in short supply. One aircraft was out of commission for nineteen (19) days for engine and another was out for seven (7) days awaiting a rudder.

Qualified engine mechanics, 432X1's continue in short supply and the squadron presently has 25 authorized spaces unfilled. This shortage has placed an even greater burden on the crew chief.

12. Comments and/or recommendations of the Squadron Commander:

The shortage of qualified airmen in the 431X1B and 432X1B field has greatly impaired the maintenance effectiveness of the squadron. It is recommended that action be taken to man Air Refueling Squadrons to the authorized strength for flight line maintenance sections.

13. Ground Training:

a. Phase training.

(1) Total number of combat ready crews responsible for phase II of SAC Regulation 50-24 requirements - 27.

(2) Cumulative total of the above crews that have completed phase II of SAC Regulation 50-24 requirements - 05.

(3) Number of crews scheduled for block training during December - 27.

(4) Number of crews attending block training during December - 27.

(5) Number of crews that completed block training during December - 3.

(a) 86% of phase II of SAC Regulation 50-24 was completed by twenty seven (27) crews.

(6) Number of crews that are scheduled to attend block training during January - 27.

b. All aircrews did not complete phase II of SAC Regulation 50-24 ground training due to non availability of the handgun range.

14. SAC planning program 9-56.

a. Number of combat ready crews assigned as of 31 December 1957 - Twenty eight (28).

b. Number of non combat ready crews assigned as of 31 December 1957 - Two (2).

c. Number of IM crews assigned as of 31 December 1957 - none.

d. Projected upgrading dates of non combat ready crews:

(1) M-38 - 28 Feb 58.

(2) M-36 - 28 Feb 58.

e. Problems in upgrading program:

The lack of qualified 43174's (Flight Engineer) has hindered our upgrading program and precluded the formation of additional crews.

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f. Recommendations to aid in upgrading program:

Recommend all co pilots being assigned to KC-97 combat crew training at Randolph AFB receive full ground, simulator and flight training. At present some of these individuals are being sent to this organization with only the ground phase completed. Also recommend that flight engineers being sent to KC-97 units have sufficient flying time and rank to be qualified for solo flights in his duty.

SAVELL L SHARP
SAVELL L SHARP
Lt Col., USAF
Commander

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f. Recommendations to aid in upgrading program:

Recommend all co pilots being assigned to KC-97 combat crew training at Randolph AFB receive full ground, simulator and flight training. At present some of these individuals are being sent to this organization with only the ground phase completed. Also recommend that flight engineers being sent to KC-97 units have sufficient flying time and rank to be qualified for solo flights in his duty.

Lawell L. Sharp
SAVELL L SHARP
Lt Col., USAF
Commander

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AIR REFUELING AIR TRAINING REPORT - PART I															UNIT				MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL				
															100TH AIR REFUELING SQUADRON				DECEMBER		2		3		9-SAC-112				
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS					D. NAVIGATION									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NR OF SORTIES FLOWN	FLYING TIME (HR:MM)	NR OF REPELLUSION	TOTAL REFUELINGS		NIGHT REFUELINGS (W/F)		DAY REFUELINGS (W/O F/W)		D O	S C	TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN APRN-12 76		AN APRN-68		TOTAL LEGS	CIRCULAR ERROR (Standard Nautical Miles)		NR OF REPELLUSION	NR OF REPELLUSION	NR OF REPELLUSION	NR OF REPELLUSION		
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC					ATT	SUCC
1-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43
T11	KC097	001	011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	001	-	-
T14	KC097	001	019	-	002	002	002	002	-	-	-	020	-	-	-	-	-	-	-	-	-	001	001	010	-	-	-	-	-
T20	KC097	002	017	-	002	002	002	002	-	-	004	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T22	KC097	005	031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-
T23	KC097	005	035	-	-	-	-	-	-	-	-	024	002	002	-	-	002	002	-	-	-	-	-	-	-	-	001	001	001
T26	KC097	003	016	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-
T27	KC097	003	016	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T28	KC097	003	020	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-
T29	KC097	004	026	-	004	004	001	001	013	013	-	010	-	-	-	-	-	-	-	-	-	002	-	-	-	-	001	001	001
T30	KC097	003	014	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-
T35	KC097	001	009	-	003	003	-	-	003	003	-	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-
T37	KC097	001	005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T40	KC097	001	011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	001	-	-
T41	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T42	KC097	004	017	-	001	001	-	-	11	011	-	010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T52	KC097	001	010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	012	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 76. Items are self-explanatory with the following items:
 SECTION A - Green.
 Item 1 - Enter sorties flown as integral crew.
 Item 4 - Individual NCM crewmembers performing training with another crew has credit parent crew with flying time utilized and multiple his portion of training. Twin crews will get crew credit for the same flying time.

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AIR REFUELING AIR TRAINING REPORT - PART II																		UNIT 100TH AIR REFUELING SQ AAFSC AFG 33, New York, New York				MONTH DECEMBER				PAGE NR 4		NR OF PAGES 4		REPORTS CONTROL SYMBOL 9-SAC-T12	
A. GENERAL		B. NAVIGATION			C. CRUISE CONTROL			D. PILOT PROFICIENCY								E. LOADING				F. EMERGENCY PROCEDURE DRILLS				G. CELL MISSIONS		H. STD. 89		I. MISC.			
CREW NUMBER	CELESTIAL GRID NAV.		NR OF MISSIONS	PERFORMANCE INDEX	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NO. OF APPROACHES	KC-97				NUMBER OF EMERGENCY PROCEDURE DRILLS	NUMBER OF CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	TOTAL CELL MISSIONS	MISCELLANEOUS	TOTAL					
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)			AC	CP	AC	CP	AC	CP	AC	CP	AC	CP		AC	CP	AC	CP								AC	CP			
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
71E	001	010	-	-	-	-	-	2	-	2	-	1	-	-	-	1	-	02	-	-	002	002	002	-	-	-	-	-	-	-	002
71J	001	010	-	-	-	-	-	1	1	1	1	-	1	-	-	1	-	03	-	-	003	003	003	-	-	-	-	-	-	-	003
71K	-	-	-	-	-	-	-	3	-	3	-	4	-	-	-	-	-	00	-	-	-	-	-	-	-	-	-	-	-	-	-
71L	-	-	-	-	-	-	-	4	1	4	1	1	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
71M	-	-	-	-	-	-	-	5	-	5	-	5	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
71N	-	-	-	-	-	-	-	5	1	5	3	4	4	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-
71P	001	010	-	-	-	-	-	3	1	3	1	3	1	-	-	-	-	01	-	-	001	-	001	001	001	-	-	-	-	-	-
71Q	001	015	-	-	-	-	-	3	1	3	1	3	1	-	-	-	-	02	-	-	003	003	003	003	003	003	-	-	-	-	-
71R	-	-	-	-	-	-	-	17	5	17	5	17	5	-	-	-	-	01	001	006	011	011	011	007	006	006	-	-	-	-	-
71S	-	-	-	-	-	-	-	4	-	4	-	3	-	-	-	-	-	03	-	-	003	003	003	003	003	003	-	-	-	-	-
71T	-	-	-	-	-	-	-	9	5	9	5	1	1	-	-	-	-	-	-	-	003	003	003	003	-	-	-	-	-	-	-
71U	-	-	-	-	-	-	-	3	-	3	-	2	-	-	-	-	-	02	-	-	003	003	003	003	003	003	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS MAY 1957. SECTION B - Navigation. SECTION C - Cruise Control. SECTION I - Miscellaneous. (Items are self-explanatory with the following options. Item 2 - CL's will be to nearest whole nautical mile. Item 1 - Enter performance index to nearest whole per cent. Item 20 - Reserved for use by this Headquarters.)

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AIR REFUELING AIR TRAINING REPORT - PART II										UNIT		MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																
										100TH AIR REFUELING SQUADRON		DECEMBER		2	4	9-SAC-T12																
A. GENERAL	B. NAVIGATION			C. CRUISE CONTROL			D. PILOT PROFICIENCY							E. LOADING		F. EMERGENCY PROCEDURE DRILLS			G. CELL MISSIONS		H. VTD	I. MISC.										
1	2		3		4		5		6		7		8		9		10		11	12	13	14	15	16	17	18	19	20				
CREW NUMBER	CELESTIAL GRID NAV.		HR OF MISSIONS		PERFORMANCE INDEX		NUMBER OF COMPLETE U.S. MISSIONS		TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF PARACHUTE DROPPINGS		NUMBER OF KC-97		NUMBER OF EMERGENCY DITCHINGS	NUMBER OF MAJOR SIMULATED LANDINGS	NUMBER OF MAJOR SIMULATED PARACHUTE DROPPINGS	TOTAL MISSIONS	CALL MISSIONS	MISC. MISSIONS	MISC. MISSIONS			
6-10	TOTAL LEGS		CIRCULAR ERROR (Nautical Miles)		AC CP		AC CP		AC CP		AC CP		AC CP		AC CP		AC CP		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP		
T11	-	-	-	-	-	-	-	2	-	2	-	2	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	SEP	-		
T14	-	-	-	-	-	-	-	3	-	3	-	3	-	-	-	-	02	-	-	003	-	002	001	002	-	002	-	002	NOV	-		
T20	-	-	-	-	-	-	-	2	-	2	-	2	-	-	-	-	01	-	-	001	-	-	-	001	-	001	-	001	SEP	-		
T22	004	002	010	-	-	-	-	6	3	6	3	2	-	2	3	-	02	-	-	-	-	001	-	-	-	-	-	-	-	JUL	-	
T23	-	-	-	-	-	-	-	3	1	4	1	1	1	-	-	-	02	-	-	002	002	002	-	001	-	-	-	-	-	OCT	-	
T26	001	006	-	-	-	-	-	5	3	5	3	5	2	-	-	-	02	001	-	-	-	001	001	003	-	-	-	-	-	OCT	-	
T27	001	010	-	-	-	-	-	3	-	3	-	1	-	2	-	-	02	002	-	002	001	003	002	002	-	-	-	-	-	OCT	-	
T28	001	010	-	-	-	-	-	2	-	3	-	3	-	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	OCT	-	
T29	001	008	-	-	-	-	-	4	-	4	-	4	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	JUL	-	
T30	-	-	-	-	-	-	-	3	2	3	2	4	2	-	-	-	02	001	-	002	002	002	002	001	-	-	-	-	-	-	NOV	-
T31	-	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	02	-	-	-	001	001	-	-	-	-	-	-	-	-	OCT	-
T37	-	-	-	-	-	-	-	1	2	1	2	-	6	-	-	-	-	-	-	-	001	001	001	-	-	-	-	-	-	-	OCT	-
T40	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	001	001	001	-	001	-	-	-	-	-	NOV	-
T41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOV	-
T42	001	006	-	-	-	-	-	4	2	3	3	-	1	3	2	1	08	-	-	001	-	-	-	002	002	-	002	-	002	JUL	-	
T52	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	NOV	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. Items are self-explanatory with the following exceptions:
 SECTION B - Navigation. Item 2 - CE's will be to nearest whole nautical mi.
 SECTION C - Cruise Control. Item 3 - Enter performance index to nearest whole percent.
 SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

0151 Air Force - SAC Office (When Filled In) **CONFIDENTIAL**

2295
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CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II												UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL													
												100TH AIR REFUELING SQUADRON AIG 23, New York, New York	DECEMBER	2	4	9-SAC-T12													
A. GENERAL 1	B. NAVIGATION 2				C. CRUISE CONTROL 3			D. PILOT PROFICIENCY 4								E. LOADING 5		F. EMERGENCY PROCEDURE DRILLS 6					G. CELL MISSIONS 7			H. VTD 8		I. MISC. 9	
	CREW NUMBER	TOTAL LEGS	CELESTIAL GRID NAV CIRCULAR ERROR (Nautical Miles)		NR OF MISSIONS	PERFORMANCE INDEX	TAKEOFFS	LANDINGS	ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		RC-97	EMERGENCY PROCEDURE DRILLS				TOTAL MISSIONS	DAY MISSIONS	NUCT CELL MISSIONS	MONTHLY MISSIONS	COMPLETED					
10-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100				
054	001	010	-	-	-	-	-	2	-	2	-	-	-	-	-	-	-	001	-	001	-	-	-	-	NCV	-			
055	001	010	-	-	-	-	-	5	-	5	-	-	-	-	-	-	-	001	001	001	001	001	001	-	001	SEI	-		
056	001	020	-	-	-	-	-	8	-	8	-	3	-	1	-	-	-	001	-	002	002	002	001	001	-	-	-	-	
058	002	017	020	-	-	-	-	2	3	2	3	2	1	-	-	-	-	07	-	-	004	004	002	-	-	001	-	001	-
059	001	017	-	-	-	-	-	10	3	10	3	5	1	1	-	-	-	08	-	-	004	004	004	001	001	001	-	001	-
XXXXX	001	017	-	-	-	-	-	27	27	98	29	65	20	8	5	3	1	61	005	006	042	035	044	023	027	012	-	014	-
XXXXX	001	017	-	-	-	-	-	1	7	1	7	2	7	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-
IN 50 MI STAGES NO HEADY REVISIONS. ONE MEMBER FIRED A TOTAL OF 329 ROUNDS.																													

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. Items are self-explanatory with the following exceptions:

SECTION B - Navigation. Item 2 - CE 8 will be to nearest whole nautical miles.

SECTION C - Cruise Control. Item 1 - Enter performance scales to nearest whole cent.

SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

FORM 10 MAY 57 36a PREVIOUS EDITIONS OBSOLETE. PG. 478

0151 AIR FORCE - SAC, OESM (When Filled In)

CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II																				UNIT	MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL					
																				100TH AIR REFUELING SQUADRON	DECEMBER		4	4	9-SAC-T12					
																				AFHQ 21, New York, New York										
A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL				D. PILOT PROFICIENCY						E. LOADING		F. EMERGENCY PROCEDURE DRILLS				G. CELL MISSIONS		H. STD	I. MISC.						
1	2				3				4						5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX	NR OF REFUELING OPERATIONS	TAKEOFFS	LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF TURNS	NUMBER OF APPROACHES	NUMBER OF TURNS	NUMBER OF APPROACHES	NUMBER OF TURNS	NUMBER OF APPROACHES	NUMBER OF TURNS	NUMBER OF APPROACHES	NUMBER OF TURNS	NUMBER OF APPROACHES	NUMBER OF TURNS	NUMBER OF APPROACHES	NUMBER OF TURNS	NUMBER OF APPROACHES
	TOTAL LEGS	CIRCULAR ERROR (Statistical Miles)							AC	CP	AC	CP	AC	CP	AC	CP														
6-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	43-45	19	21	27	31	35	39	43	47	51	54	57-58	60-62	63-65	67-69	71-73	75-77	79-81	83-85	87-89	91-93	95-97	99-101
AVERAGE NUMBER OF COMBAT READY CREWS ASSIGNED (EXCLUDING STANDBY AND INSTRUCTOR CREWS) 21.0 AVERAGE NUMBER OF NON-COMBAT READY CREWS ASSIGNED 4.2 AVERAGE NUMBER OF COMBAT READY CREWS AVAILABLE (EXCLUDING STANDBY AND INSTRUCTOR CREWS) 19.7 AVERAGE NUMBER OF NON-COMBAT READY CREWS AVAILABLE 4.2 AVERAGE NUMBER OF STANDBY CREWS ASSIGNED (COMBAT READY) 3.0 AVERAGE NUMBER OF INSTRUCTOR CREWS ASSIGNED (COMBAT READY) 4.0 AVERAGE NUMBER OF STANDBY CREWS AVAILABLE (COMBAT READY) 3.0 AVERAGE NUMBER OF INSTRUCTOR CREWS AVAILABLE (COMBAT READY) 4.0																														

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. Items are self-explanatory with the following exceptions:
 SECTION B - Navigation. Item 2 - CE's will be to nearest whole statistical m.
 SECTION C - Cruise Control. Item 3 - Enter performance index to nearest 0.1 m. cent.
 SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

FORM 13 MAR 57 36a PREVIOUS EDITION IS OBSOLETE. FC 278

0151 Air Force - SAC, OMA (When Filled In)

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CONFIDENTIAL

HEADQUARTERS
4083D STRATEGIC WING (SAC)
United States Air Force
APO 23, New York, New York

IME

16 Dec 1957

SUBJECT: Emergency Funding of FY-58 MCP Requirement for Modification
of Auto Maintenance Shop Ventilation System - Thule Air Base

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

1. Inclosed AF Forms 161 and 1418 are forwarded for favorable consideration of emergency funding in the Fiscal Year 1958 Military Construction Program. (UNCL)

2. Correction of this deficiency by preparation of a project for submission in the next appropriate Military Construction Program was recommended by Headquarters SAC in the correspondence forwarded to this headquarters by your 15th Indorsement to letter AFNAD-E, Headquarters USAF, dated 8 February 1957. Subject: Storage Motor Vehicle, Heated, and Auto Shop Base Building, FY-55 MCP, Thule AFB. It has been determined that this project be incorporated into the FY-1958 Military Construction Program due to frequent incidents of actual carbon monoxide poisoning. In October, seven (7) individuals were brought into the hospital from the Auto Maintenance Shop with definite evidence of carbon monoxide poison evidenced by symptoms and markedly elevated blood CO. In addition, there have been 2 or 3 cases seen each week with definite evidence of CO poisoning. The Base Surgeon restricted these individuals to a maximum of three (3) hours work daily in the shop area. (UNCL)

3. Modification of the inadequate ventilation system in the Auto Maintenance Shop indicated on attached AF Forms 161 must be accomplished during construction season of 1958 to eliminate carbon monoxide poisoning incidents. Failure to remedy this construction deficiency can seriously impair the health of motor pool personnel and jeopardize the mission of the base. This modification is essential for maintaining the operational capability and for survival of life in the severe climatic conditions encountered at Thule. (CONFID)

4. It is requested that emergency Fiscal Year 1958 Military Construction Program funds in the amount of \$270,000 be provided to accomplish this essential modification project. (UNCL)

C. F. LASITTF
Colonel, USAF
Commander

2 Incls

1. AF Forms 161 & 161A
(12 cys)(CONF)
2. AF Forms 1418 (10 cys)(CONF)

"A CERTIFIED TRUE COPY"

George G. Jack
GEORGE G. JACK
1st Lt., USAF

2298

18.

2299

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FOR OFFICIAL USE ONLY

HEADQUARTERS 4083D STRATEGIC WING

APO 23

15 December 1957

ROSTER OF OFFICERS

RCS: SAC-P72

This roster is based upon official records. Please report errors, omissions, or changes to the custodian of the Organizational Officers Records, Extension 5223.

- | | | |
|---------------------------------------|------------------------------------|-----------------------------|
| 1. Marital Status | 5. Date of rank in temporary grade | 9. Additional AFSCs |
| 2. Dependents in Area (*) Applied for | 6. Date due for Sep (AF Res Off) | 10. Duty Title |
| 3. Name, Alphabetically by grade | 7. Aeronautical Rating | 11. DEROS
DLPCS |
| 4. AFSN | 8. Primary AFSC
Duty AFSC | 12. Duty Phone
BOQ Phone |

1	2	3	4	5	6	7	8	9	10	11	12
<u>COLONELS</u>											
S	NO	CARPENTER, WOODWARD B.	4847A	1 Jun 52	INDEF	A	0066C 0066C	1234C 0076G 0036C 0026B	Deputy Wing Comdr	7-58 7-57	6111 6125
M	NO	GRAY, JAY O.	9506A	22 Apr 57	INDEF	B	0066A 0031C	1245 1416 0031C	Dir Opns	2-58 1-57	3111 6160
M	NO	LASSITER, OLBERT F.	4445A	19 Jan 51	INDEF	A	0066C 0002	1234B 1124A 8741 0036C	Wing Comdr	2-58 2-57	4111 4112

2300
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COLONELS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
M	NO	PIRKLE, MORGAN W.	AO317072	19 Dec 51	INDEF	NR	0046F 0046C	8441 4316 6516 8611	Dir Materiel	12-57 11-56	6188 3121
M	NO	SCHULTZ, MELVIN R.	8841A	10 Apr 57	INDEF	A	0066A 0026B	1234A 1416 1231B 0026B	Base Comdr	7-58 7-57	6250 5218
<u>LIEUTENANT COLONELS</u>											
M	NO	BLAIR, GUY N.	AO857231	15 Apr 53	INDEF	NR	0016C 7316	None	Dir Personnel	2-58 1-57	7205 5197
M	NO	BUCK, FRED E.	AO213470	20 Feb 51	INDEF	NR	5516 5516	None	INSTLRON Sq Comdr	4-58 2-57	5257 3284
M	NO	BURGESON, DARELL G.	11240A	1 Aug 51	INDEF	A	0046C 6416	1234P 1231C 0031C	Supply Staff Officer	1-58 1-57	6113 4240
M	NO	CLARY, GALLOWAY H.	AO574222	21 Apr 55	INDEF	NR	6416 6416	None	Base Supply Accountable Officer	11-58 10-57	6290 3264
M	NO	GRAYSON, MAURICE B.	AO344630	11 Aug 55	INDEF	NR	9826 9816	None	OIC Hosp Dntl Clinic	8-58 7-57	6127 4104
M	NO	HINNANT, ROBERT E.	13329A	27 Feb 54	INDEF	B	0066A 4316	1231B 4316 4344	Chief of Maintenance	7-58 6-57	6247 4245
M	NO	KATZBERG, ARTHUR J.	22394A	19 Oct 50	INDEF	F	9356D 9316	9416B	Hosp Comdr	1-58 1-57	4105 4105
M	NO	LANDALL, LINCOLN W.	3023A	1 Dec 44	INDEF	NR	6416 6416	0041D	Base Materiel Officer	9-58 9-57	5242 5270

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LIEUTENANT COLONELS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
N	NO	MACEY, WILLIAM H.	6340A	20 Feb 51	INDEF	NR	0026B 6416	4316 0046B	Rsgd Lockbourne AFB, Ohio EDCSA 17 Dec 57		
N	NO	PHILLIPS, CHARLES L. JR.	AO429850	16 Mar 55	INDEF	B	1416 1416	1234B	Opns Staff Officer	7-58 6-57	3111 3111
N	NO	TAYLOR, CHARLES E.	6551A	23 Dec 55	INDEF	A	1416 0021A	1234C 1321A 0021A	Unit Comdr Det #1	4-58 10-57	None None
N	NO	UBERINAK, GEORGE J.	AO490166	1 Aug 51	INDEF	NR	0026B 0026B	7516 7016	Deputy Base Comdr	1-58 12-56	6250 7257
<u>MAJORS</u>											
N	NO	BARGETT, DONALD L.	AO771833	30 Dec 50	INDEF	1	1426 1416	1525B	Chief of Plans	3-58 2-57	6109 3265
N	NO	BELER, KENNETH	AO1573049	9 Mar 51	INDEF	NR	6416 6416	6016 6034	Asst Supply Staff Officer	11-58 10-57	5250 3265
N	NO	BRACK, JUGENE L.	21433A	1 Aug 56	INDEF	NR	7816 7316	None	Staff Judge Advocate	1-58 12-56	4165 3269
N	NO	BRAUN, JAMES J.	AO1555008	13 May 54	INDEF	NR	6016 6016	6034 4304	TRANSMON Sq Comdr	7-58 5-57	3204 3265
N	NO	BOENNER, ARTHUR E. K.	20358A	15 Dec 51	INDEF	NR	7916 7916	None	Staff Chaplain	4-58 3-57	3211 3269
N	NO	COHEN, JACOB	AO574245	1 Jun 52	INDEF	NR	7316 7324	7016	Mail Pers Officer	2-58 12-56	5224 3265
N	NO	GAFFEY, JOHN T. II.	22859A	26 Jan 55	INDEF	B	5516 5525	1044P	Installations Engineer	4-58 4-57	4151 3264

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MAJORS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
R	NO	GAITHER, JOHN L.	13892A	11 Jun 54	INDEF	B	1044B 7521	1435 1044C 1411 7521	CH. CH. Sq Comdr	3-58 3-57	4198 7182
R	NO	HARRINGTON, BILL	A0823949	3 Feb 51	INDEF	NR	6416 6416	None	SUPERON Sq Comdr	8-58 7-57	7153 3264
R	NO	JEFFRIES, CLARK L.	A0823911	23 Feb 51	INDEF	2	6746 0051B	1791C 0051B	Group Comptroller	3-58 2-57	6120 3260
M	NO	JERKINS, FRANK	A0917311	1 Jun 52	INDEF	NR	3216 3216	3774 7011	1st Lt. Base Officer	9-58 8-57	4175 3264
R	NO	KIMBRELL, ROY E. JR.	A0559197	15 Feb 51	INDEF	B	4316 4316	1291B	CH. CH. Sq Comdr	7-58 6-57	7198 3265
M	NO	KAUTSEN, WILLIE	A0923323	13 May 54	INDEF	NR	7524 0021A	7535 0021A	Majd Whiteman AFB, Mo. ADCSA 25 Jan 58		
R	NO	KUTTLER, J. EARL	A01577452	15 Feb 51	INDEF	NR	7016 7016	None	Base Adjutant	2-58 1-57	4121 7107
R	NO	LACY, LUCIUS E.	A0745909	1 Jun 52	INDEF	B	6416 6416	1291C 7011 5011	Sup. Staff Officer	8-58 8-57	5069 3624
R	NO	MASON, HAROLD F.	A0818909	15 Feb 55	INDEF	B	4344 4311	1044C 4355	Majd Lockbourne AFB, Ohio EDCSA 1 Feb 58		
R	NO	MICHAEL, WILLIAM L.	A0360231	1 Apr 53	INDEF	NR	7016 7024	None	ADCSA Sq Comdr	1-58 12-56	5112 3269
R	NO	MIRE, EVARICE C. JR.	15916A	1 Jun 52	INDEF	B	1416 1416	1224F 7024 7516 1224F	Base Dir of Opns	7-58 6-57	3185 3265

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MAJORS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
M	NO	OGLE, SHERMAN L.	13780A	1 Sep 51	INDEF	B	1416 1416	104AA 1441 1041B	Dir of Safety	7-58 6-57	7250 3274
M	NO	POPE, MARVIN C.	A0906494	1 Jun 52	INDEF	NR	6416 6434	None	FOGGERON Sq Comdr	11-58 11-57	6121 7107
M	NO	ROHRER, MARVIN T.	13070A	15 Feb 51	INDEF	B	6416 6416	1124Q	Mgmt & Procedures Officer	7-58 6-57	6290 3264
M	NO	SEJERGAA, NORMAN H.	A0438551	1 Jun 52	INDEF	A	1435 1435	1324A 1321C	Chief of Training	7-58 6-57	6155 3269
M	NO	WILKERSON, HAROLD H.	11801A	15 Feb 51	INDEF	B	3016 3016	104AP 3054 1121A	Comm Staff Officer	7-58 7-57	4123 4235
CAPTAINS											
S	NO	ADAMS, ROBERT B.	A0963514	1 Aug 51	INDEF	NR	7924 7924	None	Chaplain	9-58 8-57	3212 3271
M	NO	BARTLE, JACK R.	A0930403	1 Apr 53	INDEF	B	1435 1435	M1124A 1124Q	Base Opns Officer	5-58 4-57	5103 3271
M	NO	BAYLIS, EDMUNDS W.	A0940336	16 Oct 56	INDEF	1-2	7321 6431	6431	Commissary Officer	4-58 3-57	6166 3271
M	NO	BENNETT, HENRY S.	A02091893	13 Oct 55	INDEF	C	6736 6736	1044C	Budget Officer	10-58 8-57	6234 3274
M	NO	BROWNLIE, JOHN R.	A0786051	7 Nov 55	INDEF	C	7324 7324	1231C 1044C	Retention & Reenlistment Officer	5-58 4-57	5118 3271
S	NO	CAHN, PETER H.	A03078204	7 Sep 57	6 Sep 59	NR	9326 9326	None	Medical Officer General	10-58 9-57	6249 6102

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CAPTAINS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
N	NO	CAMPBELL, STANLEY J.	29862A	1 Sep 51	INDEF	F-C 7511 7524	7321		Indiv Tng C/T Officer	2-58 2-57	5224 3273
N	NO	CHAPMAN, HARVEY J. JR.	AC736108	31 Oct 50	INDEF	B 5525 5534	1044C 5511 "T"		Construction Engineer	3-58 3-57	5257 3273
N	NO	COLES, WILLIAM E.	AO994337	30 Nov 56	INDEF	NR 5544 5531	None		Roads & Grounds Construction Engineer	3-58 2-57	4187 3284
S	NO	CONGRAM, GEORGE P.	AO3073068	6 Sep 57	5 Sep 59	NR 9326 9326	None		Medical Officer General	10-58 1-57	6249 6102
N	NO	COST, JAMES A.	AO590500	15 Mar 54	INDEF	NR 6424 6424	4344		CMS Supply Officer	11-58 10-57	7123 3274
N	NO	CURTIS, PAUL F.	AO2232799	19 Feb 57	INDEF	C 6424 6424	1224P 1435		Seaweed Supply Officer	8-58 7-57	4249 3271
N	NO	DATHO, MICHAEL C.	AO116064	21 Nov 55	INDEF	B 1224P 1411	1435 1411		Base Dir of Safety	2-58 1-57	7350 3271
N	NO	DEAN, CECIL O.	1554CA	16 Jan 51	INDEF	C-P 6424 6424	6411		INSTRUCTION Supply Officer	11-58 10-57	4259 3274
N	NO	FERMAN, EDITH C.	AN725909	15 Feb 51	INDEF	NR 9754 9754	None		Nurse General Duty	6-58 5-57	5217 None
N	NO	FINNEY, RAY	26550A	3 Apr 56	INDEF	NR 4355 4355	6521		Asst Prod Control Officer	1-58 12-56	5126 7236
N	NO	GILLIG, FOSTER D.	AO316094	28 May 51	INDEF	F-C 6424 6424	None		Supply Liaison Officer	10-58 8-57	7218 3274
N	NO	GRANTH, EDWARD J.	AO676051	31 Oct 50	INDEF	1 1534A 1534A	None		Base Navigator	10-58 8-57	6150 3274

DECLASSIFIED IAW EO 13526

CAPTAINS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
S	NO	HALLIGAN, WILLIAM K.	AO3045540	5 Oct 56	4 Oct 58	NR	9326 9326	None	Regd Dyess AFB, Texas EDCSA 22 Dec 57		
M	NO	HANDEHL, EMIL J.	AO2231202	11 Feb 57	INDEF	NR	5525 5554	None	Utilities Engineer	3-58 2-57	4154 3271
M	NO	HARRINGTON, CLEO R.	AO2099368	21 Oct 54	INDEF	F-2	4344 4344	None	Base Flight Maint Officer	8-58 7-57	4183 3273
M	NO	HAYES, CGCO D.	AO743445	19 Dec 50	INDEF	F-3	6424 624	6411	11TH ACG Supply Admin Officer	9-58 9-57	4175 7238
M	NO	HOFFHINES, WALTER JR.	AO337481	14 Jan 57	INDEF	F-C	7724 7724	None	Air Police Officer	2-58 2-57	6222 7211
M	NO	HOPKINS, JAMES R.	AO927783	17 Nov 55	INDEF	F-2	7024 7024	7324	Asst Base Adjutant	8-58 7-57	4121 3273
S	NO	KAUFMAN, DAVID	AO3076180	5 Jul 57	4 Jul 59	AME	9326 9356	None	Aviation Medical Officer	10-58 10-57	6105 4104
S	NO	KELLY, STANLEY H.	AO1863077	1 Apr 53	INDEF	LT	7924 7924	None	Regd Amarillo AFB, Texas EDCSA 1 Jan 58		
M	NO	LAFFERE, JAMES F. JR.	AO530062	6 Dec 55	INDEF	LT	4344 4355	4355	Production Control Officer	8-58 7-57	7218 3282
S	NO	LEONARDY, JOHN G. JR.	AO3076334	3 Feb 57	3 Apr 59	LT	9326 9326	None	Chief Medical Services Officer	3-58 5-57	6249 4104
M	NO	LLOYD, JESSE E.	AO3070070	1 Sep 51	INDEF	C	6746 6746	1224P 1124P 7021	Night Analysis Officer	3-58 2-57	6242 3271
M	NO	LOVE, ROBERT L.	AO35493	1 Apr 53	INDEF	F-C	7024 6431	7321	Base Housing Officer	3-58 1-57	5157 3276

DECLASSIFIED IAW EO 13526

CAPTAINS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
M	NO	HAYTHENS, CLYDE D.	AO2233692	13 May 54	INDEF	NR	9025 9025	9031	Executive Officer	7-58 6-57	5288 6102
M	NO	HAYTHENS, HENRY E. II.	AO590053	1 Apr 53	INDEF	NR	6434 6434	None	Base Exchange Officer	1-58 12-56	5130 3271
M	NO	KESTIVER, RICHARD G.	AO580993	31 Oct 50	INDEF	NR	6034 6034	6011 6021	Surface Trans Officer	1-58 12-56	4110 3271
S	NO	McTAGUE, THOMAS H.	AO3076070	13 Jun 57	17 Jun 59	NR	9326 9326	None	Dental Officer General	7-58 7-57	6127 6102
M	NO	MITCHELL, HOWARD A.	AO2074529	15 Dec 51	INDEF	P-2	2054 2011	2041 2011	Chief of Intel	2-58 12-56	4238 3276
M	NO	OBERHEYER, SHERWOOD F.	AO2059113	15 Apr 54	INDEF	P-C	7024 7024	"M"	INSTRON Sq Adjutant	4-58 2-57	4247 3271
S	NO	PUGH, REGINALD P.	AO3044673	14 Sep 56	13 Sep 58	NR	9326 9326	None	Rsgd Finecastle AFB, Florida EDCSA 23 Dec 57		
M	NO	RAINES, FRANCIS W.	AO782359	21 Oct 56	INDEF	P-C	6021 6021	None	Air Trans Officer	3-58 2-57	4260 3282
M	NO	RALSTON, BILLY L.	AO1865224	9 Apr 57	30 Mar 58	2	6774 6774	1534A 1524E	Chief Financial Services Division	5-58 4-57	5186 3271
M	NO	ROSKS, VINCENT P.	AO1319658	1 Apr 53	INDEF	C	5525 5561	1121E 6421 5561	Planning Engineer	7-58 6-57	4248 3284
S	NO	ROTHFELD, IRA D.	AO3076183	5 Jul 57	4 Jul 59	NR	9326	None	Medical Officer General	8-58 7-57	6249 6102
M	NO	SCHAAF, RAYMOND F.	AO1904722	4 Apr 56	INDEF	NR	6454 6454	6441	FOL Officer	10-58 9-57	7226 6271

DECLASSIFIED IAW EO 13526

CAPTAINS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
N	NO	SCHERITZLER, LYLE E.	AO1340607	1 Apr 53	INDEF	NR	6424 6424	None	Property Accounting Officer	7-58 6-57	6290 3273
N	NO	SCHULTZE, HENRY F.	AO941000	14 Nov 56	INDEF	F-2	4344 4344	None	Acft Maint Officer	5-58 5-57	4275 3282
N	NO	STEGALL, DAVID C.	AO1909410	13 May 54	INDEF	B	1221B 1435	1435 1221C	Asst Base Opns Officer	2-58 1-57	6150 3276
M	NO	STEWART, JOHN W.	AO1847855	15 Mar 54	INDEF	NR	7724 7724	7711	ARWCH Sq Comdr	1-58 11-56	6222 7211
M	NO	SUDAL, THADDEUS A.	AO660022	25 Jun 51	INDEF	F-2	5525 5534	5511 5551	Constr Engineer	3-58 2-57	5257 3234
M	NO	SUTER, EDWARD H.	AO576439	1 May 51	INDEF	NR	4355 4344	4344 4364	Acft Maint Officer	7-53 6-57	6347 3284
M	NO	SUTTERFIELD, HARVEY L.	AO2235344	26 Feb 52	INDEF	NR	6434 6434	7021	Regd Ho TTAF MDCSA 23 Jan 58		
M	NO	SWEENEY, WILLIAM E.	AO2045186	31 Oct 50	INDEF	F-2	7344 7021	7021 6431	Secretary Officer Open Mess	1-58 13-56	5196 3271
M	NO	TALLACE, DONALD C.	AO954740	6 Apr 56	INDEF	C	5525 5544	1044C 1224P up	Maint and Repair Officer	3-58 2-57	7247 3273
N	NO	TASCHER, ALFRED E.	AO777337	1 Apr 53	INDEF	F-2	6424 6424	None	INSTRUM Supply Officer	1-58 12-56	4259 3284
N	NO	WILSON, RUDOLPH A.	AO1910015	9 Feb 56	INDEF	NR	7024 7341	7341	Pers Services Officer	2-58 1-57	6192 3271
S	NO	WIRTH, RICHARD G.	AO5045490	3 Jun 57	23 Oct 58	NR	9226 9226	None	Regd 3 title AFM, Calif. LSC . 16 Jan 58		

DECLASSIFIED IAW EO 13526

CAPTAINS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
S	NO	WOOD, FREDA	AN745224	15 Dec 51	INDEF	FN	9711 9754	9754	Nurse General Duty	3-58 2-57	5277 None
M	NO	YOUNG, JACK A.	24731A	15 Feb 51	INDEF	F-2	3274 3274	7524 3281	11TH ADS Opns Officer	9-58 9-57	4175 7238
M	NO	YOUNG, WILLIAM F.	A0862115	11 Mar 54	INDEF	NR	6424 6424	None	TRANSRON Supply Officer	11-58 10-57	7126 3274

FIRST LIEUTENANTS

S	NO	ALEXANDER, ROBERT B.	A03077479	12 Oct 57	11 Oct 59	NR	9826 9826	None	Dental Officer General	11-58 10-57	6127 6102
S	NO	ASHTON, WARREN J.	A03052999	1 Nov 57	30 Apr 59	NR	6021 6021	None	Asst Air Transportation Officer	2-58 1-57	4298 3271
S	NO	BAILEY, JOHN R.	A03051922	5 Aug 57	27 Mar 59	NR	7321 7021	7021	Rsgd March AFB, Calif EDCSA 16 Jan 58		
S	NO	BAILEY, MARY J.	AN2243546	24 Aug 57	INDEF	NR	9754 9754	9734	Nurse General Duty	7-58 7-57	5277 None
M	NO	BARKER, WILLIAM H.	A02255926	29 Sep 54	INDEF	NR	7924 7924	None	Rsgd Lackland AFB, Texas EDCSA 14 Jan 58		
S	NO	BROWN, DAVID L. JR.	A03043410	13 Apr 57	12 Apr 59	NR	9921 9921	None	Base Veterinarian	6-58 6-57	7265 4104
S	NO	DENNEE, JOHN M.	A03053875	12 Nov 57	11 May 59	NR	6021 6021	None	Air Transportation Officer	2-58 1-57	4279 3282
M	NO	ENTY, ARTHUR D.	A02209800	17 Jul 56	INDEF	NR	6844 6831	None	Stat Services Officer	8-58 7-57	4196 3292
S	NO	FAASS, LAWRENCE J.	A03033428	15 Dec 56	INDEF	NR	7724 7724	None	Air Police Officer	7-58 6-57	5174 7211

DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
R	NO	FREISTEDT, CALVIN H.	AO3000097	20 Sep 55	INDEF	NR	9034 9034	None	Rsgd Pease AFB, N. H. EDCSA 16 Jan 58		
M	NO	GRADY, EDDIE L. JR.	AO3044593	3 Sep 57	2 Mar 59	NR	9021 9021	None	Medical Sq Comdr	7-58 7-57	5132 6102
S	NO	HERD, JAMES JR.	AO2208410	13 Jun 56	INDEF	C	1124Q 6021	6021	Air Transportation Officer	12-57 8-56	7126 3282
M	NO	JECK, GEORGE G.	AO3007451	13 Aug 55	INDEF	NR	7224 7224	7231	Information Services Officer	9-58 7-57	6215 5192
M	NO	KING, HAROLD R.	AO767277	24 Aug 53	INDEF	B	1124Q 5551	5531 "F"	Utilities Engineer	2-58 1-57	6283 3271
S	NO	KONIECZNY, JOSEPH C.	AO3077599	6 Sep 57	5 Sep 59	NR	9826 9826	None	Dental Officer General	10-58 9-57	6127 6102
M	NO	KNIERIM, DONALD S.	AO966648	27 Aug 53	INDEF	NR	6424 6424	6431	Material Facilities Officer	8-58 7-57	6239 3273
M	NO	KORZEP, DAVID A.	27308A	3 Dec 56	INDEF	NR	5551 5551	None	Utilities Engineer	3-58 2-57	4296 3271
S	NO	KOSUTIC, PETER F.	AO2221200	20 Sep 54	INDEF	NR	6731 6731	None	Rsgd Davis-Monthan AFB, Arizona EDCSA 25 Jan 58		
S	NO	KROLLS, SIGURDS O.	AO3077676	2 Aug 57	1 Aug 59	NR	9826 9826	None	Dental Officer General	9-58 8-57	6127 4104
S	NO	LESTER, BILL S.	AO3015883	1 Mar 55	INDEF	C	4331 4331	1124Q 1121A	Flight Test Maint Officer	4-58 3-57	6247 3282
S	NO	LEGGE, EARLE J.	AO3077753	1 Aug 57	31 Jul 59	NR	9826 9826	None	Dental Officer General	9-58 8-57	7127 4104

DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
S	NO	MC ALHANY, ROBERT E.	AO3053113	10 Nov 57	15 May 59	NR	5531 5531	None	Constr Engineer	6-58 6-57	7130 3271
S	NO	NICHOLS, RICHARD H.	28836A	1 Oct 54	INDEF	NR	7524 7524	7531	Rescue & Survival Training Officer	3-58 2-57	5246 3282
S	NO	REESE, CHARLES T.	AO3059673	21 Aug 56	30 Aug 59	NR	7924 7924	None	Chaplain	10-58 9-57	3212 3271
M	NO	STRONG, HARRY K.	AO3052997	16 Nov 57	INDEF	NR	6424 6424	None	CAMS Supply Officer	12-57 10-56	7123 3273
S	NO	WALTER, PHILIP E.	AO3050445	13 Aug 56	3 Jul 59	NR	7824 7824	None	Asst Staff Judge Advocate	9-58 8-57	4273 3273
M	NO	WOLFSBERGER, RICHARD E.	28906A	15 Nov 55	INDEF	NR	3054 3054	3034 3221	Air Electronics Officer	1-58 12-56	5202 3271
M	NO	WRIGHT, WESLEY J.	AO1350331	15 Mar 54	INDEF	NR	6424 6424	None	Salvage & Disposal Officer	5-58 4-57	7271 3282
M	NO	YOUNG, EDWARD D. JR.	AO3017380	5 Jun 55	INDEF	NR	7344 7344	7321	Asst Pers Services Officer	5-58 4-57	6192 3274
<u>SECOND LIEUTENANTS</u>											
M	NO	BULOV, JOHN G.	AO3068329	11 Mar 57	10 Mar 60	NR	7341 5521	None	Asst Installations Engr	10-58 9-57	7274 3284
S	NO	CUNTE, WILLIAM C. JR.	AO3068859	3 Dec 56	2 Dec 59	NR	8561 8561	None	Rigid Lowry AFB, Colorado EDCSA 22 Dec 57		
S	NO	GILLAN, LEROY E.	AN3076122	9 Feb 57	8 Feb 59	NR	9744 9744	9754	Surgical Service	3-58 3057	7225 4104
M	NO	HAWKINS, JAMES R.	AO3055721	10 Oct 56	9 Oct 59	NR	5531 5531	None	Constr Engineer	1-58 1-57	5257 3273

DECLASSIFIED IAW EO 13526

SECOND LIEUTENANTS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
M	NO	JACOBSON, HAROLD G.	AO3070386	10 Jul 57	9 Jul 60	NR	8561 8561	None	Chemist	10-58 9-57	7244 3273
M	NO	KELLY, JEROME F.	AO3074896	24 Aug 56	23 Aug 59	NR	9031 9031	None	Medical Supply Officer	11-58 10-57	7265 6102
S	NO	MALLA, WILLIAM A.	AO3067684	11 Nov 56	10 Nov 59	NR	3221A 3031	3031	Communications Officer	3-58 3-57	4276 3282
M	NO	MARTINSON, OTTO B. JR.	AO3087713	20 Sep 57	19 Sep 60	NR	6871 6881	None	Accounting Officer	11-58 10-57	6234 3273
M	NO	MULHAUPT, JAMES F.	AO3055746	5 Oct 56	4 Oct 59	NR	6421 6421	None	Clothing Sales Officer	10-58 9-57	7123 3284
S	NO	OVEREY, DAVID D.	AO3068576	13 Aug 56	12 Aug 59	NR	6774 6774	None	Chief Pay Br, Finance Services Division	2-58 1-57	5281 3273
S	NO	PENNINGTON, JAMES F.	AO3070947	18 Dec 56	17 Dec 59	NR	5551 5551	None	Utilities Engineer	10-58 9-57	6206 3284
M	NO	ROWLAND, ROBERT D.	AO3069345	28 Oct 56	27 Oct 59	NR	5521 5521	None	Installations Engineer	7-58 6-57	5120 3271
S	NO	SCHWEIGER, DAVID F.	AO3066935	12 Oct 56	11 Oct 59	NR	3251R 3251R	8511	Ammunition Officer	10-58 10-57	5225 3273
M	NO	STITT, JAMES L.	AO3053421	30 Jul 56	29 Jan 58	NR	5531 5531	None	Real Estate Pac Officer	1-58 2-57	7120 3271
S	NO	SWISHER, JOHN W.	AO3028654	6 Jul 57	5 Jul 60	NR	7821 7821	None	Asst Staff Judge Advocate	10-58 9-57	7213 3262
S	NO	TIERNAN, GEORGE W.	AN3075762	23 Nov 56	22 Nov 58	NR	9754 9754	9731	Nurse General Duty	7-58 6-57	5277 4104

DECLASSIFIED IAW EO 13526

SECOND LIEUTENANTS (CONT)

1	2	3	4	5	6	7	8	9	10	11	12
S	NO	WIRSKYE, MERLIN C.	AO3054591	30 Jul 56	29 Jul 59	NR	7721 7711	None	Air Police Officer	11-58 10-57	7234 7211
<u>CHIEF WARRANT OFFICERS (N-3)</u>											
M	NO	MULLER, GEORGE E.	950969E	13 Aug 56	INDEF	NR	73000 73000	None	Hsgd Offutt AFB, Nebraska EDCSA 20 Dec 57		
<u>CHIEF WARRANT OFFICERS (N-2)</u>											
M	NO	DUNLAP, ARTHUR W. JR.	AW2202900	22 Jan 57	INDEF	NR	73000 73000	None	Chief Amn Pers Branch	10-58 9-57	5118 3271
M	NO	FURR, OLON R.	AW2201224	28 Dec 55	INDEF	NR	47000 47000	None	Sq Motor Pool Officer	11-58 10-57	4130 3282
M	NO	MOGIVERU, MICAY	953565E	9 Dec 55	INDEF	NR	64100 64100	None	ABGMJ Sq Supply Officer	10-58 9-57	7106 3276
M	NO	PICKETT, ROBERT L.	953974E	23 Jan 56	INDEF	NR	36200 36200	36100 36300	Inside Wire Maint Supt	6-58 6-57	4100 3282
M	NO	ROLLINS, FRANCIS H.	AW2204034	1 Feb 57	INDEF	NR	62000 62000	None	Food Service Supt	8-58 8-57	6230 3271
M	NO	VEST, GEORGE W.	AW2200494	3 May 54	INDEF	NR	62000 62000	None	Food Service Supt	8-58 7-57	6230 3271
<u>CHIEF WARRANT OFFICERS (N-1)</u>											
M	NO	DOXSEE, MARION H.	954233E	15 May 56	INDEF	NR	57000 57000	None	Fire Fighting Supt	6-58 6-57	5107 3282
<u>6TH AIR POSTAL SQUADRON</u>											
<u>FIRST LIEUTENANTS</u>											
M	NO	DANIELSON, RONALD J.	AO3014825	15 Apr 55	INDEF	C	7024 7024	12310	Commander Det #6	8-58 7-57	5216 2273

DECLASSIFIED IAW EO 13526

6986TH SECURITY FLIGHT (USAFSC)

FIRST LIEUTENANTS

1	2	3	4	5	6	7	8	9	10	11	12
M	NO	BURGESS, THOMAS K.	31520A	23 Apr 56	INDEF	NR	2034 2034	8551	Intelligence Comm Officer	6-58 5-57	7219 3282
M	NO	COOK, DOUGLAS J.	30359A	26 Feb 54	INDEF	NR	2074 2031	2031	SR AFSSO, SAC Task Force	3-58 2-57	7277 3174

ROSTER OF OFFICERS REASSIGNED FROM A033D STRATEGIC WING (SAC) SUBSEQUENT TO 15 NOVEMBER 1957

MAJORS

M	NO	NEELLY, DALE	10759A	15 Feb 51	INDEF	B	0031C 4311	1321B 4311 1231C	Rsgd Forbes AFB, Kans. EDCSA 1 Dec 57
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CAPTAINS

S	NO	BUTLER, KENNETH	A03045295	8 Jun 57	13 Sep 58	NR	9826 9826	None	Rsgd Pease AFB N. H. EDCSA 6 Dec 57
M	NO	GIBSON, JAMES P. JR.	A0555237	13 Oct 55	INDEF	A	1044B 1435	1435	Rsgd Davis-Monthan AFB, Arizona EDCSA 22 Nov 57
S	NO	HALL, JOHN J.	A03044158	5 Jul 56	4 Jul 58	AME	9356 9356	9326	Rsgd Pinecastle AFB, Fla. EDCSA 6 Dec 57

FIRST LIEUTENANTS

S	NO	BUTLER, JAMES R.	A03045612	24 Aug 56	23 Aug 58	NR	9921 9921	None	Rsgd Ellsworth AFB, S. Dakota EDCSA 10 Dec 57
S	NO	ELLIS, SHELDON S.	A02211688	24 Oct 56	23 Apr 58	C	1124Q 3251	3251	Rsgd Travis AFB, Calif EDCSA 14 Dec 57
S	NO	GALLI, HAROLD G.	A03030377	15 Jul 56	INDEF	NR	7224 7224	None	Rsgd Travis AFB, Calif EDCSA 23 Nov 57

DECLASSIFIED IAW EO 13526

FIRST LIEUTENANTS (CONT)

<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
M	NO	GUISS, CHARLES L.	AC3026617	8 Nov 56	7 Feb 58	C	6424 6424	1124Q	Rsgd Manhattan Beach AFBsta, Brooklyn, N. Y. Release fr AD. EDCSA 3 Dec 57		
M	NO	MILLER, STANLEY	AC3042459	2 Mar 57	1 Mar 58	NR	9021 9021	None	Rsgd Manhattan Beach AFBsta, Brooklyn, N. Y. Release fr AD. EDCSA 24 Nov 57		
S	NO	NEUMANN, THOMAS J.	AC2255473	2 Dec 55	INDEF	NR	7924 7924	None	Rsgd Wilmington AFB, Delaware EDCSA 20 Nov 57		
S	NO	WABLE, FRANCIS G.	AC3040182	23 Nov 56	INDEF	2	1534A 1534A	1531P	Rsgd Malden AFB, Mo. EDCSA 20 Nov 57		
<u>CHIEF WARRANT OFFICERS (1-2)</u>											
M	NO	HANGOLD, WILLIAM	950377E	21 Dec 54	INDEF	NR	64100 6421	None	Rsgd Westover AFB, Mass. EDCSA 19 Nov 57		

FOR THE COMMANDER:



STANLEY J. CAMPBELL
 Captain, USAF
 Acting Military Personnel Officer

DECLASSIFIED IAW EO 13526

HEADQUARTERS
U. S. ARMY SIGNAL RESEARCH UNIT NO 7
APO 23, New York, New York

As Of 30 November 1957

- | | | | |
|-------------------|--------------|--------------------|----------------|
| 1. Name | 4. Branch | 7. Primary MGS | 10. Duty Phone |
| 2. Service Number | 5. Component | 8. Duty MGS | 11. BOQ Phone |
| 3. DGR | 6. DEROS | 9. Duty Assignment | |

1	2	3	4	5	6	7	8	9	10	11	12
<u>CAPTAINS</u>											
1	FOYER, CHARLES E	01648991	29Oct52	Sig C	USAR	"Asgd not joined EDCSA: 23Sep57"					
2	STRONGHILOS, GEORGE A	01640999	15Feb51	Sig C	USAR	26Feb58	0210	0210	Commander	6110	7262
<u>CWO 4-3</u>											
1	LITTLETON, EARL P	W903437	2Apr54	Sig C	RA	23May58	0145	0210	Executive Off	6110	3278

DETACHMENT 1
1623RD SUPPORT SQUADRON (T)
APO 23, New York, N. Y.

ROSTER OF OFFICERS
30 November 1957

1	2	3	4	5	6	7	8	9	10	11	12
<u>CAPTAINS</u>											
M NO	MILDOON, DENNIS	AO2030947	15Dec51	INDEF	B	1435 1435	1054A	Controller	5Aug58 7Aug57	5266 3271	
M NO	SCMTH, RICHARD E	14704A	3Nov50	INDEF	B	1435 1435	1044B	CCDR	4Nov58 11Nov57	5266 3271	
<u>FIRST LIEUTENANTS</u>											
M NO	HARRIS, PRICE H	31380A	4Jul55	INDEF	C	1044C 1435	None	Controller	7Aug58 10Aug57	5266 3271	