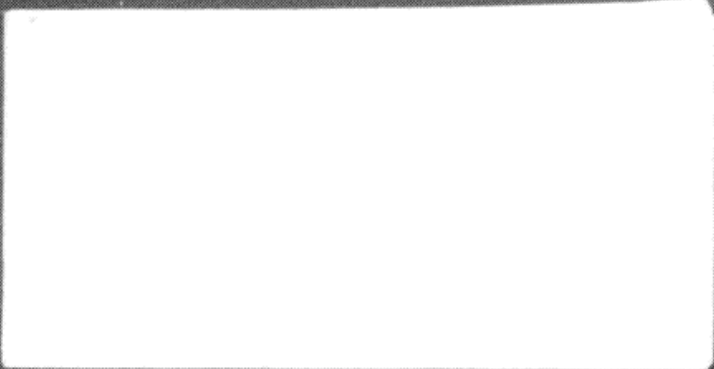


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Nov 1957*

HISTORY
OF THE
4050TH AIR REFUELING WING (MEDI W)
1 - 30 November 1957
(Unclassified Title)
Westover Air Force Base
Massachusetts
57TH AIR DIVISION
EIGHTH AIR FORCE
STRATEGIC AIR COMMAND

Prepared for the Commander by the Wing Historical Office,
Major Frank J. Wojtasiak, AO 900304, Wing Historical Officer and
Airman Second Class Ronald S. Grzywina, AF 13 352 641.

"I certify that to the best of my knowledge, this is a true
account of the activities of the 4050th Air Refueling Wing (M) for
the period 1 - 30 November 1957".

George W. R. Zethren
GEORGE W. R. ZETHREN
Colonel, USAF
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4-1949-18A

Colonel George W.R. Zethren
Commander
4050TH AIR REFUELING WING (MEDIUM)



(UNCLASSIFIED)

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CHRONOLOGY

<u>DATE</u>	<u>EVENT</u>
1 April 1955	SAC assumed command of Westover AFB 4050th Air Refueling Wing (M) activated
10 September 1956	Assumption of Command by Colonel George W R Zethren
1 April 1957	508th Air Refueling Squadron reassigned 31st SRW to 4050th Air Refueling Wing (M)
30 June 1957	Inactivation of the 508th Air Refueling Squadron
1 July 1957	Activation of the 99th Air Refueling Squadron (H)
1 August 1957	26th Air Refueling Squadron (M) reassigned 57th Air Division to 820th Air Division Plattsburgh AFB, New York
25 November 1957	Operation "IRON BAR"

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CHAPTER ONE

ORGANIZATION, ADMINISTRATION AND MISSION

ORGANIZATION AND ADMINISTRATION

Wentover Air Force Base, Massachusetts was under the Atlantic Division, Military Air Transport Service, until 1 April 1955. At that time it was transferred to the Strategic Air Command, and the 4050th Air Refueling Wing (M) was activated. The creation of a separate tactical Air Refueling Wing was a new concept in the Strategic Air Command. In the past, Air Refueling Units had been organized as separate squadrons and located as a tactical unit in a Bomb Wing. Activated on the same date was the 384th Air Refueling Squadron (M), and the 26th Air Refueling Squadron (M) was reassigned from Lockbourne AFB, Ohio to the 4050th Air Refueling Wing. (U)

Under the 4050th Air Refueling Wing (M) were three maintenance squadrons, two tactical squadrons, a headquarters squadron section, the 4050th USAF Hospital, and the Air Base Group function with seven house-keeping squadrons. (U)

Effective 4 September 1956, the 4050th Air Refueling Wing (M) and all assigned units were reassigned to the 57th Air Division. (U)

The 4050th USAF Hospital assigned to the 4050th Air Refueling Wing was reassigned to the 57th Air Division and attached to the 14th Air Base Group for all purposes. The following units were also relieved from assignment to the 4050th Air Refueling Wing (M) and were reassigned to the 57th Air Division: 11th Altitude Chamber Indoctrination Flight and the 590th Air Force Band. (U)

1. GO 24, Hq SAC, 7 Apr 1955.
2. History of 4050th Air Refueling Wing (M), April-May 1956, p.2.
3. GO 41, Hq SAC, 11 Oct 1956, p.2.
4. History of 4050th Air Refueling Wing (M), Oct 1956, p.2.

The organizational structure of the 4050th Air Refueling Wing (a) remained the same during and after the changeover, staff sections operating under the command of the 4050th Air Refueling Wing (a) after the change were as follows: Headquarters Squadron Section, 15th Air Refueling Squadron, 16th Air Refueling Squadron, 4050th Field Maintenance Squadron, 4050th Periodic Maintenance Squadron, and the 4050th Aeronautics and Electronics Maintenance Squadron. (U)

Effective 1 April 1957, the 50th Air Refueling Squadron was relieved from assignment to the Second Air Force and from further assignment to the First Strategic Fighter Wing, and was reassigned to the Eighth Air Force, with further assignment to the 57th Air Division, under the command of the 4050th Air Refueling Wing (a). (U)

Effective 30 June 1957, the 50th Air Refueling Squadron was inactivated at Turner AFB, Georgia and was reverted to the control of the Department of the Air Force. (U)

Effective 1 July 1957, the 19th Air Refueling Squadron (1) was activated at Turner AFB, Georgia and was assigned to the Strategic Air Command, with further assignment to the Eighth Air Force under the control of the 57th Air Division and under the command of the 4050th Air Refueling Wing (a). (U)

Effective 1 August 1957, the 26th Air Refueling Squadron (a) was relieved from assignment to the 57th Air Division at Westover AFB, Massachusetts and was reassigned to the 820th Air Division at Plattsburgh AFB, New York. (U)

5. IBIA.

6. History of 4050th Air Refueling Wing (a), Apr 1957, p.2.

7. GO 23, Hq SAC, para IV, 29 Mar 1957.

8. GO 23, Hq SAC, para V, 29 Mar 1957.

9. History of 4050th Air Refueling Wing (a), Aug 1957, p.3.

MISSION

The 4050th Air Refueling Wing (M), primarily was designed to "organize and train a force capable of immediate and sustained air-to-air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced procedures". The Commander, 4050th Air Refueling Wing (M) was to be responsible for exercising command jurisdiction over and administering such units together with such facilities as may be assigned.¹⁰ (U)

In addition, the Commander of the 4050th Air Refueling Wing (M) will be prepared to: perform these tasks assigned in current emergency plans and related operations orders, participate in the reserve training program to the maximum extent by training and administering assigned reserve personnel and units; to supervise the participation of assigned units in disaster relief and other domestic emergencies.¹¹ (U)

The Commander will perform such missions and assignments as may be directed by higher headquarters.¹² (U)

10. 8AF Regulation 23-17, Hq 8AF, 28 Mar 1955.

11. Ibid.

12. Ibid. DECLASSIFIED IAW EO 13526

CHAPTER TWO

PERSONNELCOMMAND

Colonel George W.R. Zethren assumed command of the 4050th Air Refueling Wing (M) on 10 September 1956, vice Colonel Jay P. Thomas.¹ (U)

AUTHORIZED AND ASSIGNED STRENGTHS

The total authorized strength of the 4050th Air Refueling Wing (M) for the month of November 1957 was 219 officers; 884 airmen and 11 civilians for an aggregate authorized personnel strength of 1,114² personnel. (U)

The total assigned strength of the 4050th Air Refueling Wing (M) for the month of November 1957 was 242 officers; 966 airmen and 11 civilians for an aggregate assigned personnel strength of 1,219³ personnel. (U)

Shortages of assigned personnel were: Headquarters Squadron Section; two officers, 99th Air Refueling Squadron; six officers, and 4050th Armament and Electronics Squadron; four airmen.⁴ (U)

Overage of assigned personnel were: Headquarters Squadron Section; 15 airmen, 99th Air Refueling Squadron; 37 airmen, 384th Air Refueling Squadron; 26 officers and eight airmen, 4050th Armament and Electronic Squadron; two officers, 4050th Field Maintenance Squadron; three officers and 25 airmen, and 4050th Periodic Maintenance Squadron; one airman.⁵ (U)

1. History of 4050th Air Refueling Wing (M), Oct 1956, p.3.
2. Informal Report of Strength, DPA-MR, November 1957, Exhibit 1.
3. Ibid.
4. Ibid.
5. Ibid.

The 4050th Air Refueling Wing (AR) during the month of November 1957, had an aggregate assigned average of 31 officers and 86 airmen. The monthly average of assigned versus authorized personnel in the 4050th Air Refueling Wing (AR) was an aggregate of 13 officers and 82 airmen. (U)

MANNING

At the end of October 1957, a request was forwarded to the Base Manpower Office requesting action be taken to effect changes recommended by Lt. Colonel Mulholland, Commander of the 4050th Field Maintenance Squadron to that unit's manning document. In August 1957, on receipt of unit manning document 896226 for the 4050th Field Maintenance Squadron, the Air Division Manpower Office was contacted regarding some apparent deficiencies in manning spaces for proper accomplishment of the assigned mission. At that time, Headquarters Eighth Air Force was contacted requesting adjustment of these deficiencies. The requested action was disapproved; however, alternate action was stated. The recommended action should clear up the deficiency in the parachute shop. However, a deficiency still exists in the propulsion branch and the fabric shop. The unit manning document authorizes three people in the 581X1 career field as fabric workers. The forecastable work load for these people is as follows: 22 aircraft with five fabric control surfaces each and a computable life of 18 months under T.O. 1-1-25 or 110 control surfaces each 18 months or 6 surfaces per month without regard to unscheduled surface recovering or accomplishing fabric repair,

6. Ibid.

3 - 12343 Pilot (KC-135)
 1 - 1435 Operation Officer (Personal Equipment)
 1 - 30100 Air Electronics Superintendent (WO)
 1 - 4355 Production Control Officer
 3 - 7024 Administrative Officer
 2 - 7324 Personnel Officer
 2 - 9356 Doctor

Airmen manned in required specialties in direct support skills for the month of November 1957, numbered 466. The effective percentage assigned was 66.8 per cent, as against a requirement of 71.4 per cent. Airmen manned in required specialties in indirect support skills for the month of November 1957, numbered 197. The effective percentage assigned was 66.8 per cent, as against a requirement of 86.8 per cent. Number authorized in direct support skills varies from last month due to deletion of AFSC 462X0 from the 4050th Armament and Electronics Maintenance Squadron's ¹⁰manning. (U)

REENLISTMENT

During the month of November 1957, 20 airmen of the 4050th Air Refueling Wing (M) were separated from the service and eligible to reenlist. Six airmen reenlisted to fill their own vacancy. The reenlistment rate for the 4050th Air Refueling Wing (M) during the month of November 1957, was 30.0 per cent. This was an increase of 8.5 per cent from the previous month of October 1957. ¹¹(U)

AWOL

There were two AWOLs within the 4050th Air Refueling Wing (M) during the month of November 1957. The AWOL rate for the wing was .2 per cent per 1,000 persons, with the average wing strength of 996 ¹²personnel. (U)

10. Ibid.
 11. Ibid.
 12. Ibid.

RETENTION

During the month of November 1957, Lt. Colonel Cole, Director of Personnel, 57th Air Division presented a study to the wing on the subject of retention. Commanders were advised by Colonel Zethren that upon receipt of a memo from Lt. Colonel Cole on this subject, they will be furnished a copy. Colonel Zethren reemphasized that the retention program has number one priority and every possible effort must be made by commanders and staff to attain and maintain a highly effective retention program. (U)

During the month of November 1957, an all out reenlistment program was initiated by SAC. This program has been named "Tree of Peace". A large Christmas Tree symbolizing SAC's "Tree of Peace" will be located in front of the control center, Headquarters SAC. Provisions were to be made for 300 tree lights. One light will be lit for each 10 first term airmen reenlisting during this period. The wing's share in this effort amounts to 20 first term airmen or a 50 per cent first term rate of all eligibles discharged during this period. (U)

During this period, 15 first termers will be discharged who are eligible for reenlistment. The Wing will secure their 50 per cent reenlistment rate to meet their goal for the "Tree of Peace". Thirteen reenlistments will achieve this goal; however, the wing is shooting for at least 20 reenlistments during this program. (U)

13. Minutes of Air Refueling Wing Staff Meeting, Hq 4050AREFWG, 20 November 1957, Exhibit 5.
14. Msg, CINCSAC to Comdr, 4050AREFWG, DPAR 40610, 14 Nov 1957, Exhibit 6.
15. DF, from DP, Hq 4050AREFWG to Comdr, 4050AREFWG, "Personnel Areas of Interest", 18 Nov 1957, Exhibit 7.

SPECIAL PROJECT

During the month of November 1957, a disposition form was forwarded to all squadron commanders within the 4050th Air Refueling Wing advising them of the appointment of Colonel Harry R. Burrell, Deputy Commander of the 4050th Air Refueling Wing as complaints officer for the wing.

16. DF, from Dep Comdr, 4050AREFWG to all Sq Comdrs, Hq 4050AREFWG, "Personal Complaints", 20 Nov 1957, Exhibit 8.

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CHAPTER THREE

OPERATIONS AND TRAININGOPERATIONS

During the month of November 1957, the 4050th Air Refueling Wing (M) flew 712 hours. Six-hundred and twenty-four hours were programmed for the Wing during the month. The reasons for significant differences¹ between hours programmed and hours flown were as follows: (C)

Only 21 hours were required for test flights during the month of November, since maintenance difficulties experienced during the heavy² flying period of operation "Iron Bar" were less than anticipated. (C)

The standardization section flew 38 hours less than the 90 hours programmed for the month. The shortage of flying was due to the following circumstances: One combat ready crew was not given a standardization check due to crew members failing to satisfactorily complete pre-standboard written examinations. This resulted in 10 hours flying time not flown as scheduled for standardization purposes. Two combat ready crews were scheduled for no notice standardization checks and one staff officer for a formal check during the month. Aircraft were not available for this purpose due to the specific requirements of a heavy weight takeoff program. This resulted in 28 hours not flown as originally scheduled³ for standardization purposes. (C)

Combat ready crews flew 128 hours in excess of their 329 hours programmed for the month of November. This overage was due to Eighth Air Force Message DO 62263, dated 5 November 1957,

1. "Squadron Commander's Remarks", PART III to "Air Training Report (RCS: 9-SAC-T-12)", November 1957, Exhibit 9.
2. Ibid.
3. Ibid.

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establishing the requirement for all combat ready aircraft commanders to accomplish a heavy weight takeoff in the KC97G type aircraft prior to participation in operations where offload requirements necessitated a takeoff weight of 170,000 pounds or more. This requirement resulted in 12 crews being scheduled for additional air refueling sorties. Approximately 80 hours were required to accomplish this requirement. ⁴ (C)

Four combat ready crews were diverted to an alternate base during operation "Iron Bar" due to weather conditions at home base. The diversion of these aircraft resulted in ten hours of flying time not programmed for the month. ⁵ (C)

Combat ready crews flew 32 additional hours during the month for the purpose of accomplishing requirements of SACR 50-8. ⁶ (C)

Non-combat ready crews flew 19 hours in excess of the 163 hours programmed for the month of November. This overage in flying hours was required to accomplish M crew requirements under SACR 50-8. ⁷ (C)

384TH AIR REFUELING SQUADRON OPERATIONS

During the month of November 1957, the 384th Air Refueling Squadron flew 712 hours. A total of 624 hours was programmed for the month. The 384th Air Refueling Squadron overflow their allotted time by 88 flying hours. ⁸ (C)

Four-hundred and fifty-seven hours were flown for combat ready crew training and higher headquarters directed missions for the month of November 1957. Selected non-combat ready crew training accounted for 182 hours during the month. Twenty-one hours were flown for test flights

4. Msg, Comdr 8AF to Comdr, 4050AREFWG, DO 63263, 4 Nov 1957, Exhibit 10.
5. "Squadron Commander's Remarks", PART III to "Air Training Report (RCS: 9-SAC-T-12)", November 1957, Ibid Exhibit 9.
6. Ibid
7. Ibid
8. Ibid.

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and 52 hours were flown for standardization checks during the month of November 1957. (C)

Seventy-nine refueling sorties were scheduled and confirmed during the month of November 1957 for aircraft of the 384th Air Refueling Squadron. Eighty-three sorties were scheduled by the 384th Air Refueling Squadron during the month. Four refueling sorties were not airborne during the month: three of these sortie failures were caused by tanker ground aborts and one sortie failure resulted from a receiver air abort.¹⁰ (C)

Of the 79 sorties which were airborne, 60 accomplished complete electronic rendezvous and 63 sorties transferred the required amount of fuel. A total of 2,157,000 pounds, or, 337,141 gallons of JP-4 fuel was transferred by the 384th Air Refueling Squadron during the month of November 1957.¹¹ (C)

Nineteen airborne sorties did not complete electronic rendezvous during the month of November 1957. Reasons for failure were as follows: one receiver air aborted, six tankers air aborted, three tankers had equipment malfunction, two receivers had equipment malfunction, four sorties experienced adverse weather in the refueling area and three sorties effected rendezvous by visual means.¹² (C)

Sixteen sorties failed to transfer the required amount of fuel during the month of November 1957. The specific reasons for these irregularities were as follows: four tankers air aborted, three tankers had equipment malfunction, one receiver had equipment malfunction, and eight sorties failed to carry out their functions due to poor weather conditions in the refueling area.¹³ (C)

9. Ibid.

10. Ibid.

11. Ibid.

12. Ibid.

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During the month of November 1957, the 384th Air Refueling Squadron lost four combat ready aircraft commanders, two combat ready and three non-combat ready navigators, two combat ready flight engineers and one non-combat ready pilot. (C)

There were 35 crew member changes made during the month of November within the 384th Air Refueling Squadron. They were as follows: (C)

2 Aircraft Commanders	2 CR
13 Pilots	10 CR, 3 NCR
9 Navigators	5 CR, 4 NCR
4 Flight Engineers	4 CR
7 Boom Operators	7 CR

There were six new crews added to the 384th Air Refueling Squadron during the month of November 1957. They were as follows: (C)

- M-14 effective 30 Sep 57
- M-15 effective 30 Sep 57
- IM-16 effective 30 Sep 57
- IM-17 effective 21 Oct 57
- M-18 effective 11 Nov 57
- M-20 effective 18 Nov 57

There were twelve crew status changes made within the 384th Air Refueling Squadron during the month of November 1957. Crew status changes were as follows: (C)

- T-51 deleted, 30 Sep 57
- IM-13 upgraded to M-13, 2 Sep 57
- M-64 upgraded to T-64, 2 Sep 57
- T-56 downgraded to M-56, 21 Oct 57
- M-53 upgraded to T-53, 14 Oct 57
- IM-10 upgraded to M-10, 21 Oct 57
- M-02 upgraded to T-02, 31 Oct 57
- M-84 upgraded to T-84, 31 Oct 57
- T-76 deleted, 11 Nov 57
- M-56 deleted, 4 Nov 57
- M-15 upgraded to T-15, 25 Nov 57
- M-14 upgraded to T-14, 25 Nov 57

14. Ibid.
 15. Ibid.
 16. Ibid.
 17. Ibid.

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The 364th Air Refueling Squadron (AR), during the month of November 1957, had an average of 16 combat ready crews assigned (excluding standboard and instructor crews). The average number of combat ready crews available (excluding standboard and instructor crews) was 13.4. The average number of non-combat ready crews available was 9.4. (C)

UNIT SIMULATED COMBAT MISSION

During the month of November 1957 a requirement existed for the 57th Air Division to provide support for a large scale training exercise involving multiple SAC units directed by Eighth Air Force Operation Order 39-57. E Hour/Day for this mission was 1400 ZULU, 25 November 1957. The unclassified nickname for this mission was "Iron Bar". (S)

The 4050th Air Refueling Wing's requirement in this mission was to provide 33 air refueling sorties by the 364th Air Refueling Squadron in support of the training mission (USQM) of the 341st Bomb Wing from Dyess AFB, Texas and the 321st Bomb Wing from Pinecastle AFB, Florida, and in addition to provide approximately 35 air refueling sorties in support of the redeployment to the 2I of the 321st Bomb Wing. (S)

On 25 November 1957, the first wave of operation "Iron Bar" was launched in support of the 321st Bomb Wing from Pinecastle AFB, Florida on its deployment and strike of the European continent. One - six aircraft - and four - two aircraft cells were dispatched to the Fighting Fox area. Offload requirement was 50,000 pounds. The first of ANW RED cell was led by Captain Wicker. Takeoff was made on schedule, and the mission was flown essentially as briefed,

18. Ibid.

19. Operation Order 39-57, Hq 57ADIV, 1 Nov 1957, Exhibit 11.

20. Ibid.

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except for one ground abort which could not be replaced due to spare aircraft difficulty. Two spares ground aborted, and after starting engines, number three spare did not have sufficient time to complete the necessary pre-takeoff checks, takeoff and fly a direct course to orbit in sufficient time to make good the rendezvous. This problem was resolved for the subsequent day's mission by having sufficient spares with engines running, and ready for immediate launch. ²¹ (S)

The second cell to launch on 25 November 1957, was ANN ORANGE with Captain Barry in the lead aircraft. Due to receiver radio failure, ANN ORANGE 2 did not effect an offload and the receiver returned to Pine-castle AFB. ²² (S)

ANN YELLOW was the third cell to takeoff with Lt. Murphy as the leader. This cell completed its mission as briefed, with no significant difficulties. ²³ (S)

The fourth cell to depart on 25 November 1957, was ANN GREEN, with Captain Stough as cell leader. This cell flew its mission as briefed. ²⁴ (S)

The fifth and last cell to launch in this day's mission was ANN BLUE with Lt. Brammer in the lead aircraft. ANN BLUE 2 did not offload the briefed 50,000 pounds of fuel due to the inability of the receiver to remain in contact. He did manage to hang on sufficiently long to obtain a 13, 700 pound offload. ²⁵ (S)

21. Notes of "Iron Bar Critique", Hq 4050AREFWG, held at Base Theatre, 6 Dec 1957, Exhibit 12.

22. Ibid.

23. Ibid.

24. Ibid.

25. Ibid.

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To summarize the 25 November mission, five cells were scheduled and five were flown. In these five cells, 14 aircraft were scheduled and 13 actually flew. Eleven of the 14 scheduled offloads were accomplished as briefed. For each day's operation, an airborne commander was launched in a separate aircraft. This procedure was not originally planned due to the large number of sorties programmed for the mission. However, Eighth Air Force directed that an airborne commander be scheduled in an aircraft not destined to offload fuel. ²⁶ (S)

All cell leaders originally scheduled, flew as scheduled. Three offloads were not as briefed due to one tanker ground abort, one receiver's radio failure, and one short offload, due to the inability of the receiver to maintain contact. ²⁷ (S)

Two principle problems developed on this day's mission. Unforeseen high velocity tail winds at refueling altitudes materially reduced the time on the refueling track. Since they were not cleared to penetrate the Montcon Domestic CADIZ, it was necessary to continue refueling on the tankers return course to Westover. This problem was corrected on the following day's mission by obtaining a 50 mile extension to the refueling track. ²⁸ (S)

The second problem encountered was that of communications. This problem resulted from all five cells using ZI BRAVO AMM frequencies as specified in SACM 100-1 with the minimum time separation between cells. This procedure resulted in as many as three cells in the area at one time transmitting on the same frequency. This problem was encountered on the 25th only, but this will be corrected for future missions by

26. Ibid.27. Ibid.28. Ibid.

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assigning ZI ALFO BRAVO and CHARLIE frequencies to cells. This will
 require pre-coordination with the receiver unit. ²⁹ (S)

On 26 November, three cells were flown to support the final
 deployment phase of the 321st Bomb Wing. Fighting Fox was used this
 date. The first of these cells was ANN IVORY led by Lt. Morgan. Both
 aircraft in the cell effected their briefed offload of 50,000 pounds,
 and the route was flown as briefed. The high winds of the previous
 day still prevailed and a 50 mile extension to the refueling track was
 obtained through ATC. ³⁰ (S)

The second cell to depart on 26 November was ANN CREAM led by Lt.
 Holmes, and it completed the mission as briefed. ³¹ (S)

The last cell to launch this date was ANN BROWN with Captain
 Seagraves in the lead position. This cell was increased from the planned
 three aircraft to five, to recover two sorties lost on the 25th of
 November. After becoming airborne, Captain Seagraves experienced IFR
 system failure and had to air abort near the orbit. Captain Wicker,
 as deputy leader, then assumed the lead position. The balance of the
 mission was flown as briefed and four offloads were effected. ³² (S)

To summarize the 26 November mission, three cells were scheduled
 and flown. These three cells were composed of two cells of two aircraft,
 and one cell of five aircraft for a total of 9 aircraft. Seven were
 originally scheduled for this day but as previously mentioned, two
 additional aircraft were added to ANN BROWN cell to recover two sorties
 lost the previous day. The final result was eight offloads effected.
 One offload was lost due to an air abort previously discussed. ³³ (S)

29. Ibid.30. Ibid.31. Ibid.32. Ibid.33. Ibid.

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On 28 November the elements ganged up on the wing and caused considerable anxiety right up to takeoff time. Fighting Fox was finally decided upon as the area to be used. The offload requirement was 40,000 pounds. Only one cell was scheduled for this date, utilizing ANW track. Captain Sharpley was the cell leader. All scheduled aircraft were launched on schedule under extremely poor weather conditions. Lacking reliable weather information, Captain Sharpley used his own good judgment and established two separate orbits while attempting to effect a rendezvous with his receivers. After the second orbit, he succeeded in getting the receivers within eight miles of the contact position, and at this time it was decided that visibility was too poor to safely complete the rendezvous. The cell then elected to proceed to Loring AFB due to marginal weather conditions at Westover AFB. Recovery to Westover was effected on 29 November. ³⁴ (S)

To summarize the mission on 28 November 1957, which was the first strike wave for the 341st Bomb Wing from Dyess AFB, Texas, the cell made its takeoff on time and did an admirable job in attempting to effect its rendezvous, however, the four offloads were lost due to weather. ³⁵ (S)

The mission on 29 November was a repeat of the previous day's mission, utilizing ANW track in the fighting fox area. This cell was led by Captain Barry and was composed of four aircraft. The cell departed on schedule except for number four who was delayed six minutes by a B-52 emergency. Two short offloads of 34 and 36,000 pounds were effected but satisfied the requirements of the receivers. The other two aircraft in the cell succeeded in offloading the briefed 40,000 pounds of fuel. The

34. Ibid.

35. Ibid.

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fifty mile extension to the refueling track was again used due to winds. Some difficulty was still experienced in completing the offload by end refueling due to number four receiver over-running its tanker at rendezvous and experiencing difficulty in regaining the observation position. ³⁶ (S)

To summarize the 29 November mission, four aircraft in one cell were scheduled. All were launched successfully and all effected a satisfactory offload. The four crews originally scheduled for this mission were replaced due to the original crews being forced to land at Loring AFB the previous day. No special problems were encountered. ³⁷ (S)

On 30 November three cells were launched in support of the 321st redeployment and one cell in support of the final strike mission of the 341st Bomb Wing. ANN cell was the first to depart with Captain Wicker in the lead position. The WHISK BROOM area was utilized with a 40,000 pound offload scheduled. One aircraft aborted due to a burned-out feathering motor and the number one spare was launched. Prior to launching the three cells in the redeployment phase, two receivers were cancelled which reduced BETTY cell to three aircraft from four scheduled and CORA cell to two aircraft from three scheduled. After becoming airborne it was discovered from an M-10 report that the four receivers for CORA cell were airborne and BETTY three then air aborted. This resulted in a total of 10 receivers airborne and eight tankers airborne. One of the BETTY receivers was then reassigned to ANN cell who refueled five receivers with four tankers with an average offload of approximately 30,000 pounds. Except for communications difficulty the rest of ANN cell's mission was essentially flown as briefed. ³⁸ (S)

36. Ibid.
37. Ibid.
38. Ibid.

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The second cell to depart on 30 November 1957 was BETTY, with Lt. Hall as cell leader. As previously mentioned, BETTY cell had been reduced to three tankers from the four scheduled. After becoming airborne, BETTY three air aborted leaving two tankers to refuel four receivers. One receiver was directed to AM flight and BETTY cell serviced three receivers with an average offload of approximately ³⁹ 20,000 pounds each. (S)

CORA cell, the third to launch, was led by Captain Woods. This cell had earlier been reduced to two from three tankers scheduled. Their mission was flown as briefed and successfully offloaded ⁴⁰ 25,000 pounds each. (S)

The last cell to depart on 30 November was a four aircraft cell led by Lt. Murphy in support of the last strike mission of the 341st Bomb Wing. Three of the four aircraft took off as scheduled and the fourth ground aborted. A fourth aircraft was launched 30 minutes after departure of the last aircraft of the cell after which number three air aborted. A fifth aircraft was then launched one hour after the cell departed and was able to join the cell and the four scheduled offloads ⁴¹ were effected. Each aircraft offloaded 40,000 pounds of fuel. (S)

To summarize the mission of 30 November, three cells with 12 aircraft were scheduled for the redeployment phase, and three cells and nine aircraft were launched. Twelve offloads were scheduled and 10 were successful. One tanker air aborted and two receivers were cancelled, and one receiver previously cancelled was launched without knowledge. In the strike phase on 30 November, one cell of four aircraft was scheduled and five tankers were launched. One air aborted but the four scheduled ⁴² offloads were effected. (S)

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39. Ibid.

40. Ibid.

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The principle difficulty experienced in the redeployment phase of this mission was a communications problem. In the original coordination with the 321st Bomb Wing, CORA cell was scheduled to service VENICE COPPER cell; ANN with VENICE SILVER; and BETTY with VENICE RUBY cell. After initial coordination, the 321st changed CORA cell to service SILVER, ANN to RUBY, and BETTY to VENICE BRONZE; however, the 321st Bomb Wing failed to notify the 4090th Air Refueling Wing of these changes. A message was dispatched to the 321st Bomb Wing by Eighth Air Force. The difficulty was finally isolated and corrected for the last redeployment mission. ⁴³ (S)

On 2 December 1957, three cells were again launched in support of the 321st redeployment. ANN cell was the first cell to be launched with Captain Wicker as the cell leader. Five aircraft were scheduled to be launched; however, ANN five was cancelled by Eighth Air Force, and ANN four's receiver air aborted. This left ANN cell with three tankers to refuel three receivers with an average offload of 20,000 pounds. ⁴⁴ (S)

Betty cell was the second cell to be launched with Captain Seagraves as cell leader of a cell of five aircraft. Betty five accompanied the cell although its receiver air aborted. Betty cell successfully off-loaded 30,000 pounds to each of the four receivers remaining in spite of the same communications difficulty experienced on the 30 November redeployment. ⁴⁵ (S)

CORA cell was the last cell to be launched on 2 December 1957, with Captain Stough as cell leader. CORA cell consisted of four tankers as scheduled and no difficulty was experienced in offloading 30,000 pounds

43. Ibid.44. Ibid.45. Ibid.

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to each of the four receivers as briefed. (S)

To summarize the mission flown on 2 December 1957, three cells with 14 aircraft were scheduled for this redeployment phase and three cells with 13 aircraft were launched with 14 offloads scheduled and 11 offloads were successfully accomplished. One tanker was cancelled due to receiver ground abort, and two additional receivers air aborted. (S)

Again the principle difficulty in the execution of this mission was the communication problem as to proper frequencies. (S)

On the third of December the final mission of operation "Iron Bar" was flown. This mission was originally planned and briefed for the WHISK BROOM area. However, Eighth Air Force changed the area to Fighting Fox just an hour and five minutes prior to the scheduled takeoff time. CORA cell encountered no difficulty whatsoever and successfully flew the mission as scheduled. The five aircraft in CORA cell each offloaded their scheduled 30,000 pounds. (S)

ANN cell, led by Lt. Adams, was the second cell to be launched, ANN cell, with three aircraft successfully executed their mission as briefed offloading an average of 30,000 pounds to each of its three receivers. (S)

BETTY cell was the last cell to depart with Captain Seagraves leading a flight of two aircraft. These two aircraft offloaded 21 and 22,000 pounds to their respective receivers. BETTY cell was also flown exactly as briefed. (S)

To summarize the final wave of "Iron Bar", originally two cells with nine aircraft were scheduled; however, an additional cell of two

46. Ibid.

47. Ibid.

48. Ibid.

49. Ibid.

50. Ibid.

51. Ibid.

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aircraft was rescheduled making a total of three cells with 11 aircraft being flown. Nine receivers were originally scheduled, but two receivers were added to make a total of 11. This mission was beautifully executed and flown. The communication problem was now resolved. Even though last minute changes to takeoff and rendezvous times were made good, all takeoffs and rendezvous were made good in spite of these last minute changes. A job well done by all crew members concerned. (S)

This operation in support of the 341st and 321st Bomb Wing was scheduled for a seven day period. Seven days operations were flown with a break midway of one day due to weather conditions. A total of 19 cells consisting of 63 sorties was originally planned with 20 cells of 63 aircraft actually being flown. These 63 sorties successfully completed 53 offloads to 63 receivers out of 68 offloads to 68 receivers scheduled. Out of the 68 sorties originally planned for execution, 3 tankers air aborted and two tankers ground aborted. One air abort was replaced. Of the 68 receivers originally planned, four were not refueled due to weather conditions, two receivers air aborted in the area, two aborted prior to entering the area, and two receivers were cancelled out. For the seven days operation, seven airborne commanders were scheduled and flown. (S)

Operation "Iron Bar" was moderately successful, it was the most fruitful training exercise in the history of the 4050th Air Refueling Wing. The following lessons were learned from this mission: (1) Excessively high tail winds diminished time on the refueling track necessitating a turn if the forces must remain within a prescribed refueling area. Ninety to 100 knot winds experienced in the Fighting Fox area required

52. Ibid. DECLASSIFIED IAW EO 13526

53. Ibid.

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clearance for an extension of the refueling track and last minute changes in flight plans with Boston ARTC. (2) Refueling support planning must include highly flexible scheduling to provide for constantly changing rendezvous times. (3) Reluctance of receivers to assume observation positions hampers the timely transfer of fuel. (4) The "WHISK BROOM" refueling area was not a practical alternate for missions planned so far in advance for KC-97 type aircraft, in view of the mandatory VFR on-top conditions required for refueling operations. Block clearances could not be requested in that area, and are a prerequisite to effective mission planning and operation. (5) Decisions to utilize an alternate refueling area or to revert to the primary refueling area must be made in sufficient time to adequately brief the aircrews accordingly. (6) Communication channels saturation causes confusion and hampers execution of rendezvous techniques. It is impractical for more than one cell to utilize the same frequency in the same area with a minimum time separation. (7) The Montreal police appear to utilize the inter-plane frequency of 148.86 MC, or one close enough to it to cause interference. (8) Tanker force airborne commander, and the weather scout are handicapped when limited to UHF-VHF radio. (9) Two ship cells cannot always monitor required frequencies during large scale exercises. (10) Performance of the 34G60 dural propeller is not yet proven. (11) Deviations from tactical doctrine and operations order requirements place additional workloads on the staff and hamper a safe, expedient offload of fuel. Recommendations: (1) Refueling tracks be extended in the planning stage when climatology indicates adverse conditions precluding mission completion within prescribed limits. (2) The time between planned rendezvous times be

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strictly adhered to. Receiver takeoff times should be adjusted for existing winds. (3) "WHITE BROOM" refueling area should not be used unless block clearances can be obtained for that area. Consideration should be given to the block clearance availability during early morning hours, which prevailed prior to the publication of the current SACM 50-14D. (4) Whenever more than one cell is scheduled for the same refueling area with minimum time separation between cells, more than one frequency should be utilized for the cells within the scope of SACM 100-1. (5) Consideration be given the utilization of HF by the airborne commander and weather scout as a last resort when all other channels of communication are ineffective. (6) Any necessary deviations from tactical doctrine or published operation orders be coordinated with the supporting tanker headquarters, to minimize confusion and insure the success of the mission. (S)

54. Msg, COMDR 4050AREFWG to COMAF 8, ZIPPO /T-27/39-57/8AF/384AREFS/
IRON BAR, 6 Dec 1957, Exhibit 13.
NOTE: Although Operation "IRON BAR" was not completed until 3
December 1957, it is included in this month's history due to
the main part of Operation "IRON BAR" being flown in November 1957.

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TRAINING

November was the third month of the training quarter. Operations Plan 511-57 was published by the wing during the month to set up the training schedule for the 4050th Air Refueling Wing (M), for the month of November 1957. (U)

During the month of November, the 4050th Air Refueling Wing (M) was required to accomplish 3,103 training objectives. Of this total, the 4050th Air Refueling Wing (M) accomplished 98.1 per cent of its training goal for the month. The following is a breakdown of the training goals the 4050th Air Refueling Wing (M) was required to perform and the number of goals and the percentage the wing accomplished during the month of November 1957. (C)

<u>TRAINING ACCOMPLISHMENTS</u>	<u>NR REQ</u>	<u>NR ACCOMP</u>	<u>PER CENT</u>
Refuelings - total	558	705	100.0
Refuelings - day - wet or dry	468	509	100.0
Refuelings - night - wet	90	196	100.0
Refuelings - radio silence	48	85	100.0
Rendezvous - total	146	155	100.0
Multiple pattern APN/76	24	25	100.0
Navigation - night celestial	49	65	100.0
Navigation - day celestial	24	30	100.0
Navigation - radar	73	75	100.0
Grid celestial	24	45	100.0
Pressure pattern	40	63	100.0
Loran	24	27	100.0
Cruise patrol	49	57	100.0
Pilot proficiency - msn	24	36	100.0
Takeoffs - aircraft commander	24	27	100.0
Takeoffs- C/P	171	348	100.0
Landings - Aircraft commander	122	139	100.0
Landings - C/P	171	329	100.0
ILS or GCA - aircraft commander	122	145	100.0
ILS or GCA - C/P	82	242	100.0
	49	121	100.0

1. Operation Plan 511-57, Hq 4050AREFWG, 28 Oct 1957, Exhibit 14.
2. "Management Control Data, (RCS: 1-SAC-T-35)", as of 30 Nov 1957, Exhibit 15.

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<u>TRAINING ACCOMPLISHMENTS</u>	<u>HR RE.</u>	<u>HR ACCOMP</u>	<u>PER CENT</u>
PPI approach - aircraft commander	33	53	100.0
PPI approach - C/P	24	35	100.0
Gyro out - aircraft commander	33	51	100.0
Gyro out - C/P	24	42	100.0
EMP loading and unloading	24	31	100.0
Precomputation of max ld	146	150	100.0
Emergency procedures drill, bail out	73	132	100.0
Simulated ditching	73	121	100.0
Simulated crash landing (aircrew)	73	120	100.0
Simulated crash landing (max pass)	24	44	100.0
Passenger emergency procedures	73	96	100.0
Cell flying - day missions	3	5	63.0
Night missions	40	33	95.0
Airborne radar directed approach	73	90	100.0
TOTAL ACCOMPLISHMENTS	3,103	4,437	98.1

ON THE JOB TRAINING

As of the end of November 1957, there were 163 airmen eligible, and 163 airmen were on the job training, representing another 100 per cent OJT for the month of November 1957, for the 4050th Air Refueling Wing (R). (U)

Of the 163 airmen eligible for on the job training in the three, five and seven skill levels, as of the end of the month, 132 airmen were in the three and five skill levels and 31 airmen were on OJT to the seven skill level. The total number of airmen in cross training during the month was 174. Fifteen airmen were upgraded to a higher skill level during the month of November 1957. Six airmen were upgraded to the three skill level; eight airmen were upgraded to the five skill level; and one airmen was upgraded to the seven skill level. The results of 11 airmen who had taken their Air Force Proficiency Test were received during the month of November. Seven results were received for the five skill level representing a total of 63.63 per cent. Five airmen passed

3. "Airmen on the Job Training Report", (308: 100-1-18), prep by DPA, Hq 4050th Air Refueling Wing, 11 Nov 57.

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their five skill level test in category "A", one airman passed his five skill level test in category "B", and one airman failed his five skill level test in category "C". Four results were received for the seven skill level test during the month. Two airmen passed their seven skill level test in category "A", one airman passed his seven skill level test in category "B" and one airman failed his seven skill level test in category "C". There were 30 assigned one level airmen eligible and on the job training during the month of November. One-hundred and two personnel were eligible and on the job training to the five skill level during the month of November. Thirty-one staff sergeants with either a three or five skill level PAFSC were eligible and on the job training to the seven skill level. (U)

FLYING SAFETY

During the month of November 1957, the 4050th Air Refueling Wing (M) enjoyed accident free operations in the air. There were no aircraft incidents reported during the month. Aircraft of the 384th Air Refueling Squadron, a tactical unit of the 4050th Air Refueling Wing flew 712 hours during the month of November 1957. (C)

GROUND SAFETY

The 4050th Air Refueling Wing (M) attained a 100 per cent of score in this area with a ground safety index of 2.70 and an accident cost index of .78 with one injury per 37,050 man days exposure. (C)

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CHAPTER FOUR

THE KC-135 CONVERSION PROGRAMORGANIZATION AND ADMINISTRATION

The 99th Air Refueling Squadron (M) was activated under KC-135 tables on 1 July 1957 at Turner Air Force Base, Georgia by authority of Strategic Air Command General Order Number 23. It is composed principally of former members of the 508th Air Refueling Squadron, which was deactivated at Turner AFB, Georgia on 30 June 1957. At the time of the 99th Air Refueling Squadron's activation it was reassigned to the Eighth Air Force, with further assignment to the 57th Air Division and was further assigned to the 4050th Air Refueling Wing at Westover AFB, Massachusetts. The 99th Air Refueling Squadron is commanded by Lieutenant Colonel George M. Broutsas. Upon its activation the 99th Air Refueling Squadron was assigned a primary mission by Strategic Air Command, to develop a maximum capability to support KC-135 operations and to develop a combat capability in each KC-135 aircraft as soon as possible. (U)

To prepare themselves for the conversion the 4050th Air Refueling Wing (M) and the 99th Air Refueling Squadron had to undergo many new phases of operations, personnel matters, training and materiel functions. Listed below is the progress the wing has made towards the conversion program and the problems that have confronted the wing in its accomplishments to achieve their goal in the conversion program. (U)

PERSONNEL

Personnel appeared to be one of the major "Problem Areas" within the 4050th Air Refueling Wing (M) during the month of November 1957 and

1. History of the 4050th Air Refueling Wing (M), Jul 1957, p.3.
2. "Progress Report No. 4", Hq 99AREFS, 20 Nov 1957, Exhibit 18.

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requests were made to the Base Manpower Office for manning document changes for the 99th Air Refueling Squadron, 4050th Field Maintenance Squadron and the 4050th Periodic Maintenance Squadron. The present unit Manning Documents for the above named squadrons appeared to be insufficient to accomplish the mission as required, based on information and observation received from Castle Air Force Base. Based on anticipated emergency war plans and deployment requirements for the 99th Air Refueling Squadron, it appeared that an increase in 431XE's (Jet Airplane Mechanics, General), 432XO's (Jet Engine Mechanics), and 603XO's (Vehicle Operators), was warranted to meet these commitments. The 4050th Field Maintenance Squadron based their request for changes on workloads encountered at Castle Air Force Base, due to structural repair accomplished on the KC-135 aircraft. They requested that the authorization of 504XO's (Airframe Repairmen), should be increased from the present authorization of 30 to approximately 41 and that 532XO's (Welders) should be increased from the present authorization of four to six to accomplish tail pipe welding. The present authorization of four 531XO's (Machinists) is inadequate to perform the present workload on 22 KC-97 aircraft and Base Flight and Transient aircraft. With the arrival of the KC-135, this authorization should be increased to six. The 4050th Periodic Maintenance Squadron made suggestions to delete one master sergeant (4317LE) in functional code 8001017, add one master sergeant (43270) in functional code 80010 to provide supervisory capacities in this area, and in functional code 0400011 add one 64151 and one 64131. The requirements for additional supply personnel in functional code 0400011 was evidenced by the physical location of the tool crib and the requirements to input two types of aircraft. The above additions are required to insure expeditious completion of inspections. Recommendations were also made

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to add one 80350 and one 70250 in functional code 80001010 and to change one 43151E to one 43250 in functional code 8001018 to insure sufficient personnel for the purposes of "Trimming" engines. (C)³

All officer personnel required are either assigned or projected for assignment except for the supply officers. At the present time only one supply officer is assigned to the 99th Air Refueling Squadron against an authorization of two. This supply officer will soon be released from active duty. Base Personnel was advised of this shortage during the month of November 1957. (C)⁴

Manning in required specialties for the 4050th Air Refueling Wing was approximately 70.2 per cent. Shortages existed in the 432X0 career field subdivision, with the assignment of 57 against an authorization of 71 with a projected loss of 2. The projected manning for this career field is 77.0 per cent. There are six projected losses in the 423X0 career field subdivision. As of November 1957 there are 36 personnel assigned and authorized, but with the projected loss of six, the projected manning in required specialties was 83.0 per cent. In the 422X0 career field subdivision there was, as of November 1957, 13 personnel assigned against an authorization of 14. With four projected losses, this brings the projected manning in this subdivision to 64.0 per cent. (C)⁵

OPERATIONS AND TRAINING

The KC-135 which was to be assigned to the 99th Air Refueling Squadron on 21 November 1957 has been delayed. The new date for its arrival has been set for early December 1957. (C)⁶

3. Ibid.

4. Ibid.

5. Ibid.

6. Ibid.

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The KC-135 Mobile Training Detachment became operational on 1 November 1957. A class in radio systems, radar, power plants and electrical systems commenced on 18 November 1957. Only 10 per cent⁷ of the training aids were available at the present time. (C)

Only one I AX-6 trainer was available during the month of November 1957. Reports available to this headquarters indicated that approximately 75 per cent of the trainers were to be delivered as of 30 November 1957. Buildin 1850 was completed and ready for the simulator to be installed during November 1957. The KC-135 simulator was scheduled to arrive at Westover AFB on 23 November 1957. Reports available to this headquarters indicated there are no simulator maintenance personnel available at this station. However, this station has been requested to send three individuals to Castle AFB to train for operator and maintenance capability. One man was available at present for this training. A request was forwarded to higher headquarters on 1 July 1957 for additional personnel to fulfill this commitment. No reply has been received as of this date. The OIC of the simulator project indicated that at least one month⁸ would be required to install simulator and complete the pre-flight. (C)

Maintenance personnel have been giving classes on maintenance on the KC-135 to the airmen who have not attended school and for personnel who have returned from school to keep current and proficient in their training.⁹ (C)

A staff crew and four other crews returned from training at Castle AFB during the month of November. This crews from this station and two

7. Ibid.

8. Ibid.

9. Ibid.

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Second Air Force crews departed for the KC-135 training school in November. These departures for Castle AF¹⁰ gives a total of ten crews in training as of 30 November 1957. All rated personnel, except three pilots have completed the AFR 30-2 and AFR 30-4 requirements for the month of November 1957. (C)

CHAPTER FIVE

MATERIEL, MAINTENANCE AND FACILITIES

MATERIEL

The major problem in Materiel during the month of November 1957, was the proper fitting and equipping of combat crews projected to be upgraded during December 1957. This was due to the implementation of the Single Manager Clothing and Textile Materiel, AFR 67-117 procedures at this station. The contingent mechanics of funding, budgeting and Stock Fund Accounting, AFR 67-119, has frustrated the attempt of the local Base Supply Officer in providing timely and adequate support to this wing, particularly in the areas of personal equipment for combat ready crew members. The following is a resume in dollars, by organization of yet outstanding authorized clothing and equipage requirements of this wing; effected by the Stock Fund Program:

364 AREFS	\$ 14,410.74
99 AREFS	20,455.75
4050 FMS	2,070.50
4050 MISS	1,077.56
4050 ARMS	1,530.00
4050 FMS	19,452.29
TOTAL:	\$ 56,996.84

MAINTENANCE

Wing Maintenance Memorandum 66-6, was written and published for distribution as of 15 November 1957, Subject: Utilization of Aircraft Maintenance Radio Network. Wing Maintenance Memorandum 66-22 was written and published as of 6 November 1957, Subject: Prevention of Sludge Build-up in R-360-59B Engines. (U)

1. "Aircraft Commander's Remarks", PART III to "Air Training Report (RCB: 9-SAC-T-12)", prep by D/Compt, Hq 4050AREFWS, Nov 1957, Ibid Exhibit 9.
2. Wing Maintenance Memorandum 66-6, Hq 4050AREFWS, "Utilization of Aircraft Maintenance Radio Network", 15 Nov 57, Exhibit 19.
3. Wing Maintenance Memorandum 66-22, Hq 4050AREFWS, "Prevention of Sludge Build-up in R-360-59B Engines", 6 Nov 57, Exhibit 20.

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Wing Maintenance Memorandum 66-39 was published on 4 November 1957,
 Subject: Cleaning of Engine Oil Screens. Wing Maintenance Memorandum
 66-40 was published on 12 November 1957, Subject: Servicing of MD-3
 Generator Sets. (U)

MAINTENANCE CAPABILITY

As of 4 November 1957, the 384AFWS had 21 aircraft assigned and an average of 18 aircraft available. One aircraft was out ANORM for a #4 engine change, radar pressure switch, prop relay box, directional gyro, ADI pump and brake assembly. Two aircraft were TDY during the month. (S)

As of 11 November 1957, the 384th Air Refueling Squadron had 21 aircraft assigned and an average number of 18 aircraft available. One aircraft was out ANORM for its fifth periodic inspection. Four aircraft were out ANORE during the week, they are as follows: One aircraft was ANORE for a IFR gear box, one aircraft was ANORE for a IFR inner connection, one aircraft was ANORE for a IFR boom operator master switch and one aircraft was ANORE for a IFR reducer. (S)

As of 18 November 1957, the 384 Air Refueling Squadron had 21 aircraft assigned and an average of 17 aircraft available. Three aircraft were out ANORM. One aircraft was ANORM for its 5th periodic inspection, one aircraft was ANORM for a number one turbo, and another aircraft was ANOR for a number three engine change. One aircraft was ANORS for a IFR fuel gauge. (S)

As of 25 November 1957, the 384th Air Refueling Squadron had 21 aircraft assigned and an average number of 17 aircraft available. One aircraft was out ANORE for APT fuel quantity gauge. (S)

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4. Wing Maintenance Memorandum 66-39, Hq 4050AREFWG, "Cleaning of Engine Oil Screens", 4 Nov 1957, Exhibit 21.
5. Wing Maintenance Memorandum 66-40, Hq 4050AREFWG, "Servicing of MD-3 Generator Sets", 12 Nov 1957, Exhibit 22.
6. V. B. 2. "Consolidated Unit Capability Report (max) 1957-58".

ROSTER OF KEY PERSONNEL4050TH AIR RESCUE WING (CONT'D)

<u>NAME</u>	<u>RANK</u>	<u>ASSIGNMENT</u>
ZETHREN GEORGE W R	Colonel	Commander
BURRELL HARRY R	Colonel	Deputy Commander
ANDREAE ANDREAS A	Colonel	Director of Operations
PETERS FREDERICK I	Colonel	Director of Materiel
BOWMAN JOHN S	Lt Colonel	4050 AREFS Commander
BROTSAS GEORGE M	Lt Colonel	99 AREFS Commander
CALLAHAN WALTER	Lt Colonel	Chief of Maintenance
EVANS WILBUR L	Lt Colonel	Staff Maintenance Officer
MCCANN JOHN G	Lt Colonel	Director of Plans
HULHOLLAND MITCHELL J B	Lt Colonel	4050 FMS Commander
NOLAN JOHN A	Lt Colonel	384 AREFS Commander
OLSEN CARL R	Lt Colonel	Special Assistant to Wing Commander
RICHMOND GEORGE M	Lt Colonel	Deputy Director of Operations
ALEXANDER JIM V	Major	Operations Staff Officer
BAKER PAUL W	Major	Chief of Current Operations
CHEPURKO PETER P	Major	4050 FMS Commander
LALONDE ROBERT F	Major	Wing Operations and Training Officer
PARK LIONEL L	Major	Director of Personnel
TAYLOR ROBERT C	Major	Director of Administration and Commandant
WILLIAMS HAROLD I	Major	Director of Comptroller
WOJTASIAK FRANK J	Major	Director of Intelligence
BELLINFAUTE CRESCIENZIO G	Captain	Deputy Director of Personnel
FOSTER RUSSELL V	Captain	Wing Communications Officer
MANKER HERBERT J	Captain	Production Control Officer
MURPHY JAMES S	Captain	Wing Safety Officer
NADAUD MELVIN L	Captain	Wing Security Officer
QUERCIA DOMINIC P	Captain	Wing Observer
ROSSETTI JOSEPH J	Captain	Assistant Wing Performance Engineer

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5. 57th Air Division Operation Plan 39-57, November 1957.
6. 4050th AREFWG, Operations Plan 511-57, November 1957.
7. "IRON BAR" Critique, December 1957.
8. "Consolidated Unit Capability Reports, November 1957.
9. "Wing Maintenance Memorandums", November 1957.
10. Progress Report Number 4, November 1957.
11. Final Mission Report, December 1957.
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13. Files of Base Photo Lab.
14. Files of the Directorate of Operations.
15. Files of the Wing Commander.
16. Files of the Centralized Unit Personnel Section, 4050AREFWG.
17. Files of the Directorate of Administration, 4050AREFWG.
18. Files of the Comptroller.
19. Files of the Wing Safety Officer.
20. Files of the 99th Air Refueling Squadron.
21. Files of the Directorate of Materiel.

GLOSSARY

ABG	Air Base Group
AFB	Air Force Base
AFSC	Air Force Specialty Code
AREFWG	Air Refueling Wing
AREFS	Air Refueling Squadron
ARMS	Armanent and Electronics Maintenance Squadron
AWOL	Absent Without Leave
BC	Base Commander
BCRS	Base Comptroller Statistical Services
CR	Combat Ready
DC	Deputy Commander
DCR	Director of Comptroller
DM	Director of Materiel
DML	Director of Materiel - Maintenance - Logistics
DMH	Director of Materiel - Maintenance
DOCO	Director of Current Operations
DOP	Director of Operations - Plans
DP	Director of Personnel
DPA-MR	Director of Personnel - Morning Reports
GO	General Order
FMS	Field Maintenance Squadron
IRS	In Required Specialties
JP	Jet Petroleum
M	Non-Combat Ready Crew
MIRS	Manning in Required Specialties
NCR	Non Combat Ready
OJT	On the Job Training
PMS	Periodic Maintenance Squadron
RCS	Reports Control Symbol
SAC	Strategic Air Command
T	Combat Ready Crew
UMD	Unit Manning Document
USAF	United States Air Force
USCM	Unit Simulated Combat Mission

Footnote - 1

4050TH AIR REFUELING WING

WEEKLY AUTHORIZED VS ASSIGNED STRENGTH REPORT AS OF 30 NOV 57

WING UNITS	OFFICERS		AIRMEN		6 MO PROJ ASGD	CIVILIANS		AGGREGATE		% BODY MANNED	% EFFECTIVE OFF AMN
	AUTH	ASGD	AUTH	ASGD		AUTH	ASGD	AUTH	ASGD		
Headquarters Sq Section											
4050th Air Refueling Wing	35	33	111	126		3	3	149	162		
99th Air Refueling Squadron	68	62	128	165		-		196	227		
384th Air Refueling Squad	99	125	193	201		-		292	326		
4050th Arm & Elect Maint Sq	6	8	96	92		-		102	100		
4050th Field Maint Squadron	7	10	277	302		8	8	292	320		
4050th Periodic Maint Squad	4	4	79	80		-		83	84		
TOTAL	219	242	884	966		11	11	1114	1219		

Manning Authorization Deficiencies

Commander 4050 AMeWg
 ATTN: E/P
 4050 EM
 4050 EBR

4050 FMSC

18 Oct 57
 LT. COL. WU HOLLAND/21227/dlw

1. In August of 1957 on receipt of UMD 896227 for the 4050th Field Maintenance Squadron, the Air Division Manpower Office was contacted regarding some apparent deficiencies in manning spaces for proper accomplishment of the assigned mission. At that time Hq. 8th Air Force was contacted requesting adjustment of these deficiencies (Ltr, 12 Aug 57 attached). The requested action was disapproved, however alternate action was stated. To date we have not been advised of any adjustments.

2. The recommended action should clear up the deficiency in the parachute shop. However a deficiency still exists in the Propulsion Branch and the Fabric Shop.

3. The UMD authorizes 3 people in the 58111 career field as fabric workers. The foreseeable work load for these people is as follows: 22 aircraft with 5 fabric control surfaces each and a computable life of 18 months under T.O. 1-1-25 or 110 control surfaces each 18 months or 4 surfaces per month without regard to unscheduled surface recovering or accomplishing fabric repair, or TOC on survival equipment. It is recommended that the authorization be increased as follows:

AFSC	AUTR	RE. AUTH.	NET CHANGE
58131	1	2	
58151	2	3	Plus 1
58170	2	3	Plus 1
			Plus 1

4. The Propulsion Branch is also deficient in authorization based on the following. The current authorization is 35 military and 2 civilians, reciprocating engine mechanics. The deployment requirement of 800-1B for reciprocating engine personnel is 28 airman.

5. There is a further requirement for maintenance of 66 reciprocating engines in the Base Flight section, for which no personnel are authorized. This support was previously authorized as code 42 positions on 99th FMS manning document however these spaces were deleted when the 46th Rescue Squadron was transferred.

6. Therefore in order to supply the mobility requirements and to maintain an engine capability to support the base and transient aircraft the following changes are requested:

Manning Authorization Deficiencies (cont'd)

Envr 4050 ARef Wg

4050 FMSC

18 Oct 57

Code	AFSC	AUTH	REQ	NET CHANGE
8011011	43231	5	6	Plus 1
	43251	24	29	Plus 5
	43271	6	7	Plus 1

MITCHELL J. MULMOLAND, Lt. Col, USAF
Commander

Re: Base Manpower
Thru 57MM

FROM: LOSOMP

DATE: 28 Oct 57

COMMENT NO 2

Request action be taken to effect the recommended changes to the 4050th Field Maintenance WMD and if necessary request manpower study be conducted to justify the additional spaces requested.

LIONEL O PARK, Major, USAF
Director of Personnel

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

NO. _____ SUBJECT: Combat Crew Status 384th ARPS
 FROM: 4050 DP DATE: 4 Dec 57 COMMENT NO: Capt Scott/41278

The following is a report which reflects the 384th Combat Crew situation
 a. Present Combat Crew Personnel assigned and 6 months projection.
 b. History of losses and gains for period 1 Feb 57 to 30 Nov 57.
 c. The current and projected assigned strength figures are:

	ARSC	AUTE	ASGD	6 Months Proj
Aoif Comdr	30	37	30	
Pilot	30	39	31	
Navigator	31	40	31	

b. Projected losses 1 Dec 57 to 31 May 58:

	DEC	JAN	FEB	MAR	APR	MAY	TOTAL
Aoif Comdr	1	4	1	1	0	0	7
Pilot	3	4	1	0	0	0	8
Navigator	2	4	0	3	0	0	9
TOTAL:	6	12	2	4	0	0	24

c. History of the losses and gains from 1 Feb to 30 Nov 57:

MONTHS	AIRCRAFT COMMANDERS		PILOTS		NAVIGATORS	
	Gains	Losses	Gains	Losses	Gains	Losses
Feb	0	-	0	-	0	2
Mar	3	1	-	4	-	2
Apr	0	1	-	1	1	0
May	2	5	1	4	-	8
Jun	1	3	0	-	1	1
Jul	1	7	5	2	4	-
Aug	3	2	4	5	1	6
Sep	0	1	0	-	0	-
Oct	4	1	0	3	4	4
Nov	1	1	1	0	2	0
Total	15	22	11	19	14	24

LIONEL O PARE
 Major USAF

Evaluation of Personnel Areas of Interest

57 DP

4050 DP

5 Dec 57

Capt C. G. Ballinfante/rww/4182

1. The following report is submitted in accordance with your AF subject as above, 28 Aug 57. AS of date for this report is 30 Nov 57.

a. Manning in required specialties

(1) Officer

(a) Number authorized	218
(b) Number assigned	235
(c) Number IRS	205
(d) Percent required	94%
(e) Percent assigned	87.2%

Note: The following shortages affecting our percent required by AFSC, has been reported to Base Personnel.

3 - 12348 Pilot KC-135
 1 - 1435 Operations Officer (Personal Equipment)
 1 - 30100 Air Electronics Superintendent (W/O)
 1 - 4355 Production Control Officer
 3 - 7024 Administrative Officer
 2 - 7324 Personnel Officer
 2 - 9356 Doctor

(2) Airmen direct support skills

(a) Number authorized	653
(b) Number assigned	698
(c) Number IRS	466
(d) Percent required	71.4%
(e) Percent assigned	66.8%

(3) Airmen indirect support skills

(a) Number authorized	227
(b) Number assigned	295
(c) Number IRS	197
(d) Percent required	86.8
(e) Percent assigned	66.8

Note: Number authorized in direct support varies from last report due to deletion of AFSC 462X0 from 4050 ARMS manning.

FOOTNOTE - 2

W. 4050BP, 5 Dec 57, Subj: Evaluation of Personnel Areas of Interest

b. OJT Effectiveness

(1) Number on OJT	361
(2) Number eligible	361
(3) Percent on OJT	100%
(4) Number passing tests	10
(5) Number tested	13
(6) Percent passing tests	77%
(7) Number upgraded	15
(8) Number on OJT (Previous mo)	353
(9) Percent upgraded	4.2%

c. Retention

(1) First Term Airman	
(a) Number eligible	13
(b) Number reenlisting	3
(c) Percent reenlisted	23.1%
(2) Career Airman	
(a) Number eligible	7
(b) Number reenlisting	3
(c) Percent reenlisted	42.97%
(3) Direct Support Skill Airman	
(a) Number eligible	10
(b) Number reenlisting	3
(c) Percent reenlisted	30%

d. Absence Without Leave

(1) Average strength	996
(2) Number going AWOL	2
(3) Rate per 1000	.2%

LIONEL G. FAIR, Major, USAF
Director of Personnel

Headquarters
4050TH AIR REFUELING WING
United States Air Force
Westover Air Force Base, Mass.

20 November 1957

SUBJECT: Minutes of Air Refueling Wing Staff Meeting.

TO: Distribution X.

1. A Wing Staff Meeting was held at 1400 hours, 19 November 1957, in the Conference Room, Wing Headquarters, with the following officers present:

C	Col G W R Zethren	99ARS	Lt Col G M Broutsas
DC	Col H R Burrell		Lt Col W O Ross
DP	Maj L O Park	384ARS	Lt Col J A Nolan
DM	Col F I Peters	AEMS	Maj W Culley
DO	Lt Col G H Richmond	FMS	Lt Col M J Mulholland
DOI	Maj F Wojtasiak	PMS	Maj P Chepurko
DS	Capt J S Murphy	HS	1st Lt P R Morretti
ADJ	Maj R C Taylor		

C

RETENTION. Lt Colonel Cole, 57AD DP, presented a study on the subject of Retention. Commanders were advised by C that upon receipt of a memo from Lt Col Cole on this subject, they will be furnished a copy. C reemphasized that the retention program has #1 priority and every possible effort must be made by commanders and staff to attain and maintain a highly effective retention program.

AIRMAN FIRST CLASS COUNCIL. It was determined that Squadron A/IC Councils will be set up and a Wing A/IC Council, comprised of a representative from the Sq Councils, will be established. It is felt that the views of such a council would be most desirable.

DC

HIGHER HQ VISITS. Commanders and staff were again reminded of the requirement for visitors from higher headquarters checking in and out through the Wing Adjutant's office. No deviation from this policy will be permitted.

PERSONAL CONFERENCE PERIOD. DC announced that he will conduct future monthly Personal Conference Periods. Notification of the Personal Conference Period schedule will be made in sufficient time and DC desires all personnel to feel free to take advantage of these periods.

DS

BASE SAFETY MEETING. DS reviewed the subjects covered at the last Base Safety Meeting. Particular command emphasis must be placed upon eliminating incidents of "driving while drinking". C directed that thorough indoctrination of personnel in the KC-135 operational hazards be conducted. Further, with regard to possible ill-effects on hearing, C requested 99ARSC arrange with Base Hospital for their personnel to take a hearing test prior to commencing work on the 135's. DS reminded commanders of the requirement for a ground safety briefing prior to the Thanksgiving holiday.

DM

MOBILITY. DM reminded commanders of the continuing need for thorough briefing of their personnel on all changes to the mobility plans and insuring that personnel have proper mobility equipment and clothing. Attention must also be given to the recording of proper weights on mobility boxes and compliance with SAC Reg 400-2 regarding the 6 copies of the packing list being maintained with the mobility boxes.

SAC 310 INSPECTIONS. The newly established SAC 310 Inspection Team is now in operation and visiting our squadrons. Commanders were reminded that the rating of squadron supplies is included in the squadron rating system.

AESC

DRIVER TRAINING. AESC will work with DM in arranging periods when the Young Driver Training Course may be held with the least possible disruption of maintenance activities.

384ARSC

DRY CLEANING. 384ARSC requested assistance in securing dry cleaning services from the base. DM will work with Base and Division officials in attempting to resolve this problem.

ATHLETIC EQUIPMENT. 384ARSC reported that basketballs are not available for use at the Base Gym. DP will contact Personnel Services personnel with regard to resolving this problem.

2. The meeting adjourned at 1600 hours.

FOR THE COMMANDER:



ROBERT C. TAYLOR
Major, USAF
Adjutant

DISTRIBUTION: X
1 ea indiv listed par 1
5 Wg Historical Section
1 Wg File

BASE083
 BHC 118
 RR RJEPEO
 VE RJEDBR 833
 R 142140Z
 FM CINCSAC OFFUTT AFB NEBR
 TO COMAIRREFWG 4050 WESTOVER AFB MASS
 BT

Adm / Mr
4660 / SP

/UNCLAS/DPAR 40610. YOUR MESSAGE DP 5393, SUBJECT: SAC'S "TREE OF PEACE" REPORTING INSTRUCTIONS, 13 NOVEMBER 1957. SUBJECT RADNOTE FROM GENERAL WADE TO COLONEL ZETHREN REFERRED TO IN YOUR MESSAGE WAS TRANSMITTED 29 OCTOBER 1957. TEXT OF RADNOTE IS QUOTED BELOW FOR YOUR INFORMATION: "SUBJECT: SAC'S "TREE OF PEACE". SAC'S MISSION IS TO KEEP PEACE. RELATING THIS MISSION TO THE FORTHCOMING HOLIDAY SEASON HAS RESULTED IN AN ALL OUT PROGRAM TO LIGHT SAC'S "TREE OF PEACE" DURING THE PERIOD 1 NOVEMBER - 20 DECEMBER 1957. A LARGE CHRISTMAS TREE, SYMBOLIZING SAC'S "TREE OF PEACE" WILL BE LOCATED IN FRONT OF THE CONTROL

PAGE TWO RJEDBR 833
 CENTER, HEADQUARTERS SAC. PROVISIONS WILL BE MADE FOR 300 TREE LIGHTS. EACH LIGHT SIGNIFIES A CONTRIBUTION TO WORLD PEACE. ONE LIGHT WILL BE LIT FOR EACH 10 FIRST TERM AIRMEN REENLISTED DURING CITED PERIOD. COLORED BULBS WILL BE USED TO IDENTIFY EFFORTS BY NUMBERED AIR FORCE: RED FOR EIGHTH; WHITE FOR FIFTEENTH; BLUE FOR SECOND AIR FORCE. YOUR SHARE IN THIS EFFORT AMOUNTS TO 20 FIRST TERM AIRMEN OR A 50 PERCENT FIRST TERM RATE OF ALL ELIGIBLES DISCHARGED DURING THIS PERIOD. PLANS CALL FOR GIVING MAXIMUM PUBLICITY TO THE PROGRAM AND THOSE INDIVIDUALS CONTRIBUTING. SPECIAL RECOGNITION WILL BE GIVEN THOSE COMMANDERS MEETING ASSIGNED GOAL. REPORTING INSTRUCTIONS WILL BE FORTHCOMING UNDER SEPARATE WIRE. BE PREPARED TO SUBMIT WEEKLY REPORTS, THROUGH CHANNELS, TO APPROPRIATE NUMBERED AIR FORCES. YOU WILL HAVE MORE ON THIS SUBJECT FROM COLONEL BILL MENG. PLEASE ADVISE ME PERSONALLY WHEN YOU MEET YOUR QUOTA, BUT DO NOT STOP THERE. ALL CONTRIBUTIONS WILL BE WARMLY RECEIVED. THIS PROGRAM REQUIRES MAXIMUM SUPPORT AND EMPHASIS. IF YOU HAVE ANY IDEAS THAT WILL CONTRIBUTE TO THE SUCCESS OF THIS PROGRAM, DO NOT HESITATE TO PASS THEM ON. MY STAFF AND I ARE PREPARED TO GIVE YOU ALL THE AID POSSIBLE. FEEL FREE TO CALL. REMEMBER, WE ARE DEALING ONLY IN FIRST TERMERS. THIS INCLUDES NORMAL ETS (AFR

PAGE THREE RJEDBR 833
 9-10) AND SHORT DISCHARGES (AFF: 39-14). AIRMEN SEPARATING UNDER EARLY OUT PROVISIONS CONTAINED IN MY MESSAGE DP 11135, 7 AUGUST 1957, WHO ARE ELIGIBLE AND WILL BE INCLUDED FOR THIS PROJECT. LET'S MAKE GENERAL POWER'S FIRST CHRISTMAS A MEMORABLE ONE."
 BT

St. Miller
DATE

Personnel Areas of Interest

Comdr 4050

4050DP

18 Nov. 57
CAPT Ballinfaute/4182**1. OJT:**

This Wing is unable to meet the 13% upgrading per-month due to the conversion to the KC-135 Aircraft.

During the month of October 1957, this wing had 333 personnel on OJT of which 205 personnel were in direct support of the conversion program. These personnel had to attend special training schools, attend MID upon their return to this station and then take the appropriate test for that career field. This represents 61% of all personnel on OJT. Even with this number on OJT, for which no upgrading can be accomplished because of lack of aircraft and equipment, this wing has upgraded 17 personnel during the month of October which represents 12.3% of the personnel not involved in the conversion.

It is anticipated that during the month of February or March, with aircraft and equipment in place, that this wing will again approach the 13% upgrading per-month.

The realization that we could not upgrade 13% per-month was the primary reason that the 4050th Air Refueling Wing was released from this subject in the SAC Management Control Statement.

2. Reenlistment. Month of October:

During the month of October 1957 this Wing had 18 discharges with 4 reenlistments. Of the 4 reenlistments 3 of them were short discharges. Our reenlistment without the three short discharges would have been 6.6% as compared to our actual rate of 22.2%. Two of the three short discharges were direct support skills.

As of 1 November 1957, on the early program, this wing had 33 needed or scarce career field personnel requesting release. To date 9 of these personnel have given an indication to reenlist and are remaining until their normal DOS. This represents approximately 25% of the personnel who were to be discharged on the early release program in need or scarce AFSC as being saved for the Air Force.

During the period 1 November - 20 December 1957, 15 1st termers will be discharged who are eligible for reenlistment. We will secure our 30% reenlistment rate to meet our goal for the Tree of Peace. Thirty reenlistments will achieve this goal, however, we are shooting for at least 20 reenlistments for this program.

Recruitment Program:

AFM 39-2 and SAC and Base Supplement there to requires the following be accomplished:

- a. Airman be interviewed upon entry in the Squadron by Squadron Commander.
 - b. Airman be interviewed by Squadron Commander on the day of his enlistment.
 - c. Airman be interviewed by Squadron Commander 90 days before date of discharge and be given the Brochure FACTS ABOUT RECRUITMENT.
 - d. Airman be interviewed by Base Recruitment Officer 60 days prior to his expiration term of service.
 - e. Each Commander personally advise all of his officers and NCOs that retention is one of their principal responsibilities and they must be familiar with the contents of the Handbook for Air Force Supervisors.
 - f. Encourage the airman's wife to participate in functions sponsored by the Air Force.
 - g. Give maximum newspaper coverage on airman accomplishments and human interest stories.
 - h. As a part of Operation Re-heat, Squadron Commanders will prepare a letter signed by him to accompany the IE Form 21a (Report of Discharge) to the 3500th USAF recruiting wing on all Airman discharged with needed or scarce skills expressing the desirability of having the Airman enlist with his former organization or another SAC base.
 - i. Prepare and dispatch a second letter to the separation card on record within 60 days of discharge advising him of the 90 day disallowance as bonus payment, including the existing vacancy in his former organization or base.
 - j. Establish a program of writing personal letters to the airman's parents or wife. Letter should not be restricted to specific occasions like the airman's arrival or promotion but should also show spontaneous, new routine communication to the family. Appropriate recruitment material such as fact sheets or booklets about the base should be included.
- card 514th ABGHS Form 100
 for par of records - interviews - 55143400. Cards are to be forwarded to Base recruitment officer for the 60 day pre-separation counselling.

The 4050th Air Refueling Wing accomplishes the following:

- a. Place an NCO in the grade of MSGT in the Base reenlistment office to act as a personal representative for the wing in retention matters.
- b. Wing personnel furnish the Squadron Commanders a 6-monthly projection of personnel to be discharged.
- c. Wing personnel prepares the brochure "Facts on Reenlistment" for personnel being discharged and forwards them to the Squadron Commanders that they may be presented during the 9 day interview.
- d. Wing Personnel periodically prepares a list for the Squadron Commanders indicating the personnel eligible for short discharges.
- e. A Wing retention council has been organized to isolate and bring to the Commanders attention irritants which affect the retention process.

Tools available to the Squadron Commander:

- 1-USAF Reenlistment Hand Book for Air Force Supervisors
- 2-Brochure Facts about Reenlistment for Disen
- NCO Advisory Council
- Wing NCO in Base Reenlistment Office
- Wing Retention Council

LIEUTENANT COLONEL G. PARK, Major, USAF
Director of Personnel

Personal Complaints

All Sq Comdrs
4050th AREFWG

4050DC

20 Nov 57

1. Higher headquarters are concerned with the significant increase in the number of complaints by individual officers and airmen; the majority of which have been submitted to Congress. Although law and policy permit communications with members of Congress, the majority of personal problems, grievances and requests for information can be best resolved at the lowest possible level of organization.
2. The Commander, 57th Air Division, has directed the following action:
 - a. Explain the procedures contained in AFL 123-11 to all personnel at the next Commander's Call.
 - b. Post AFL 123-11 on the organizational bulletin board for one week immediately after receipt of this correspondence and for one week each subsequent June.
 - c. Advise personnel of specific recurring periods when Commanders will be available to their personnel to receive complaints and grievances.
 - d. Promptly process complaints, requests for information and grievances and give complainant a prompt answer on action taken on his complaint.
 - e. Records of each complaint will be maintained incorporating complainant's name, date, nature of complaint, facts determined, recommendations and final action taken. Records will be reviewed periodically to detect trends warranting corrective action.
3. You will take immediate action to implement the provisions of Par 2 above.
4. As announced at the 19 Nov Staff Meeting, I will conduct all future Wing Personal Conference periods and I desire that you make it crystal-clear to your personnel that I will welcome any individual who desires to take advantage of this period. It is theirs to use and I strongly encourage its usage!
5. In addition to the monthly Personal Conference Period, I want squadron commanders thoroughly aware that I stand ready to assist in any personnel problem at any time they feel the need for action or assistance at this level of command.

Harry Z. Burrell
HARRY Z. BURRELL, Colonel, USAF

C



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384TH AIR REFUELING SQUADRON
SQUADRON COMMANDER'S REMARKSAIR TRAINING REPORTS FOR NOVEMBER 1957
(RCS 9 SAC T12)

PART III SQUADRON COMMANDER'S REMARKS:

1. Hours flown performing missions ordered by: (C)

a. Eighth Air Force training priorities:

COMMITMENT	HOURS PROGRAMMED	HOURS FLOWN
(1) Accomplish AFR 60-2 and 60-4		
(2) Test flights	42	21
(3) Standardization Checks	90	52
(4) CR Crew training and higher Hq directed msn	329	457
(5) NCR crew training	163	182
TOTAL	624	712

The reasons for significant differences between hours programmed and hours flown are as follows: (C)

b. Reference paragraph 1a (2): Only 21 hours were required for test flights during the month of November, since maintenance difficulties experienced during the heavy flying period of Operation "Ironbar" were less than anticipated. (C)

c. Reference paragraph 1a (3): The Standardization Section flew 38 hours less than the 90 hours programmed for the month. The shortage of flying was due to the following circumstances: (C)

(1) One Combat ready crew not given standardization check as scheduled due to crew members failing to satisfactorily complete prestandboard written examinations. This resulted in 10 hours flying time not flown as scheduled for standardization purposes. (C)

(2) Two Combat ready crews and one staff officer were scheduled for no notice standardization checks during the month. Aircraft were not available for their purpose due to the specific requirements of the heavy weight takeoff program described in para d (1) below. This resulted in 28 hours not flown as originally scheduled for standardization purpose (C)

d. Reference para 1a (4): Combat Ready crews flew 128 hours in excess of the 329 hours programmed for the month of November. This overage was due to: (C)

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(1) Eighth Air Force message DO 63263, dated 5 November 1957, established the requirement for all combat ready ACs to accomplish a heavy gross weight takeoff in the KC97G type aircraft prior to participation in operations where offload requirements necessitated a takeoff weight of 170,000 pounds or more. This requirement resulted in 12 crews being scheduled for additional air refueling sorties. Approximately 80 hours were required to accomplish this requirement. (C)

(2) Four (4) combat ready crews were diverted to an alternate base during Operation "Ironbar" due to weather conditions at home base. The return of these aircraft resulted in ten (10) hours of flying time not programmed for the month.

(3) Combat ready crews flew 32 additional hours during the month for the purpose of accomplishing requirements under SACR 50-8. (C)

e. Reference para la (5): Noncombat ready crews flew 19 hours in excess of the 163 hours programmed for the month of November. This coverage in flying hours was required to accomplish M crew requirements under SACR 50-8. (C)

2. Flying time programmed for the following month. (C)

a. Flight training:

(1) Accomplish AFR 60-2 and 60-4 requirements.	
(2) Test flights	20
(3) Test missions	19
(4) Standardization checks in accordance with SACM 51-4.	60
(5) CR crew training to include higher Hq directed missions	208
(6) NCR crew training SACR 50-8 and 51-19.	90
TOTAL	<hr/> 397

3. Weather and local conditions: None (U)

4. Combat crew member gains and losses: (C)

a. Crew member gains: 7 aircraft commanders NCR; 7 Navigators NCR; 9 Pilots NCR; 5 Flight Engineers NCR.

b. Crew member losses: (C) 4 Aircraft Commanders CR; 5 Navigators 3 NCR, 2 CR; 2 Flight Engineers CR; 1 Pilot NCR.

5. Crew member changes: (C)

2 Aircraft Commanders 2 CR
13 Pilots 10CR, 3 NCR
9 Navigators 5 CR, 4 NCR

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4 Flight Engineers 4 CR
7 Boom Operators 7 CR

6. New Crews: (U) M 14, 30 Sep 57
M 15, 30 Sep 57
IM 16, 30 Sep 57
IM 17, 21 Oct 57
M 18, 11 Nov 57
M 20, 18 Nov 57

7. Crew Status changes: (U)

T51 deleted 30 Sep 57, IM13 to M13 2 Sep, M65 to T65 2 Sep 57,
T56 to M56 21 Oct 57, M53 to T53 14 Oct 57, IM10 to M10 21 Oct 57,
M02 to T02 31 Oct 57, M84 to T84 31 Oct 57. T76 deleted 11 Nov 57,
M56 deleted 4 Nov 57, M15 to T15 25 Nov 57, M14 to T14 25 Nov 57.

8. Standardization Crews: (U)

T50 1 Sep 57
T61 9 Oct 57
T67 12 Aug 57

9. Additional materiel and personnel problems:

a. Materiel: The proper fitting and equipping of combat crews projected to be upgraded during December 1957 may be adversely effected, due to the implementation of the Single Manager Clothing and Textile Materiel, AFR 67-117, procedures, at this station. The contingent mechanics of funding, budgeting and Stock Fund Accounting, AFR 67-119, has frustrated the attempts of the local Base Supply Officer in providing timely and adequate support to this Wing, particularly in the areas of Personal Equipment for combat crew members. Follows, a resume in dollars, by organization, of yet outstanding authorized clothing and equipage requirements of this Wing; effected by the Stock Fund Program:

384 AREFS	\$14,410.74
99 AREFS	20,455.75
4050 PMS	2,070.50
4050 WHSS	1,077.56
4050 AEMS	1,530.00
4050 FMS	19,452.29
TOTAL	\$57,919.28

Admittedly, these figures include mobility requirements for support personnel. A delay in upgrading combat crews, however, for lack of authorized equipage is not tolerable. (U)

b. Personnel: This Wing is still critically short in 431x1B (Airplane General) career field. At present our percent manning in this field is 83% and is projected to lower to 76% manning by 1 April 1958.

The Supply Officer situation will be some extremely critical after 31 Jan 58. At present there are 8 assigned against an authorization of 9. As of 31 Jan 58 there will be 5 assigned against an authorization of 9, for a projected manning of 55%.

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10. Refueling Data (C)

a. Individual sorties:	SEP	OCT	NOV
(1) Number of refueling sorties scheduled by higher Hq	90	100	79
(2) Number of refueling sorties confirmed by 384AREFS.	79	100	79
(3) Number of sorties scheduled by Higher Hq and not scheduled by 384AREFS.	11	0	0
(a) Lack of confirmation by receiver unit	5	0	0
(b) Non availability of tanker aircraft on dates requested.	6	0	0
(4) Number of sorties scheduled by 384AREFS	74	64	83
(5) Number of sorties confirmed and not scheduled by 384AREFS.	5	36	0
(a) Cancellation by receiver units	0	12	0
(b) Non availability of tankers on dates requested.	5	24	0
(6) Number of refueling sorties airborne	60	59	79
(7) Number of refueling sorties scheduled and not airborne.	14	5	4
(a) Tanker ground abort	2	3	3
(b) Receiver ground abort	0	2	1
(c) Weather in refueling area	12	0	0
(8) Number of airborne sorties completing electronic rendezvous	49	49	60
(9) Number of sorties airborne not completing electronic rendezvous	11	10	19
(a) Receiver ground abort	3	2	0
(b) Receiver Air Abort	0	0	1
(c) Tanker Air Abort	5	2	6
(d) Tanker equipment malfunction	1	1	3
(e) Receiver equipment malfunction	1	1	2

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	SEP	OCT	NOV
(f) Weather in refueling area	0	2	4
(g) Rendezvous by visual means	1	2	3
(10) Number of sorties transferring required fuel	50	51	63
(a) Two receivers with 1 tanker	1	10	7
(b) One receiver with 1 tanker	49	41	55
(c) One receiver with 2 tankers	0	0	0
(d) One receiver with 4 tankers	0	0	1
(11) Number of sorties failing to transfer required fuel	10	8	16
(a) Receiver ground abort	3	2	0
(b) Tanker air abort	5	2	4
(c) Tanker equipment malfunction	1	1	3
(d) Receiver equipment malfunction	1	1	1
(e) Weather in refueling area	0	2	8
b. Number of mass night cell sorties (C)	0	0	0
TOTAL FUEL TRANSFERRED			
	SEP	OCT	NOV
Gallons	200,078	228,984	337,141
Pounds	1,280,500	1,465,500	2,157,700

11. Ground Trainings: (U)

(1) Total number of combat ready crews responsible for applicable phase of SACR 50-24 requirements	23
(2) Cumulative total of above crews that have completed applicable phase of SACR 50-24 requirements.	23
(3) Number of crews scheduled for block training for the month of this report.	6
(4) Number of crews that attended block training for the month of this report.	6
(5) Number of crews that completed block training the month of this report.	6
(6) Detailed reasons why crews scheduled did not attend and complete block training for the month of this report.	NONE

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(7) Number of combat ready crews scheduled to attend
block training during the month subsequent to this report.

NONE



JOHN A. NOLAN
Lt Colonel, USAF
Commander

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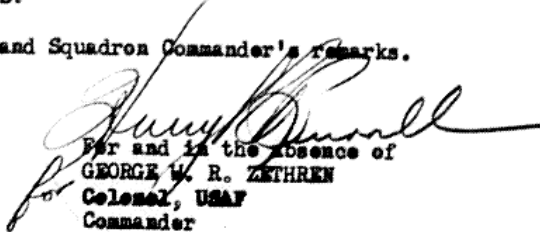
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4050TH AIR REFUELING WING
WING COMMANDER'S REMARKS

AIR TRAINING REPORT FOR NOVEMBER 1957
(RCS: 9 SAC T12)

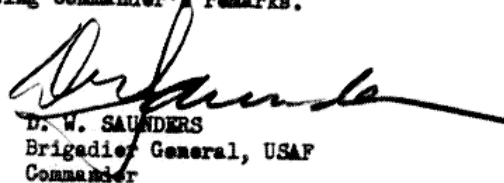
PART IV WING COMMANDERS REMARKS:

Concur with basic report and Squadron Commander's remarks.


for and in the absence of
GEORGE W. R. ZETHREN
Colonel, USAF
Commander

PART V DIVISION COMMANDER'S REMARKS:

Concur with basic report and Wing Commander's remarks.


D. W. SAUNDERS
Brigadier General, USAF
Commander

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(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH				PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL														
										384th Air Refueling Squadron	November 1957				1	4	9-SAC-112														
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS								D. NAVIGATION								
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (NEAREST HOUR)	5 NR OF USCMV FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (N)		8 DAY REFUELINGS (D or D ¹)		9 D/D SILENCE	10 X/D CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-12 76		14 AN/APN 69		15 NR OF DAY RENDEZVOUS	16 NR OF DAY RENDEZVOUS CANCELED	17 NIGHT CELESTIAL				18 NUMBER OF RADAR ORDN. LAUNCHES	19 NR OF PRES. FLIGHTS (DCN-718)	20 NUMBER OF NAVIGATION LEGS		
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC				ATT	SUCC
6-10	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		
T-50	KC-97	10	42	-	06	06	04	04	02	02	06	-	07	07	02	02	04	04	01	01	-	-	-	-	-	-	-	-	01	-	-
T-56	KC-97	09	50	-	05	05	01	01	04	04	05	19	08	08	02	02	06	06	-	-	-	01	-	-	-	-	-	-	01	01	-
T-67	KC-97	06	30	01	06	05	02	02	04	03	03	15	04	03	-	-	02	01	-	-	-	-	-	-	-	-	-	06	-	-	
T-64	KC-97	01	04	01	02	02	01	01	01	01	02	08	01	01	-	-	-	-	01	01	-	01	-	-	-	-	-	-	-	-	
TOTAL	KC-97	26	126	02	19	18	08	08	11	10	16	42	20	19	04	04	12	11	02	02	-	02	-	-	-	-	-	08	01	-	
T-52	KC-97	12	68	01	06	06	03	03	03	03	04	16	04	03	-	-	03	02	-	-	-	-	01	12	-	-	-	01	-	03	
T-62	KC-97	06	34	-	02	02	-	-	02	02	01	04	02	02	-	-	01	01	-	-	-	01	02	17	08	-	01	01	02	-	
TOTAL	KC-97	18	102	01	08	08	03	03	05	05	05	20	06	05	-	-	04	03	-	-	-	01	03	-	-	-	02	01	-		
T-61	KC-97	06	34	-	04	04	02	02	02	02	04	-	05	05	02	02	01	01	01	01	-	-	01	06	-	-	01	-	01		
T-51	KC-97	-	-	-	02	02	01	01	01	01	02	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T-55	KC-97	07	51	02	05	05	04	04	01	01	04	-	07	07	03	03	-	-	01	01	-	02	03	04	13	04	01	01	02		
T-57	KC-97	10	48	02	04	04	02	02	02	02	03	11	03	03	-	-	03	03	-	-	-	01	01	08	-	-	01	-	03		
T-59	KC-97	03	20	01	07	07	05	05	02	02	05	-	04	04	-	-	03	03	-	-	-	02	04	08/02	05	16	01	05	04		
T-50	KC-97	15	71	02	05	05	03	03	02	02	05	07	04	04	-	-	02	02	01	01	-	01	04	13/11	15	08	03	-	02		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. 4. If a crew member is training with another crew member, the crew member will not receive credit for the same flying time.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																
										344th Air Refueling Squadron	November 1957	2	4	9-SAC-112																
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS								D. NAVIGATION							
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (NEAREST HOUR)	5 NR OF USNMs FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (Wet)		8 DAY REFUELINGS (Wet or Dry)		9 NR RADIO SILENCE	10 NR CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1276		14 AN/APN-69		15 NR OF AIR ZONE RANGES NAVLEGS	17 NIGHT CELESTIAL				18 NUMBER OF LEGS NAVIGATION	19 NUMBER OF PATTERNS (MULTI)	20 NUMBER OF LORAN NAVIGATION		
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	16 TOTAL LEGS	CIRCULAR ERROR (Nearest Nautical Mile)					
					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	15-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
T-63	KC-97	19	98	02	06	06	02	02	04	04	05	13	04	09	01	01	03	03	01	01	01	01	02	01	16	-	-	-	03	
T-64	KC-97	1	6	01	0	04	03	03	03	03	03	41	06	06	01	01	03	03	00	02	-	01	03	13	13	14	02	01	01	
T-5	KC-97	22	59	03	4	06	03	03	03	03	06	03	06	06	03	03	02	02	-	-	-	02	01	06	-	-	03	02	04	
T-68	KC-97	20	60	01	07	07	04	04	03	03	06	07	08	08	-	-	04	04	01	01	-	02	03	13	03	07	03	02	05	
T-71	KC-97	13	67	03	07	07	06	06	02	01	07	03	07	07	01	01	05	05	01	01	-	01	02	06	10	-	04	03	04	
T-72	KC-97	23	61	01	30	01	02	02	02	02	02	11	04	04	-	-	02	02	-	-	-	04	04	13/09	16	11	04	-	-	
T-74	KC-97	14	24	01	07	06	02	02	05	04	05	09	09	09	01	01	02	02	-	-	-	-	02	09	03	-	01	-	01	
T-75	KC-97	19	76	02	07	07	02	02	05	05	07	17	09	09	-	-	05	05	02	02	-	01	02	07	14	-	03	-	03	
T-77	KC-97	07	28	-	04	05	04	04	02	02	05	-	07	07	02	02	02	02	03	03	-	-	02	02	13	-	03	-	02	
T-81	KC-97	16	67	01	08	08	03	03	05	05	06	02	07	06	02	02	02	01	01	01	-	01	02	10	12	-	00	-	03	
T-82	KC-97	05	33	01	04	04	03	03	01	01	01	21	04	04	-	-	02	02	01	01	-	01	03	00	07	12	-	01	-	
T-83	KC-97	03	04	01	02	01	01	01	-	-	01	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T-84	KC-97	03	12	03	03	03	03	03	-	-	03	-	02	02	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	
T-83	KC-97	07	41	02	06	06	04	04	02	02	05	-	06	06	01	01	02	02	-	-	-	01	06	06/1	20/1006/11	-	01	02		
T-81	KC-97	03	19	01	02	02	01	01	01	01	-	-	02	02	-	-	02	02	-	-	-	02	02	07	11	-	-	01	-	
CR	KC-97	215	998	32	107	106	60	60	47	46	85	151	110	109	17	17	45	44	36	36	-	20	47	-	-	-	28	15	37	

INS. INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. Item 5 - Individual NCO crewmembers performing training with another crew may credit parent crew with flying time utilized.

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL															
										With Air Refueling Base	November 1957	3		9-SAC-112															
A. GENERAL					B. AIR REFUELING						C. RADAR RENDEZVOUS						D. NAVIGATION												
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Nearest Hour)	5 NR OF USCMN FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (Fuel)		8 DAY REFUELINGS (Fuel or Dry)		9 NR RADIO SILENCE	10 NR OF DAY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/ARN-12/74		14 AN/ARN 69		15 NR OF DAY REBORN FLIGHTS	17 NIGHT CELESTIAL		18 NUMBER OF RADAR ORIB RENDEZVOUS	19 NR OF PRESS. LEGS (See 17)	20 NUMBER OF NAVIGATION LEGS (See 17)			
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC				ATT	SUCC	
					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	11-15	17-19
M-10	KC-97	13	21	-	00	00	01	02	04	04	01	71	03	03	-	-	01	01	01	01	-	02	03	-	-	-	02	00	00
M-11	KC-97	17	106	-	09	06	08	08	01	01	02	72	05	05	02	02	03	02	-	-	-	01	-	-	-	-	01	01	01
Y-12	KC-97	23	81	-	20	20	12	12	08	08	02	47	05	08	-	-	02	03	04	04	-	03	04	-	-	-	04	00	00
M-11	KC-97	09	31	-	03	03	-	-	02	03	02	06	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M-84	KC-97	01	78	-	03	03	01	01	02	02	01	28	04	04	-	-	01	01	-	-	-	-	04	-	-	-	04	-	-
M-10	KC-97	2	28	-	20	20	9	09	01	01	04	03	03	03	01	01	01	01	01	01	-	01	-	-	-	01	-	-	-
M-11	KC-97	14	89	01	08	08	08	08	-	-	03	76	03	03	01	01	02	02	-	-	-	01	01	-	-	-	02	-	00
M-12	KC-97	28	124	02	10	09	08	08	02	01	06	47	09	07	02	02	04	04	01	01	-	01	03	-	-	-	01	01	03
M-13	KC-97	10	68	03	04	04	03	03	01	01	04	15	06	06	01	01	04	04	02	02	-	02	05	-	-	-	02	01	04
M-17	KC-97	02	04	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M-28	KC-97	01	09	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M-29	KC-97	02	09	02	01	01	01	01	-	-	01	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M-26	KC-97	03	08	-	01	01	-	-	03	01	-	-	01	01	-	-	01	01	-	-	-	02	03	-	-	-	01	04	-
M-85	KC-97	10	38	01	03	03	03	03	-	-	01	05	03	03	01	01	01	01	-	-	-	-	02	-	-	-	-	02	-
NOR TOTAL	KC-97	122	751	16	77	76	54	54	23	22	33	430	48	46	08	08	23	21	09	09	-	10	28	-	-	-	17	12	20

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. If a crew member is flying with another crew may credit parent crew with flying time utilized. If a crew member is flying with another crew may credit parent crew with flying time utilized.

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(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL															
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1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Nearest hour)	5 NR OF USCMN FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (N)		8 DAY REFUELINGS (Not at Day)		9 RADIO BLNCS	10 PROPAG. CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1276		14 AN/APN-69		15 NR OF DAY CELESTIAL ANALYSIS	17 NAVIGATION				18 NUMBER OF RADIOS FOR N. LEGS	19 NR OF PRESS. PASSES (INC. N.Y.)	20 NUMBER OF VIBRATION NAVIGATION	
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	16 TOTAL LEGS	17 CIRCULAR ERROR (Nearest Nautical Mile)				
6-10	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	26-27	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
34	331	1977	41		211	208	52	124	26	81	149	643	184	179	29	29	84	79	27	27		13	75				55	42	47
TOTALS	KC-97	03	22								26	61	61																
1st CDJ	KC-97				162	154	117	137	28	28		152																	
NOR	KC-97				157	157	136	136	31	31		442																	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

to accomplish his portion of training. Two crews will not receive credit for the same flying time.

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AIR REFUELING AIR TRAINING REPORT - PART II																			UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL	
384th Air Refueling Squadron																			November 57		1		4		9 SAC T12			
E. GEN	F. CEL GRID NAV.		G. P.P.		H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS												
19	TOTAL LEGS	CIRCULAR ERROR		21 COMPLETE PILOT PROF. (100%)	22 KC-97 (100%)	23 UNLOAD (100%)	24 UNLOAD (100%)	25 UNLOAD (100%)	26 UNLOAD (100%)	27 UNLOAD (100%)	28 UNLOAD (100%)	29 TOTAL	30 DAY	31 NIGHT	32 DATE OF STANDARDIZATION CHECK	33 Cruise Control	34 Individual Performance INDEX SCORE	35 Airborne Radar APP	36 Takeoffs	37 Landings	38 GCA or ILS	39 PFI	40 GYRO Out	41 Low Freq	42 Go Around			
		1	2																							31	32	33
T 50	01	03	—	02	—	—	03	03	03	—	03	01	—	01	8/56	—	—	—	—	1306	1307	0905	—	—	—	—	—	
T56	02	06	12	01	—	—	05	05	05	01	06	01	01	—	9/57	—	—	—	01	1007	0908	0703	01	—	0101	—	—	
T67	—	—	—	—	—	—	03	02	02	—	01	—	—	—	6/57	01	90	—	02	2515	2417	1608	01	—	0101	—	—	
T61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9/57	—	—	—	—	03	—	03	—	01	—	—	—	
TOTAL	03	—	—	03	—	—	11	10	10	01	10	02	01	01	—	01	—	—	03	5128	4932	3516	03	—	0202	—	—	
T52	01	09	—	—	01	06	04	02	04	01	03	—	—	—	5/57	—	—	—	01	1406	1706	1303	0101	—	—	—	—	
T62	—	—	—	—	—	—	03	03	03	—	02	—	—	—	5/57	—	—	—	—	0603	0603	0201	—	—	—	—	—	
TOTAL	01	—	—	—	01	06	07	05	07	01	05	—	—	—	—	—	—	—	01	2009	2309	1504	0101	—	—	—	—	
T61	01	08	—	01	—	—	06	03	03	—	03	01	01	—	9/57	—	—	—	02	0901	0902	0901	0301	—	—	—	—	
T51	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	05	—	05	—	01	—	—	—	
T55	02	09	05	—	02	06	04	04	03	—	01	02	—	02	5/57	02	91	93	01	0802	0802	0601	—	—	—	—	—	
T57	—	—	—	—	01	06	05	05	04	02	05	—	—	—	4/57	01	96	—	03	1003	1003	0706	—	—	01	—	—	
T59	02	11	08	01	01	06	02	02	02	01	03	01	—	01	5/57	—	—	—	05	1204	1205	0806	0303	03	—	—	—	
T60	02	07	18	01	02	—	05	05	05	01	03	02	01	01	3/57	01	92	—	04	0908	0908	0907	—	—	0101	—	—	

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AIR REFUELING AIR TRAINING REPORT - PART II															UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL				
															384th Air Refueling Squadron		November 57		2		4		9 SAC T12				
E. GEN	F. CEL GRID NAV.		G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS						J. CELL MISHONS			K. STD. RD.	L.	MISCELLANEOUS										
	19	20		21	22	23	24	25	26	27	28	29	30	31			32	33	34	35	36	37	38	39	40	41	
CHER NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF PILOTS PROF. MISSIONS	NUMBER OF KC-97 OR C-119 OR C-119A OR C-119B OR C-119C OR C-119D OR C-119E OR C-119F OR C-119G OR C-119H OR C-119I OR C-119J OR C-119K OR C-119L OR C-119M OR C-119N OR C-119O OR C-119P OR C-119Q OR C-119R OR C-119S OR C-119T OR C-119U OR C-119V OR C-119W OR C-119X OR C-119Y OR C-119Z	NUMBER OF BAIL-OUTS	NUMBER OF DITCHINGS	NR OF SIMULATED CRASH LANDING (LANCER)	NR OF SIMULATED CRASH (MAX PASSENGER)	PASSENGER EMERGENCY BRIEFING	TOTAL CELL MISHONS	DAY CELL MISHONS	NIGHT CELL MISHONS	DATE OF LAST STATUS CHECK	Lg Range Cruise Control	Airborne Radar APP	Takeoff	Landings	CGA or ILS	PFI	GYRO Out	Low Fre	GO Around				
		1	2																					AC	P	AC	P
T63	03	18/10	11	02	04	06	08	08	08	08	07	02	01	02	2/57	02	90	92	01	1606	1608	1805	02	0502	---	---	
T64	03	01/11	06	01	01	06	06	04	04	02	04	01	01	01	3/57	01	91	---	01	2004	2503	1603	0102	0101	---	---	
T65	02	15	20	01	01	06	06	06	06	01	02	02	01	02	3/57	01	91	---	01	2008	2010	0507	0202	0103	---	---	
T68	05	07/15 07/03	08	---	02	06	04	04	04	02	04	02	---	02	8/57	05	95/98	98/99	05	2407	2507	1302	02	02	---	---	
T70	02	01	18	01	01	06	04	04	04	04	04	03	---	03	10/57	02	90	97	05	1109	0908	0407	0502	0202	---	---	
T72	02	10	09	02	01	06	05	05	04	01	04	02	01	01	1/57	02	90	91	04	2210	1309	1002	0201	0401	---	---	
T74	01	05	---	02	---	08	06	05	05	---	04	02	---	02	1/57	02	95	90	06	0608	0908	0908	0403	0404	---	---	
T75	02	06	11	04	---	06	08	08	07	01	05	01	---	01	3/57	---	---	---	11	0113	0814	2008	0505	0404	---	---	
T76	---	---	---	---	06	03	03	03	01	04	01	01	---	01	1/57	01	92	---	03	0305	0405	0404	---	01	---	---	
T82	01	17	---	---	06	04	03	04	---	04	01	01	---	01	4/57	01	91	---	---	1601	1502	0701	01	01	---	---	
T02	---	---	01	---	02	02	02	02	---	01	01	---	01	01	10/57	---	---	---	03	0304	0304	0404	0101	0102	---	---	
T14	---	---	---	---	---	---	---	---	---	---	---	01	---	01	11/57	---	---	---	---	01	01	01	---	---	---	---	
T15	---	---	---	---	02	---	---	---	---	---	---	02	---	02	9/57	---	---	---	---	03	03	03	---	---	---	---	
T53	01	13	---	---	06	03	03	03	01	04	03	01	02	9/57	01	93	---	02	0601	0303	0102	---	0101	---	---		
T84	---	---	01	---	02	---	---	---	---	---	01	---	01	5/57	---	---	---	04	0301	0301	0503	0101	0101	---	---		
R TOTALS	29	---	18	16	98	81	74	71	27	62	32	07	25	---	---	---	---	---	04	22895	22010	16077	3221	3226	---	---	

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AIR REFUELING AIR TRAINING REPORT - PART II										UNIT				MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL								
384th Air Refueling Squadron										November 57				3		4		9 SAC 112										
E. GEN	F. CEL GRID NAV.		G. P.P.		H. LOADING		I. EMERGENCY PROCEDURE DRILLS				J. CELL MISSIONS			K. STD. BR	L.	MISCELLANEOUS												
	CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF OUTBASE MISSIONS	LOADS: A (1-4) B (5-8) C (9-12) D (13-16) E (17-20) F (21-24) G (25-28) H (29-32) I (33-36) J (37-40) K (41-44) L (45-48) M (49-52) N (53-56) O (57-60) P (61-64) Q (65-68) R (69-72) S (73-76) T (77-80) U (81-84) V (85-88) W (89-92) X (93-96) Y (97-100)	KC-97	NUMBER OF SIMULATED BALLOONS	NUMBER OF DUTY CYCLES	NR OF HULL LANDING ATTEMPTS	NR OF HULL LANDING ATTEMPTS (MAX 2)	PARACHUTES EMERGENCY DROPPED	DAY CELL MISSIONS			NIGHT CELL MISSIONS	DATE OF LAST STAN. CHECK	Ic Range Cruise Control INDEX SCORE	Individual Performance SCORE	Airborne Radar APP	Takeoff	Landing	GCA or ILS	PFI	Gyro Out	Low Freq	OO Around	
1			2	21										22	23													24
M02	07	—	—	03	01	06	07	07	07	06	08	01	—	01	—	01	92	—	02	1805	1806	1304	0703	0402	—	—		
M14	06	—	—	02	06	05	05	04	04	03	11	01	—	01	—	03	90/96	95	07	1306	1405	0705	05	—	0101	—	—	
M35	03	—	—	01	01	04	04	04	04	05	07	02	—	02	—	02	90	90	03	0906	1106	1106	0303	0303	—	—	—	
M53	—	—	—	01	—	—	05	03	03	01	03	—	—	—	—	01	91	—	01	0702	0603	0401	—	0101	—	—	—	
M84	04	—	—	01	—	06	08	08	08	01	06	01	—	01	—	01	91	—	02	1803	1303	0706	0202	0101	—	—	—	
M10	—	—	—	—	—	06	03	03	03	01	01	02	01	01	—	—	—	—	—	0502	0502	0702	—	—	—	—	—	
M11	04	—	—	—	—	06	03	02	02	01	02	02	—	02	—	02	91	92	01	0403	0202	0101	02	—	—	—	—	
M12	06	—	—	01	04	06	07	07	08	04	06	03	01	02	—	01	93	—	08	1611	1609	1009	0304	0406	—	—	—	
M13	03	—	—	—	03	07	03	04	04	03	02	04	02	02	—	—	—	—	02	07	0301	0503	0201	0201	—	—	—	—
M17	—	—	—	—	—	—	—	—	01	—	—	—	—	—	—	—	—	—	—	0101	0101	02	—	—	—	—	—	—
M18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	01	—	01	—	—	—	—	—	—
M20	—	—	—	—	—	—	—	—	—	—	—	01	01	—	—	—	—	—	—	01	01	01	—	—	—	—	—	—
M56	—	—	—	—	—	—	01	01	01	—	—	—	—	—	—	01	97	—	—	1103	1103	0502	0201	0301	—	—	—	—
M85	01	—	—	—	—	06	05	04	04	02	02	01	—	01	—	—	—	—	—	0902	0702	0805	01	—	—	—	—	—
NCR TOTALS	34	—	—	09	15	52	51	47	49	27	48	18	05	13	—	12	—	—	26	12044	10943	8244	2614	1916	—	—	—	—

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ROUTINE

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COMAF 8 WESTOVER AFB MASS

EXCERPT FOR

UNIFORM

TRANSMISSION

INFO: CINSAC OFFUTT AFB NEBR

ONLY

COMAF 2 BARKSDALE AFB LA

COMAF 15 MARCH AFB CAL

UNCLAS/EFTC/DO 63263. SUBJECT: WEIGHT RESTRICTIONS FOR KC-97 AIRCRAFT. THIS MESSAGE IN FOUR PARTS. PART I. ALL KC-97 AIRCRAFT OF THIS COMMAND EQUIPPED WITH 34060 DURAL ALUMINUM PROPELLERS ARE PERMITTED TO TAKE OFF WITH A MAXIMUM ACTUAL OR EQUIVALENT GROSS WEIGHT OF 175,000 POUNDS WHICHEVER IS LESSER. THE FOLLOWING FACTORS WILL BE UTILIZED FOR FLIGHT PLANNING; (A) A CORRECTION FACTOR OF 20,000 POUNDS WILL BE ADDED TO THE GROSS WEIGHT IN COMPUTING CLIMB TIME ON THREE AND FOUR ENGINE OPERATION. THIS WILL INCREASE THE TIME OF CLIMB BY APPROXIMATELY 53%. (B) A CORRECTION FACTOR OF 20,000 POUNDS WILL BE ADDED TO ACTUAL LEVEL OFF WEIGHT FOR COMPUTING CRUISE DATA TO POINT OF OFFLOAD. (C) A CORRECTION FACTOR OF 5,000 POUNDS WILL BE ADDED TO ACTUAL GROSS WEIGHT FOR CRUISE PLANNING

4 1330
NOV 67

DOCS

RICHARD G. ROGERS, Major, USAF

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J. W. HOBLITZEL, JR.
Captain, USAF
ASTADJ

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COMAF 8 WESTOVER AFB MASS

BELOW 135,000 POUNDS. (D) ENGINES WILL BE OPERATED AT MAXIMUM
 SET FOR OPERATING CONDITIONS. PART II. A CHECKOUT PROGRAM WILL
 BE INITIATED BY THE SQUADRON AND MONITORED BY THE UNIT STANDARDIZA-
 TION DIVISION FOR PILOTS AND FLIGHT ENGINEERS FOR WEIGHTS ABOVE
 170,000 POUNDS EQUIVALENT GROSS WEIGHT. CHECKOUT PROGRAM WILL
 CONSIST OF THE FOLLOWING: (A) ONE HOUR OF GROUND INDOCTRINATION
 TO INSURE CREW MEMBERS ARE AWARE OF THE AIRCRAFT'S DECREASED
 PERFORMANCE WITH THE 34G60 PROPELLERS INSTALLED. (B) ALL AIRCRAFT
 COMMANDERS AND FLIGHT ENGINEERS WHO HAVE NOT PREVIOUSLY MADE
 HEAVYWEIGHT TAKEOFFS (ABOVE 170,000 POUNDS EQUIVALENT GROSS WEIGHT)
 WILL BE GIVEN ONE SUPERVISED HEAVYWEIGHT TAKEOFF BY QUALIFIED
 INSTRUCTORS OF THE SAME SPECIALTY. (C) CREW MEMBERS COMPLETING
 THIS TRAINING WILL BE GIVEN CREDIT FOR RECHECK (SAC FORM 412) WITH
 A COMMENT IN THE REMARKS SECTION TO INDICATE THE INDIVIDUAL HAS
 COMPLETED THE ABOVE REQUIREMENTS. PART III. A WEEKLY REPORT
 WHICH IS EXEMPT IN ACCORDANCE WITH PARAGRAPH 7C(3), AFR 174-1,
 WILL BE SUBMITTED TO THIS HQ, ATTN: DOT, TO INCLUDE: (1) ANY
 ADDITIONAL PLANNING FACTORS THAT ARE UNCOVERED IN THE OPERATION
 OF THE AIRCRAFT AT THIS WEIGHT. (2) TIME TO CLIMB AND RATE OF
 CLIMB FROM UNSTICK TO 500 FEET ABOVE RUNWAY ALTITUDE. (3) A
 DUPLICATE OR PHOTOSTATIC COPY OF ALL FLIGHT PLANS AND FLIGHT LOGS
 ON FLIGHTS INVOLVING AIRCRAFT OF OVER 170,000 POUNDS EQUIVALENT
 GROSS WEIGHT. (4) ANY ADDITIONAL INFORMATION WHICH MAY SUPPLEMENT

2 3

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RAF WESTOVER AFB MASS

REQUIRE REQUIRED ITEMS. (5) ALL OPERATIONAL DIFFICULTIES
ENCOUNTERED WHILE OPERATING WITH THE 34060 PROPELLERS WILL BE
REPORTED ON A COMMAND CHANNEL UP IN ACCORDANCE WITH
AFM 34-4-84. PART IV. THIS MESSAGE TRANSMITTED TO UNIFORM
FOR INFO TO SAC, RAF AND 15AF.

TYE

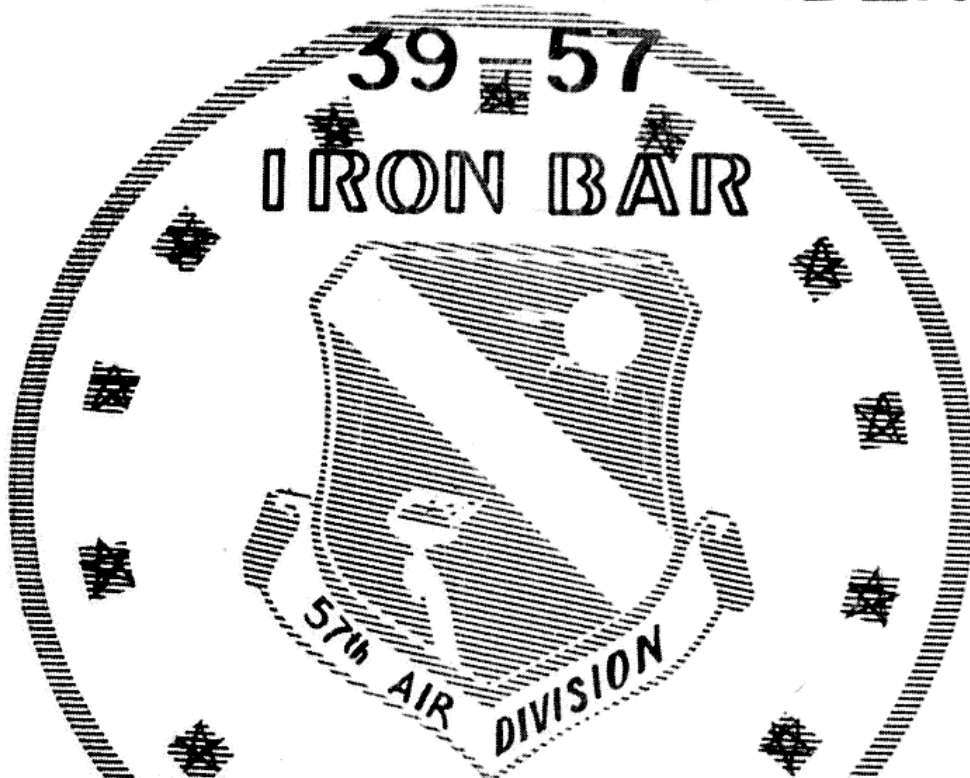
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SECRET

OPERATIONS ORDER



**HEADQUARTERS 57TH AIR DIVISION
WESTOVER A.F. B. MASSACHUSETTS**

1 NOVEMBER 1957

**SPECIAL HANDLING REQUIRED. NOT RELEASABLE
TO FOREIGN NATIONALS.**

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HEADQUARTERS
 57TH AIR DIVISION
 United States Air Force
 Westover Air Force Base, Mass.

DO

1 November 1957

SUBJECT: (Unclassified) 57th Air Division Operations Order 39-57

TO: See Distribution

1. Attached is 57th Air Division Operations Order 39-57. (U)
2. Unclassified nickname for this operation is "Iron Bar". (U)
3. For purposes of classification of paragraphs, the following abbreviations have been used: (U)
 - a. SECRET (S)
 - b. CONFIDENTIAL (C)
 - c. UNCLASSIFIED (U)
4. If the inclosure is withdrawn or not attached the classification of this correspondence will be downgraded to UNCLASSIFIED, in accordance with Air Force Regulation 205-1.

FOR THE COMMANDER:

1 Incl
 As Stated (S)

Alfred P. Lista
 ALFRED P. LISTA
 Major, USAF
 Adjutant

57ADIV OPRD
 39-57

DECLASSIFIED IN AC 13526
 57AD 8632
 1 November 1957

SECRET

SECRETTABLE OF CONTENTSBASIC ORDER

ANNEX A - Air Operations (Not Used)

ANNEX B - Air Refueling

Appendix 1 - Ground Schedule

2 - Flight Schedule

3 - Route Map

4 - Navigators Flight Plan

5 - Engineers Flight Plan

6 - Altitude Reservations

ANNEX C - Communications

Appendix 1 - Communications Recap Sheet

ANNEX D - (Not Used)

ANNEX E - (Not Used)

ANNEX F - Administrative and Logistical Matters

ANNEX G - Safety

ANNEX H - Security

ANNEX I - Omitted

ANNEX J - (Not Used)

ANNEX K - 811th Air Base Group Support

57ADIV OPRD
39-57
57AD 8632
1 November 1957

SECRET

HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

OPERATIONS ORDER

SERIAL NUMBER 39-57

"IRON BAR"

BASIC

57ADIV OPORD
39-57
57AD 8632
1 November 1957

SECRET

SECRETHEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.OPERATIONS 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 affected items will be maintained. Dissemination of the information herein will be on a "need to know" basis. This must not be downgraded, unless specifically authorized by this headquarters, but may be destroyed (AFR 205-1 will apply) subsequent to completion of the exercise and/or when no longer required.

CHART OR MAP REFERENCES: As RequiredTASK ORGANIZATIONS:

4050th Air Refueling Wing	Colonel G. W. R. Zethren
99th Bombardment Wing (H)	Colonel S. W. Wells
814th Air Base Group	Colonel E. D. Wooten

1. GENERAL SITUATION: A requirement exists for the 57th Air Division to provide support for a large scale training exercise involving multiple SAC Units directed by Eighth Air Force Operations Order 39-57. E Hour/Day for this mission will be 1400 Zulu, 25 November 1957. Unclassified nickname is "Iron Bar". (S)

a. Intelligence: See Annex B 8AF OPORD 39-57. (U)

b. Friendly Forces:

(1) Second Air Force: Participate in large scale training mission (USCM) with air refueling in the Westover Area, for 321BW, B-47 aircraft, crews and supporting personnel. (S)

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(2) Fifteenth Air Force: Participate in large scale training mission (USCM) with refueling in Westover Area, for 341EW, B-47 aircraft, crews and support personnel. (S)

(3) 21st Air Division:

(a) Provide air-lift for 12 persons and 3.0 tons of cargo for the 90SRW to Westover on E day and returning E plus 10. (S)

(b) Provide 3 RB-47 aircraft from the 90SRW for Weather Scout duty at Westover AFB as specified in 8AF OPORD and this OPORD. (S)

(4) USAFE and MATS: Provide support as specified in 8AF OPORD 39-57. (U)

(5) 5th Weather Group: Provide weather support as specified in 8AF OPORD 39-57. (U)

(6) Detachment 29, 5th Weather Group: Provide required support as specified in paragraph 3x (12).

(7) 19th AACS: Coordinate departure and recovery procedures of aircraft departing and recovering at Westover Air Force Base. (U)

2. MISSION:

a. Provide approximately 68 air refueling sorties in the "Fighting Fox" refueling area for B-47 aircraft of the 321 and 341 EWS. (U)

b. Provide base support for 3 RB-47 Weather Scout aircraft, crews and support personnel of the 90SRW. (S)

c. Provide for receipt and delivery of film to 8th RTS in accordance with 8AF OPORD 69-58. (C)

3. TASKS FOR SUBORDINATE UNITS:

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a. 4050th Air Refueling Wings:

(1) Provide approximately 33 air refueling sorties by the 384th AREFS in support of the training mission (USCM) of the 341st and 321st Bomb Wings and in addition provide approximately 35 air refueling sorties in support of the redeployment to the ZI of the 321BW. (S)

(2) Provide all required maintenance and allied support to assure successful accomplishment of the mission. (U)

(3) The 4050AREFWG Command Post will act as primary COMMAND POST for this operation. (S)

b. 99th Bombardment Wing (H):

(1) Provide required maintenance support for 3 RB-47 Weather Scout aircraft of the 90SRW at Westover AFB. (C)

(2) Provide means for receipt of film from courier aircraft of the 26th and 90th SRWs who will provide airlift to Westover AFB. Provide delivery of film to 8th RTS in accordance with the SOPs established in 99BW Control Room for support of 8AF OPOD 69-58. (C)

c. 814th Air Base Group:

(1) Provide base support for 3 RB-47 Weather Scout aircraft, 12 crew and 12 support personnel from the 90SRW. (C)

(2) Provide necessary logistical support to the 4050th AREFWG for the successful accomplishment of their mission. (U)

(3) Provide a vehicle and driver to the 99BW Intelligence Division to assist in the carrying out of their requirements under 8AF OPOD 69-58. (U)

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x. General Instructions:

(1) SAC Manuals 55-10, 55-12, 55-14D, 100-1; and BAF Manuals 55-1 and SAC Regulation 50-8 will apply. (U)

(2) Operations of 4050AREFWG will resemble EWP Planning factors as closely as possible, tempered by peacetime practicability and flying safety considerations. Missions of 321EW Receivers for this exercise will be based on timing concept of "E + 72 hours Mass Launch Option" with air movements as outlined in SAC OPORD 40/50-58. 341EW Receivers will be launched in three equal increments 24 hours apart. (S)

(3) USCM Credit: The 4050AREFWG will receive USCM credit for this exercise and will be scored in accordance with BAF OPORD 39-57. (U)

(4) Delays for crew rest will be in accordance with SAC Regulation 62-19 except that KC-97 refueling missions will be on a 12 hour turn-around. (C)

(5) RESPONSIBILITIES:

(a) Headquarters SAC will issue executing orders and will control deployment and strike phases of this exercise. (C)

(b) Headquarters BAF will exercise operational responsibility and issue executing orders and control recovery and/or redeployment phase for BAF aircraft in this exercise. (C)

(c) Commanders 57AD and 4050AREFWG will closely monitor all phases of this exercise due to ever present possibility of adverse weather and/or unforeseen circumstances which might affect this mission. (C)

(d) Location of Key Commanders will be reported in accordance with instructions outlined in SAC Regulation 55-40.

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(6) Reports: (See Appendix 4 and 5, Annex A of 8AF Manual 55-1).

(a) M-27 Report will be submitted with Headquarters SAC as information addressee. Format will be as outlined in applicable portions of SAC Manual 55-8; however, mandatory comments are not required. (U)

(7) Public Information Instructions: Chapter I, paragraph 19 c(2), SAC Manual 55-12, August 1957 will apply. (U)

(8) Special Alert Instructions: In accordance with 8AF OPLAN 39-57 the 4050AREFWG is relieved from "Alert Requirements" in LAF message DO 8-6048, TS, dated 21 Sep 57, from period E hour/day of this exercise until 24 hours after return of aircraft supporting last main Bomber Wave. (S)

(9) Project Officer for this headquarters is Captain C. W. Mitchell, Base extension 23200.

(10) Air Traffic Control: Will be in accordance with instructions contained in 8AF OPORD 39-57. Headquarters 8AF will be an information addressee on all messages containing altitude reservation request or changes thereto. (U)

(11) Schedule:

(a) E day thru E plus 1 day. (S)

1 321EW deploys with air refueling by Westover or Goose Tankers.

2 90SRW deploys three Weather Scouts to Westover.

(b) E + 4 days: (S)

1 321EW launches first wave of strike mission with air refueling in Westover area.

(c) E + 5 days: (S)

1 341EW launches second wave on strike mission with air refueling in Westover area.

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2 321BW launches first wave of redeployment with air refueling in Westover area.

(d) E + 6 days: (S)

1 341BW launches remaining aircraft on strike mission with air refueling in Westover area.

2 321BW launches second wave of redeploying aircraft with air refueling in Westover area.

(e) E + 7 days: (S)

1 321BW launches remaining aircraft on deployment with air refueling in Westover area.

(f) E + 10 days: (S)

1 90SRW redeploys from Westover AFB to Home Base.

(12) Weather Support:

(a) General: Weather support for this operation will be in accordance with SAC Manuals 105-1, 55-10; 8AF Manual 55-1, and 8AF OPORD 39-57. (U)

(b) Deployment: Simulated Strike and Redeployment Phases:
1 Westover Forecast Center will prepare and transmit forecasts for the designated refueling areas in the 8AF area of responsibility. Weather Scout direction and utilization will be in accordance with Amex I, 8AF Manual 55-1. (U)

(c) Detachment 29, 5th Weather Group, will provide weather support and briefings to the 4050AREFWG in support of this OPORD.

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SECRET**4. ADMINISTRATIVE AND LOGISTICAL MATTERS:**

- a. Administrative Matters: Normal (U)
- b. Logistical Matters: See Annex F (U)

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal (U)
- b. Communications: See Annex C (U)
 - (1) SAC Manuals 55-12, 100-1 and Eighth Air Force Manual 55-1 apply. (U)
 - (2) Special air traffic and position reporting procedures outlined in paragraph J, Section III, SAC Manual 55-12 apply. (U)
 - (3) Recall words with related meanings are as follows: (S)
 - (a) "Goldfish" - Recall all SAC aircraft this mission
 - (b) "Goldfish Bravo" - Recall 384 AREFS
 - (c) "Goldfish Uniform" - Recall 90 SRW (Wx Scout)
 - (4) Recall words are further suffixed, as indicated, for the purpose of designating a specific landing base: (S)
 - (a) Westover - FIVE
 - (b) Loring - NINE
 - (c) Portsmouth - WHISKEY
 - (d) Plattsburgh - XRAY

ANNEXES:

- A - Air Operations (Omitted)
- B - Air Refueling
- C - Communications
- D - Special Weapons (Omitted)
- E - Intelligence (Omitted)
- F - Administrative and Logistical
- G - Safety
- H - Security
- I - (Omitted)
- J - Medical (Omitted)
- K - Air Base Group Support

D. W. SAUNDERS
Brigadier General, USAF
Commander

8

57ADIV OPORD
39-57
57AD 8632
1 November 1957


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OFFICIAL:


 ERNEST L. BLANTON
 Colonel, USAF
 Director of Operations

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

ANNEX B

TO

OPERATIONS ORDER

SERIAL NUMBER 39-57

"IRON BAR"

AIR REFUELING

This Annex Consists of 8 Pages

ANNEX B
57ADIV OPORD 39-57
57AD 8632
November 1957

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SECRET

SECRETHEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.ANNEX B TO OPORD 39-57 "IRON BAR"AIR REFUELING

1. GENERAL:

a. SAC Manual 55-10 will apply to all phases of air operations under this OPORD. (U)

b. Refueling Areas:

(1) Primary refueling area for the air refueling support of both the 341 and 321 BWs will be "Fighting Fox" as described in SAC Manual 55-14D. (S)

(2) Alternate refueling area for the air refueling support of both the 341 and 321 BWs will be "Whisk Broom" as described in SAC Manual 55-14D. (S)

(3) Refueling areas above will be utilized for both deployment/simulated strike phase and re-deployment phase of this operation. (C)

c. Recall Procedure: Upon receipt of an authenticated recall, Cell Leaders will request clearance to return to Westover AFB via the most direct route and altitude commensurate with safety. (C)

d. Air Space Reservation: Request for Air Space Reservation has been submitted. For details see Appendix 6, Annex B. (U)

e. Weather Reconnaissance: See paragraph 3 x(12) Basic. (U)

f. Communications: See Annex C. (U)

(1) Reports (see Appendix 4 and 5; Annex A, 8AF Manual 55-2) the following reports will be submitted for the air refueling portion of this operation in accordance with SAC Manuals 55-8M and 55-8T. (U)

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(a) Distribution A:

1 T-2, T-10, T-11, T-15, T-17, T-18, T-21, T-81,
and M-36.

2 Reports required in accordance with paragraph 6 a(1),
SAC Manual 55-8; M-12 (HOT NEWS), M-14 (Acft Distress), M-20 (Lost acft summary)
and M-35 (Initial Report of Enemy Jamming of Airborne Electronic Equipment).

(b) Distribution B: (U)

1 T-27

2. GROUND OPERATIONS:

- a. Engine starts, taxi, and take-off times will be controlled by the
4050ABEFWG Tactical Tower Officer. (U)
- b. Ground aborts will be replaced by moving up succeeding aircraft
within a cell and filling in at the end of the cell with "ground spare"
aircraft. (U)
- c. Airborne spare tankers will not be required for this exercise. (U)
- d. Minimum take-off interval between aircraft within a cell will be
one minute and between cells ten minutes. (U)

3. DEPARTURE PROCEDURES:

- a. Standard Westover Tanker "BRAVO" Departure will be used for all
cells. (U)
- b. RAPCON will monitor all take-offs. (U)
- c. If take-off is made using runway 23, all aircraft will proceed
straight ahead for three minutes from release brakes before executing turn
to right. If take-off is made using runway 05 all aircraft will proceed
straight ahead, until one minute after passing Quabbin homer, before executing
turn to left.

ANNEX B
57ADIV OPORD 39-57
57AD 8632
November 1957

d. Cell closure to one mile will be accomplished prior to making turn at Rutland and in all cases will be completed prior to arrival at the orbit. (U)

e. Aborts: If a tanker aborts during take-off climbout phase of the mission, execute abort procedures as specified in SAC Manual 55-10, and immediately notify CONTROL of the fact, and the nature of difficulty. CONTROL will dispatch ground spare tanker as soon as possible without interference with the cell take-off stream. (U)

f. Spare aircraft taking off to replace air aborts will fill in at last position in designated Cell, all other aircraft will move up to fill vacated Cell positions. (U)

4. ORBIT RENDEZVOUS AND REFUELING:

a. Aircraft aborting after arrival at Orbit Point will execute a slow descending right turn, clearing the tanker cell, and file individual clearance for 12,000 feet or lower to Gardner VOR and Westover AFB or to alternate base, if the emergency dictates. Extreme care will be taken to avoid interference with the cells enroute to, or returning from the refueling area. (C)

b. Altimeter setting during refueling operation will be 29.92. (C)

c. Under no condition will a 180° turn be made for refueling on a reciprocal track. (U)

5. RETURN AND RECOVERY:

a. Standard Westover Tanker Recovery plan will be utilized by tanker cells, when using the primary refueling area. RAPCON will direct recovery procedures if the alternate area is used.

SECRET**6. MISSION INFORMATION:**

a. Routes "FIGHTING FOX" (Primary): All aircraft will utilize a Standard Westover Bravo Departure, climbing enroute to Rutland Vt and continue as follows for the various refueling tracks of this exercise. (U)

(1) Deployment and strike phase will utilize Ann Track, proceeding from Rutland, Vt direct to Orbit Point (4400N 7201W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4442N 7047W). Proceed direct to end refueling (4600N 6830W) direct to 14 nautical miles S.E. North Conway RBN (4352N 7052W) direct to Gardner VOR. When abeam Laconia RBN contact ATC, requesting a descent to Gardner VOR for a Standard Tanker Recovery at Westover. (S)

(2) Re-deployment phase routes are as follows:

(a) Ann Cells will proceed from Rutland direct to Berlin RBN (4438N 7110W) direct to Orbit Point (4611N 6809W). Departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4528N 6930W). Proceed direct to end refueling (4410N 7147W) direct to Gardner VOR. When abeam Laconia RBN contact ATC, requesting descent to Gardner VOR for a Standard Tanker Recovery at Westover. (S)

(b) Betty Cells will proceed from Rutland direct to 14 nautical miles N.W. of Berlin RBN (4444N 7125W) direct to Orbit Point (4635N 6835W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4551N 6956W). Proceed direct to end refueling (4434N 7213W) direct to Gardner VOR. When abeam Labannon RBN contact ATC requesting a descent to Gardner VOR for a Standard Tanker Recovery at Westover. (S)

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(c) Cora Cells will proceed from Rutland direct to 13 nautical miles S of Berlin RBN (4422N 7109W) direct to Orbit Point (4548N 6744W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4504N 6904W). Proceed direct to end refueling (4347N 7147W) direct to Manchester RBN (4254N 7225W) direct to Gardner VOR. When passing Laconia RBN, contact ATC requesting a descent to Gardner VOR for a Standard Tanker Recovery to Westover. (S)

b. Refueling Date Primary Area "Fighting Fox": (S)

(1) Deployment and Strike Refuelings:

- (a) Key Rendezvous (4442N 7047W)
- (b) Off-load 50000 pounds
- (c) Refueling Track 051°
- (d) Base Refueling Altitude 13000 feet

(2) Redeployment Refueling: (S)

- (a) Key Rendezvous (4528N 6930W)
- (b) Off-load 45000 pounds
- (c) Refueling Track 231°
- (d) Base Refueling Altitude 13000 feet

c. Routes: "Whisk Broom" (Alternate): All aircraft will utilize a Standard Westover Bravo Departure, climbing enroute to Rutland, Vt. and continue as follows for the various refueling tracks of this exercise. (S)

(1) Deployment and Strike Phase will utilize the Ann Track, proceeding from Rutland, Vt. to Albany VOR (4246N 7348W) direct to Dansville RBN (4235N 7740W) direct to Orbit Point (4143N 7937W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4152N 7803W).

Proceed direct to end refueling (4204N 7517W) direct to Chester VOR (4217N 7257W). When crossing the Hudson River, contact ATC requesting a descent to Chester VOR for a recovery to Westover. (C)

(2) Redeployment Phase routes are as follows:

(a) Ann Cells will proceed from Rutland direct to Orbit (4206N 7449W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4201N 7629W). Proceed to end refueling (4148N 7915W) direct to 9 S Binghamton VOR (4202N 7608W) direct to Chester VOR (4217N 7257W). When crossing the Hudson River, contact ATC requesting a descent to Chester VOR for a recovery to Westover. (S)

(b) Betty Cells will proceed from Rutland, Vt. to Orbit Point (4237N 7452W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4230N 7627W) proceed to end refueling (4218N 7815W) direct to 6 N Binghamton VOR (4216N 7608W) direct to Chester VOR (4217N 7257W). When passing the Hudson River, contact ATC requesting a descent to Chester VOR for a recovery to Westover. (S)

(c) Cora Cells will proceed from Rutland, Vt. to Orbit Point (4132N 7446W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4130N 7626W) proceed to end refueling (4118N 7910W) direct to Chester VOR (4217N 7257W). When passing the Hudson River, contact ATC requesting a descent to Chester VOR for a recovery to Westover.

d. Refueling Data (Alternate Area) "Whisk Broom":

(1) Deployment and Strike Refueling: (S)

SECRET

- (a) Key Rendezvous (4152N 7803W)
 - (b) Off-load 48000 pounds
 - (c) Refueling Track 084°
 - (d) Base Refueling Altitude 13000 feet
- (2) Redeployment Refueling: (S)
- (a) Key Rendezvous (4201N 7629W)
 - (b) Off-load 45000 pounds
 - (c) Refueling Track 264°
 - (d) Base Refueling Altitude 13000 feet

SECRET

HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass

APPENDIX I TO ANNEX B OPORD 39-57 "IRON BAR"

GROUND SCHEDULE - All Times Local

1. GENERAL BRIEFING: (U)

1300 hours, 22 November 1957, Theater #1 all crews of 384th Air Refueling Squadron and Staff Agencies.

2. SPECIALIZED BRIEFING: (U)

Immediately following General Briefing, Pilots will remain in theater. Navigators, Flight Engineers and Boom Operators will report to the 384th Air Refueling Squadron Briefing Room, Hangar #3.

3. FINAL WEATHER BRIEFINGS: (U)

384th Air Refueling Squadron Briefing Room, Hangar #3 at times designated in paragraph 4 below.

4. TIMING: (C)

"Fighting Fox" (Primary Refueling Area) ground timing schedule for Runway 05 take-off. If Runway 23 is utilized, engine start and taxi times will be delayed 10 minutes. (Take off times for cell leaders)

<u>DATE</u>	<u>CELL NR</u>	<u>RFL TRACK</u>	<u>NR ACFT</u>	<u>FINAL WX</u>	<u>ENG ST</u>	<u>TAXI</u>	<u>T.O.</u>
-------------	----------------	------------------	----------------	-----------------	---------------	-------------	-------------

Deployment: Receivers from 321st Bomb Wing. (VENICE)

25	1	ANN	6	1330	1546	1556	1631
25	2	ANN	2	1505	1650	1700	1735
25	3	ANN	2	1505	1750	1800	1835
25	4	ANN	2	1705	1850	1900	1935
25	5	ANN	2	1705	1950	2000	2035

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26	6	ANN	2	0335	0550	0600	0635
26	7	ANN	2	0535	0750	0800	0835
26	8	ANN	3	0735	0949	0959	1034
Strike: Receivers from 341st Bomb Wing (SPIRAL)							
28	1	ANN	4	1915	2128	2138	2213
29	2	ANN	4	1915	2128	2138	2213
30	3	ANN	4	1915	2128	2138	2213
Re-deployment: Receivers from 321st Bomb Wing (VENICE)							
30	1	ANN	4	1325	1523	1533	1608
30	2	BETTY	4	1325	1539	1549	1624
30	3	CORA	4	1325	1553	1603	1638
01	4	ANN	5	1325	1522	1532	1607
01	5	BETTY	5	1325	1538	1548	1623
01	6	CORA	4	1325	1553	1604	1638
02	7	ANN	5	1325	1522	1532	1607
02	8	BETTY	4	1325	1539	1549	1624

5. TIMING: (C)

"Whisk Broom" (Alternate Refueling Area) ground timing schedule.

Detailed timing schedule omitted due to the absence of pre-determined rendezvous times. Ground times will be adjusted as required in the event this area becomes primary.

SECRET

SECRETHEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.APPENDIX 2 TO ANNEX B, 57TH AIR DIVISION OPORD 39-57 "IRON BAR"

FLIGHT SCHEDULE: The attached schedule is a recapitulation of the Tanker Sorties this order covers, to include minimum communications information. The following schedule only covers the Primary (Fighting Fox) Area. In the event the Alternate Area (Whisk Broom) becomes primary, the communications information will remain as shown; however, the take-off and rendezvous time will be changed to meet the receivers requirements.

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"FIGHTING FOX" primary - DEPLOYMENT - Receivers 321 BW 1 November 1957

CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		DATE/TIME				COMMUNICATIONS					
			TANKER		RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	AFM -12/76		AFM - 69 CODE
			TACTICAL	AIR TO AIR & BASE FACILITY		ZULU	LOCAL	ZULU	LOCAL			T	R	
1			Ann Ldr	Venice Red Ldr	25/ 2131	25/ 1631	25/ 2250	25/ 1750	133.6	253.7	5	6	1-2-1	
			" 2	" 2	2132	1632	"	"			"	"	"	
			" 3	" 3	2133	1633	"	"			"	"	"	
			" 4	" 4	2134	1634	"	"			"	"	"	
			" 5	" 5	2135	1635	"	"			"	"	"	
			" 6	" 6	2136	1636	"	"			"	"	"	
2			Ann Ldr	Venice Orange Ldr	25/ 2235	25/ 1735	25/ 2350	25/ 1850						
			" 2	" 2	2236	1736	"	"			"	"	"	
3			Ann Ldr	Venice Yellow Ldr	25/ 2335	25/ 1835	26/ 0050	25/ 1950						
			" 2	" 2	2336	1836	"	"			"	"		
4			Ann Ldr	Venice Green Ldr	26/ 0035	25/ 1935	26/ 0150	25/ 2050						
			" 2	" 2	0036	1936	"	"			"	"		
5			Ann Ldr	Venice Blue Ldr	26/ 0135	25/ 2035	26/ 0250	25/ 2150						
			" 2	" 2	0136	2036	"	"			"	"		
6			Ann Ldr	Venice Ivory Ldr	26/ 1135	26/ 0635	26/ 1250	26/ 0750						
			" 2	" 2	1136	0636	"	"			"	"		
7			Ann Ldr	Venice Cream Ldr	26/ 1335	26/ 0835	26/ 1450	26/ 0950						
			" 2	" 2	1336	0836	"	"			"	"		

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CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		DATE/TIME				COMMUNICATIONS					
			TANKER		RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC URF	APN -12/76		APN - 69 CODE
			TACTICAL	AIR TO AIR & BASE FACILITY		ZULU	LOCAL	ZULU	LOCAL			T	R	
8				Ann Ldr " 2 " 3	Venice Brown Ldr " 2 " 3	26/ 1534 1535 1536	26/ 1034 1035 1036	26/ 1650 " "	26/ 1150 " "	133.6	253.7	5 " "	6 " "	1-2-1 " "
1				ANN Ldr " 2 " 3 " 4	Spiral Ldr " 2 " 3 " 4	29/ 0313 0314 0315 0316	28/ 2213 2214 2215 2216	29/ 0430 " "	28/ 2330 " "	133.6	256.0	5 " " "	6 " " "	1-2-1 " " "
2				ANN Ldr " 2 " 3 " 4	Spiral Ldr " 2 " 3 " 4	30/ 0313 0314 0315 0316	29/ 2213 2214 2215 2216	30/ 0430 " "	29/ 2330 " "	133.6	256.0	5 " " "	6 " " "	1-2-1 " " "
3				ANN Ldr " 2 " 3 " 4	Spiral Ldr " 2 " 3 " 4	01/ 0313 0314 0315 0316	30/ 2213 2214 2215 2216	01/ 0430 " "	30/ 2330 " "	133.6	256.0	5 " " "	6 " " "	1-2-1 " " "

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CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		DATE/TIME				COMMUNICATIONS					
			TANAGER		TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	AFN -12/76		AFN - 69	
			TACTICAL	AIR TO AIR & BASE FACILITY	RECEIVER	ZULU	LOCAL	ZULU	LOCAL			T	R	CODE
1			REDEPLOYMENT - RECEIVERS 821 BW											
			ANN Ldr	Venice	30/	30/	30/	30/						
			" 2	Pinto Ldr	2108	1608	2320	1820	133.6	253.7	5	6	1-2-1	
			" 3	"	2109	1609	"	"	"	"	"	"	"	
			" 4	"	2110	1610	"	"	"	"	"	"	"	
2	SECRET		BETTY Ldr	Venice	30/	30/	30/	30/						
			" 2	Brass Ldr	2124	1624	2335	1835	132.7	266.5	5	7	2-1	
			" 3	"	2125	1625	"	"	"	"	"	"	"	
			" 4	"	2126	1626	"	"	"	"	"	"	"	
			" 4	"	2127	1627	"	"	"	"	"	"	"	
3	SECRET		CORA Ldr	Venice	30/	30/	30/	30/						
			" 2	Cardinal Ldr	2138	1638	2350	1850	135.7	286.6	5	8	1-1-2	
			" 3	"	2139	1639	"	"	"	"	"	"	"	
			" 4	"	2140	1640	"	"	"	"	"	"	"	
			" 4	"	2141	1641	"	"	"	"	"	"	"	
4			ANN Ldr	Venice	01/	01/	01/	01/						
			" 2	Walnut Ldr	2107	1607	2320	1820	133.6	253.7	5	6	1-2-1	
			" 3	"	2108	1608	"	"	"	"	"	"	"	
			" 4	"	2109	1609	"	"	"	"	"	"	"	
			" 5	"	2110	1610	"	"	"	"	"	"	"	
5			BETTY Ldr	Venice	01/2123	01/1623	01/2335	01/1835	132.7	266.5	5	7	2-1	
			" 2	Lime Ldr	2	2124	1624	"	"	"	"	"	"	
			" 3	"	3	2125	1625	"	"	"	"	"	"	
			" 4	"	4	2126	1626	"	"	"	"	"	"	
			" 5	"	5	2127	1627	"	"	"	"	"	"	

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CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		TIME				COMMUNICATIONS					
			TANKER		TAKE-OFF		RENDEZVOUS		REC VHF	REC ORF	AFM -12/76		AFM - 69 CODE	
			TACTICAL	AIR TO AIR & BASE FACILITY	RECEIVER	ZULU	LOCAL	ZULU			LOCAL	T		R
6				CORA Ldr	Venice	01/	01/	01/	01/	135.7	286.6	5	8	1-1-2
				" 2	" 2	2138	1638	2350	1850	"	"	"	"	"
				" 3	" 3	2139	1639	"	"	"	"	"	"	"
				" 4	" 4	2140	1640	"	"	"	"	"	"	"
7				ANN Ldr	Venice	02/	02/	02/	02/	"	"	"	"	"
				" 2	Silver Ldr	2107	1607	2320	1820	133.6	253.7	5	6	1-2-1
				" 3	" 3	2108	1608	"	"	"	"	"	"	"
				" 4	" 4	2109	1609	"	"	"	"	"	"	"
				" 5	" 5	2110	1610	"	"	"	"	"	"	"
8				BETTY Ldr	Venice	02/	02/	02/	02/	"	"	"	"	"
				" 2	Ruby Ldr	2124	1624	2335	1835	132.7	266.5	5	7	2-1
				" 3	" 3	2125	1625	"	"	"	"	"	"	"
				" 4	" 4	2126	1626	"	"	"	"	"	"	"

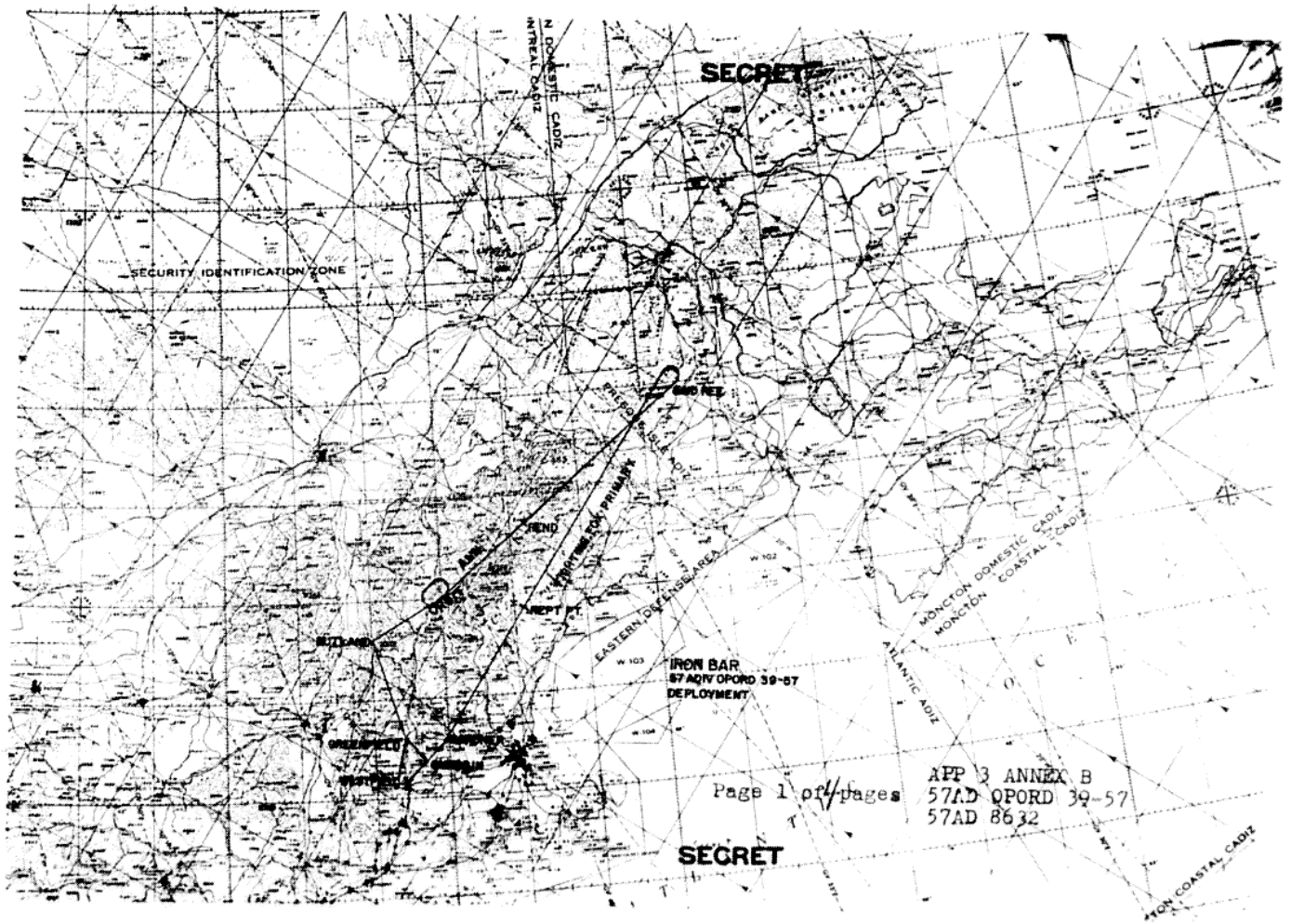
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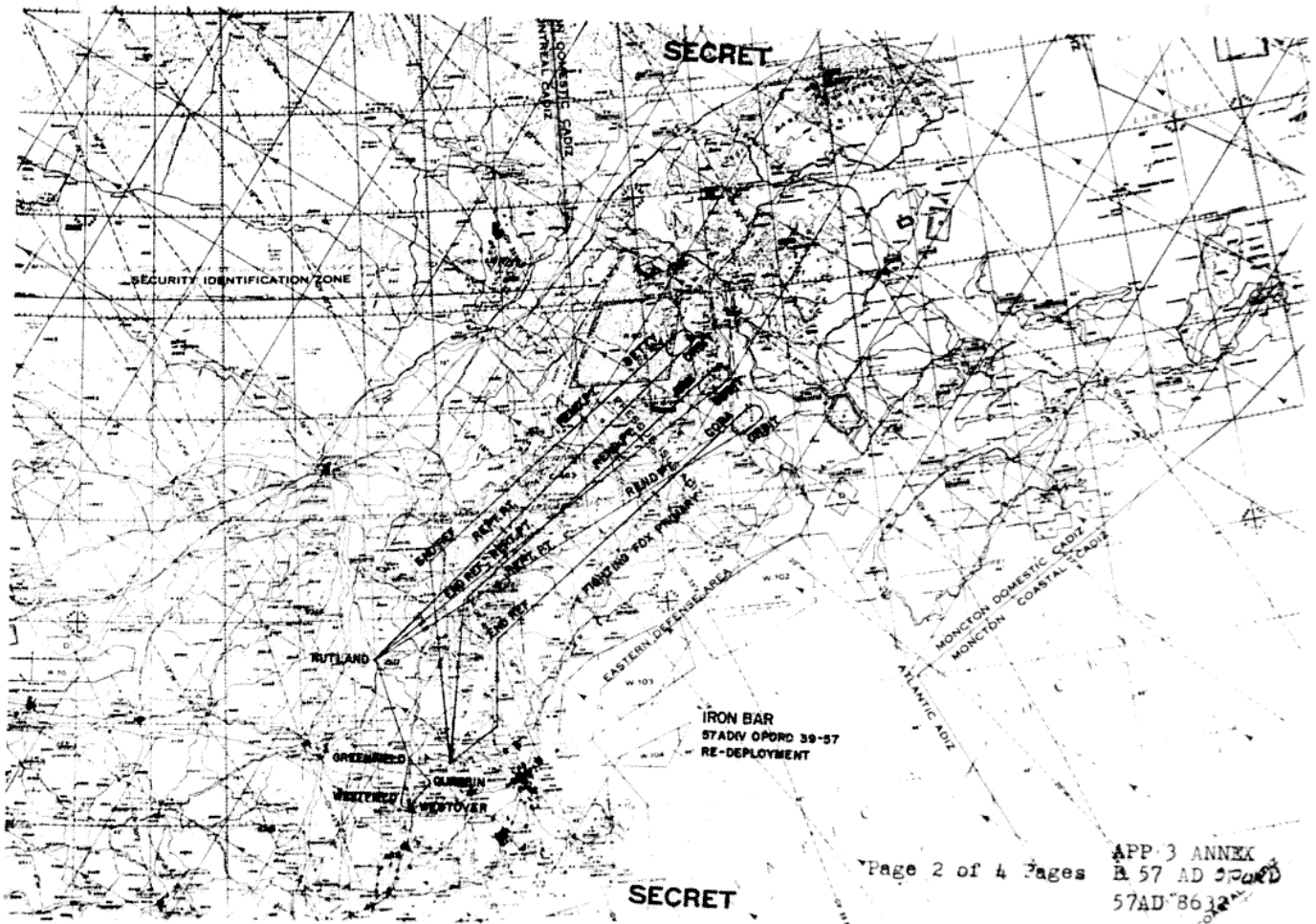
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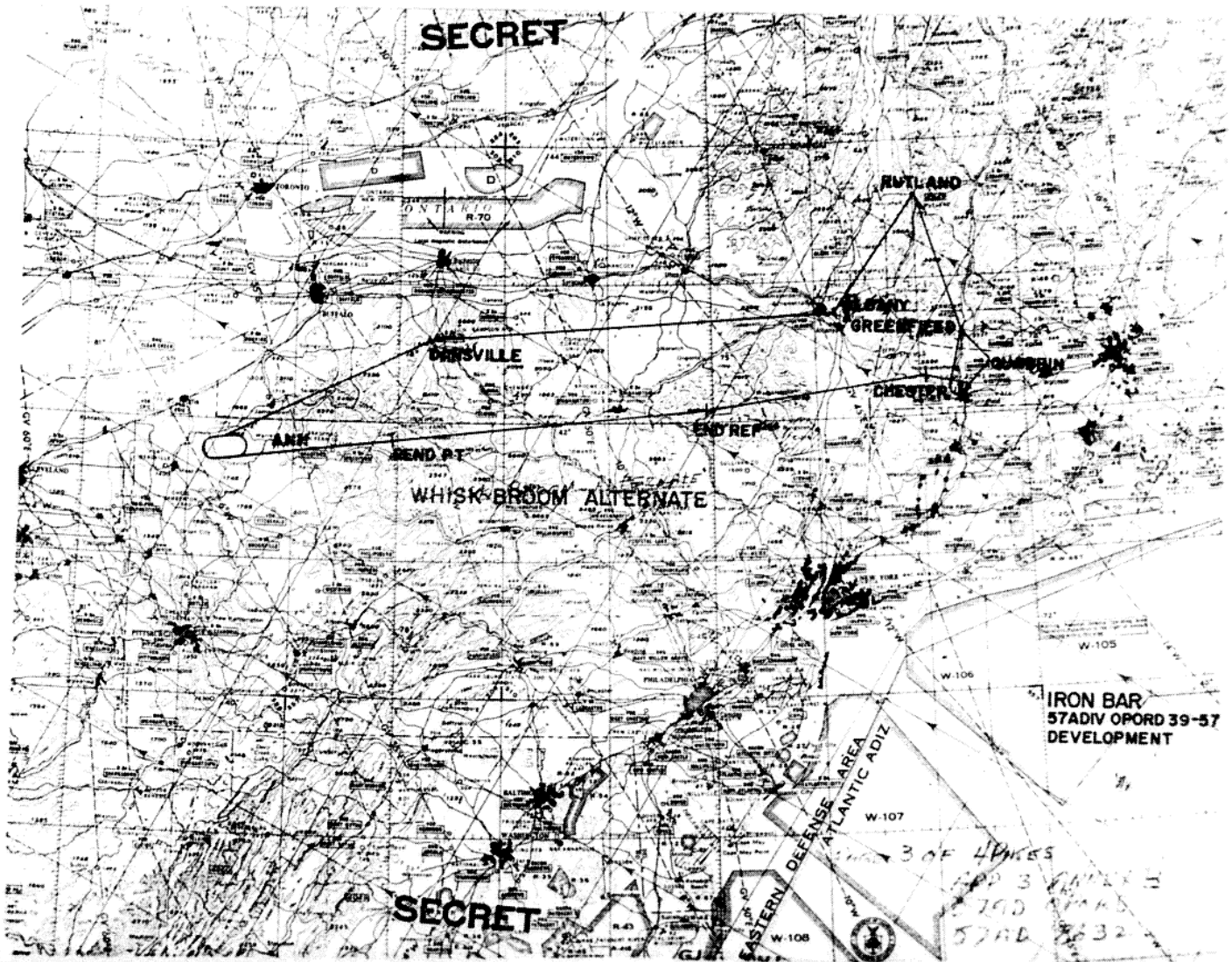
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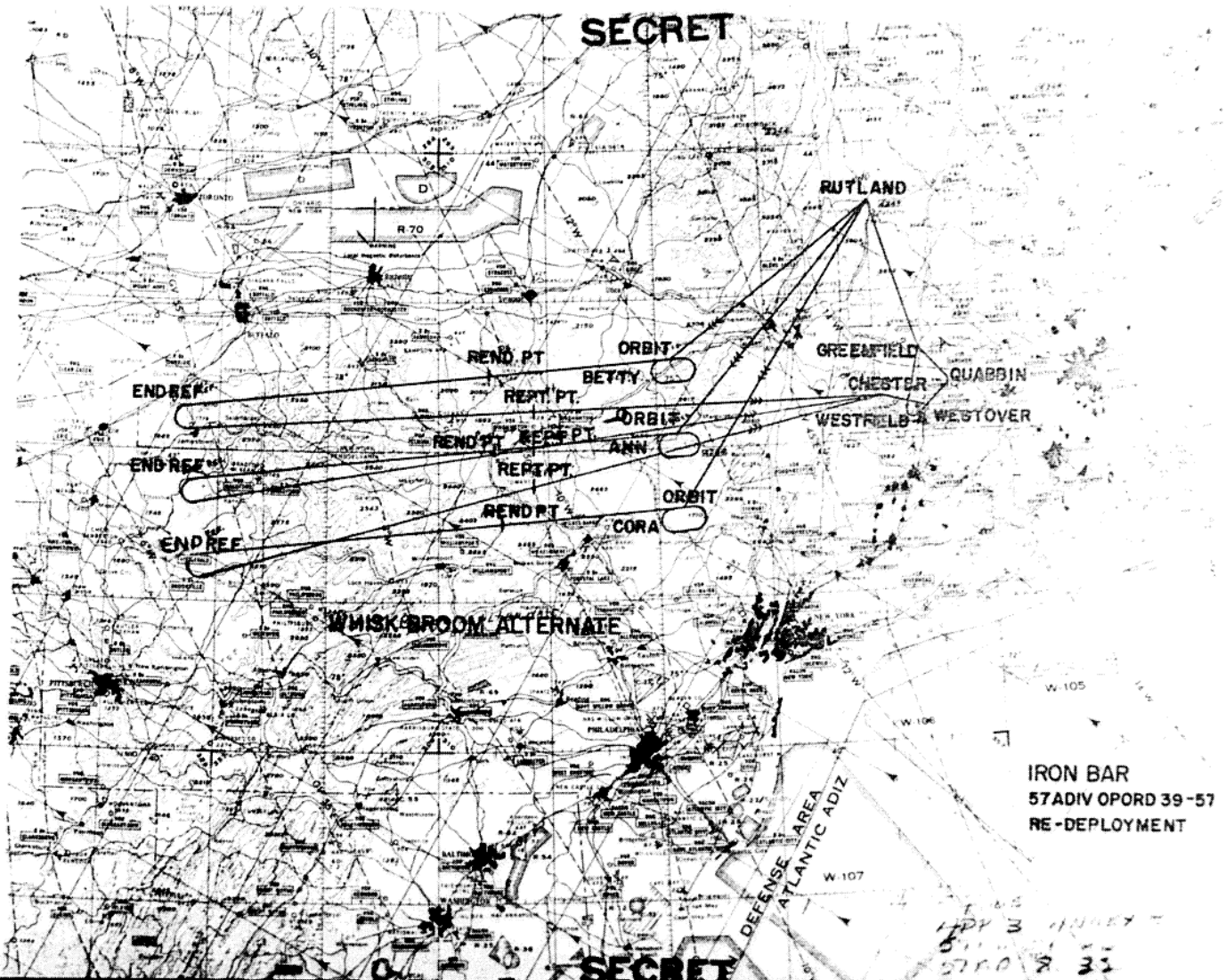
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57ADIV OPORD 39-57
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MISSION FLIGHT PLAN		O. O. AND NICKNAME		NIT	TY	CFT	WAVE	CELL CALL SIGN	REMARKS					
		57 ADIV OPORD 39-57		384" AKKFS	KC-97G		DEPLOYMENT	ANN	FIGHTING FOX HESB					
ACFT BASIC		POUNDS	JP-4	DK TMS	OFF LOAD	POUNDS			RUNWAY					
CREW		1,950			50000				PRESSURE ALT					
DIL		1,470			24480				LENGTH					
ATO									AIR TEMP					
RACK									1800					
EXT TANKS WEIGHT (Empty)									11600					
MISCELLANEOUS		1,000							48°C					
CHAFF									CRITICAL FIELD LENGTH					
OPERATING		95520							9200					
									CRITICAL AIR TEMP					
									7100					
									TAKE-OFF DISTANCE					
									127					
									CRITICAL WIND COMPONENT					
									1ST LEG					
									2ND LEG					
									3D LEG					
PRE-FLIGHT PLAN														
FROM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
Westover A.F.B.														PRED FUEL REMAINING
ROUTE			DRIFT				ALT	MACH	T. A. S.	ACC GND DIS	ACC TIME	ACC AIR DIS		GROSS WT
3N. GURBBIN HOMER	↗	044	270/10	042	+14	056	+12°C	169	176	182	12	1:04	15	22480
42°N - 72°W			-2				2.5M				12	1:05	15	440
GREENFIELD INTER	↗	319	270/15	315	+14	329	+12°C	169	179	168	18	1:06 1/2	19	22040
42°N - 72°W			-4				4.5M				30	1:11 1/2	34	810
ROTLAND VP	↗	343	270/20	337	+14	351	-9°C	169	177	192	62	1:19 1/2	65	21230
43°N - 72°W			-6				14M				92	1:31	99	2440
ORBIT Pt.	→	061	270/30	057	+15	072	-13°C	176	221	246	48	1:32	44	17770
44°N - 72°W			-4				14M				140	1:43	143	1230
ORBIT	↻	051	270/30	046	+16	052	-13°C	176	221	197	55	1:45	55	17250
44°N - 70°W			-5				14M				175	1:58	178	2420
END REFUELING Pt.	→	051	270/30	046	+17	063	-13°C	183	230	252	68	1:16	61	15135
46°N - 68°W			-5				14M				125	1:27	112	1500
FUELING Pt.	→	051	270/30	047	+19	066	-12°C	198	250	273	125	1:27	112	1500
43°N - 70°W			-4				13.5M				388	1:41	371	8166
GARDNER VOR	→	215	270/30	222	+19	241	-12°C	164	204	186	166	1:54	182	1100
42°N - 72°W			+7				13.5M				554	2:35	553	7160
Westover A.F.B.	↘	226	270/20	230	+14	244	-12°C	162	202	184	94	1:31	104	1010
42°N - 72°W			+4				13.5M				648	3:04	657	6870
											30	1:11	33	440
											678	3:17	687	6430
												1:19		760
												3:36		5670
														10110
														370
														100220
* FUEL USED FOR PERIOD PLUS OFF LOAD										50000	-35			

SECRET

SECRET

MIS IN FLIGHT PLAN		O. Q. AND NICKNAME		UNIT	E ACFT	WAVE	CELL CALL	REMARKS
		57ADIV OPORD 39-57		384 ^H -HKFS	-976	RE-DEF	ANN	FIGHTING FL AREA
POUNDS		JP-U		POUNDS				
ACFT BASIC	91300	DR TKS	37600	BOMB OFF WGT	45000	RUNWAY		
CREW	1780	ARMED WGT	29480			PRESSURE ALT	LENGTH	AIR TEMP
OIL	1470	AWGWS				4800	11600	48°C
ATO		EXT TKS	2400	WATER AUG		CRITICAL FIELD LENGTH		
RACK		ORBITES	21000	STATIC	170000	9200		
EXT TANKS WEIGHT (Empty)		IN ED TKS	7480	START ENGINES AND TAXI FUEL ALLOWANCE	1500	TAKE-OFF DISTANCE		
MISCELLANEOUS	1000			TAKE-OFF GROSS	168500	TAKE-OFF SPEED		
CHAFF		TOTAL FUEL		74480		CRITICAL WIND COMPONENT		
OPERATING	95520					1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN																		
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
															PRED FUEL REMAINING	GROSS WT		
WESTOVER A.F.B.																	27910	164300
	N. QUORBIN HOMER	↗	044	270/10	042	+14	056	+12°C	169	176	182	12	:04	15			940	940
	42 N - 72 W			-2				2.5M				12	:05	15			27020	167360
	GREENFIELD INTER.	↗	319	270/15	315	+14	329	+1°C	169	179	168	18	:06 1/2	19			810	110
	42 N - 72 W			-4				4.5M				30	:11 1/2	34			26230	166750
	RUTLAND VT.	↗	343	270/20	337	+14	351	-15°C	169	199	192	62	:19 1/2	65			2440	140
	43 N - 72 W			-6				15M				92	:31	99			23790	164310
	BERLIN RGN	→	054	270/30	050	+16	066	-15°C	177	226	250	98	:24	90			2430	2430
	44 N - 71 W			-4				15M				190	:55	189			21360	161890
	ORBIT PT	→	055	270/30	051	+19	070	-15°C	176	225	247	157	:38	143			3440	3440
	46 N - 68 W			-4				15M				349	:1:33	332			17920	158440
	ORBIT	↻	231	270/30	236	+21	257	-15°C	175	224	200	56	:15	56			2340	2340
	45 N - 69 W			+5				15M				405	:1:48	388			15580	156100
	END REF. PT.		231	270/30	236	+20	256	-15°C	180	230	206	71	:21	80			1510	1510
	44 N - 71 W			+4				14.5M				476	:2:09	468			14070	154590
			231	270/30	235	+18	253	-14°C	196	250	226	125	:33	138			3750	3750
								14.5M				601	:2:42	606			10320	150940
																	OFF LOAD	45000
																		105840
	GARDNER VOR		185	270/30	193	+15	208	-14°C	163	207	202	98	:39	100			1160	1160
	42 N - 72 W			+8				14.5M				677	:3:11	706			9160	104680
	WESTOVER A.F.B.		226	270/20	230	+14	244		162	180	166	30	:11	33			440	440
	42 N - 72 W			+4								729	:3:22	739			8720	104240
													:19				760	760
																	7960	103490
																	OK USED	370
																		103110

MI: IN FLIGHT PLAN		O. O. AND NICKNAME		UNIT	WE ACFT	WAVE	CELL CALL	REMARKS
		57ADIV OPORD 39-1		384 th ARCS	2-97G	RE-DEPT	SIGN CORR	FIGHTING FOR A W
POUNDS		JP-4		POUNDS				
ACFT BASIC	91300	DE TRKS	32600	WATER AUG	45000	RUNWAY		
CREW	1750	EXT TRS	21000	START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR FULL ATO REQUIRED		PRESSURE ALT
OIL	1470	INTD TRS	7480	TAKE-OFF GROSS	168500	NR EMPTY ATO REQUIRED		LENGTH
ATO		TOTAL FUEL	74480					AIR TEMP
HACK								+800
EXT TANKS WEIGHT (Empty)								11600
MISCELLANEOUS	1000							+8°C
CHAFF								CRITICAL FIELD LENGTH
OPERATING	95220							9200
								TAKE-OFF DISTANCE
								7100
								TAKE-OFF SPEED
								127
								CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN																
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	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
WESTOVER A.F.B.																GROSS WT
B.N. GURBRIN HOMER	42° 32' N - 72° 20' W	↗	044	270/110	042	+14	056	+12°C	169	176	180	12	1:04	15		27980
GREENFIELD INTER	42° 22' N - 72° W	↗	317	270/115	315	+14	327	+1°C	169	179	168	12	1:05	15		940
RUTLAND VT	43° 36' N - 72° 59' W	↗	343	270/120	337	+14	351	-15°C	169	179	192	18	1:06	17		940
J.F.S. BERLIN KEN	44° 22' N - 71° 09' W	→	060	270/130		+16	072	15M	177	224	251	30	1:11	24		27040
ORBIT PR.	45° 48' N - 67° 44' W	→	062	270/130		+19	077	-15°C	176	225	251	62	1:19	25		167560
ORBIT		↻	051	270/50	236	+21	067	15M	175	224	246	72	1:31	29		810
RENO. PR.	45° 04' N - 69° 04' W	→	231	270/130	236	+20	256	15M	180	230	206	30	1:11	24		810
END REF.	43° 17' N - 71° 47' W	→	231	270/130	235	+18	253	-14°C	196	250	226	92	1:22	23		26330
								15M	176	225	251	170	1:41	154		26330
								15M	176	225	251	354	1:34	336		166750
								15M	176	225	251	56	1:15	56		2440
								15M	175	224	246	170	1:41	154		2440
								15M	180	230	206	410	1:49	392		23770
								14.5M	196	250	226	70	1:20	77		164310
								14.5M	196	250	226	125	1:33	138		2230
								14.5M	196	250	226	605	2:42	607		2230
																21560
																162080
																2710
																3710
																17850
																182370
																2340
																2340
																15510
																156030
																1440
																1440
																14070
																154570
																3750
																3750
																10320
																150840
																OFF LOAD
																45000
																102840
																640
																640
																9690
																102200
																440
																440
																9240
																104760
																440
																440
																8900
																104320
																760
																760
																8040
																103560
																OIL USED
																370
																103190

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	PE ACFT	WAVE	CELL CALL SIGN	REMARKS									
		57 HPV OAFORD 39-57		364 FARRIS	KC-97G	Re-Deployment	Betty	Whisper Room used									
POUNDS		P.D.		POUNDS		RUNWAY											
ACFT BASIC	91300	EX TKS	21200	BOMBS OFF LOAD	45000	PRESSURE ALT	LENGTH	AIR TEMP									
CREW	1750			AMMO USE	29420	4200	11600	42.2									
OIL	1470	AUGAS		WATER AUG		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP									
ATO		EXT TKS	2400	STATIC	170000	9200		-									
RACK		OUTER TKS	21000	START ENGINES AND TAXI FUEL ALLOWANCE	1500	TAKE-OFF DISTANCE		TAKE-OFF SPEED									
EXT TANKS WEIGHT (Empty)		INNER TKS	7430			7100		127									
MISCELLANEOUS	1000	TOTAL FUEL	72440	TAKE-OFF GROSS	168500	CRITICAL WIND COMPONENT											
CHAFF						1ST LEG	2ND LEG	3D LEG									
OPERATING	95520					-	-	-									
PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
Westover A.F.B.								ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
3A. QUORIN HAZER	42 ²² N - 72 ²⁰ W	↗	044	270/10	042	+14	046	+12°C	169	176	182	12	1:04	15		27980	165500
GREENFIELD INTER.	42 ³⁷ N - 72 ³⁵ W	↗	319	270/15	315	+14	329	+1°C	169	179	168	16	1:06	19		940	940
ROFLAND VOR	43 ³⁶ N - 72 ⁵⁹ W	↗	343	270/20	337	+14	351	-15°C	169	179	192	30	1:05	15		27040	167560
ALBANY VOR	42 ⁴⁶ N - 73 ⁴⁸ W	→	216	270/30	222	+14	236	4.5M	15M	224	206	16	1:06	19		810	810
ORBIT Pt.	42 ³⁷ N - 74 ⁵² W	→	258	270/30	260	+13	273	15M	175	224	195	30	1:12	34		26230	166730
ORBIT		↻	264	270/30	265	+12	277	-15°C	175	224	195	62	1:12	65		2440	2440
REND. Pt.	42 ³⁰ N - 76 ²⁷ W	→	264	270/30	265	+11	276	15M	174	223	193	72	1:31	97		23710	144310
END REF. Pt.	72 ¹⁸ N - 78 ²² W	→	264	270/30	265	+9	274	-15°C	175	224	195	62	1:18	67		1665	1665
								15M	175	224	195	48	1:15	56		22125	162410
								14.5M	198	250	220	202	1:04	222		1140	1140
												56	1:15	56		20985	161502
												258	1:19	278		2400	2400
												74	1:22	84		18585	159105
												332	1:41	362		1565	1565
												125	1:34	142		17020	157540
												457	2:15	504		3720	3720
																13270	153770
																	45000
																	108770
																	1655
																	1655
																	1655
																	1645
																	1645
																	9970
																	102490
																	240
																	240
																	9730
																	105250
																	960
																	960
																	8770
																	104290
																	370
																	103920

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MILITON FLIGHT PLAN		O. O. AND NICKNAME		UNIT	PE ACFT	WAVE	CELL CALL SIGN	REMARKS
		57 ADIV OPORD 39-57		384 th AFW	10C-976	RE-DE-9100	COCA	WINDY BRONX ARN
POUNDS		SP-4		POUNDS		RUNWAY		
ACFT BASIC	91300	DR TRES	37600	BOMB OFF LOAD	45000	PRESSURE ALT	LENGTH	AIR TEMP
CREW	1750			ADDED USE FUEL	4729480	1400	11600	13°C
OIL	1470	AV GAS		WATER AUG		CRITICAL FIELD LENGTH		
ATO		EXT TES	8400	STATIC	170000	4200		
RACK		OUTERTES	21000	START ENGINES AND TAXI FUEL ALLOWANCE	1500	TAKE-OFF DISTANCE		
EXT TANKS WEIGHT (EMPTY)		INTERTES	7480	TAKE-OFF GROSS	168500	7100		
MISCELLANEOUS	1000	TOTAL FUEL	74410	ATO FIRING SPEED		TAKE-OFF SPEED		
CHAFF						CRITICAL WIND COMPONENT		
OPERATING	95520					1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	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
Westover AFB	3N 40W 80N HOME	↗	044	270/110	042	+14	056	+12°C	169	176	152	12	1:04	15		27420	168200
	42°32'N - 72°20'W			-2				2.5M				12	1:05	15		940	740
	GREENFIELD INTER	↗	319	270/115	315	+14	329	+1°C	169	179	168	18	1:06:20	17		27040	167560
	42°37'N - 72°35'W			-4				4.5M				30	1:11:20	34		810	810
	ROSLAND VT.	↗	345	270/120	337	+14	351	-15°C	169	199	192	62	1:19:20	65		26280	166750
	43°24'N - 72°59'W			-6				15M				72	1:31	79		2440	2440
	ALBANY VOR	→	216	270/130	222	+14	236	-15°C	175	224	205	62	1:18	67		23790	164310
	42°46'N - 73°48'W			+6				15M				154	1:47	166		1665	1665
	ORBIT PA.	→	211	270/130	218	+13	231	-15°C	175	224	207	81	1:24	89		22125	162645
	41°36'N - 74°W			+7				15M				335	1:15	355		1825	1825
	ORBIT	↻	264	270/130	265	+11	276	-15°C	174	223	193	56	1:15	56		20320	160820
	41°30'N - 76°26'W			+1/-1	263	+11	276	15M	174	223	252	271	1:28	311		2400	2400
	REND. PA.	→	264	270/130	265	+10	275	-15°C	180	230	200	75	1:23	88		17900	158420
	41°18'N - 79°10'W			+1	265	+8	273	14.5M	198	250	220	366	1:51	399		1635	1635
	END REF.	→	264	270/130	265	+8	273	-14°C	198	250	220	125	1:34	142		16265	156785
	41°18'N - 79°10'W			+1	265	+8	273	14.5M	198	250	220	491	2:25	541		3750	3750
																12515	163035
																	45000
																	109035
	245. BINGHAMTON VOR	→	075	270/130	073	+8	081	-14°C	162	206	235	141	1:36	124		1655	1655
	41°46'N - 76°07'W			-2				14.5M	162	206	235	632	3:01	665		10860	106380
	CHESTER VOR	→	077	270/120	075	+12	087	-14°C	161	204	233	145	1:37	126		1690	1690
	42°17'N - 72°57'W			-2				14.5M	161	204	233	777	3:38	791		9170	104690
	WESTOVER AFB	↙	102	270/120	103	+14	117		162	180	200	20	1:06	18		240	240
	42°N - 72°W			+1								797	3:44	807		8930	104430
													24			960	960
																7970	103490
																	320
																	OK USED
																	103120

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ENGINEERS FLIGHT PLAN
"IRON BAR" - ANN - DEPLOYMENT "FIGHTING FOX"

1. WEIGHT COMPUTATIONS				2. FUEL DATA		3. TAKE-OFF DATA		
a. ACFT BASIC WT	9	1	3	0	a. DENSITY (Lbs) per Gal	5.85	3. TAKE-OFF DATA	
b. OIL, ENG (On Ldg)		1	1	0	b. TOTAL LOAD (Lbs)	24480	OAT - +60C	
c. OIL, JET					c. REQUIRED (Lbs)	18810	DP - +320F	
d. CREW 7 @ 250		1	7	0	d. RESERVE (Lbs)	5670	PA - +800'	
e. AMMO (50%)					e. ON-LOAD (Lbs)			
f. CARGO					4. REMARKS			
g. MISC			1	0	1. Pred Ground Time : 45 6.00 BHI			
h. FUEL RESERVE			5	6	2. Ground Temp +46 F			
i. MIN LANDING WT	1	0	0	8	3. Flt Temp NACA			
j. OFF-LOAD FUEL	5	0	0	0	4. #2 Cell Position			
k. AMMO (50%)					5. CL Time Plus 8 Min for Bravo Dep			
l. BOMBS					NO WIND PLAN			
m. CHAFF								
n. OIL USED			3	7				
o. FUEL EXPENDABLE	1	8	6	1				
p. TAKE-OFF GROSS WT	7	0	0	0				

CONDITION	A		B		C		D	E	F	G	H	I
	Hp	BHP	OAT	RPM	ENG F/F	TOTAL FUEL FLOW						
1. RTTO	800	3320								170000		
	+8	2600	J	Set			1:45	+ 1940	- 1940			
	1.00		T				:02	1940	168060			
2. CL	9400	2650	R								170	
	-3	2550	J	AR			:36	+ 4500	- 4500		196	117
	1.153	1875	T	7500			:38	6440	163560		184	117
3. CR	14000	2065	R								179	
	-13		J	AR			:06	+ 485	- 485		221	23
	1.240	1210	T	4840			:44	6925	163075		216	140
4. ORBIT	14000	2065	R								178	
	-13		J	AR			:15	+ 2420	- 2420		221	55
	1.240	1210	T	4840			:59	9345	160655			195
5. TO RNDZ	14000	2115	R								185	
	-13		J	AR			:18	+ 1520	- 1520		230	68
	1.240	1265	T	5060			1:17	10865	151932		252	263
6. REF	13500	AsRq'd	R								203	125
	-12	2550	J	AR			:30	+ 3750	- 3750		250	
	1.231	1875	T	7500			1:17	11615	155385		273	388
7. OFF LOAD			R							50000		
			J							105385		
8. CR	13500	1330	R								166	166
	-12		J	AL			:48	+ 1905	- 1905		204	
	1.231	595	T	2380			2:35	16520	103480		186	554
9. CR	13500	1310	R								164	94
	-12		J	AL			:28	+ 1090	- 1090		202	
	1.231	585	T	2340			3:03	17610	102390		184	648
10. DS/LD/RT	6200	AsRq'd	R								162	30
	+3	2350	J	h0/min			:30	+ 1200	- 1200		180	
11.	1.097		T				3:33	18810	101190		166	678
			R							370		
12.			J							100820		
			R									

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ENGINEERS FLIGHT PLAN

"IRON EAR" - BETTY - REDEPLOYMENT "ICING FOX"

1. WEIGHT COMPUTATIONS				FUEL DATA	2. DENSITY (Lbs)		3. TAKE-OFF DATA		
B. ACFT BASIC WT		9	13		00	1.85	per Gal	OAT	- 60°
b. OIL, ENG (On Ldg)		1	1		00			b. TOTAL LOAD (Lbs)	29180
c. OIL, JET								c. REQUIRED (Lbs)	21675
d. CREW 7 @ 250		1	7		50			d. RESERVE (Lbs)	7805
e. AMMO (30%)								e. ON-LOAD (Lbs)	
f. CARGO									
g. MISC			1		0	00			
h. FUEL RESERVE			7		8	05			
i. MIN LANDING WT	1	0	2		9	55			
j. OFF-LOAD FUEL		4	5	0	00				
k. AMMO (30%)									
l. BOMBS									
m. CHAFF									
n. OIL USED			3	7	0				
o. FUEL EXPENDABLE	2	1	6	7	5				
p. TAKE-OFF GROSS WT	1	7	0	0	0				
4. REMARKS									
1. Pred Gr time 45.6 min plus									
2. Ground temp aver 50									
3. Pit temp NACA									
4. M Cell position									
5. Cl time plus 5 min for Bravo									
Lept									
NO WIND PLAN									
A	B	C	D	E	F	G	H	I	
CONDI-TION	H _p	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST	
J AT %	OAT	RPM		TOTAL	TOTAL USED		V _T (K)	TOTAL	
		ENG F/F					GS		
1. RTTO	800	3320	R			170000			
	-8	2600	J Set		+240	-240			
	1.00		T	00	29180	29180			
2.	10050	2650	R	+38	+4750	-4750	170		
	-5	2550	J AR				198	125	
	1.164	1875	T 7500	40	6690	163310	184	125	
3.	15000	2100	R						
	-15		J AR	-16	+1330	-1330	179	92	
	1.561	1245	T 4980	+56	8020	161980	246	187	
4.	15000	2090	R						
	-15		J AR	+43	+3525	-3525	178	162	
	1.261	1230	T 4920	1:39	11545	158455	225	162	
	15000	2030	R				246	349	
	-15		J AR	+15	+2340	-2340	177	56	
	1.261	1170	T 4680	1:54	13885	156115	224	405	
5.	15000	2060	R						
	-15		J AR	+18	+1440	-1440	182	70	
	1.261	1205	T 4810	2:12	15325	154675	230	70	
6.	14500	AsRq'd	R						
	-14	2550	J AR	+30	+3750	-3750	250	125	
	1.251	1875	T 7500	2:42	19072	150925	226	600	
7.	OFF		R			45000			
	LOAD		J			105925			
8.	14500	1350	R						
	-14		J AL	+35	+1400	-1400	165	120	
	1.251	600	T 2400	3:17	20475	104525	207	720	
9.	7250	AsRq'd	R						
	+1	"	J 40/min	+30	+1200	-1200	164	30	
	1.115	"	T	3:47	21675	103325	180	750	
10.			R						
			J		Oil Used	-370			
			T			102955			
11.			R						
			J						
			T						
12.			R						
			J						
			T						

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ENGINEERS FLIGHT PLAN

"IRON EAR" - AMN - DEPLOYMENT - "WILKIE". COM

1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)		3. TAKE-OFF DATA		
a. ACFT BASIC WT	5	2	3	0	0	5.85	per Gal	OAT - + 80° C
b. OIL, ENG (On Ldg)			1	1	0			D P - + 320'
c. OIL, JET						26000		P A - + 800'
d. CREW			1	7	0			
e. AMMO (50%)								
f. CARGO								
g. MISC			1	0	0			
h. FUEL RESERVE								
i. MIN LANDING WT			2	2	6			
j. OFF-LOAD FUEL			2	2	9			
k. AMMO (50%)								
l. BOMBS								
m. CHAFF								
n. OIL USED					3			
o. FUEL EXPENDABLE	2	2	9	8	0			
p. TAKE-OFF GROSS WT	1	7	0	0	0			

4. REMARKS									
1. Used for time 145 OLR BHP Plus									
2. ground temp + 46 50									
3. Pit Temps NACA									
4. #2 Cell Position									
5. Cl time + 06 min for bravo Dept									

NO WIND PLAN									
A	B	C	D	E	F	G	H	I	
								EAS	AIR
CONDI-TION	H _p	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	V _T (K)	GS	TOTAL
J AT %	OAT	RPM		TOTAL	TOTAL USED				
1. RTTO	+600	3320	R			170000			
	+8	2600	J Set	(:45)	+ 1940	- 1940			
	1.00		T	:02	1940	168060			
2. CL	9400	2650	R				170	117	
	-3	2440	J AR	:36	+ 4500	- 4500	196		
	1.153	1875	T 7500	:38	6440	163560	184	117	
3. CR	11000	2065	R				178	37	
	-13		J AR	:11	+ 890	- 890	221		
	1.240	1210	T 4800	:49	7330	162670	202	154	
4. CH		2065	R				178		
	"	1210	J AR	:46	+ 3700	- 3700	221	170	
			T 4800	1:35	11030	158970	191	324	
5. CR		2010	R				176		
	"		J AR	:27	+ 2070	- 2070	219	100	
		1150	T 4600	2:02	13100	156900	192	424	
6. ORBIT		2010	R				176		
	"		J AR	:15	+ 2300	- 2300	219	55	
		1150	T 4600	2:17	13400	154600	219	479	
7. TO RNDZ		2040	R				186		
	"		J AR	:18	+ 1420	- 1420	230	70	
		1185	T 4740	2:35	16820	153180	260	519	
8. REF	13500	AsEq'd	R				203		
	-12	2550	J AR	:30	+ 3750	- 3750	250	125	
	1.231	1875	T 7500	3:05	20570	149430	280	674	
9. OFF LOAD			R						
			J			- 48000			
			T			101430			
10. CR	13500	1305	R				166		
	-12		J AL	:31	+ 1210	- 1210	204	105	
	1.231	585	T 2340	3:36	21780	100220	234	779	
11. H/LV/RT	6200	AsEq'd	R				164		
	+3	2350	J H/min	:30	+ 1800	- 1800	180	30	
	1.097		T	4:06	22480	89070		799	
12.			R						
			J		+Oil used	- 370			
			T			98650			

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ENGINEERS FLIGHT PLAN
 "IRON BAR" - CORA - REDEPLOYMENT - "WELSK BROOM"

1. WEIGHT COMPUTATIONS					2. DENSITY (Lbs)		3. TAKE-OFF DATA		
a. ACFT BASIC WT		9	1	3	0	5.85	per Gal	OAT	- + 80C
b. OIL, ENG (On Ldg)		1	1	0	0			DP	- + 32 ^{OF}
c. OIL, JET						29180		PA	- + 800'
d. CREW 7 @ 250		1	7	5	0	21510			
e. AMMO (30%)						7970			
f. CARGO									
g. MISC		1	0	0	0				
h. FUEL RESERVE		7	9	7	0				
i. MIN LANDING WT	1	0	3	1	2	0			
j. OFF-LOAD FUEL		4	5	0	0	0			
k. AMMO (30%)									
l. BOMBS									
m. CHAFF									
n. OIL USED			3	7	0				
o. FUEL EXPENDABLE	2	1	5	1	0				
p. TAKE-OFF GROSS WT	1	7	0	0	0				
					4. REMARKS				
					1. Prep Gr Time 45 6. CR BHP Plus 50				
					2. Gr Temp +46 ^{OF}				
					3. Flt Temp NACA				
					4. #4 Cell Position				
					5. CL Time Plus 8 Min				
					NO WIND PLAN				
A	B	C	D	E	F	G	H	I	
CONDI- TION	H _p OAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS V _T (K)	AIR DIST	
1. RTTO	800	3320	R	(-45)	+1940	-1940	GS	TOTAL	
	+8	2600	J Set						
	1.00	-	T	02	1940	168060			
2. CL	10050	2650	R	38	+4750	-4750	170	125	
	-5	2550	J AR				198		
	1.164	1875	T 7500	40	6690	163310	184	125	
3. CR	15000	2100	R	08	+665	-665	177	29	
	-15		J AR				224		
	1.261	1245	T 4980	48	7355	162645	205	154	
4. CR	15000	2100	R	22	+1825	-1825	177	81	
	-15		J AR				224		
	1.261	1245	T 4980	10	9180	160620	207	235	
5. ORBIT	15000	2060	R	15	+2400	-2400	176	56	
	-15		J AR				223		
	1.261	1200	T 4800	25	11580	158420	-	291	
6. TO RNDZ	15000	2080	R	20	+1635	-1635	182	75	
	-15		J AR				230		
	1.261	1225	T 4900	42	13215	156785	200	366	
7. REF	14500	AsReq'd	R	30	+3750	-3750	200	125	
	-14	2550	J AR				250		
	1.251	1875	T 7500	15	16965	153035	220	491	
8. OFF LOAD			R			-45000			
			J						
			T			108035			
9. CR	14500	1360	R	41	+1655	-1655	164	141	
	-14		J AL				206		
	1.251	605	T 2420	56	18610	106380	235	632	
10. CR	14500	1320	R	43	+1690	-1690	163	145	
	-14		J AL				204		
	1.251	590	T 2360	39	20310	104690	233	777	
11. DS/LD/ RT	7200	AsReq'd	R	30	+1200	-1200	162	20	
	+1	2350	J 40/min				180		
	1.114	-	T	09	21510	103490	200	797	
12.			R		Oil Used	-370			
			J						
			T			103120			

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 APP 5 ANNEX B
 57 AD OFORD 39-57
 57 AD-8632
 FC: 2700
 814ABC - FEB 57 268

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.APPENDIX 6 TO ANNEX B, 57TH AIR DIVISION OPORD 39-57 "IRON BAR"DEPLOYMENT PRIMARY "FIGHTING FOX"STANDARD FORMAT FOR ALTITUDE RESERVATION FLIGHT PLAN

Name and Category of Mission: IRON BAR/1 Tankers. Cell 1, 6 Ships. Cell 2, 2 Ships. Cell 3, 2 Ships. Cell 4, 2 Ships. Cell 5, 2 Ships. Cell 6, 2 Ships. Cell 7, 2 Ships. Cell 8, 3 Ships. Cell 9, 4 Ships. Cell 10, 4 Ships. Cell 11, 4 Ships

- A. Unit Tactical Call Sign: SNOWFALL Project Officer Capt C.W. Mitchell
Duty Phone JE 2-1421m ext 23200 Home Phone LY 3-6124
- B. Number and Type of Aircraft: 33- KC97 C. Point of Departure: Westover AFB
- D. Altitudes and Route: Common Route all aircraft: Westover AFB climb direct 3 N. Quabbin homer (2,500') direct Greenfield inter. (4,500') climb direct Rutland, Vt. (13,000'-*) direct 1400N 7201W. Orbit 15 minutes. Direct 1442N 7047W (Rendezvous Point). Direct 14600N 6830W (End Refueling). Direct 14 S.E. North Conway RBN, direct Gardner VOR, direct Westover AFB.

- * For the 6 ship cell top altitude will be 16,000'
For the 4 ship cells top altitude will be 15,000'
For the 3 ship cell top altitude will be 14,500'
For the 2 ship cells top altitude will be 14,000'

- E. Destination: Westover AFB
- F. ETD Date/Time:

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Cell 1 Ann 25 Nov/2131Z
 Cell 2 Ann 25 Nov/2235Z
 Cell 3 Ann 25 Nov/2335Z
 Cell 4 Ann 26 Nov/0035Z
 Cell 5 Ann 26 Nov/0135Z

Cell 6 Ann 26 Nov/1135Z
 Cell 7 Ann 26 Nov/1335Z
 Cell 8 Ann 26 Nov/1534Z
 Cell 9 Ann 29 Nov/0313Z
 Cell 10 Ann 30 Nov/0313Z
 Cell 11 Ann 1 Dec/0313Z

1 minute interval within Cells

G. TAS
 225K
 H. ETE
 3:17

REMARKS: 3N. Quabbin Homer : 05 Greenfield Inter. : 11 $\frac{1}{2}$. Rutland, Vt. : 31
 4400N 7201W : 43; 4442N 7047W 1:14; 4600N 7047W 1:41; 14 S.E. North Conway
 RBN 2:35; Gardner VOR 3:06; Westover AFB 3:17. Cells 1 thru 8 are refueling
 "Iron Bar" Venice aircraft in the "Fighting Fox" Area. Cells 9 thru 11
 are refueling "Iron Bar" Venice aircraft in the "Fighting Fox" area.
 Alternate area is "Whisk Broom", separate request being filed.

RE-DEPLOYMENT PRIMARY "FIGHTING FOX"

Name and Category of Missions: IRON BAR/1 Tankers. Cell 1, 4 Ships.
 Cell 2, 4 Ships. Cell 3, 4 Ships. Cell 4, 5 Ships. Cell 5, 5 Ships.
 Cell 6, 4 Ships. Cell 7, 5 Ships. Cell 8, 4 Ships.

A. Unit Tactical Call Sign: SNOWFALL Project Officer: Capt C.W. Mitchell
 Duty Phone: JE 2-1421, ext 23200 Home Phone: LY 3-6124

B. Number and Type of Aircraft: 35-KC97

C. Point of Departure: Westover AFB

D. Altitudes and Route: Common Route for all aircraft: Westover AFB climb
 direct 3N. Quabbin homer (2,500'), Greenfield inter. (4,500'), climb direct

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Cell 1 Ann 25 Nov/2131Z
 Cell 2 Ann 25 Nov/2235Z
 Cell 3 Ann 25 Nov/2335Z
 Cell 4 Ann 26 Nov/0035Z
 Cell 5 Ann 26 Nov/0135Z

Cell 6 Ann 26 Nov/1135Z
 Cell 7 Ann 26 Nov/1335Z
 Cell 8 Ann 26 Nov/1534Z
 Cell 9 Ann 29 Nov/0313Z
 Cell 10 Ann 30 Nov/0313Z
 Cell 11 Ann 1 Dec/0313Z

1 minute interval within Cells

G. TAS H. ETE
 225K 3:17

REMARKS: 3N. Quabbin Homer : 05 Greenfield Inter. : 11 $\frac{1}{2}$. Rutland, Vt. : 31
 4400N 7201W : 43; 4442N 7047W 1:14; 4600N 7047W 1:41; 14 S.E. North Conway
 RBN 2:35; Gardner VOR 3:06; Westover AFB 3:17. Cells 1 thru 8 are refueling
 "Iron Bar" Venice aircraft in the "Fighting Fox" Area. Cells 9 thru 11
 are refueling "Iron Bar" Venice aircraft in the "Fighting Fox" area.
 Alternate area is "Whisk Broom", separate request being filed.

RE-DEPLOYMENT PRIMARY "FIGHTING FOX"

Name and Category of Missions: IRON BAR/1 Tankers. Cell 1, 4 Ships.
 Cell 2, 4 Ships. Cell 3, 4 Ships. Cell 4, 5 Ships. Cell 5, 5 Ships.
 Cell 6, 4 Ships. Cell 7, 5 Ships. Cell 8, 4 Ships.

A. Unit Tactical Call Sign: SNOWFALL Project Officer: Capt C.W. Mitchell
 Duty Phone: JE 2-1421, ext 23200 Home Phone: LY 3-6124

B. Number and Type of Aircraft: 35-KC97

C. Point of Departure: Westover AFB

D. Altitudes and Route: Common Route for all aircraft: Westover AFB climb
 direct 3N. Quabbin homer (2,500'), Greenfield inter. (4,500'), climb direct

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Rutland, Vt. (13,000'). End common route. Ann Route: Rutland, Vt. direct Berlin RBN (13,000'), direct 4611N 6809W. Orbit 15 minutes. Direct 4528N 6930W (Rendezvous Point), direct 4410N 7147W (End Refueling). Direct Gardner VOR, direct Westover AFB. Betty Route: Rutland, Vt. direct 14 N.W. Berlin RBN (13,000'), 4635N 6835W. Orbit 15 minutes. Direct 4551N 6956W (Rendezvous Point), direct 4434N 7213W (End Refueling). Direct Gardner VOR, direct Westover AFB. Cora Route: Rutland, Vt. direct 13 S. Berlin RBN (13,000'), direct 4558N 6744W. Orbit 15 minutes. Direct 4504N 6904W (Rendezvous Point), direct 4347N 7147W (End Refueling). Direct Gardner VOR, direct Westover AFB.

* For 5 ship cells top altitude will be 15, 500'

For 4 ships cells top altitude will be 15,000'

E. Destination: Westover AFB

F. ETD Date/Time:

Cell 1 Ann 30 Nov/2108Z	Cell 5 Betty 1 Dec/2123Z
Cell 2 Betty 30 Nov/2124Z	Cell 6 Cora 1 Dec/2138Z
Cell 3 Cora 30 Nov/2138Z	Cell 7 Ann 2 Dec/2107Z
Cell 4 Ann 1 Nov/2107Z	Cell 8 Betty 2 Dec/2124Z

1 minute interval within Cells

G. TAS 225K H. ETE: Ann Route 3:22 Betty Route 3:27 Cora Route: 3:20

REMARKS: Common Route 3N. Quabbin homer :05; Greenfield inter. :11½; Rutland, Vt. :31; Ann Route Berlin RBN :55; 4611N 6809W 1:33; 4528N 6930W 2:09; 4410N 7147W 2:42; Gardner VOR 3:11; Westover AFB 3:22. Betty Route 14 N.W. Berlin RBN :54; 4635N 6835W 1:33; 4551N 6956W 2:08; 4434N 7213W 2:41; Westover 3:27

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Cora Route 13 S. Berlin RBN :53; 4548N 6744W 1:34; 4504N 6904W 2:09;
 4347N 7147W 2:42; Manchester RBN 2:58; Gardner VOR 3:09; Westover AFB
 3:20. Refueling IRON BAR/1 Venice aircraft. Alternate Area is
 "Whisk Broom", separate request being filed.

DEPLOYMENT ALTERNATE "WHISK BROOM"

Name and Category of Mission: IRON BAR/1 Tankers. Cell 1, 6 Ships. Cell 2,
 2 Ships. Cell 3, 2 Ships. Cell 4, 2 Ships. Cell 5, 2 Ships. Cell 6, 2
 Ships. Cell 7, 2 Ships. Cell 8, 3 Ships. Cell 9, 4 Ships. Cell 10, 4
 Ships. Cell 11, 4 Ships.

- A. Unit Tactical Call Sign: SNOWFALL Project Officer: Capt C.W. Mitchell
 Duty Phone JE 2-1421, ext 23200 Home Phone LY 3-6124
- B. Number and Type of Aircraft: 33-KC97
- C. Point of Departure: Westover AFB
- D. Altitudes and Route: Common Route all aircraft: Westover AFB climb direct
 3 N. Quabbin homer (2,500'), direct Greenfield inter. (4,500'), climb direct
 Rutland, Vt. (13,000)*. Direct Albany VOR, direct Dansville RBN, direct
 4143N 7937W. Orbit 15 minutes. Direct 4152N 7803W (Rendezvous Point).
 Direct 4204N 7517W (End Refueling). Direct Chester VOR, direct Westover AFB.

* For 6 ship cell top altitude will be 16,000'

For 4 ship cell top altitude will be 15,000'

For 3 ship cell top altitude will be 14,500'

For 2 ship cell top altitude will be 14,000'

- E. Destination: Westover AFB

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F. ETD Date/Time

Cell 1 Ann 25 Nov/2000Z	Cell 7 Ann 26 Nov/1204Z
Cell 2 Ann 25 Nov/2104Z	Cell 8 Ann 26 Nov/1403Z
Cell 3 Ann 25 Nov/2204Z	Cell 9 Ann 29 Nov/0142Z
Cell 4 Ann 25 Nov/2304Z	Cell 10 Ann 30 Nov/0142Z
Cell 5 Ann 26 Nov/0004Z	Cell 11 Ann 1 Dec/0142Z
Cell 6 Ann 26 Nov/1004Z	1 minute interval within Cells

G. TAS 225K H. ETE 3:45

REMARKS: Common Route 3 N. Quabbin homer :05; Greenfield inter.:11½;
 Rutland, Vt. :31; Albany VOR :49; Dansville RBN 1:43; 4143N 7937W 2:14;
 4152N 7803W 2:45; 4204N 7517W 3:12; Chester VOR 3:39; Westover AFB 3:45.
 Cells 1 thru 8 refueling Iron Bar/1 Venice aircraft in "Whisk Broom" area.
 Cells 9 thru 11 refueling Iron Bar/1 aircraft in "Whisk Broom" area.
 Primary area "Fighting Fox" separate request filed.

REDEPLOYMENT ALTERNATE "WHISK BROOM"

Name and Category of Mission: IRON BAR/1 Tankers. Cell 1, 4 ships. Cell 2,
 4 ships. Cell 3, 4 ships. Cell 4, 5 ships. Cell 5, 5 ships. Cell 6, 4
 ships. Cell 7, 5 ships. Cell 8, 4 ships.

A. Unit Tactical Call Sign: Snowfall Project Officer: Capt. C. W. Mitchell
 Duty Phone JE 2-1421, ext 23200 Home Phone LY 3-6124

B. Number and Type of Aircraft: 35 - KC97

C. Point of Departure: Westover AFB

D. Altitudes and Route: Common Route all aircraft: Westover AFB climb
 drct 3 N. Quabbin homer, drct Greenfield inter. climb drct Rutland VT.

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(13,000'), direct Albany VOR. End Common Route. Ann Route Albany VOR, direct 4206N 7449W. Orbit 15 minutes. Direct 4201N 7629W (Rendezvous Point) direct 4148N 7915W (End Refueling) direct 9 S. Binghamton VOR, direct Westover AFB. Betty Route Albany VOR direct 4237N 7452W. Orbit 15 minutes. Direct 4230N 7627W (Rendezvous Point) direct 4218N 7815W (End Refueling). Direct 6 N. Binghamton VOR direct Chester VOR, direct Westover AFB. Cora Route Albany VOR, direct 4136N 7446W. Orbit 15 minutes. Direct 4130N 7626W (Rendezvous Point) direct 4118N 7910W (End Refueling). Direct 24 S. Binghamton VOR, direct Chester VOR, direct Westover AFB.

* For 5 ship cells top altitude will be 15,500'

For 4 ship cells top altitude will be 15,000'

E. Destination: Westover AFB

F. ETD Date/Time:

Cell 1 Ann 30 Nov/2132Z	Cell 5 Betty 1 Dec/2146Z
Cell 2 Betty 30 Nov/2146Z	Cell 6 Cora 1 Dec/2156Z
Cell 3 Cora 30 Nov/2156Z	Cell 7 Ann 2 Dec/2131Z
Cell 4 Ann 1 Dec/2131Z	Cell 8 Betty 2 Dec/2151Z

G. TAS 225K H. ETE Ann Route 3:38 Betty Route 3:33
Cora Route 3:44

REMARKS: Common Route 3 N. Quabbin homer :05; Greenfield inter. :11½;
Rutland, Vt. :31; Albany VOR :49; Ann Route 4206N 7449W 1:07; 4201N
7629W 1:45; 4148N 7915W 2:19; 9 S. Binghamton VOR 2:55; Chester VOR
3:32; Westover AFB 3:38. Betty Route. 4237N 7452W 1:04; 4230N
7627W 1:41; 4218N 7815W 2:15; 6 N. Binghamton VOR 2:51; Chester VOR

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3:27; Westover AFB 3:33. Cora Route. 4136N 7446W 1:13; 4130N 7626W
1:51; 4118N 7910W 2:25; 24 S. Binghamton 3:01; Chester VOR 3:33;
Westover AFB 3:44. Refueling Iron Bar/1 Venice aircraft in "Whisk
Broom" area. Primary area "Fighting Fox", separate request filed:
On 30 Nov 57 and 1 Dec 57 Betty Cells are scheduled to take-off 5
minutes early to allow for 10 minutes separation between Betty and Cora
Cells.

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

ANNEX C

TO

OPERATIONS ORDER 39-57

"IRON BAR"

AIR REFUELING

COMMUNICATIONS

This Annex consists of 10 pages

ANNEX C
57ADIV OPORD 39-57
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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.ANNEX C TO OPERATIONS ORDER 39-57 "IRON BAR"COMMUNICATIONS1. GENERAL:

a. Applicable CEIs, appropriate ACPs, SAC Manuals 55-8, 55-8M, 55-8T, 55-12, and 100-1; JANAPs, Radio Facility Charts, Supplementary Flight Information Documents apply unless modified herein. (U)

b. ZULU time will be used. (U)

c. Recall word for the 384th AREFS is "GOLDFISH BRAVO". (S)

2. AIRBORNE COMMUNICATIONS:

a. Identification and Recognition will be in accordance with SAC CEI 2404.2a, which states "when challenged by ADC Interceptor aircraft, recognition will be accomplished by flashing the appropriate identifying letter by an Aldis Lamp utilizing the appropriate color filters." The appropriate letter and color filter will be determined from the ACP156 extract to be furnished each Aircraft Commander by the Wing Communications Officer in accordance with SAC CEI 2404.2b. Receipt and acknowledgement will be accomplished by a rocking of the wings of the interceptor aircraft. (U)

b. IFF will be in accordance with SAC Regulation 55-23 and 55-14. (U)

c. Authentication will be in accordance with the current edition of TSEC/KAC-1. (U)

d. VHF frequencies and channelization will be in accordance with SAC Manual 100-1, SAC CEI, current Radio Facility Charts. (U)

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(1) VHF/UHF frequencies will conform with SAC Manual 100-1

as extracted below:

(a) For refueling the 341st Bomb Wing in "Fighting Fox"

Area - Deployment C/R Plan "ZI ALFA-ANN": (S)

EXTRACT - SAC Manual 100-1 for ZI ALFA ANN

C/R Plan	APN/12 Tanker		APN/76 Receiver		APN/69	Air/Air MF Homing	Tanker Inter-Plane VHF	ZI ALFA
	T	R	T	R				
ANN	5	6	6	5	1-2-1	1742	133.6	256.0

Back-Up - 352.6

Tanker Commander - 148.86

HF Emergency - 4731.5 Kc

(b) For refueling the 321st Bomb Wing in "Fighting Fox"

Area. C/R Plan "ZI BRAVO ANN" (S)

EXTRACT - SAC Manual 100-1 for ZI BRAVO ANN

C/R Plan	APN/12 Tanker		APN/76 Receiver		APN/69	Air/Air MF Homing	Tanker Inter-Plane VHF	ZI BRAVO
	T	R	T	R				
ANN	5	6	6	5	1-2-1	1742	133.6	253.7

Back-Up - 271.9

Tanker Commander - 148.86

HF Emergency - 4731.5 Kc

(c) For refueling 321st Bomb Wing for "Fighting Fox" Area

Reverse Deployment C/R Plan "ZI BRAVO-ANN, BETTY AND CORA" (S)

EXTRACT - SAC Manual 100-1 for ZI BRAVO-ANN, BETTY AND CORA

C/R Plan	APN/12 Tanker		APN/76 Receiver		APN/69	Air/Air MF Homing	Tanker Inter-Plane VHF	ZI BRAVO
	T	R	T	R				
ANN	5	6	6	5	1-2-1	1742	133.6	253.7

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BETTY	5	7	7	5	2-1	1734	132.7	266.5
CORA	5	8	8	5	1-1-2	1746	135.7	286.6

Back-Up - 271.9

Tanker Commander - 148.86

HF Emergency - 4731.5 Kc

e. When an existing emergency dictates the use of HF in lieu of VHF/UHF, 4731.5 Kc will be utilized. (U)

(1) Collective call sign for "FOXTROT" (Do Not Answer) type messages via HF is "SKY KING" meaning "ALL SAC AIRCRAFT COPY". (S)

(2) Monitor procedure "ALFA" will be executed, aircraft will monitor HF air/ground frequencies during the periods listed below (given in minutes after the hour) for possible "FOXTROT" messages. (At least one Fox-trot message will be transmitted during a USCM. This mission is a USCM for 384th AREFS). (C)

:05 to :08

:25 to :28

:45 to :48

(3) Frequencies to be monitored for "FOXTROT" messages. (U)

6738.0 Kcs (Primary) Loring

6730.5 Kcs (Secondary) Andrews

(4) One aircraft in each cell will monitor HF for "FOXTROT" messages. (U)

(5) One aircraft in each cell will monitor Airborne Tanker Commander's frequency 148.86 Mcs.(S)

(6) One aircraft in each cell will monitor GCI Common 364.2 Mcs. (S)

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(7) Cell Leaders will designate specific aircraft within his cell to accomplish the above monitoring. (U)

f. CALL SIGNS:

(1) Aircraft/air-ground - "SNOWFALL" followed by two digit numbers, ie., "SNOWFALL 22". (U)

(2) Tanker aircraft/air-air - "FIGHTING FOX" followed by track and position, ie., "FIGHTING FOX ANN LEADER" or "FIGHTING FOX ANN TWO". (S)

(a) If alternate refueling area is used, "FIGHTING FOX" will be replaced with "WHISK BROOM" in tanker aircraft /air-air call sign is "WHISK BROOM ANN LEADER, etc". (S)

(3) Bomber aircraft/ air-air

(a) 341st Bomb Wing- "SPIRAL" Color designator and position: ie., "SPIRAL RED LEAD" or "SPIRAL BLUE TWO." (S)

(b) 321st Bomb Wing- "VENICE" Color designator and position: ie., "VENICE RED LEADER" or "VENICE BLUE TWO". (S)

(4) Ground Station - appropriate Radio Facility Charts, SAC CEI when calling SAC Control Rooms. (Call signs of SAC Control Rooms and frequencies in sub-paragraph 2 1 of this Annex). (U)

g. Communications security will be observed and no clear transmissions will be made that will reflect unit designation or location, aircraft type or nature of missions ACP 122(b) applies. (U)

h. Transmit/receive Guard (TR/G) position of the UHF Radio will be utilized at all times except when necessary to discontinue the monitor of Guard Channel while actually communicating on another frequency. (U)

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i. POSITION REPORTS:

(1) Aircraft will use Tactical Call Sign with a two digit suffix and the mission nickname as the first word of the text for civil reporting. *SNOWFALL followed by 2 digit number *IRON BAR*, ie., *SNOWFALL 12 IRON BAR Text*. (S)

(2) Unless indicated otherwise in governing operations orders, Procedure Alfa (SAC Manual 55-8M) will be used in all areas requiring position reports. (U)

(3) Cross Band reporting as outlined in SAC CEI 2101.4a (3) (b) will be utilized as required. (U)

j. The following addressees (SACADS) are mandatory. Additional addressees may be included at the discretion of the Unit Commander. (S)

(1) For T-11 Reports:

Headquarters Eighth Air Force	MARSHAL WHITE
4050th Air Refueling Wing	BOOKCASE BLUE

k. The following interpretation of the correct usage of the T-11 Report will apply: (U)

(1) The Air Refueling Report (T-11) is transmitted to provide higher headquarters and the refueling task force commanders with refueling information on bombardment, reconnaissance, fighter and deployment missions where air refueling is accomplished. This report gives the receivers ETA and cell structure and when transmitted via the tanker forces eliminates the requirement for airborne receivers to transmit an M-11 Report at this point. These reports will be consolidated by the Airborne Tanker Task Force

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Commander or the Tanker Cell Leader and forwarded by UHF to the nearest SAC Control Room (Primary), SAC Control Tower (Secondary) or as specifically prescribed in the operations order. The use of Control Towers should be limited to emergencies. In the event a tanker aircraft becomes detached from the cell and is unable to pass the T-11 to the airborne Task Force Commander, the T-11 Report will be passed directly to the ground station by the tanker. The T-11 Report will contain the following information:

- (a) Tanker cell call sign "Fighting Fox Ann Leader, Fighting Fox Ann Two."
- (b) Number of receivers refueled and receiver cell call sign.
- (c) ETA of receiver cell leader to next refueling or control point (code name) as applies.
- (d) Tactical call sign of receiver not refueled and intention if know.

1. UHF air/ground stations which may be employed are listed below in order of priority. (S)

(1) SAC Control Rooms

DOW	PONY CONTROL	321.0 Mc
LORING	NELSON CONTROL	311.0 Mc
PLATTSBURG	GARFIELD CONTROL	311.0 Mc
PORTSMOUTH	RINGBOLT CONTROL	311.0 Mc
* WESTOVER	SNOWFALL CONTROL	321.0 Mc
LOCKBOURNE	CRONY CONTROL	311.0 Mc

* SNOWFALL CONTROL (4050 ARFING) WILL BE PRIMARY CONTROL ROOM FOR 384TH AREFS AND 90TH STRATRECONWG AIRCRAFT.

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(2) AACS Control Towers (SAC). (U)

- DCW
- LORING
- PLATTSBURG
- PORTSMOUTH
- WESTOVER
- LOCKBOURNE

(3) GCI Sites: (S)

- | | |
|---------------------------|------------|
| CASWELL AFS, Me (Loring) | EAGLE BEAK |
| CHARLESTON AFS, Me (Dow) | FOUNDER |
| BUCKS HARBOR, Me | GRATIFY |
| HEUNSWICK NAS | WILD BILL |
| ST ALBANS, Vt | MUD PIE |
| SARATOGA SPRINGS, N.Y. | EGG NOG |
| NORTH TRURO, Mass. (Otis) | NO TRUMP |
| BENTON AFS, Pa | OPPOSE |
| LOCKPORT AFS, N.Y. | SAUSAGE |
| BROOKFIELD AFS, Ohio | GAS BAG |
| WATERTOWN AFS, N.Y. | NITE CAP |

(4) Radar Advisory and GCI Sites: (S)

- | | | |
|---------------------------------------|-------|-------|
| USAF RADAR ADVISORY | 132.2 | 243.0 |
| | 121.5 | 364.2 |
| CANADIAN RADAR ADVISORY | 122.2 | 364.2 |
| GCI COLLECTIVE CALL SIGN "STAR GAZER" | | |
| GCI COMMON (USAF AND CANADA) | 364.2 | |

ANNEX C
 57ADIV OPORD 39-57
 57AD 8632
 1 November 1957

8
 SECRET

SECRET

m. Call Signs (Unit): (S)

<u>UNIT</u>	<u>CALL SIGN</u>
4050th Air Refueling Wing	SNOWFALL
341st Bombardment Wing	SPIRAL
321st Bombardment Wing	VENICE
90th Strategic Reconnaissance Wing	OUTCOME

n. Recall Words: (S)

- (1) Recall all SAC aircraft "GOLDFISH"
- (2) Recall 384th Air Refueling Squadron "GOLDFISH BRAVO"
- (3) Recall 90th Strategic Reconnaissance Wing (Wx Scout)

"GOLDFISH UNIFORM".

(4) Recall words are further suffixed as indicated, for purpose of designating a specific landing base.

- (a) Westover - Five
- (b) Goose - Six
- (c) Harmon - Seven
- (d) Sonderstrom - Eight
- (e) Loring - Nine
- (f) Lockbourne - Delta
- (g) Portsmouth - Whisky
- (h) Plattsburg - XRay

EXAMPLE: To recall the 384th Air Refueling Squadron and divert them to Goose, the following message would be transmitted: "GOLDFISH BRAVO SIX."

ANNEX C
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1 November 1957

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SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET																
UNIT		AIR FORCE		HOME BASE		UNIT CALL SIGN		COMM ROOM CALL SIGN		COMM RM UNIT FREQ		ROUTE		PAGE NR		NR OF PAGES
394 AREPS		EIGHTH		WESTOVER AFB, MASS.		SHOWFALL		SHOWFALL CONTROL		321.0		"FIGHTING FOX" DEPLOYED 7		1		4
I. ENROUTE AIR/GROUND FACILITIES																
SAC CONTROL ROOM FACILITIES				AACS AIRWAYS				NON-SAC FACILITIES				DOL SITES				
LOCATION	CALL SIGN	FREQ	FREQ	LOCATION	CALL SIGN	FREQ	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAY	AREA	CHALLENGE	W
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	WESTOVER	SHOWFALL CONTROL	12 321.0	ST. ALBA'S, VT.	MUD PIE	10 364.2 D 121.5		GREENFIELD INTERSECTION	11	WESTOVER APPROACH CIVL	0 137.88 A 363.8	POSITION REPORT	N/A	N/A		
2	PORTSMOUTH	HINGSBLT CONTROL	12 311.0	BRUNSWICK, ME.	WILD BILL	10 364.2 D 121.5		RUTLAND, VT.	131	LEBANON RADIO	5 457.4 A 135.0	POSITION REPORT	N/A	N/A		
3	LOW	PONY CONTROL	12 321.0	(DOW) CHARLESTON AFB	FOUNDER	10 364.2 D 121.5		ORBIT 44N - 72W	143	LEBANON RADIO	5 457.4 A 135.0	POSITION REPORT	N/A	N/A		
4	LORING	NELSON CONTROL	12 311.0	(LORING) CASWELL AFB, ME.	EAGLE BEAK	10 364.2 D 121.5		END REFUELING 46N - 6830W	144	BOULTON RADIO	5 457.4 A 135.0	POSITION REPORT	N/A	N/A		
5	PLATTSBURG	GARFIELD CONTROL	12 311.0	BUCKS HARBOR, MAINE	GRATIFY	10 364.2 D 121.5		14 SE NORTH DOWNEY RGN	2135	DONOGHD RADIO	5 457.4 A 135.0	POSITION REPORT	N/A	N/A		
6				SARATOGA SPRINGS, N. Y.	EGG NOG	10 364.2 D 121.5		GARDNER TWR	3106	WESTOVER APPROACH CIVL	0 137.88 A 363.8	POSITION REPORT	N/A	N/A		
7				NORTH TRURO, MASS.	NO TRUMP	10 364.2 D 121.5										
8				LORING (AACS)	LORING AIRWAYS	6730.5 Kcs 6738.0 Kcs										
9				ANDOVERS (AACS)	ANDOVERS AIRWAYS	6730.5 Kcs 6738.0 Kcs										

SAC FORM 14 APR 57 100 FC 270

57AD 8632

AN FORM - SAC, CIVIL

(When Filled In)

SECRET

SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET		UNIT	AIR FORCE	HOME BASE	UNIT CALL SIGN	COM ROOM CALL SIGN	COM ROOM FREQ	ROUTE	FAIRING	RE-DEPLOYMENT						
384 AREPS		21ST	WESTOVER AFB, MASS.	SNOFWALL	SNOFWALL	321.0										
ENROUTE AIR/GROUND FACILITIES																
SAC CONTROL ROOM FACILITIES				AACS AIRWAYS			NON-SAC FACILITIES (OZ SITES)				CIVIL/TACTICAL REPORTING					
LINE NO.	LOCATION	CALL SIGN	FREQ	LOCATION	CALL SIGN	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAT TO	AREA	CLASS	STATUS	
1	WESTOVER	SNOFWALL CONTROL	12 321.0	ST ALBA'S, VT.	MID PEE	10 364.2 121.5	GREENFIELD INTERSECTION	0:11	WESTOVER APPROACH CNTRL	137.88 363.8	POSITION REPORT	N/A	N/A			
2	PORTSMOUTH	RINGSBOLT CONTROL	12 311.0	BUNSWICK, ME.	WILD BILL	10 364.2 121.5	ROTLAND, VT.	0:15	LEBANON RADIO	255.4 135.0	POSITION REPORT	N/A	N/A			
3	LOW	PCNY CONTROL	12 321.0	(DOW)	FOUNDER	10 364.2 121.5	SEDLIN REN	0:20	ALBANY RADIO	255.4 135.0	POSITION REPORT	N/A	N/A			
4	LORING	HELBON CONTROL	12 311.0	(LORING)	EAGLE BEAK	10 364.2 121.5	ORLT 46N-68W	1:33	HOULTON RADIO	255.4 135.0	POSITION REPORT	N/A	N/A			
5	PLATTSBURG	GARFIELD CONTROL	12 311.0	BURNS HARBOR MAINE	GRATIFY	10 364.2 121.5	END REFUELING 4430N-72W	2:44	MONTPELIER RADIO	255.4 135.0	POSITION REPORT	N/A	N/A			
6				SARATOGA SPRINGS, N. Y.	EGG NOG	10 364.2 121.5	GARDNER VGR	3:16	WESTOVER APPROACH CNTRL	137.88 363.8	POSITION REPORT	N/A	N/A			
7				NORTH TRUMB, MASS.	NO TRUMP	10 364.2 121.5										
				LORING (AACS)	LORING AIRWAYS	6730.5 Kc 6738.0 Kc										
				ANDREWS (AACS)	ANDREWS AIRWAYS	6730.5 Kc 6738.0 Kc										

SECRET (When Filled In)

COMMUNICATIONS RECAP SHEET

UNIT: 354 ARPS AIR FORCE: 818TH HOME BASE: WESTOVER AFB, MASS. UNIT CALL SIGN: SNOWFALL UNIT ROOM/FALL SIGN: SNOWFALL CONTROL UNIT FREQ: 321.0 ROUTE: WESTERBROOK RE-DEPLOYMENT PAGE NO: 4 GROUP/PAGE:

LINE NO. 1
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I. SAC CONTROL ROOM FACILITIES		II. ROUTE AIR/GROUND FACILITIES				III. CIVIL/TACTICAL REPORTING										IV. OFF PROCEDURES	
LOCATION	CALL SIGN	FREQ	CLASS	LOCATION	CALL SIGN	FREQ	POSITION	ETA	CONTACT	FREQ	TYPE	RELAY TO	AREA	OFFICIAL	ENG		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
WESTOVER	SNOWFALL CONTROL	12321.0	A	BOSTON AFB, MA	OPPOBY	10364.2	GREENFIELD INTERSECTION	0411	WESTOVER APPROACH INTL	D 137.88 A 363.8	POSITION REPORT	N/A	N/A				
LOCKPORT	DRONY CONTROL	12311.0	A	LOCKPORT AFB	SATSAGE	10364.2 121.5	ROULAND, VT.	0419	LEBANON RADIO	5255.4 A 135.0	POSITION REPORT	N/A	N/A				
				BROOKFIELD, CHIC	GAS BAG	10364.2 121.5	ALBANY TOR	0449	ALBANY RADIO	5255.4 A 135.0	POSITION REPORT	N/A	N/A				
				WATERBURY, N. Y.	WING CAP	10364.2 121.5	ORBIT 4130N-7440 W	1428	POUGHKEEPSIE RADIO	5255.4 A 135.0	POSITION REPORT	N/A	N/A				
				LORING (AACS)	LORING AIRWAYS	6730.5 Hz 6738.0 Hz	END REFUELING 41N-79W	2425	BROOKVILLE RADIO	5255.4 A 135.0	POSITION REPORT	N/A	N/A				
				ANDREWS (AACS)	ANDREWS AIRWAYS	6730.5 Hz 6738.0 Hz	BIRMINGHAM TOR	3401	BIRMINGHAM RADIO	5255.4 A 135.0	POSITION REPORT	N/A	N/A				
							WESTER TOR	3438	WESTOVER APPROACH INTL	D 137.88 A 363.8	POSITION REPORT	N/A	N/A				

CONFIDENTIAL

HEADQUARTERS 57TH AIR DIVISION
WESTOVER AIR FORCE BASE, MASS

ANNEX F

57TH AIR DIVISION

OPERATIONS ORDER 39-57
"IRONBAR"

ADMINISTRATION AND LOGISTICS

THIS ANNEX CONSISTS OF 3 PAGES

When removed from basic
OPORD, this Annex will be
downgraded to CONFIDENTIAL

1

ANNEX F
57ADIV OPORD 39 -57
57AD 8632
1 NOVEMBER 1957

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HEADQUARTERS 57TH AIR DIVISION
WESTOVER AIR FORCE BASE, MASS.

ANNEX F TO OPERATIONS ORDER 39-57

ADMINISTRATION AND LOGISTICS

1. GENERAL: The administration and logistics concepts and instructions prescribed in SAC Reg 400-3 and as supplemented by Eighth Air Force OPORD 39-57 apply. Additional logistic instructions are as indicated in the following paragraphs. (U)

2. MAINTENANCE: a. Aircraft will be prepared in combat-ready configuration. (U)

b. POL Servicing: (1) Estimated total fuel requirements are: JP-4 395,000 gals; AVGAS(115/45) 325,000 gals. (C)

(2) Individual aircraft fuel loads are: (U)

JP-4 - 5850 gals

AVGAS - 6200 gals

ADI - 60 gals

OIL - 196 gals

3. TRANSPORTATION: The 814th Transportation Squadron will furnish additional busses and drivers for the 384th

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57AD 8632
1 NOVEMBER 1957

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AREFS as indicated below. They will report to the 384th AREFS Operations Officer, Hangar 3. They will remain on duty with the 384th AREFS until released by the 384th AREFS Operations Officer or his representative. (U)

<u>DATE</u>	<u>BUSES W/DRIVERS</u>	<u>REPORTING TIME (EST)</u>
E Day	2	1200
E / 1	2	0200
E / 3	2	1800
E / 4	2	1800
E / 5	3	1200
E / 6	3	1200
E / 7	2	1200

4. MESSING: Dining Hall P-37 will be open on a 24-hour schedule. (U)

5. INFLIGHT LUNCHESES: Estimated requirements (8 per sortie) are: (U)

E Day	112
E / 1	56
E / 3	32
E / 4	32
E / 5	128
E / 6	112
E / 7	72

3

ANNEX F
57ADIV OPORD 39-57
57AD 8632
1 NOVEMBER 1957

CONFIDENTIAL

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass

ANNEX G

TO

OPERATIONS ORDER 39-57

"IRON BAR"

AIR REFUELING

SAFETY

This Annex consists of 2 pages

ANNEX G
57ADIV OPRD 39-57
57AD 8632
1 November 1957

SECRET

SECRET

HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass

ANNEX G TO OPERATIONS ORDER 39-57 "IRON BAR"

FLYING SAFETY

1. The safe passage of the aircraft and crew from departure to destination is the primary objective of this mission. Flying safety will take precedence over all other aspects.
2. All crews scheduled to fly must officially be checked out in accordance with SAC Regulation 51-19, Annex IX.
3. Survival equipment adequate for the terrain to be overflown will be loaded aboard each mission aircraft.
4. Current Radio Facility Charts and Pilots Handbook will be aboard all aircraft.
5. Aircraft Commanders will insure that there are no outstanding aircraft maintenance deficiencies that would jeopardize the safety of flight, ie., instruments not calibrated etc.
6. Weather and fuel minimums will be in accordance with AFR 60-16, as modified by SAC Manual 55-12, Chapter I, paragraph 13.
7. Navigators will monitor approaches and letdowns with AFS 42 & SCR 718.
8. Aircraft Commanders will insure that position of aircraft is continuously monitored by the use of all Navigation Devices.
9. Aircrew members will be afforded crew rest in accordance with applicable SAC and 8AF Policies.

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57AD 8632
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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

ANNEX H

TO

OPERATIONS ORDER 39-57

"IRON BAR"

AIR REFUELING

SECURITY

This Annex consists of 2 pages

ANNEX H
57ADIV OPORD 39-57
57AD 8632
1 November 1957

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

ANNEX H TO OPERATIONS ORDER 39-57 "IRON BAR"

SECURITY

1. SECURITY MEASURES:

a. Aircraft Commanders are responsible for insuring that adequate security is afforded to their aircraft in accordance with AFR 205-1, 205-6 and SAC Regulation 205-18.

b. If it becomes necessary to perform maintenance on an aircraft carrying or equipped with classified material at other than SAC Installations, it may be accomplished by personnel cleared in accordance with SAC requirements provided all maintenance is supervised by crew members.

c. In the event aircraft is abandoned in the air all practicable efforts will be made to destroy classified material prior to abandoning the aircraft.

2. UNIT SECURITY: Unit Security Officers will monitor unit security problems during this operation in accordance with provisions of SAC Regulation 205-11.

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

ANNEX K

TO

57ADIV OPORD 39-57

814TH AIR BASE GROUP

(This Annex classified Confidential when withdrawn from Basic Plan)

This Annex consists of 5 pages

1

ANNEX K
57ADIV OPORD 39-57
57AD 8632
1 November 1957

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

ANNEX K

TO

57ADIV OPORD 39-57

811TH AIR BASE GROUP

TASK ORGANIZATIONS:

Base Materiel	Major C. I. Bedford
Base Director of Operations	Lt Col R. D. Feist
811th Air Police Squadron	Major E. F. Kelley III
811th Food Service Squadron	Lt Col M. J. Trojanowski
811th Installations Squadron	Major H. M. Symmonds
811th Supply Squadron	Lt Col B. W. Wellman
811th Motor Vehicle Squadron	Major J. W. Tate

1. GENERAL SITUATION:

See Basic Plan.

2. MISSION:

- a. To provide support on a priority basis as required by the 4050th Air Refueling Wing to accomplish their mission. (U)
- b. To provide base support for 3 RB-47 weather scout aircraft and crews of the 90th S R W. (C)

3. TASKS FOR SUBORDINATE UNITS:

a. Base Materiel will:

- (1) Insure POL support is provided as outlined in paragraph 4.

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- (2) Insure base supply aircraft service unit is manned and operational on a 24 hour basis commencing on E day for the duration of this exercise.
 - (3) Provide billeting for 24 air/ground crew men from 90th SRW.
 - (4) Coordinate activities of all materiel functions in the Air Base Group to insure support is provided.
 - (5) Insure 90th SRW is provided working space for 12 ground crew men and 3 tons of support equipment.
- b. Base Director of Operations will:
- (1) Provide normal clearance and dispatch service for aircraft flying this mission.
 - (2) Coordinate mission requirements with AACS and other interested agencies.
 - (3) Provide transient alert support to 90th SRW. Maintenance beyond the Base Flight capability will be performed by 99th Bwg in accordance with 57 ADIV Supplement 1 to SAC Manual 66-12.
- c. 814th Air Police Squadron will:
- (1) Provide for security requirements generated by this exercise.
 - (2) Insure that provisions are made to permit 90 SRW personnel free access to their aircraft and flight line.

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- d. 811th Food Service Squadron will:
- (1) Provide 24 hour messing in P-37 for personnel participating in this exercise.
 - (2) Prepare in-flight lunches as required.
- e. 811th Installations Squadron will:
- (1) Provide normal fire crash and rescue facilities.
 - (2) Provide area fire protection for simultaneous refuelings on 6 hydrants.
- f. 811th Supply Squadron will:
- (1) Insure sufficient personnel are available to man the supply organization as required.
- g. 811th Motor Vehicle Squadron will:
- (1) Provide busses to the 4050th ARW as outlined in Annex F.
 - (2) Provide a vehicle and driver to the 99th BWG intelligence section as required.
 - (3) Coordinate with the Air Base Group project officer to insure 90 SRW transportation requirements are provided.
- X. General Instructions:
- (1) Major Charles I. Bedford is assigned as 811th Air Base Group project officer for this mission. Base Ext 4124.
 - (2) Problem areas and questions involving Iron Bar will

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be referred to the project officer to be resolved.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. POL

Fuel requirements for this mission are as follows:

- (1) JP-4 393,355 gallons
- (2) AVGAS 323,200 gallons

Following equipment will be made available:

- (1) 3 AVGAS hose carts.
- (2) 3 JP hose carts.
- (3) 2 F-6 or MJ-1 units.

5. COMMAND AND COMMUNICATIONS:

Normal.

SECRET

HEADQUARTERS
57TH AIR DIVISION
United States Air Force
Westover Air Force Base, Mass.

DO

20 November 1957

SUBJECT: (Unclassified) 57th Air Division Operations Order 39-57

TO: See Distribution

1. Attached in Amendment Number one to 57th Air Division Operations Order 39-57 "IRON BAR". This amendment includes those given in 57th Air Division SECRET message, 4050D00-WA-382, dated 5 November 1957, plus additional changes. (U)

2. This amendment will be accomplished by page substitution, write in corrections, and additional pages as follows:

a. Page Substitutions:

	<u>REMOVE PAGES</u>	<u>INSERT PAGES</u>
Annex B	7	7
Annex B		
Appendix I	2	2
II	1,2,3	1,2,3
IV	2,3,4,5,6,7,8	2,3,4,5,6,7,8
V	2,3,4	2,3,4
Annex C	5	5
Annex F	2	2

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

c. Additional Pages: (U)

	<u>INSERT PAGES</u>
Annex B	
Appendix I	3
II	6,7,8,9

SECRET

SECRET

d. Write in corrections: (S)

(1) Annex B, Page 5, paragraph 6 a(2)(b), Change so much as reads "direct to Orbit Point (4635N 6835W)" to read "direct to Orbit Point (4625N 6855W)".

(2) Annex B, Page 6, paragraph 6 b(1)(b), delete as written and substitute "off-load for Deployment (321BW) Receivers 50000 pounds and off-load for Strike Phase (341BW) Receivers 34000 pounds".

(3) Annex B, Page 6, paragraph 6 b(2)(b), change as reads "off-load 45000 pounds" to read "off-load 34000 pounds".

(4) Annex B, Page 8, paragraph 6 d(1)(b), delete as written and substitute "off-load for Deployment Phase (321BW) Receivers 48000 pounds and off-load for Strike Phase (341BW) Receivers 40000 pounds".

(5) Annex B, Page 8, paragraph 6 d(2)(b), change as reads "off-load 45000 pounds" to read "off-load 34000 pounds".

(6) Appendix I, Annex B, Page 1. Change Page numbers as reads "Page 1 of 2 pages" to read "Page 1 of 3 pages".

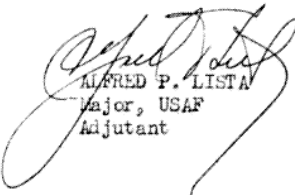
(7) Appendix II, Annex B, Page 4. Change Page numbers as reads "Page 4 of 5 pages" to read "page 4 of 9 pages".

(8) Appendix II, Annex B Page 5. Change Page numbers as reads "Page 5 of 5 pages" to read "Page 5 of 9 pages".

(9) Annex C, Page 8, paragraph 2 (4), change as reads "USAF RADAR ADVISORY 132.2 243.0" to read "USAF RADAR ADVISORY 133.2 243.0".

FOR THE COMMANDER

1 Incl:
Amend Nr 1 570FORD 39-57
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ALFRED P. LISTA
Major, USAF
Adjutant

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AMEND NR 1, 57ADIV OPORD 39-57
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Proceed direct to end refueling (4204N 7517W) direct to Chester VOR (4217N 7257W). When crossing the Hudson River, contact ATC requesting a descent to Chester VOR direct Greenfield Intersection, direct Gardner VOR for a Standard Tanker Recovery at Westover. (S)

(2) Redeployment Phase routes are as follows:

(a) ANN Cells will proceed from Rutland direct to Orbit (4206N 7449W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4201N 7629W). Proceed to end refueling (4448N 7915W) direct to 9 S Binghamton VOR (4202N 7608W) direct to Chester VOR (4217N 7257W). When crossing the Hudson River, contact ATC requesting a descent to Chester VOR direct Greenfield Intersection, direct Gardner VOR for a Standard Tanker Recovery at Westover. (S)

(b) BETTY Cells will proceed from Rutland, Vt., to Orbit Point (4237N 7452W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4230N 7633W) proceed to end refueling (4218N 7920W) direct to 6 N Binghamton VOR (4216N 7608W) direct to Chester VOR (4217N 7257W). When passing the Hudson River, contact ATC requesting a descent to Chester VOR direct Greenfield Intersection, direct Gardner VOR for a Standard Tanker Recovery at Westover. (S)

(c) CORA Cells will proceed from Rutland, Vt. to Orbit Point (4132N 7446W) departing Orbit in time to make good the receivers latest ETA to Rendezvous Point (4130N 7626W) proceed to end refueling (4118N 7910W) direct to Chester VOR (4217N 7257W). When passing the Hudson River, contact ATC requesting a descent to Chester VOR, direct Greenfield Intersection, direct Gardner VOR, for a Standard Tanker Recovery at Westover.

d. Refueling Data (Alternate Area) "WHISK BROOM":

(1) Deployment and Strike Refueling: (S)

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AMEND NR 1, ANNEX B
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20 November 1957

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26	6	ANN	2	0335	0550	0600	0635
26	7	ANN	2	0535	0750	0800	0835
26	8	ANN	3	0735	0919	0959	1034

STRIKE: Receivers from 341st Bomb Wing (SPIRAL)

28	1	ANN	4	1925	2136	2146	2221
29	2	ANN	4	1925	2136	2146	2221
30	3	ANN	4	1925	2136	2146	2221

REDEPLOYMENT: Receivers from 321st Bomb Wing (VENICE)

30	1	ANN	4	1325	1523	1533	1608
30	2	BETTY	4	1325	1539	1549	1624
30	3	CORA	4	1325	1553	1603	1638
01	4	ANN	5	1325	1522	1532	1607
01	5	BETTY	5	1325	1538	1548	1623
01	6	CORA	4	1325	1553	1604	1638
02	7	ANN	5	1325	1522	1532	1607
02	8	BETTY	4	1325	1539	1549	1624

5. TIMING: (C)

"WHISK BROOM" (Alternate Refueling Area). In the event this area becomes primary for any phase or portion of this operation, the ground timing schedule will be as follows for a Runway 05 takeoff (takeoff times for cell leaders:

AMEND NR. 1
 APP1, ANNEX B
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 57AD 8632A
 20 November 1957

Page 2 of 3 pages

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<u>DATE</u>	<u>CELL NR</u>	<u>RFL TRACK</u>	<u>NR ACFT</u>	<u>FINAL WX</u>	<u>ENG ST</u>	<u>TAXI</u>	<u>T/O</u>
<u>DEPLOYMENT: Receivers from 321st Bomb Wing (VENICE)</u>							
25	1	ANN	6	1125	1340	1350	1425
25	2	ANN	2	1300	1444	1454	1529
25	3	ANN	2	1300	1544	1554	1629
25	4	ANN	2	1500	1644	1654	1729
25	5	ANN	2	1500	1744	1754	1829
26	6	ANN	2	0130	0344	0354	0429
26	7	ANN	2	0330	0544	0554	0629
26	8	ANN	3	0530	0743	0753	0828
<u>STRIKE: Receivers from 341st Bomb Wing (SPIRAL)</u>							
28	1	ANN	4	1740	1954	2004	2039
29	2	ANN	4	1740	1954	2004	2039
30	3	ANN	4	1740	1954	2004	2039
<u>REDEPLOYMENT: Receivers from 321st Bomb Wing (VENICE)</u>							
30	1	ANN	4	1430	1627	1637	1712
30	2	BETTY	4	1430	1641	1651	1726
30	3	CORA	4	1430	1651	1701	1736
1	4	ANN	5	1430	1626	1636	1711
1	5	BETTY	5	1430	1641	1651	1726
1	6	CORA	4	1430	1651	1701	1736
2	7	ANN	5	1430	1626	1636	1711
2	8	BETTY	4	1430	1646	1656	1731

AMEND NR 1
 APP 1, ANNEX B
 57ADIV OPCRD 39-57
 57AD 8632A
 20 November 1957

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HEADQUARTERS 57TH AIR DIVISION
Westover Air Force Base, Mass.

APPENDIX 2 TO ANNEX B, 57TH AIR DIVISION OPORD 39-57 "IRON BAR"

FLIGHT SCHEDULE: The attached schedule is a recapitulation of the Tanker Sorties this order covers, to include minimum communications information. The takeoff and rendezvous times for both the Primary (FIGHTING FOX), and the alternate (WHISK BROOM) areas are as follows:

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AMEND NR. 1
APP 2, ANNEX B
57ADIV OPORD 39-57
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20 November 1957

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"FIGHTING FOX" primary - DEPLOYMENT - Receivers 321 BW 20 November 1957

CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS			DATE / TIME				COMMUNICATIONS				
			TACTICAL	AIR TO AIR & BASE FACILITY	RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	AFM - 32/76		AFM - 69 CODE
						ZULU	LOCAL	ZULU	LOCAL			T	R	
1			Ann Red Ldr	Venice Red Ldr	25/ 2131	25/ 1631	25/ 2250	25/ 1750	133.6	253.7	5	6	1-2-1	
			" 2	" 2	2132	1632	"	"			"	"	"	
			" 3	" 3	2133	1633	"	"			"	"	"	
			" 4	" 4	2134	1634	"	"			"	"	"	
			" 5	" 5	2135	1635	"	"			"	"	"	
			" 6	" 6	2136	1636	"	"			"	"	"	
2			Ann Orange Ldr	Venice Orange Ldr	25/ 2235	25/ 1735	25/ 2350	25/ 1850			"	"	"	
			" 2	" 2	2236	1736	"	"			"	"	"	
3			Ann Yellow Ldr	Venice Yellow Ldr	25/ 2335	25/ 1835	26/ 0050	25/ 1950			"	"	"	
			" 2	" 2	2336	1836	"	"			"	"	"	
4			Ann Green Ldr	Venice Green Ldr	26/ 0035	25/ 1935	26/ 0150	25/ 2050			"	"	"	
			" 2	" 2	0036	1936	"	"			"	"	"	
5			Ann Blue Ldr	Venice Blue Ldr	26/ 0135	25/ 2035	26/ 0250	25/ 2150			"	"	"	
			" 2	" 2	0136	2036	"	"			"	"	"	
6			Ann Ivory Ldr	Venice Ivory Ldr	26/ 1135	26/ 0635	26/ 1250	26/ 0750			"	"	"	
			" 2	" 2	1136	0636	"	"			"	"	"	
7			Ann Cream Ldr	Venice Cream Ldr	26/ 1335	26/ 0835	26/ 1450	26/ 0950			"	"	"	
			" 2	" 2	1336	0836	"	"			"	"	"	

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MASTER SCHEDULE AMEND NR I
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CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		DATE / TIME				COMMUNICATIONS					
			TANKER		RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	AFM - 12/76		AFM - 69 CODE
			TACTICAL	AIR TO AIR & BASE FACILITY		ZULU	LOCAL	ZULU	LOCAL			T	R	
0			Ann Brown Ldr	Venice	26/ 1534	26/ 1034	26/ 1650	26/ 1150	133.6	253.7	5	6	1-2-1	
			" 2	" 2	1535	1035	"	"	"	"	"	"	"	
			" 3	" 3	1536	1036	"	"	"	"	"	"	"	
1			STRIKE	RECEIVERS	341ST	BOMB WING								
			ANN Ldr	Spiral	29/ 0321	28/ 2221	29/ 0438	28/ 2338	133.6	256.0	5	6	1-2-1	
			" 2	" 2	0322	2222	"	"	"	"	"	"	"	
			" 3	" 3	0323	2223	"	"	"	"	"	"	"	
			" 4	" 4	0324	2224	"	"	"	"	"	"	"	
2			ANN Ldr	Spiral	30/ 0321	29/ 2221	30/ 0438	29/ 2338	133.6	256.0	5	6	1-2-1	
			" 2	" 2	0322	2222	"	"	"	"	"	"	"	
			" 3	" 3	0323	2223	"	"	"	"	"	"	"	
			" 4	" 4	0324	2224	"	"	"	"	"	"	"	
3			ANN Ldr	Spiral	01/ 0321	30/ 2221	01/ 0438	30/ 2338	133.6	256.0	5	6	1-2-1	
			" 2	" 2	0322	2222	"	"	"	"	"	"	"	
			" 3	" 3	0323	2223	"	"	"	"	"	"	"	
			" 4	" 4	0324	2224	"	"	"	"	"	"	"	

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MASTER SCHEDULE
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AMEND NR 1 APP 2, ANNEX B
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57AD 8632 A

"WHISK BROOM" ALTERNATE - DEPLOYMENT - RECEIVERS 321BW 20 November 1957

CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS			DATE/TIME				COMMUNICATIONS				
			TACTICAL		RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	APN -12/16		APN - 69 CODE
			AIR TO AIR & BASE FACILITY			ZULU	LOCAL	ZULU	LOCAL			T	R	
1			ANN	VENICE	25/	25/	25	25/	133.6	253.7	5	6	1-2-1	
			Red Ldr	Red Ldr	1925	1445	2215	1715						
			" 2	" 2	1926	1426	"	"						
			" 3	" 3	1927	1427	"	"						
			" 4	" 4	1928	1428	"	"						
			" 5	" 5	1929	1429	"	"						
" 6	" 6	1930	1430	"	"									
2			ANN	VENICE	25/	25/	25/	25/	133.6	253.7	5	6	1-2-1	
			Orange Ldr	Orange Ldr	2029	1529	2315	1815						
" 2	" 2	2030	1530	"	"	"	"							
3			ANN	VENICE	25/	25/	26/	25/	133.6	253.7	5	6	1-2-1	
			Yellow Ldr	Yellow Ldr	2129	1629	0015	1915						
" 2	" 2	2130	1630	"	"	"	"							
4			ANN	VENICE	25/	25/	26/	25/	133.6	253.7	5	6	1-2-1	
			Green Ldr	Green Ldr	2229	1729	0015	2015						
" 2	" 2	2230	1730	"	"	"	"							
5			ANN	VENICE	25/	25/	26/	25/	133.6	253.7	5	6	1-2-1	
			Blue Ldr	Blue Ldr	2329	1829	0215	2115						
" 2	" 2	2330	1830	"	"	"	"							
6			ANN	VENICE	26/	26/	26/	26/	133.6	253.7	5	6	1-2-1	
			Ivory Ldr	Ivory Ldr	0929	0429	1215	0715						
" 2	" 2	0930	0430	"	"	"	"							
7			ANN	VENICE	26/	26/	26/	26/	133.6	253.7	5	6	1-2-1	
			Cream Ldr	Cream Ldr	1129	0629	1415	0915						
" 2	" 2	1130	0630	"	"	"	"							

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MASTER SCHEDULE
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57ADIV OPORD 39-57
57AD 8632A

CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS			DATE/ TIME				COMMUNICATIONS				
			TANKER		RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	AFN - 12/76		AFN - 69 CODE
			TACTICAL	AIR TO AIR & BASE FACILITY		ZULU	LOCAL	H ZULU	LOCAL			T	R	
8				Ann	Venice	26/	26/	26/	26/	133.6	253.7	5	6	1-2-1
				Brown Ldr	Brown Ldr	1328	0828	1615	1115					
				" 2	" 2	1329	0829	"	"					
				" 3	" 3	1330	0830	"	"					
1				STRIKE	RECEIVERS	BLIST	BOMB	WING						
				Ann Ldr	Spiral	29/	28/	29/	28/	133.6	256.0	5	6	1-1-1
				" 2	Gold Ldr	0139	2039	0140	2040					
				" 3	" 2	0140	2040	"	"					
				" 4	" 3	0141	2041	"	"					
	" 4	" 4	0142	2042	"	"								
2				Ann Ldr	Spiral	30/	29/	30/	29/	133.6	256.0	5	6	1-1-1
				" 2	Silver Ldr	0139	2039	0140	2040					
				" 3	" 2	0140	2040	"	"					
				" 4	" 3	0141	2041	"	"					
3				Ann Ldr	Spiral	01/	30/	01/	30/	133.6	256.0	5	6	1-2-1
				" 2	Cream Ldr	0139	2039	0140	2040					
				" 3	" 2	0140	2040	"	"					
				" 4	" 3	0141	2041	"	"					

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CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		DATE/TIME				COMMUNICATIONS						
			TANKER		RECEIVER		TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	APR - 12/76		APR - 69
			TACTICAL	AIR TO AIR & BASE FACILITY			ZULU	LOCAL	ZULU	LOCAL			T	R	CODE
1			REDEPLOYMENT - RECEIVERS		321 BW										
			Ann Ldr	Venice	30/	30/	30/	30/	133.6	253.7	5	6	1-2-1		
			" 2	Pinto Ldr	2212	1712	2400	1900	"	"	"	"	"		
			" 3	" 2	2213	1713	"	"	"	"	"	"	"		
			" 4	" 3	2214	1714	"	"	"	"	"	"	"		
2			Betty Ldr	Venice	30/	30/	01/	30/	132.7	266.5	5	7	2-1		
			" 2	Brass Ldr	2226	1726	0015	1915	"	"	"	"	"		
			" 3	" 2	2227	1727	"	"	"	"	"	"	"		
			" 4	" 3	2228	1728	"	"	"	"	"	"	"		
			" 4	" 4	2229	1729	"	"	"	"	"	"	"		
3			Cora Ldr	Venice	30/	30/	01/	30/	135.7	286.6	5	8	1-1-2		
			" 2	Cardinal Ldr	2236	1736	0030	1930	"	"	"	"	"		
			" 3	" 2	2237	1737	"	"	"	"	"	"	"		
			" 4	" 3	2238	1738	"	"	"	"	"	"	"		
			" 4	" 4	2239	1739	"	"	"	"	"	"	"		
4			Ann Ldr	Venice	01/	01/	01/	01/	133.6	253.7	5	6	1-2-1		
			" 2	Walnut Ldr	2211	1711	2400	1900	"	"	"	"	"		
			" 3	" 2	2212	1712	"	"	"	"	"	"	"		
			" 4	" 3	2213	1713	"	"	"	"	"	"	"		
			" 5	" 4	2214	1714	"	"	"	"	"	"	"		
5			Betty Ldr	Venice	01/	01/	02/	01/	132.7	266.5	5	7	2-1		
			" 2	Lime Ldr	2226	1726	0015	1915	"	"	"	"	"		
			" 3	" 2	2227	1727	"	"	"	"	"	"	"		
			" 4	" 3	2228	1728	"	"	"	"	"	"	"		
			" 5	" 4	2229	1729	"	"	"	"	"	"	"		

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AMEND NR I APP 2 ANNEX B
57 ADIV OPORD 39-57
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CELL NR	AIRCRAFT COMMANDER	ACFT NR	CALL SIGNS		DATE / TIME				COMMUNICATIONS					
			TANKER		RECEIVER	TAKE-OFF		RENDEZVOUS		REC VHF	REC UHF	APN 12/76		APN - 69 CCIR
			TACTICAL	AIR TO AIR & BASE FACILITY		ZULU	LOCAL	ZULU	LOCAL			T	R	
6			Cora Ldr	Venice	01/	01/	02/	01/	135.7	286.6	5	8	1-1-2	
			" 2	Copper Ldr	" 2	2236	1736	0030						1930
			" 3	"	" 3	2237	1737	"						"
			" 4	"	" 4	2238	1737	"						"
7			Ann Ldr	Venice	02/	02/	02/	02/	133.6	253.7	5	6	1-2-1	
			" 2	Silver Ldr	" 2	2211	1711	2400						1900
			" 3	"	" 3	2212	1712	"						"
			" 4	"	" 4	2213	1713	"						"
			" 5	"	" 5	2214	1714	"						"
8			Betty Ldr	Venice	02/	02/	03/	02/	132.7	266.5	5	7	2-1	
			" 2	Ruby Ldr	" 2	2231	1731	0015						1915
			" 3	"	" 3	2232	1732	"						"
			" 4	"	" 4	2233	1733	"						"

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MASTER SCHEDULES
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57 AD 8632 A

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MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPL ACFT	WAVE	CELL CALL SIGN	REMARKS
		57 ADIV ORORD 39.57		384 th ARLES	KC-97G	REDEPLOYMENT	CORA	FIGHTING FOX AREA
POUNDS		J.P.V.		POUNDS				
ACFT BASIC	71300	EXT TANKS	34000	BOMBS OFF LD	34000			
CREW	1750	WATER AUG		ARMED/USE KE-97	28480			
OIL	1470	AVI GAS		STATIC	158000	NR FULL ATO REQUIRED		
ATO		Ext Tnks	8400	START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR EMPTY ATO REQUIRED		
RACK		W/BD Tns	4000	TAKE-OFF GROSS	156500	ATO FIRING SPEED		
EXT TANKS (Empty)		TOTAL FUEL	62480					
MISCELLANEOUS	1000							
CHAFF								
OPERATING	95520							

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT	
WESTOVER AFB																26980	156600
3 N QUABBIN HOMER	42 23 72 W	↗	044	270/10	042	+14	056	+12°C	164	171	178	12	104	14		940	140
GREENFIELD INTER	42 37 72 W	↗	319	270/15	315	+14	329	+1°C	164	174	163	18	106 1/2	19		26040	155560
RUTLAND VT. 59	43 35 72 W	↗	343	270/20	337	+14	351	-15°C	164	207	200	30	11 1/2	33		810	810
13 S BERLIN RBN	42 22 71 W	→	060	270/30	056	+16	072	-15°C	173	222	247	62	119	65		25230	154750
ORBIT PT	45 48 67 W	→	062	270/30	058	+19	077	-15°C	172	221	247	92	130 1/2	78		2400	2400
ORBIT		↻	231	270/30	236	+21	257	-15°C	172	221	197	184	153	182		22940	152310
REND PT	45 24 69 W	→	231	270/30	236	+20	256	-15°C	180	230	206	170	141	154		1620	1620
END REF	43 43 71 W	→	231	270/30	235	+18	253	-14°C	180	230	206	184	153	182		21170	150140
MANCHESTER RBN	42 23 72 W	→	182	270/30	190	+16	206	-14°C	163	207	208	354	1:34	336		2870	2870
GARDNER VOR	42 23 72 W	→	235	270/30	240	+15	255	-14°C	163	207	183	56	1:15	56		18300	147820
WESTOVER AFB	42 12 72 W	↘	226	270/20	230	+14	244	-14°C	162	180	166	410	1:49	392		2030	2030
TIME IN DESCENT + LANDING															3:39		
OFF LOAD															34000	PLUS FUEL FOX	

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MISSION FLIGHT PLAN		O. O. AND NICKNAME 57 ADIV OPOPL 39 57		UNIT 384 th AFEFS	TY A	CFT 176	WAVE Deployment	CELL CALL SIGN A/VN	REMARKS WHISK BROOM
ACFT BASI.	POUNDS 41,300	DK TANKS JP-4 3760	AV GAS	POUNDS 8400	WINGS OFF LOAD	POUNDS 48000			RUNWAY PRESSURE ALT +800
CREW	1750	EXT TANKS	8400	WATER AUG	WATER FUELS	37			LENGTH 11600
OIL	1470	CLEARED TKS	21000	STATIC					AIR TEMP +8°C
ATO		UNLD TKS	7480	START ENGINES AND TAXI FUEL ALLOWANCE		170,000	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH 92.00
RACK				TAKE-OFF GROSS		1500	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE 7100
EXT TANKS WEIGHT (Empty)				TOTAL FUEL		74480	ATO FIRING SPEED		TAKE-OFF SPEED 127
MISCELLANEOUS	1000								CRITICAL WIND COMPONENT
CHAFF									1ST LEG
OPERATING	95500								2ND LEG
									3D LEG

DEPLOYMENT - ALTERNATE										PRE-FLIGHT PLAN									
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	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		
WESTOVER AFB																24780	168500		
3N. QUABBIN HOMER		↗	014	270/10	042	+14	056	+12°C	169	176	182	12	104	15		940	940		
42-83N - 70-20W				-2°				215M				12	105	15		34040	167500		
GREENFIELD INT				270/15				+1°C				18	106	19		510	510		
42-37N 72-35W		↗	319	-4	315	+14	309	4.5M	169	179	168	20	114	34		23330	166750		
NOTLAND VT				270/20				-7°C				62	119	65		2440	2440		
43-36N 72-59W		↗	343	-6	337	+14	351	4.7M	169	199	192	28	121	99		20790	164310		
ALBANY VOR				270/30				-13°C				62	118	66		1640	1640		
42-46N 73-48W		→	216	+6	222	+14	236	4.9M	176	221	202	154	149	155		17150	162670		
DANVILLE RGN				270/30				14M				126	154	179		2700	2700		
49-35N 77-46W		→	266	+1	267	+11	278	14M	176	221	191	224	154	154		15450	155970		
ORBIT FT.				270/30				-13°C				100	131	113		2070	2070		
41-43N 79-37W		→	240	+4	244	+8	252	14M	174	219	192	124	124	113		13380	136700		
ANN ORBIT		G	084	270/30				-11°C				25	115	65		3300	3300		
ATADEZUIS PT				-1/+1	083	+6	089	14M	174	219	250	124	127	52		11030	124680		
41-50N 78-03W		→	084	270/30				-12°C				20	116	61		14200	14200		
EAD REFUELING				270/30				14M	183	230	260	144	214	283		1660	155190		
42-04N 75-17W		→	084	-1	083	+9	092	-12°C				120	127	113		3750	51750		
CHESTER VOR				270/30				13.5M	198	250	280	674	311	696		5910	121470		
42-17N 72-07W		→	083	-1	082	+12	094	-12°C				105	127	92		1210	6210		
GREENFIELD SAT.				270/30				13.5M	164	204	234	779	313	788		4700	16300		
42-37N 72-35W		→	037	-7	030	+10	040	-10°C				25	117	24		210	315		
G. SAIR VOR				270/30				13.5M	164	204	220	829	314	812		4335	49900		
42-03N 72-03W		→	101	+2	103	+14	117	-12°C				20	106	28		295	295		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14	117	13.5M	164	204	233	820	315	834		4040	47610		
W. T. VOR				270/30				13.5M	164	204	233	820	315	834		4040	47610		
42-03N 72-03W		→	101	+2	103	+14													

SECRET

MISSION FLIGHT PLAN		O. G. AND NICKNAME		UNIT	TY. ACFT	WAVE	CELL CALL SIGN	REMARKS
		57 ADIV OPORD 39-57		384 TH AREFS	KC-97G	RE-DEPLOYMENT	ANN	WHISKBROOM AREA
POUNDS		JIP-4		POUNDS				
ACFT BASIC	11300	DE TNS	34000	OFF LOAD	34000			
CREW	1750			USE KC97	28480			
OIL	1470	AV GAS	WATER AUG					
ATO		FAT TNS	8400	STATIC	158000	NR FULL ATO REQUIRED		
RACK		QUOTED TNS	16080	START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR EMPTY ATO REQUIRED		
EXT TNS WEIGHT (EMPTY)		INJED TNS	4000	TAKE-OFF GROSS	156500	ATO FIRING SPEED		
MISCELLANEOUS	1000	TOTAL FUEL	62480					
CHAFF								
OPERATING	95520							

PRE-FLIGHT PLAN

FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT	
WESTOVER A.F.B.																26980	156500
3N QUABBIN HOMER		↑	044	270/10	042	+14	056	+12°C	164	171	178	12	:04	14		940	940
42 ²³ N 72 ²⁰ W				-2				2.5M				12	:05	14		26040	155560
GREENFIELD INTER.		↑	319	270/15	315	+14	329	+1°C	164	174	163	18	:06 1/2	19		810	810
42 ³⁷ N 72 ³⁵ W				-4				4.5M				30	:11 1/2	33		25230	154750
RUTLAND VT.		↑	343	270/20	337	+14	351	-15°C	164	207	200	62	:18 1/2	64		2440	2440
43 ³⁶ N 72 ⁵³ W				-6				15M				92	:30	97		22790	152310
ALBANY VOR		→	216	270/30	222	+14	236	-15°C	175	221	202	62	:19	70		1360	1360
42 ⁴⁶ N 73 ⁴⁸ W				+6				15M				154	:49	167		21430	150950
ORBIT POINT		→	228	270/30	233	+13	246	-15°C	175	221	198	60	:18	66		1290	1290
42 ⁰⁶ N 74 ⁴⁷ W				+5				15M				214	:07	233		20140	149660
ORBIT		⊙	264	270/30	265	+12	277	-15°C	174	220	199	56	:15	56		2070	2070
42 ⁰⁸ N 74 ⁴⁷ W				+1/-1	263	+12	277	15M				270	:22	289		18070	147690
REND PT		→	264	270/30	265	+11	276	-15°C	180	228	198	74	:23	88		1665	1665
42 ⁰¹ N 76 ²⁹ W				+1				15M				344	:45	377		16405	115725
END REF PT.		→	264	270/30	265	+8	273	-14°C	198	249	219	125	:34 1/2	143		4310	4310
41 ⁴⁸ N 77 ¹⁵ W				+1				14.5M				469	:219	520		12095	141615
95 BINGHAMTON VOR		→	081	270/30	080	+8	088	-14°C	165	207	237	141	:36	124		1480	35480
42 ⁰² N 76 ⁰⁸ W				-1				14.5M				610	:255	644		10615	106135
CHESTER VOR		→	083	270/30	082	+12	094	-14°C	163	204	234	143	:36 1/2	126		1475	1475
42 ¹⁷ N 72 ⁵⁷ W				-1				14.5M				753	:33 1/2	770		9140	104660
GREENFIELD INTER		→	037	270/30	030	+12	042	-14°C	163	200	216	25	:07	23		280	280
42 ³⁷ N 72 ³⁵ W				-7				14.5M				778	:338 1/2	793		8860	104390
GARDNER VOR		→	101	270/30	103	+14	117	-14°C	163	200	229	26	:07	23		280	280
42 ³³ N 72 ⁰³ W				+2				14.5M				804	:3.45	816		8530	104100
WESTOVER A.F.B.		↘	226	270/20	230	+14	244	15M				30	:11	33		445	445
42 ¹² N 72 ²³ W				+4				15M				834	:3.56	849		8135	103655
															TIME IN DESCENT + LANDING	4:15 1/2	

SECRET

SECRET

SECRET

MISSION FLIGHT PLAN		O. O. AND NICKNAME	UNIT	TYP. ACFT	WAVE	CELL CALL SIGN	REMARKS
		57 ADIV OPOD 39.57	384 AREAS	KC-97G	RE-DEPLOYMENT	BETTY	WHISKBROOM AREA
POUNDS		P.4		POUNDS			RUNWAY
ACFT BASIC	41300	DE TRKS 34000	OFF LD 34000				PRESSURE ALT 800 LENGTH 11600 AIR TEMP +9°C
CREW	1750		15E 10.47 28440				CRITICAL FIELD LENGTH 6850 CRITICAL AIR TEMP -
OIL	1470	Air GAS	WATER AUG				TAKE-OFF DISTANCE 5550 TAKE-OFF SPEED 122
ATO		EX TRKS 8400	STATIC 158000	NR FULL ATO REQUIRED	-		CRITICAL WIND COMPONENT
RACK		EXTRK TRS 16080	START ENGINES AND TAXI FUEL ALLOWANCE 1500	NR EMPTY ATO REQUIRED	-		1ST LEG 2ND LEG 3D LEG
EXT TANKS WEIGHT (EMPTY)		INSTR TRS 4000					
MISCELLANEOUS	1000						
CHAFF		TOTAL FUEL 62480	TAKE-OFF GROSS 156500	ATO FIRING SPEED	-		
OPERATING	95820						

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT	
WESTOVER AFB																26980	156300
3 N QUABBIN HOMER				270/10				+12°C				12	04	14		940	940
42 N 72 W		044		-2	042	+14	046	2.5M	164	171	177	12	05	14		26040	155560
GREENFIELD INTER				270/15				+1°C				18	06 1/2	19		810	810
42 N 72 W		319		-4	315	+14	327	4.5M	164	174	163	30	11 1/2	33		25230	154750
RUTLAND VT				270/20				-15°C				62	18 1/2	64		2440	2440
43 N 72 W		343		-6	337	+14	351	15M	164	207	200	92	30	97		22790	152310
ALBANY VOR				270/30				-15°C				62	19	70		1360	1360
42 N 73 W		216		+6	222	+14	236	15M	175	221	203	154	49	167		21430	150930
ORBIT PT				270/30				-15°C				48	15	55		1060	1060
42 N 74 W		258		+2	260	+13	273	15M	175	221	192	202	104	222		20280	149800
ORBIT				270/30				-15°C				56	15	56		2030	2030
42 N 74 W		264		+1	265	+12	277	15M	174	220	199	258	119	278		18350	147570
REND PT				270/30				-15°C				74	22	84		1570	1570
42 N 76 W		264		+1	265	+11	276	15M	180	228	198	332	141	352		16780	146300
END REF PT				270/30				-14°C				125	34	142		4250	38250
42 N 79 W		264		+1	265	+9	274	14.5M	198	249	219	457	215	504		12530	108050
6N BINSHAMTON VOR				270/30				-14°C				142	36	124		1440	1440
42 N 76 W		087		0	087	+8	095	14.5M	165	207	237	579	251	628		11090	106610
CHESTER VOR				270/30				-14°C				142	36	122		1440	1440
42 N 72 W		089		0	089	+12	101	14.5M	163	204	234	741	327	750		9650	103170
GREENFIELD INTER				270/30				-14°C				25	07	23		210	210
42 N 72 W		037		-7	030	+12	042	14.5M	163	200	216	766	334	773		9370	104490
GARDNER VOR				270/30				-14°C				26	07	23		210	210
42 N 72 W		101		+2	103	+14	117	14.5M	163	200	229	792	3141	796		4040	104610
WESTOVER AFB				270/20								30	11	33		440	440
42 N 72 W		226		+4	230		242		162	180	165	812	352	829		8650	104170
												10				760	760
																7710	103410

ENGINEERS FLIGHT PLAN

"IRON BAR" - BETTY - REDEPLOYMENT - "FIGHTING FOX"

1. WEIGHT COMPUTATIONS				2. FUEL DATA		3. TAKE-OFF DATA		
a. ACFT BASIC WT		9	1	3	0	0		
b. OIL, ENG (On Ldg)			1	1	0	0		
c. OIL, JET								
d. CREW 7 @ 250			1	7	5	0		
e. AMMO (50%)								
f. CARGO								
g. MISC			1	0	0	0		
h. FUEL RESERVE			8	3	2	5		
i. MIN LANDING WT		1	0	3	4	7	5	
j. OFF-LOAD FUEL			3	4	0	0	0	
k. AMMO (50%)								
l. BOMBS								
m. CHAFF								
n. OIL USED				3	7	0		
o. FUEL EXPENDABLE		2	0	1	5	5		
p. TAKE-OFF GROSS WT		1	5	8	0	0	0	
				a. DENSITY (Lbs)	5.85 per Gal		3. TAKE-OFF DATA	
				b. TOTAL LOAD (Lbs)	28480		OAT - +8°C	
				c. REQUIRED (Lbs)	20155		DP - +32°F	
				d. RESERVE (Lbs)	8325		PA - +800'	
				e. ON-LOAD (Lbs)				
4. REMARKS								
1. Pred Gr Time 45 6. CR BHT Plus 50								
2. Gr Temp +46°F								
3. Flt Temp NACA								
4. #4 Cell Position								
5. Cl Time Plus 8 min								
NO WIND PLAN								
A	B	C	D	E	F	G	H	I
CONDI- TION	H _p OAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS V _T (K)	AIR DIST
J AT %	V _L	ENG F/F		TOTAL	TOTAL USED	158000	GS	TOTAL
1. RTTO	800	3320	R	(.45)	+ 194.0	- 194.0	-	-
	+8	2700	J SET					
	1.00		T	.02	194.0	156060		
2. CL	10050	2650	R	.30	+ 3750	- 3750	166	97
	-5	2550	J AR				193	97
	1.164	1875	T 7500	.32	5690	152310		
3. CR	15000	1940	R	.24	+ 1720	- 1720	175	90
	-15		J AR				221	187
	1.261	1075	T 4300	.56	7410	150590		
4. CR		1910	R	.44	+ 3080	- 3080	175	162
	"		J AR				221	349
		1050	T 4200	1.40	10490	147510		
5. ORBIT		1875	R	.15	+ 2030	- 2030	174	55
	"		J AR				220	104
		1015	T 4060	1.55	12520	145480		
6. TO RNDZ		1930	R	.18	+ 1285	- 1285	182	70
	"		J AR				230	174
		1070	T 4280	2.13	13805	144195		
7. REF	14500	AsRqd	R	.30	+ 3750	- 3750	200	125
	-14	2550	J AR				250	599
	1.251	1875	T 7500	2.47	17555	140445		
8. OFF LOAD			R			- 34000		
			J					
			T			106445		
9. CR	14500	1350	R	.15	+ 1400	- 1400	165	120
	-14	600	J AL				207	719
	1.251		T 2400	3.18	18955	105045		
10. DS/LD /RT	7250	AsRqd	R	.30	+ 1200	- 1200	164	30
	+1	2350	J 40/min				180	749
	1.115		T	3.48	20155	103845		
11.			R		+ Oil Used	- 370		
			J					
			T			103475		
12.			R					
			J					
			T					

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57 AD V OFORD 39-57
57 AD 8632 A

8148C, FORM 1, FEB 57, 268 FC: 2700

ENGINEERS FLIGHT PLAN

SECRET

WIRON BARU - ANN - DEPLOYMENT - WHISK BROOM

1. WEIGHT COMPUTATIONS				2. FUEL DATA		3. TAKE-OFF DATA		
a. ACFT BASIC WT		9	13	0	0	a. DENSITY (Lbs)	5.85 per Gal	
b. OIL, ENG (On Ldg)			1	1	0	b. TOTAL LOAD (Lbs)	OAT - + 8°C	
c. OIL, JET						c. REQUIRED (Lbs)	D P - + 32°F	
d. CREW			1	7	5	d. RESERVE (Lbs)	P A - + 800'	
e. AMMO (50%)						e. ON-LOAD (Lbs)		
f. CARGO								
g. MISC			1	0	0			
h. FUEL RESERVE			3	1	50			
i. MIN LANDING WT		9	8	3	0			
j. OFF-LOAD FUEL		4	8	0	0			
k. AMMO (50%)								
l. BOMBS								
m. CHAFF								
n. OIL USED								
o. FUEL EXPENDABLE		2	3	3	3			
p. TAKE-OFF GROSS WT		1	7	0	0			
						4. REMARKS		
						1. Pred gr time 45 6.CR BHP Plus		
						2. Ground temp + 46 50		
						3. Flt Temp NACA		
						4. #2 Cell Position		
						5. Cl time + 08 min for Bravo Dept		
NO WIND PLAN								
A	B	C	D	E	F	G	H	I
COND- TION	Hp OAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS Vt (K)	AIR DIST
J AT %	V _T	ENG F/F		TOTAL	TOTAL USED	170000	GS	TOTAL
1. RTTO	+800	3320	R					
	+8	2700	J Sgt	1:45	+ 1940	- 1940		
	1.00		T	:02	1940	168060		
2. CL	9400	2650	R				170	
	-3	2550	J AR	:36	+ 4500	1500	196	117
	1.253	1875	T 7500	:38	6440	163560	184	117
3. CR	14000	2065	R				178	
	-13		J AR	:11	+ 890	- 890	221	37
	1.240	1210	T 1840	:49	7330	162670	202	154
4. CR		2065	R				178	
	"	1210	J AR	:46	+ 3700	- 3700	221	170
			T 1840	1:35	11030	158970	191	324
5. CR		2010	R				176	
	"		J AR	:27	+ 2070	- 2070	219	100
		1150	T 1600	2:02	13100	156900	192	424
6. ORBIT		2010	R				176	
	"		J AR	:15	+ 2300	- 2300	219	55
		1150	T 1600	2:17	12400	154600	192	479
7. TO RNDZ		2040	R				186	
	"		J AR	:18	+ 1420	- 1420	230	70
		1185	T 1740	2:35	16820	153180	260	549
8. REF	13500	AsReqd	R				203	
	-12	2550	J AR	:30	+ 3750	- 3750	250	125
	1.231	1875	T 7500	3:05	20570	149430	280	674
9. OFF LOAD			R					
			J			- 48000		
			T			101430		
10. CR	13500	1305	R				166	
	-12		J AT	:40	+ 1560	- 1560	204	135
	1.231	585	T 2340	3:45	22130	99870	234	809
11. DS/LD/ RT	6200	AsReqd	R				164	
	+3	2350	J 40/min	:30	+ 1200	- 1200	180	30
	1.097		T	4:15	23330	98670		839
12.			R					
			J		*Oil Used	- 370		
			T			98300		

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 57 AD OPORD 39-57
 57 AD 8632A
SECRET
 FC: 2700
 814ABC, FEB 77 268

ENGINEERS FLIGHT PLAN

IRON BARU - CORA - REDEPLOYMENT - WHISK BROOM

1. WEIGHT COMPUTATIONS					4. DENSITY (Lbs)		3. TAKE-OFF DATA		
a. ACFT BASIC WT			9	1	3	0	0		
b. OIL, ENG (On Ldg)			1	1	0	0			
c. OIL, JET									
d. CREW 7@250			1	7	5	0			
e. AMMO (50%)									
f. CARGO									
g. MISC			1	0	0	0			
h. FUEL RESERVE			7	8	1	5			
i. MIN LANDING WT	1	0	2	9	6	5			
j. OFF-LOAD FUEL	3		4	0	0	0			
k. AMMO (50%)									
l. BOMBS									
m. CHAFF									
n. OIL USED			3	7	0				
o. FUEL EXPENDABLE	2		0	6	6	5			
p. TAKE-OFF GROSS WT	1	5	8	0	0	0			
					4. DENSITY (Lbs)		3. TAKE-OFF DATA		
					5.58 per Gal		OAT - +80C		
					b. TOTAL LOAD (Lbs)		DP - +320F		
					28180		PA - +800'		
					c. REQUIRED (Lbs)				
					20665				
					d. RESERVE (Lbs)				
					7815				
					e. ON-LOAD (Lbs)				
					4. REMARKS				
					1. Prep Gr Time +45 6. CR BHP Plus				
					2. Gr Temp +46°F 50				
					3. Flt Temp NACA				
					4. #4 Cell Position				
					5. CR Time Plus 8 min				
					NO WIND PLAN				
CONDI- TION	H _p	BHP	TOTAL FUEL FLOW		Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST
J AT %	$\sqrt{\frac{V}{V_0}}$	ENG F/F			TOTAL	TOTAL USED	158000	GS	TOTAL
1. RTTO	800	3320	R		1:45	+ 1940	- 1940		
	+8	2700	J	SET					
	1.00		T		1:02	1940	156060		
2. CL	10000	2650	R		1:30	+ 3750	- 3750	166	
	-5	2550	J	AR				193	97
	1.164	1875	T	7500	1:32	5690	152310		97
3. CR	15000	1940	R		1:16	+ 1150	- 1150	175	57
	-15		J	AR				221	
	1.261	1075	T	4300	1:18	6840	151160		154
4. CR	"	1940	R		1:22	+ 1575	- 1575	175	81
	"		J	AR				221	
	"	1075	T	4300	1:10	8415	149585		235
5. ORBIT	"	1900	R		1:15	+ 2070	- 2070	174	55
	"		J	AR				220	
	"	1075	T	4300	1:25	10485	147515		290
6. TO RNDZ	"	1950	R		1:20	+ 1450	- 1450	182	75
	"		J	AR				230	
	"	1085	T	4300	1:15	11935	146065		365
7. REF	14500		R		1:30	+ 3700	- 3700		125
	-14		J	AR				250	
	1.251		T	7500	2:15	15685	142375		490
8. OFF LOAD			R				- 34000		
			J						
			T				108315		
9. CR	14500	1380	R		1:41	+ 1680	- 1680	165	141
	-14		J	AT				206	
	1.251	615	T	2460	2:56	17365	106635		631
10. CR	"	1350	R		1:52	+ 2100	- 2100	163	175
	"		J	AL				204	
	"	605	T	2420	3:48	19465	104535		806
11. DS/LD/RT	7200	AsRqd	R		1:30	+ 1200	- 1200	162	30
	+1	2350	J	40/min				180	
	1.114		T		1:18	20665	103335		836
12.			R			+ Oil Used	- 370		
			J						
			T				102965		

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57 AD OPORD 39-57
57 AD 8632A

SECRET

814ABC Form 268 1 FEB 57 268 FC 3700

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(7) Cell Leaders will designate specific aircraft within his cell to accomplish the above monitoring. (U)

f. CALL SIGNS:

- (1) Aircraft/Air-Ground - "SNOWFALL" followed by two digit numbers, ie., "SNOWFALL 22". (U)
 - (2) Tanker aircraft/air-air - "FIGHTING FOX" followed by track, color and position, ie., "FIGHTING FOX ANN RED LEADER" or "FIGHTING FOX RED TWO". (S)
 - (3) Above is for first 8 cells, all other cells delete color portion of Call Sign, ie., "FIGHTING FOX ANN LEADER". (S)
 - (a) If alternate refueling area is used, "FIGHTING FOX" will be replaced with "WHISK BROOM" in tanker air/air call sign is "WHISK BROOM ANN LEADER", etc". (S)
 - (4) Bomber Aircraft/air-air:
 - (a) 341st Bomb Wing - "SPIRAL" Color designator and position, ie., "SPIRAL RED LEAD" or "SPIRAL BLUE TWO". (S)
 - (b) 321st Bomb Wing - "VENICE" Color designator and position, ie., "VENICE RED LEADER" or "VENICE BLUE TWO". (S)
 - (5) Ground Station - Appropriate Radio Facility Charts, SAC CEI when calling SAC Control Rooms. (Call signs of SAC Control Rooms and frequencies in sub-paragraph 21 of this Annex). (U)
- g. Communications security will be observed and no clear transmissions will be made that will reflect unit designation or location, aircraft type or nature of missions ACP 122(b) applies. (U)
- h. Transmit/Receive Guard (TR/G) position of the UHF Radio will be utilized at all times except when necessary to discontinue the monitor Guard Channel while actually communicating on another frequency. (U)

SECRET 5

AMEND NR 1 ANNEX C
 57ADIV OPORD 39-57
 57AD 8632A - 20 Nov 57

HEADQUARTERS 57TH AIR DIVISION
WESTOVER AIR FORCE BASE, MASS

ANNEX F TO OPERATIONS ORDER 39-57

ADMINISTRATION AND LOGISTICS

1. GENERAL: The administration and logistics concepts and instructions prescribed in SACR 400-3 and as supplemented by Eighth Air Force OPORD 39-57 apply. Additional logistic instructions are as indicated in the following paragraphs. (U)

2. MAINTENANCE: a. Aircraft will be prepared in combat-ready configuration. (U)

b. POL Servicing: (1) Estimated total fuel requirements are: JP-4 395,000 gals; AVGAS(115/45) 325,000 gals. (C)

(2) Individual aircraft fuel loads for deployment and strike phases are: (U)

JP-4	- 5850 gals
AVGAS	- 6200 gals
ADI	- 60 gals
OIL	- 196 gals

(3) Individual aircraft fuel loads for redeployment phase are: (U)

JP-4	- 5300 gals
AVGAS	- 4860 gals
ADI	- 60 gals
OIL	- 196 gals

3. TRANSPORTATION: The 814th Transportation Squadron will furnish additional busses and drivers for the 384th

AMEND NR 1, ANNEX F
57ADIV OPORD 39-57
57AD 8632A
20 NOVEMBER 1957

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MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS			
		571016 OPORD 39-57		384 TH ARCS	KC 97G	RE DEPLOYMENT	CORA	WHISKBROOM AREA			
POUNDS		JP-4		UNDS		RUNWAY					
ACFT BASIC	91300	DE TRKS	34000	DEF LDR	34000	PRESSURE ALT	800	LENGTH	11600	AIR TEMP	+8°C
CREW	1750	AV GAS		WATER AUG	28480	CRITICAL FIELD LENGTH	6500		CRITICAL AIR TEMP		
OIL	1470	EXT INES	8400	STATIC	158000	NR FULL ATO REQUIRED	5500		TAKE-OFF DISTANCE	TAKE-OFF SPEED	
ATO		UNDRKS	4000	START ENGINES AND TAXI FUEL ALLOWANCE	1500	NR EMPTY ATO REQUIRED	122		CRITICAL WIND COMPONENT		
RACK		TOTAL FUEL	62480	TAKE-OFF GROSS	156500	ATO FIRING SPEED	1ST LEG	2ND LEG	3D LEG		
EXT TANKS WEIGHT (EMDIV)											
MISCELLANEOUS	1000										
CHAFF											
OPERATING	95520										

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
WESTOVER A.F.B.																	
ROUTE																	
3N QUABBIN HOMER	42 ²³ 72 ²⁰	↑	044	270/10	042	+14	056	+12°C	164	171	177	12	04	14		26980	156500
				-2				2.5M				12	05	14		910	940
GREENFIELD INTER	42 ³⁹ 72 ³⁵	↑	319	270/15	315	+14	329	+1°C	164	174	163	12 <td>05</td> <td>14</td> <td></td> <td>26040</td> <td>155800</td>	05	14		26040	155800
				-4				4.5M				12	05	14		810	840
RUTLAND VT	43 ³⁶ 72 ⁵⁷	↑	343	270/20	337	+14	351	-15°C	164	207	200	30 <td>08</td> <td>33</td> <td></td> <td>25230</td> <td>154780</td>	08	33		25230	154780
				-6				1.5M				62	08	64		2440	2040
ALBANY VOR	42 ⁴⁶ 73 ⁴⁸	→	216	270/30	222	+14	236	-15°C	175	221	203	92 <td>30</td> <td>97</td> <td></td> <td>22790</td> <td>152310</td>	30	97		22790	152310
				+6				1.5M				62	19	70		1365	1365
ORBIT PT	41 ³⁶ 74 ⁴⁶	→	211	270/30	218	+13	231	-15°C	175	221	203	81 <td>24</td> <td>88</td> <td></td> <td>21425</td> <td>150940</td>	24	88		21425	150940
				+7				1.5M				235	173	255		19705	144225
ORBIT	41 ³⁶ 74 ⁴⁶	↻	264	270/30	265	+11	276	-15°C	174	220	190	56 <td>15</td> <td>56</td> <td></td> <td>2070</td> <td>2070</td>	15	56		2070	2070
				+1				1.5M				291	122	311		17635	147155
REND PT	41 ³⁰ 76 ²⁶	→	214	270/30	265	+10	275	-15°C	180	228	198	75 <td>23</td> <td>88</td> <td></td> <td>1660</td> <td>1660</td>	23	88		1660	1660
				+1				1.5M				366	151	397		15975	145192
END REF	41 ¹⁶ 79 ¹⁰	→	264	270/30	265	+8	273	-14°C	198	250	220	125 <td>34</td> <td>142</td> <td></td> <td>4250</td> <td>32250</td>	34	142		4250	32250
				+1				14.5M				491	225	541		11725	109249
24 S BINGHAMTON VOR	41 ⁴⁰ 76 ⁴⁷	→	075	270/30	073	+8	081	-14°C	165	207	237	141 <td>36</td> <td>124</td> <td></td> <td>1075</td> <td>1075</td>	36	124		1075	1075
				-2				14.5M				632	3-01	665		10250	105770
CHESTER VOR	42 ¹⁹ 72 ⁵⁷	→	077	270/30	075	+12	087	-14°C	163	204	233	145 <td>37</td> <td>126</td> <td></td> <td>1200</td> <td>1500</td>	37	126		1200	1500
				-2				14.5M				777	3:38	791		8750	104270
GREENFIELD INTER	42 ³⁹ 72 ³⁵	→	037	270/30	030	+12	042	-14°C	163	200	216	25 <td>07</td> <td>23</td> <td></td> <td>280</td> <td>280</td>	07	23		280	280
				-7				14.5M				80	3:45	814		8470	103690
CAR VOR	42 ⁴³ 72 ⁵⁷	→	101	270/30	103	+14	117	-14°C	163	200	229	14 <td>07</td> <td>23</td> <td></td> <td>280</td> <td>280</td>	07	23		280	280
				+2				14.5M				22	3:52	877		8190	103710
WESTOVER AFB	42 ⁴⁶ 72 ⁵⁷	↓	220	270/30					162	180	115	11 <td>33</td> <td></td> <td></td> <td>400</td> <td>440</td>	33			400	440
												11	33			770	133770

SECRET

ENGINEERS FLIGHT PLAN

WIRON BAR - BETTY - REDEPLOYMENT - FIGHTING FOX

1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)		3. TAKE-OFF DATA		
a. ACFT BASIC WT		91	300	5.85	per Gal	OAT - +8°C		
b. OIL, ENG (On Ldg)		1	100			b. TOTAL LOAD (Lbs)		
c. OIL, JET				281.80		DP - +32°F		
d. CREW 7 @ 250		1	750	20155		c. REQUIRED (Lbs)		
e. AMMO (50%)				8325		d. RESERVE (Lbs)		
f. CARGO						e. ON-LOAD (Lbs)		
g. MISC		1	000			4. REMARKS		
h. FUEL RESERVE		8	325			1. Pred Gr Time 24.5 6. CR BHT Plus		
i. MIN LANDING WT	1	0	347.5			2. Gr Temp +46°F 50		
j. OFF-LOAD FUEL	3	4	000			3. Flt Temp NACA		
k. AMMO (50%)						4. #4 Cell Position		
l. BOMBS						5. Cl Time Plus 8 min		
m. CHAFF						NO WIND PLAN		
n. OIL USED			370					
o. FUEL EXPENDABLE	2	0	155					
p. TAKE-OFF GROSS WT	1	5	8000					

A	B	C	D	E	F	G	H	I
CONDIT ION	H _p	BHP	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS	AIR DIST
	OAT	RPM		TOTAL	TOTAL USED		V _T (K)	GS
1. RTTO	800	3320	R			158000		
	+8	2700	J SET	(.45)	+ 1910	- 1910		
	1.00		T	.02	1910	156060		
2. CL	10050	2650	R	.30	+ 3750	- 3750	166	
	-5	2550	J AR	.32	5690	152310	193	97
	1.164	1875	T 7500					97
3. CR	15000	1910	R	.24	+ 1720	- 1720	175	
	-15		J AR	.56	7410	150590	221	90
	1.261	1075	T 4300					187
4. CR		1910	R	.14	+ 3080	- 3080	175	
	"		J AR	1.10	10490	147510	221	162
		1050	T 4200					349
5. ORHIT		1875	R	.15	+ 2030	- 2030	174	
	"		J AR	1.55	12520	145480	220	55
		1015	T 4060					101
6. TO RNDZ		1930	R	.18	+ 1285	- 1285	182	
	"		J AR	2.13	13805	144195	230	70
		1070	T 4280					171
7. REF	14500	AsReqd	R	.30	+ 3750	- 3750	200	
	-14	2550	J AR	2.13	17555	140445	250	125
	1.251	1875	T 7500					599
8. OFF LOAD			R			- 34000		
			J					
			T			106445		
9. CR	14500	1350	R	.35	+ 1400	- 1400	165	
	-14		J AL	3.18	18955	105045	207	120
	1.251	600	T 2400					719
10. DS/LD /RT	7250	AsReqd	R	.30	+ 1200	- 1200	164	
	+1	2350	J 40/min	3.18	20155	103845	180	30
	1.115		T					749
11.			R		*Oil Used	- 370		
			J					
			T			103475		
12.			R					
			J					
			T					

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 814ABC, FORM 268 FEB 57

ENGINEERS FLIGHT PLAN

WILSON BAR[®] - ANN - DEPLOYMENT - WHISK BROOM[®]

SECRET

1. WEIGHT COMPUTATIONS					2. DENSITY (Lbs)		3. TAKE-OFF DATA		
a. ACFT BASIC WT			9	13	0	5.85	per Gal	OAT - + 8°C	
b. OIL, ENG (On Ldg)			1	1	0	b. TOTAL LOAD (Lbs)		D P - + 32°F	
c. OIL, JET						c. REQUIRED (Lbs)		P A - + 800'	
d. CREW			1	7	5	d. RESERVE (Lbs)			
e. AMMO (50%)						e. ON-LOAD (Lbs)			
f. CARGO						f. ON-LOAD (Lbs)			
g. MISC			1	0	0	g. ON-LOAD (Lbs)			
h. FUEL RESERVE			3	1	5	h. ON-LOAD (Lbs)			
i. MIN LANDING WT	9	8	3	0	0	i. ON-LOAD (Lbs)			
j. OFF-LOAD FUEL	4	8	0	0	0	j. ON-LOAD (Lbs)			
k. AMMO (50%)						k. ON-LOAD (Lbs)			
l. BOMBS						l. ON-LOAD (Lbs)			
m. CHAFF						m. ON-LOAD (Lbs)			
n. OIL USED						n. ON-LOAD (Lbs)			
o. FUEL EXPENDABLE	2	3	3	3	0	o. ON-LOAD (Lbs)			
p. TAKE-OFF GROSS WT	1	7	0	0	0	p. ON-LOAD (Lbs)			
					4. REMARKS				
					1. Pred gr time :45 6.CR BHP Plus				
					2. Ground temp + 46 50				
					3. Flt Temp NACA				
					4. #2 Cell Position				
					5. Cl time + 08 min for Bravo Dept				
NO WIND PLAN									
A	B	C	D	E	F	G	H	I	
CONDI- TION	H _p OAT	BHP RPM	TOTAL FUEL FLOW	Δ TIME	Δ FUEL USED	GROSS WEIGHT	EAS V _y (K)	AIR DIST	
J AT S	V _F	ENG F/P		TOTAL	TOTAL USED		GS	TOTAL	
1. RTTO	+800	3320	R	(245) ⁺	1940	-1940	-	-	
	+8	2700	J Sgt						
	1.00		T	:02	1940	168060	-	-	
2. CL	9400	2650	R	+36	4500	1500	170	117	
	-3	2550	J AR				196		
	1.153	1875	T 7500	:38	6440	163560	184	117	
3. CR	14000	2065	R	+11	890	-890	178	37	
	-13		J AR				221		
	1.240	1210	T 4840	:49	7330	162670	202	154	
4. CR		2065	R	+46	3700	-3700	178	170	
	"	1210	J AR				221		
			T 4840	1:35	11030	158970	191	324	
5. CR		2010	R	+27	2070	-2070	176	100	
	"		J AR				219		
		1150	T 4600	2:02	13100	156900	192	424	
6. ORBIT		2010	R	+15	2300	-2300	176	55	
	"		J AR				219		
		1150	T 4600	2:17	12400	154600	179	479	
7. TO RNDZ		2040	R	+18	1420	-1420	186	70	
	"		J AR				230		
		1185	T 4740	2:35	16820	153180	260	549	
8. REF	13500	AsRqd	R	+30	3750	-3750	203	125	
	-12	2550	J AR				250		
	1.231	1875	T 7500	3:05	20570	149430	280	674	
9. OFF LOAD			R			-48000			
			J						
			T			101430			
10. CR	13500	1305	R	+40	1560	-1560	166	135	
	-12		J AT				204		
	1.231	585	T 2340	3:45	22130	99870	234	809	
11. DS/LD/ RT	6200	AsRqd	R	+30	1200	-1200	164	30	
	+3	2350	J 40/min				180		
	1.097		T	4:15	23330	98670	-	839	
12.			R		*Oil Used	-370			
			J						
			T			98300			

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SECRET

814ABC, FEB 67 248
FC: FWO

ENGINEERS FLIGHT PLAN

IRON BAR# - CORA - REDEPLOYMENT - WHISK BECOM#

1. WEIGHT COMPUTATIONS				2. FUEL DATA		3. TAKE-OFF DATA	
a. ACFT BASIC WT		9	13	0	0	a. DENSITY (Lbs)	5.58 per Gal
b. OIL, ENG (On Ldg)			1	1	0	b. TOTAL LOAD (Lbs)	OAT - +8°C
c. OIL, JET						281.80	DP - +32°F
d. CREW 7@250			1	7	5	c. REQUIRED (Lbs)	PA - +800'
e. AMMO (50%)						20665	
f. CARGO						d. RESERVE (Lbs)	
g. MISC			1	0	0	7815	
h. FUEL RESERVE				7	8	15	
i. MIN LANDING WT	1	0		2	9	6	
j. OFF-LOAD FUEL		3		4	0	0	
k. AMMO (50%)							
l. BOMBS							
m. CHAFF							
n. OIL USED				3	7	0	
o. FUEL EXPENDABLE	2			0	6	6	
p. TAKE-OFF GROSS WT	1	5		8	0	0	

4. REMARKS									
1. Prep Gr Time 145		6. CR BHP Plus 50		2. Gr Temp +46°F		3. Flt Temp NACA		4. #4 Cell Position	
5. CR Time Plus 8 min		NO WIND PLAN							

CONDI- TION	A	B	C	D	E	F	G	H	I
J AT S	Vt	ENG F/F		TOTAL FUEL FLOW	TOTAL	TOTAL USED	158000	GS	TOTAL
1. RTTO	800	3320	R		(145)	+ 1940	- 1940		
	+8	2700	J	SET	±02	1940	156060		
	1.00		T						
2. CL	10000	2650	R		±30	+ 3750	- 3750	166	97
	-5	2550	J	AR	±32	5690	152310	193	
	1.164	1875	T	7500					97
3. CR	15000	1940	R		±16	+ 1150	- 1150	175	57
	-15		J	AR	±18	6840	151160	221	
	1.261	1075	T	4300					154
4. CR		1940	R		±22	+ 1575	- 1575	175	81
	"		J	AR	±10	8415	149585	221	
	"	1075	T	4300					235
5. ORBIT		1900	R		±15	+ 2070	- 2070	174	55
	"		J	AR	±25	10485	147515	220	
	"	1035	T	4140					290
6. TO RNDZ		1950	R		±20	+ 1450	- 1450	182	75
	"		J	AR	±15	11935	146065	230	
	"	1085	T	4340					365
7. REF	14500		R		±30	+ 3700	- 3700	182	125
	-14		J	AR	±15	75685	142315	250	
	1.251		T	7500					490
8. OFF LOAD			R				- 34000		
			J						
			T				108315		
9. CR	14500	1380	R		±41	+ 1680	- 1680	165	141
	-14		J	AT	±56	17365	106635	206	
	1.251	615	T	2460					631
10. CR		1350	R		±52	+ 2100	- 2100	163	175
	"		J	AL	±48	19465	104535	204	
	"	605	T	2420					806
11. DS/ID/RT	7200	AsRqd	R		±30	+ 1200	- 1200	162	30
	+1	2350	J	40/min	±18	20665	103335	180	
	1.114		T						836
12.			R			+ Oil Used	- 370		
			J						
			T				102965		

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SECRET

B1486 FORM 1 PER 17 268 FC 2700

SECRET

(7) Cell Leaders will designate specific aircraft within his cell to accomplish the above monitoring. (U)

f. CALL SIGNS:

(1) Aircraft/Air-Ground - "SNOWFALL" followed by two digit numbers, ie., "SNOWFALL 22". (U)

(2) Tanker aircraft/air-air - "FIGHTING FOX" followed by track, color and position, ie., "FIGHTING FOX ANN RED LEADER" or "FIGHTING FOX RED TWO". (S)

(3) Above is for first 8 cells, all other cells delete color portion of Call Sign, ie., "FIGHTING FOX ANN LEADER". (S)

(a) If alternate refueling area is used, "FIGHTING FOX" will be replaced with "WHISK BROOM" in tanker air/air call sign is "WHISK BROOM ANN LEADER", etc". (S)

(4) Bomber Aircraft/air-air:

(a) 341st Bomb Wing - "SPIRAL" Color designator and position, ie., "SPIRAL RED LEAD" or "SPIRAL BLUE TWO". (S)

(b) 321st Bomb Wing - "VENICE" Color designator and position, ie., "VENICE RED LEADER" or "VENICE BLUE TWO". (S)

(5) Ground Station - Appropriate Radio Facility Charts, SAC CEI when calling SAC Control Rooms. (Call signs of SAC Control Rooms and frequencies in sub-paragraph 21 of this Annex). (U)

g. Communications security will be observed and no clear transmissions will be made that will reflect unit designation or location, aircraft type or nature of missions ACP 122(b) applies. (U)

h. Transmit/Receive Guard (TR/G) position of the UHF Radio will be utilized at all times except when necessary to discontinue the monitor Guard Channel while actually communicating on another frequency. (U)

SECRET 5

AMEND NR 1 ANNEX C
57ADIV OPORD 39-57
57AD 8632A - 20 Nov 57

HEADQUARTERS 57TH AIR DIVISION
WESTOVER AIR FORCE BASE, MASS

ANNEX F TO OPERATIONS ORDER 39-57

ADMINISTRATION AND LOGISTICS

1. GENERAL: The administration and logistics concepts and instructions prescribed in SACR 400-3 and as supplemented by Eighth Air Force OPORD 39-57 apply. Additional logistic instructions are as indicated in the following paragraphs. (U)
2. MAINTENANCE:
 - a. Aircraft will be prepared in combat-ready configuration. (U)
 - b. POL Servicing:
 - (1) Estimated total fuel requirements are: JP-4 395,000 gals; AVGAS(115/45) 325,000 gals. (C)
 - (2) Individual aircraft fuel loads for deployment and strike phases are: (U)

JP-4	- 5850 gals
AVGAS	- 6200 gals
ADI	- 60 gals
OIL	- 196 gals
 - (3) Individual aircraft fuel loads for redeployment phase are: (U)

JP-4	- 5300 gals
AVGAS	- 4860 gals
ADI	- 60 gals
OIL	- 196 gals
3. TRANSPORTATION: The 814th Transportation Squadron will furnish additional busses and drivers for the 384th

AMEND NR 1, ANNEX F
57ADIV OPORD 39-57
57AD 8632A
20 NOVEMBER 1957

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"IRON BAR" CRITIQUE

(WING SHIELD)

Major Wojtasiak is the theater secure?

General _____; Colonel _____; Genlemen:

I am Major LaLonde - conducting the critique for Operation "Iron Bar".

The security classification of this meeting is SECRET.

ATTENTION to ROLL CALL: Colonel Nolan are all your crews present?

(IRON BAR SLIDE)

Colonel Burrell, Deputy Wing Commander will make the opening remarks.

(25th ROUTE SLIDE - ANN RED)

On 25 November, we launched the first wave of Operation Iron Bar in support of the 321st Bomb Wing on its deployment and strike of the European Continent. One - 6 aircraft - and 4-2 aircraft cells were dispatched on the route shown on this slide, in the Fighting Fox area. Offload requirement was 50,000 pounds. The dashed lines represent the actual route flown by the first - or ANN RED - cell which was led by Captain Wicker. Takeoff was made on schedule, and the mission flown essentially as briefed except for one ground abort which could not be replaced due to spare aircraft difficulty. Two spares ground aborted, and the number three spare did not have engines running. After starting engines, number three spare did not have sufficient time to complete the necessary pre-takeoff checks, takeoff and fly a direct course to orbit in sufficient time to make good the rendezvous. This problem was resolved for subsequent days' missions by having sufficient

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spares with engines running and ready for immediate launch.

(ANN-ORANGE ROUTE SLIDE)

The second cell to launch on 25 November was ANN ORANGE with Captain Barry in the lead aircraft. Replot of the mission is shown on this slide. Due to receiver radio failure, ANN ORANGE 2 did not effect an offload and the receiver returned to Pinecastle Air Force Base.

(ANN-YELLOW ROUTE SLIDE)

ANN YELLOW was the third cell to takeoff with Lt. Murphy as leader. This cell completed its mission as briefed, along the replotted route shown on the slide, with no significant difficulties.

(ANN-GREEN ROUTE SLIDE)

The fourth cell to depart on 25 November was ANN GREEN, with Captain Stough as cell leader. This cell also flew its mission as briefed.

(ANN BLUE ROUTE SLIDE)

The fifth and last cell to launch in this day's mission was ANN BLUE with Lt. Brammer in the lead aircraft. ANN BLUE 2 did not offload the briefed 50,000 pounds of fuel due to inability of the receiver to remain in contact. He did manage to hang on sufficiently long enough to obtain a 13,700 pound offload.

(AIRBORNE COMMANDER ROUTE SLIDE)

This slide shows the routes flown by Colonel Nolan, the airborne commander. MY GOD! - - WHAT A MESS! Oh, well, it doesn't make any difference, he couldn't establish radio contact anyway. We finally discovered the reason Colonel Nolan had communications troubles. He was never close enough to a radio facility to establish contact.

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(25 November RECAP)

To summarize the 25 November mission: five cells were scheduled and five were flown. In these five cells, 14 aircraft were scheduled and 13 actually flew. Eleven of the 14 scheduled offloads were accomplished as briefed. For each day's operation, an airborne commander was launched in a separate aircraft. This procedure was not originally planned due to the large number of sorties programmed for the mission. However, Eighth Air Force directed that an airborne commander be scheduled in an aircraft not destined to offload fuel.

All cell leaders originally scheduled, flew as scheduled. Three offloads were not as briefed due to one tanker ground abort, one receiver radio failure, and one short offload, due to the inability of the receiver to maintain contact.

("IRON BAR" SLIDE)

Two principle problems developed on this day's mission. Unforeseen high velocity tail winds at refueling altitude materially reduced the time on the refueling track. Since we were not cleared to penetrate the Moncton Domestic CADIZ, it was necessary to continue refueling on the tankers return course to Westover. This problem was corrected on the following day's mission by obtaining a fifty mile extension to the refueling track.

The second problem encountered was that of communications. This problem resulted from all five cells using ZI BRAVO ANN frequencies as specified in SAC Manual 100-1, with minimum time separation between cells. This procedure caused as high as three cells in the area, at one time, transmitting on the same frequency. The problem was encountered on the

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25th only, but this will be corrected for future missions by assigning ZI ALFA BRAVO AND CHARLIE frequencies to entraining cells. This will require pre-coordination with the receiver unit.

(CALL UPON CELL LEADERS TO GIVE A BRIEF RECAP OF THEIR MISSION FOR THIS DAY.)

(CALL FOR INDIVIDUAL COMMENTS)

(RESERVE FOR DISCUSSION OF ABORTS)

(26 NOVEMBER. ANN IVORY ROUTE SLIDE)

On 26 November, three cells were flown to support the final deployment phase of the 321st Bomb Wing. Fighting Fox was used this date. The first of these cells was an ANN Ivory led by Lt. Morgan. Both aircraft in the cell effected their briefed offload of 50,000 pounds, and the route was flown as shown. The high winds of the previous day still prevailed, and a 50 mile extension to the refueling track was obtained through ATC.

(ANN CREAM ROUTE SLIDE)

The second cell to depart on 26 November was ANN CREAM led by Lt. Holmes, which flew the route as shown and completed the mission as briefed.

(ANN BROWN ROUTE SLIDE)

The last cell to launch this date was ANN BROWN with Captain Seagraves in the lead position. This cell was increased from the planned three aircraft to five, to recover the two sorties lost on the previous day. After becoming airborne, Captain Seagraves experienced IFR system failure and had to air abort near the orbit after a COURAGEOUS and HEARTBREAKING fight to repair the difficulty. Captain Wicker, as deputy leader, then assumed the lead position. The balance of the mission was flown as briefed and four offloads were effected.

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(26 NOVEMBER - RECAP SLIDE)

To summarize the 26th November mission, three cells were scheduled and flown. These three cells were composed of two cells of two aircraft, and one cell of five aircraft for a total of 9 aircraft. Seven were originally scheduled for this day but, as previously mentioned, two additional aircraft were added to ANN BROWN cell to recover two sorties lost the previous day. The final result was eight offloads effected. One offload was lost due to an air abort previously discussed.

(IRON BAR SLIDE)

(CALL ON CELL LEADERS FOR A RECAP FOR THEIR CELLS)

(CALL FOR INDIVIDUAL COMMENTS)

(RESERVE FOR DISCUSSION OF ABORTS)

(28 NOVEMBER ROUTE SLIDE)

On 28 November, the elements ganged-up on us and caused considerable anxiety right up to takeoff time. Fighting Fox was finally decided upon as the area to be used. The offload requirement was 40,000 pounds. Only one cell was scheduled for this date, utilizing ANN track. Captain Sharpley was the cell leader. All scheduled aircraft launched on schedule under extremely poor weather conditions. In an effort to assist, the Command Post made many frantic attempts to contact the airborne commander who was again wandering about New England without radio contact. Lacking better information, Captain Sharpley used his own good judgment and established two separate orbits while attempting to effect a rendezvous with his receivers. After the second orbit, he succeeded in getting the receivers within 8 miles of the contact position - and at this time it was decided that visibility was too

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poor to safely complete the rendezvous. The cell then elected to proceed to Loring Air Force Base due to marginal weather conditions at Westover. Recovery to Westover was effected on 29 November.

(28 NOVEMBER RECAP SLIDE)

This slide shows a summary of the mission on 28 November, which was the first strike wave for the 311st Bomb Wing from Dyess Air Force Base, Texas. While the cell made its takeoff on time, and did an admirable job in attempting to effect its rendezvous, the four offloads were lost due to weather.

(IRON BAR SLIDE)

(CELL LEADER COMMENTS)

(INDIVIDUAL COMMENTS)

(29 NOVEMBER ROUTE SLIDE)

The mission on 29 November was a repeat of the previous day's mission, utilizing ANN track in the Fighting Fox area. This cell was led by Captain Barry and was composed of four aircraft. The cell departed on schedule except for Number 4 who was delayed six minutes by a B-52 emergency. Two short offloads of 34 and 36,000 pounds were effected - but satisfied the requirements of the receivers. The other two aircraft in the cell succeeded in offloading the briefed 40,000 pounds of fuel. The fifty mile extension to the refueling track was again used due to winds. Some difficulty was still experienced in completing the offload at end refueling due to Number 4 receiver over-running its tanker at rendezvous and experiencing difficulty in regaining the observation position. It is reported that appropriate remarks about the cell leader were made by a certain aircraft commander of Polish extraction.

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(29 NOVEMBER RECAP SLIDE)

To summarize the 29 November mission: four aircraft in one cell were scheduled. All were launched successfully and all effected a satisfactory offload. The four crews originally scheduled for this mission were replaced due to the original crews being forced to land at Loring the previous day. No special problems were encountered. The success of this mission is not necessarily due to a change of the airborne commander.

(IRON BAR SLIDE)

(CELL LEADER COMMENTS)

(INDIVIDUAL COMMENTS)

(30 NOVEMBER REDEPLOYMENT SLIDE (ANN)

On 30 November, three cells were launched in support of the 321st redeployment and one cell in support of the final strike mission of the 341st Bomb Wing. ANN cell was the first to depart with Captain Wicker in the lead position. The WHISK BROOM area was utilized with a 40,000 pound offload scheduled. One aircraft aborted due to a burned-out, feathering motor, and the number one spare was launched. Prior to launching the three cells in the redeployment phase, two receivers were cancelled - which reduced BETTY cell to three aircraft from four scheduled, and COFA cell to 2 aircraft from three scheduled. After becoming airborne, BETTY 3 air aborted leaving two tankers to refuel four receivers. One receiver was directed to ANN flight and BETTY cell serviced three receivers with an average offload of approximately 20,000 pounds each.

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(CORA ROUTE SLIDE)

CORA cell, the third to launch, was led by Captain Woods. This cell had earlier been reduced to two from three tankers scheduled. Their mission was flown as briefed and successfully offloaded 25,000 pounds each.

(ANN STRIKE SLIDE)

The last cell to depart on 30 November was a four aircraft cell led by Lt. Murphy in support of the last strike mission of the 341st Bomb Wing. Three of the four aircraft took off as scheduled and the fourth ground aborted. A fourth aircraft was finally launched 30 minutes after departure of the last aircraft of the cell after which number three air aborted. A fifth aircraft was then launched one hour after the cell departed and - with the grace of God - and the help of ATC - was able to join the cell, and the four scheduled offloads were effected. The old adage of "Coming out smelling like a rose" seems quite appropriate at this point. Each aircraft offloaded 40,000 pounds of fuel.

(30 NOVEMBER RECAP SLIDE)

This slide summarizes the mission on 30 November. Three cells with 12 aircraft were scheduled for the redeployment phase, and three cells and nine aircraft were launched. Twelve offloads were scheduled and ten were successful. One tanker air aborted and two receivers were cancelled, and one receiver, previously cancelled, was launched without our knowledge.

In the strike phase on 30 November, one cell of four aircraft was scheduled and five tankers were launched. One air aborted but the four scheduled offloads were effected.

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(IRON BAR SLIDE)

The principle difficulty experienced was in the redeployment phase of this mission. This was a communications problem. In the original coordination with the 321st Bomb Wing, CORA cell was scheduled to service VENICE COPPER cell; ANN with VENICE SILVER; and BETTY with VENICE RUBY cell. After initial coordination, the 321st changed CORA cell to service SILVER, ANN to RUBY, and BETTY to VENICE BRONZE. This was all very well but they failed to notify us. As a result, when ANN called VENICE SILVER cell on contact frequency, SILVER was on CORA. When BETTY called RUBY, RUBY was on ANN. Poor old CORA didn't know who to call at this point, and I think you get the point. A message has been dispatched to the 321st Bomb Wing by Eighth Air Force. The difficulty was finally isolated and corrected for the last redeployment mission.

(CELL LEADER COMMENTS)(INDIVIDUAL COMMENTS)(RESERVE FOR ABORT DISCUSSION)(2 DECEMBER REDEPLOYMENT SLIDE (ANN))

On 2 December, three cells were again launched in support of the 321st redeployment. ANN cell was the first cell to be launched with Captain Wicker as the cell leader. Five aircraft were scheduled to be launched; however, ANN 5 was cancelled by 8th AF, and ANN 4's receiver air aborted. This left ANN cell with three tankers to refuel three receivers with an average offload of 20,000 pounds.

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(BETTY ROUTE SLIDE)

BETTY cell was the second cell to be launched with Captain Seagraves as cell leader of a cell of five aircraft. BETTY 5 went along for the ride as its receiver air aborted. BETTY cell successfully offloaded 30,000 pounds to each of the four receivers remaining, in spite of the same communications difficulty experienced on the 30 November redeployment.

(CORA ROUTE SLIDE)

CORA cell was the last cell to be launched on this date, with Captain Stough as cell leader. CORA cell consisted of four tankers as scheduled and no difficulty was experienced in offloading 30,000 pounds to each of the four receivers as briefed.

(2 DECEMBER RECAP SLIDE)

This slide summarizes the missions flown on 2 December. Three cells with 14 aircraft were scheduled for this redeployment phase and three cells with 13 aircraft were launched with 14 offloads scheduled and 11 offloads successfully accomplished. One tanker was cancelled due to receiver air abort, and two additional receivers air aborted.

(IRON BAR SLIDE)

Again the principle difficulty in the execution of this mission was the communications problem as to who was on what frequency.

(CELL LEADERS COMMENTS)(INDIVIDUAL COMMENTS)(RESERVE FOR ABORT DISCUSSION)

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(3 DECEMBER REDEPLOYMENT SLIDE - CORA)

On the 3d of December, the final mission of operation "IRON BAR" was flown. This mission was originally planned and briefed for the WHISK BROOM area. However, 8th AF came through again and changed the area to Fighting Fox, just an hour and five minutes prior to the scheduled takeoff time. CORA cell was scheduled to launch first with Captain Woods leading five aircraft. CORA cell encountered no difficulty whatsoever and successfully flew the mission as briefed. The five aircraft in CORA cell each offloaded their scheduled 30,000 pounds.

(ANN ROUTE SLIDE)

ANN cell, lead by Lt. Adams, was the second cell to be launched. ANN cell, with three aircraft, successfully executed their mission as briefed, offloading an average of 30,000 pounds to each of its three receivers.

(BETTY ROUTE SLIDE)

BETTY cell was the last cell to depart with Captain Seagraves leading a flight of two aircraft. These two aircraft offloaded 21 and 22,000 pounds to their respective receivers. BETTY cell was also flown exactly as briefed.

(3 DECEMBER RECAP)

This slide summarizes the final wave of "IRON BAR". Originally two cells with nine aircraft were scheduled; however, an additional cell of two aircraft was rescheduled making a total of three cells with 11 aircraft being flown. Nine receivers were originally scheduled, but two receivers were added to make a total of 11. This mission was beautifully executed and flown in spite of our efforts at Wing to confuse you. The communication

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problem now being resolved. Even though last minute changes to takeoff and rendezvous times were made, all takeoffs and rendezvous were made good in spite of these last minute changes. A job well done by all crew members concerned.

(IRON BAR SLIDE)

(CELL LEADERS COMMENTS)

(INDIVIDUAL COMMENTS)

(MISSION SUMMARY RECAP SLIDE)

This slide shows the complete mission recap of operation "IRON BAR." This operation in support of the 341st and 321st Bomb Wings was scheduled for a seven day period. Seven days operations were flown with a break midway of one day due to weather conditions. A total of 19 cells consisting of 68 sorties was originally planned, with 20 cells of 63 aircraft actually being flown. These 63 sorties successfully completed 53 offloads to 63 receivers out of 68 offloads to 68 receivers scheduled. Out of the 68 sorties originally planned for execution, three tankers air aborted and two tankers ground aborted. One air abort was replaced. Of the 68 receivers originally planned, four were not refueled due to weather conditions; two receivers air aborted in the area; two aborted prior to entering our area, and two receivers were cancelled out. For the seven days operations, seven airborne commanders were scheduled and flown. The primary lesson learned during this operation was that Colonel Nolan really tries hard All kidding aside, you crews did a splendid job. The same can be said of Maintenance. A special bouquet goes to A&E for an outstanding job.

(MAJOR WILLIAMS WILL NOW COMMENT ON THE USCM)

(COLONEL RICHMOND WILL MAKE THE CLOSING REMARKS)

(ARE THERE ANY FURTHER COMMENTS?)

CREWS - ATTENTION!

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OO
 4050 WESTOVER AFB X AF

COMAF 8 WESTOVER AFB MASS

COMAF 2 HARKEDALE AFB LA

COMAF 15 MARCH AFB CALIF

/SECRET/ZIPPO _____ /T-27/39-57/CAF/36HAREFS/IRON BAR.

2 A. OPERATION IRON BAR WAS SUCCESSFUL, IT WAS THE MOST FRUITFUL TRAINING EXERCISE IN THE HISTORY OF THE 4050TH AIR REFUELING WING.

B. THE FOLLOWING LESSONS WERE LEARNED: (1) EXCESSIVELY HIGH TAIL WINDS DIMINISH TIME ON REFUELING TRACK NECESSITATING A TURN IF THE FORCES MUST REMAIN WITHIN A PRESCRIBED REFUELING AREA. 90-100 KNOT WINDS EXPERIENCED IN THE FIGHTING FOR AREA DICTATED DIFFICULT TO OBTAIN EXTENSION OF THE REFUELING TRACK AND LAST MINUTE CHANGES IN FLIGHT PLANS WITH BOSTON ARTC. (2) REFUELING SUPPORT PLANNING MUST INCLUDE HIGHLY FLEXIBLE SCHEDULING TO PROVIDE FOR A VARIATING UNDESIRABLE TIMES. (3) RELUCTANCE OF RECEIVER TO ASSUME THE OBSERVATION POSITION HAMPERS THE TIMELY TRANSFER OF FUEL. (4) THE "WHISK BROOM" REFUELING AREA IS NOT A PRACTICAL ALTERNATE FOR

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DOMINIC P. QUERCIA, Capt., USAF
 23200 1 3

DOMINIC P. QUERCIA
 Captain, USAF
 Wing Staff Observer

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1050 WESTOVER AFB

THE COMES PLANNED SO FAR IN ADVANCE FOR ED-97 TYPE AIRCRAFT IN VIEW
 OF THE MANDATORY VFR ON-TOP CONDITIONS REQUIRED FOR REFUELING
 OPERATIONS. BLOCK CLEARANCES CAN NOT BE REQUESTED IN THAT AREA, AND
 ARE A PRE-REQUISITE TO EFFECTIVE MISSION PLANNING AND OPERATION.

(4) LAST MINUTE DECISION TO UTILIZE AN ALTERNATE REFUELING AREA
 OR TO REVERT TO THE PRIMARY REFUELING AREA MUST BE MADE IN
 SUFFICIENT TIME TO ADEQUATELY BRIEF THE AIRCREWS ACCORDINGLY. (6)
 COMMUNICATION CHANNELS SATURATION GIVES CONFUSION AND HAMPERS
 EXECUTION OF RENDEZVOUS TECHNIQUES. IT IS IMPRACTICAL FOR MORE THAN
 ONE CELL TO UTILIZE THE SAME FREQUENCY IN THE SAME AREA WITH A
 MINIMUM TIME SEPARATION. (7) THE MONTREAL POLICE APPEAR TO
 UTILIZE THE INTER-PLANE FREQUENCY OF 148.86 MC, OR ONE CLOSE ENOUGH
 TO CAUSE INTERFERENCE. (8) TANKER FORCE AIRBORNE COMMANDER,
 AND THE WEATHER SCOUT ARE HANDICAPPED WHEN LIMITED TO UHF-VHF RADIO.

(9) TWO SHIP CELLS CANNOT ALWAYS MONITOR REQUIRED FREQUENCIES
 DURING LARGE SCALE EXERCISES. (10) PERFORMANCE OF THE 36000 DURAL
 PROPELLER IS NOT YET PROVED. (11) DEVIATIONS FROM TACTICAL
 DOCTRINE AND OPERATIONS ORDER REQUIREMENTS PLACE ADDITIONAL WORK-
 LOADS ON THE PLANNING STAFF AND HAMPERS A SAFE, EXPEDIENT OFFLOAD OF
 FUEL. C. RECOMMENDATIONS: (1) REFUELING TRACKS BE EXTENDED IN
 THE PLANNING STAGE WHEN CLIMATOLOGY INDICATES ADVERSE CONDITIONS
 PRECLUDING MISSION COMPLETION WITHIN PRESCRIBED LIMITS. (2)
 PRE-PLANNED AND PUBLISHED RENDEZVOUS TIMES BE STRICTLY ADHERED TO.
 RECEIVER TAKEOFF TIMES SHOULD BE ADJUSTED FOR EXISTING WINDS. (3)

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14050 WESTOVER

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"WIND PROOF" REFUELING AREA NOT BE USED UNLESS BLOCK CLEARANCES CAN
 BE OBTAINED FOR THAT AREA. CONSIDERATION SHOULD BE GIVEN TO THE
 BLOCK CLEARANCE AVAILABILITY DURING EARLY MORNING HOURS, WHICH
 PREVAILED PRIOR TO THE PUBLICATION OF THE CURRENT SACH 90-110. (4)
 WHENEVER MORE THAN ONE CELL IS SCHEDULED FOR THE SAME REFUELING AREA
 THE MINIMUM TIME SEPARATION BETWEEN CELLS, MORE THAN ONE FREQUENCY
 UTILIZED FOR THE CELLS WITHIN THE SCOPE OF SACH 100-1. (5)
 CONSIDERATION BE GIVEN THE UTILIZATION OF RF BY THE AIRBORNE
 WEATHER AND WEATHER SCOUT AS A LAST RESORT WHEN ALL OTHER CHANNELS
 OF COMMUNICATION ARE INEFFECTIVE. (6) ANY NECESSARY DEVIATIONS
 FROM TACTICAL DOCTRINE OR PUBLISHED OPERATIONS ORDER BE COORDINATED
 WITH THE SUPPORTING TANKER HEADQUARTERS, TO MINIMIZE CONFUSION AND
 ENSURE THE SUCCESS OF THE MISSION. 3. N/A. 4. N/A

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HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

OPERATIONS PLAN

SERIAL NUMBER 511-57

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HEADQUARTERS 4050TH AIR REFUELING WING
 Westover Air Force Base, Mass.
 28 October 1957

OPERATIONS PLAN 511-57

CHART OR MAP REFERENCES: As Required

TASK ORGANIZATIONS:

99TH AIR REFUELING SQUADRON	L/Col Broutsas
384TH AIR REFUELING SQUADRON	L/Col Nolan
4050TH ARMAMENT & ELECTRONICS SQUADRON	L/Col Bowman
4050TH FIELD MAINTENANCE SQUADRON	L/Col Mulholland
4050TH HEADQUARTERS SQUADRON SECTION	Major Williams
4050TH PERIODIC MAINTENANCE SQUADRON	Major Chepurko

1. GENERAL SITUATION: November is the third month of the training quarter. Strategic Air Command Regulation 50-8, Annex IX, will apply. Six hundred twenty-four (624) hours are allocated for November.

2. MISSION: To accomplish higher headquarters directed missions, complete a proportionate share of Air Force Regulation 60-2 and SAC Regulation 50-24 Training.

3. TASK FOR SUBORDINATE UNITS: To provide aircraft crews and personnel to support the applicable portions of this OPERATIONS PLAN.

x. General Instructions:

(1) This OPERATIONS PLAN becomes an ORDER effective 1 November 1957.

(2) No deviations from this plan will be made without prior approval of this headquarters.

- 4. ADMINISTRATION AND LOGISTICS:
 - a. Administration (Omitted)
 - b. Logistics - See Annex D (Monthly Maintenance Orders)
- 5. COMMAND AND COMMUNICATIONS MATTERS:
 - a. Command: Normal
 - b. Communications (Omitted)

GEORGE W.R. ZETHREN
Colonel, USAF
Commander

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OFFICIAL:



GEORGE M. RICHMOND
Lt Colonel, USAF
Director of Operations

HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

ANNEX A
TO
4050TH OPLAN 511-57
INTELLIGENCE
OMITTED

HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

ANNEX B
TO
4050TH OPLAN 511-57
OPERATIONS

HEADQUARTERS 4050TH AIR REFUELING WING
 Westover Air Force Base, Mass.
 28 October 1957

APPENDIX I, ANNEX B TO 4050TH OPLAN 511-57

AIR TRAINING

ATTACHMENT A

TRAINING PRIORITIES

1. 384th Air Refueling Squadron
 - a. Flight Training
 - (1) Accomplish Requirements of Air Force Regulation 60-2.
 - (2) Test Flights 42 hours
 - (3) Standardization Checks (SACM 51-4) 63 hours
 - (4) Combat Ready Crew Training (SACR 50-8) and
Higher Headquarters Directed Missions 439 hours
 - (5) Non-Combat Ready Crew Training (SACRs 50-8
and 51-19) 80 hours
- TOTAL 624 hours

ATTACHMENT B

RBS AND BOMB SCHEDULE

Not Applicable

ATTACHMENT C

TANKER SCHEDULE

1. Strip Alert Tanker Schedule:

The 4050th Air Refueling Wing is scheduled to provide a strip alert aircraft for the period 1 through 20 November 1957.

APP I ANNEX B
 4050 OPLAN 511-57

ATTACHMENT C (Cont'd)

2. Standardization Tanker Schedule

<u>DATE</u>	<u>CREW & AC</u>	<u>STBD CREW & AC</u>	<u>TYPE OF MISSION</u>
1 Nov	T72 McVicker	T50 Wicker	CN&T
4 Nov	M12 Renie	T67 Stough	NAR&N
5 Nov	T60 Wessale	T50 Wicker	CN&T
7 Nov	M15 Haase	T50 Wicker	NAR&N
7 Nov	M12 Renie	T67 Stough	NN&T
11 Nov	M12 Renie	T67 Stough	NN&T
11 Nov	Major Barker with T61 Barry		Capt McIlhargie Sgt Powell
12 Nov	M15 Haase	T50 Wicker	NN&T
13 Nov	No Notice	T67 Stough	
13 Nov	Major Barker with T61 Barry		Capt McIlhargie Sgt Powell
14 Nov	M15 Haase	T50 Wicker	NN&T
15 Nov	M14 Gurr	T67 Stough	NAR&N
15 Nov	T65 Anderson	T61 Barry	CAR&N
18 Nov	M14 Gurr	T67 Stough	NN&T
18 Nov	T65 Anderson	T61 Barry	CN&T
19 Nov	No Notice	T50 Wicker	
20 Nov	M14 Gurr	T67 Stough	NN&T

ATTACHMENT D

AIRCRAFT PERFORMANCE AND WEATHER

Omitted

APP I ANNEX B
4050 OPLAN 511-57

ATTACHMENT E

LOW NUMBERED PRIMARY MISSION SQUADRON FLYING SCHEDULE

1. 99th Air Refueling Squadron

a. This squadron has no assigned aircraft on this station. No schedule is published for the month of November.

ATTACHMENT F

MIDDLE NUMBERED PRIMARY MISSION SQUADRON FLYING SCHEDULE

Not Applicable

APP I ANNEX B
4050 OPLAN 511-57

ATTACHMENT G HIGH NUMBERED PRIMARY MISSION SQUADRON FLYING SCHEDULE BY CREW NUMBER

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Nov 57																														
T-50	F			F	F		F					F	F							F										
Wicker	T72			T72	T70		M5					M5	M5							PP						F				
T-52				F									F																	
Hall	F			M5				F				F	M5						F	M1	M3					F		F		
T-53																														
Rodgers				SA		F							F																	
T-55																														
Holmes					F		SA																							
T-57																														
Morgan				Alert Force																										
T-59						F		F					F																	
Sharpley				M1		M1		M10					M5	M3							M5	M5					F	F		F
T-60				Alert Force																										
Wessale								F																						
T-61																														
Barry	F											F	F		F															
T-62																														
Henry																														
T-63																														
Woods																														
T-64																														
Murphy							SA		M3					M7		F														
T-65																														
Anderson	SA																													
T-67																														
Stough																														
T-68																														
Brammer	F																													
T-70																														
Karsonovich																														
T-72	F																													
McVicker	T50																													

APP I ANNEX B
 W050 OPLAN 511-57

ATTACHMENT G HIGH NUMBERED PRIMARY MISSION SQUADRON FLYING SCHEDULE BY CREW NUMBER

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Nov 57																														
T-74				F	F	F	F	F			F		F					F												
Seagraves	F			MIO SA		MIO		MIO			MIO		MIO					MIO 3							F	F			F	
T-75			Alert																											
Procca			Force				F								F				F									Test Crew		
T-76																														
Sander																														
T-82																														
Lee																														
T-84																														
Adams					F		F				F																			
T-02																														
Buckson					F		F								F															
M-10																														
Minton				T74		T74		T59											T D V							F				
M-11							F							F					F											
Ammon	F						T68							T74					T52											
M-12							F																							
Benie				T69			T67																							
M-13					F			F						F					F											
Hill	F				T68			T64						T59					T74											
M-14					F		F																							
Gurr				T59		T59		T74						T74					F											
M-15							F																							
Haase	F						T50							T50																
IM-16																														
Wiese																														
IM-17																														
Kent														F																
M-56													T64																	
McCann																														
M-85					F																									
Webb	F				M85									F																

APP I ANNEX B
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ATTACHMENT H

AIR REFUELING SQUADRON FLYING SCHEDULE

384th Air Refueling Squadron

HOURS SCHEDULED: 780

SORTIES SCHEDULED: 130

<u>DATE</u>	<u>SORTIES/HOURS</u>	<u>MISSION</u>	<u>DATE</u>	<u>SORTIES/HOURS</u>	<u>MISSION</u>
1 Nov	3/20	AR	14 Nov	4/32	AR
	1/14	NAV		2/14	T
	2/14	PP	15 Nov	4/32	AR
<u>TOTAL</u>	<u>6/48</u>	<u>WEEKEND</u>		2/21	NAV
4 Nov	3/25	AR	<u>TOTAL</u>	<u>21/177</u>	<u>WEEKEND</u>
	1/7	PP	18 Nov	2/16	AR
	1/10	NAV		1/7	PP
5 Nov	4/28	AR		1/12	N
	1/7	PP	19 Nov	1/7	T
6 Nov	3/22	NAV		3/35	N
	1/7	PP		1/7	AR
7 Nov	3/25	AR	20 Nov	1/7	PP
	4/39	NAV		2/16	AR
8 Nov	4/28	AR		3/30	N
	1/7	PP	<u>TOTAL</u>	<u>16/144</u>	<u>WEEKEND</u>
<u>TOTAL</u>	<u>26/205</u>	<u>WEEKEND</u>	25 - 30 Nov	41/164	Higher Headquarters AR Missions
11 Nov	HOLIDAY		<u>TOTAL</u>	<u>41/164</u>	<u>WEEKEND</u>
12 Nov	4/32	AR	TEST FLIGHTS	3/9	
	1/8	T		13/13	
	1/10	N		4/20	
13 Nov	2/16	AR	<u>TOTAL</u>	<u>20/42</u>	
	1/12	N			

All hours over 624 are considered make-up. Sorties required 130 including 20 Test Flights.

ATTACHMENT I

PROBATION - SAC REGULATION 51-26

Omitted.

APP I ANNEX B
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HEADQUARTERS 4050TH AIR REFUELING WING
 Westover Air Force Base, Mass.
 28 October 1957

APPENDIX II, ANNEX B TO 4050 OPLAN 511-57

GROUND TRAINING

ATTACHMENT A

4050 AREFWG LINK TRAINER SCHEDULE

DATE	1300-1500	1500-1700
1 Nov 57	Lt Maurer	Maj Alexander
4 Nov 57	Capt Barry	Maj LaLonde
5 Nov 57	Lt Ghedi	Maj Taylor
6 Nov 57	Lt Bumba	Maj Taylor
7 Nov 57	Capt Barry	Maj Barker
8 Nov 57	Lt Ghedi	Capt Foster
11 Nov 57	Lt LaFlamboy	Lt Col Callahan
12 Nov 57	Capt Barry	Lt Col Evans
13 Nov 57	Lt Ghedi	Lt Col Richmond
14 Nov 57	Lt Noone	Maj LaLonde
15 Nov 57	Lt Doerning	Capt Murphy
18 Nov 57	Lt Tobey	Maj Parks
19 Nov 57	Lt Hahn	Lt Scott
20 Nov 57	Lt Boivin	Maj Alexander
21 Nov 57	Lt Turton	Lt Col Bowman
22 Nov 57	Lt Foresman	Lt Col Richmond
25 Nov 57	Lt Dormann	Lt Col Richmond
26 Nov 57	Lt Zenoz	Maj Barker
27 Nov 57	Lt Oeser	Maj Parks
28 Nov 57	Lt Dries	Capt Foster
29 Nov 57	Lt Johannsen	Lt Col McCann

APP II ANNEX B
 4050 OPLAN 511-57

ATTACHMENT B

TARGET STUDY SCHEDULE

NOT APPLICABLE

ATTACHMENT C

B-47 OR B-52 BLOCK TRAINING

NOT APPLICABLE

ATTACHMENT D

KC-97 BLOCK TRAINING

5 November 1957

12 November 1957

Maj Weise, F E 15024A T.S.
 Capt Weiss, C A0808916 T.S.
 Capt McKee, T M 25860A T.S.
 Lt Johannsen, R P A03027335 S
 Lt Nash, G L A03051602 S
 Lt Burningham, D S A03053902 S
 TSgt Miller, W D AF36762154 T.S.
 TSgt Martinez, E AF12225128 T.S.
 SSgt Guerra, P P AF12403855 T.S.

Capt Cobey, B K A0794103 T.S.
 Capt Barry, J A A01910424 T.S.
 Lt Brown, P A03039990 T.S.
 Lt Tobey, C M 31111A T.S.
 Lt Thompson, K E A03040042 T.S.
 MSgt Gray, G E AF6949514 T.S.
 SSgt Carmichael, L AF19431431 T.S.

ATTACHMENT E

B-47 CHECK-OUT TRAINING

NOT APPLICABLE

ATTACHMENT F

KC-97 CHECK-OUT TRAINING (SACR 51-19)

As scheduled by the 384th Air Refueling Squadron

ATTACHMENT G

INSTRUMENT SCHOOL SCHEDULE

18-19-20 November 1957	Bldg P-1850	0900 hours
Lt Rodgers, C A		Lt McQuade, W J
Lt Hahn, R A		Lt Col Nolan, J A

ATTACHMENT H

NON-AIRCREW MEMBER ASSOCIATED TRAINING

Non-Aircrew Member Associated Training, as authorized by SACR 50-24, the following is the schedule for November 1957:

MONDAYS	0800-1200	1300-1700	Bldg P-1850
TUESDAYS	0800-1200	1300-1600	
	4050MHS	2 airmen per week	384AREFS 3 airmen per week
	4050FMS	2 airmen per week	4050AAE 3 airmen per week
		4050FMS	6 airmen per week

ATTACHMENT I

EWP STUDY

DATE	0800-1000	1000-1200	1300-1500	1500-1700
1 Nov 57	T-50	T-60	T-67	T-76
4 Nov 57	T-52	T-61	T-68	T-82
5 Nov 57	T-53	T-62	T-70	
6 Nov 57	T-55	T-63	T-72	
7 Nov 57	T-57	T-64	T-74	
8 Nov 57	T-59	T-65	T-75	
18 Nov 57	T-50	T-60	T-67	T-76
19 Nov 57	T-52	T-61	T-68	T-82
20 Nov 57	T-53	T-62	T-70	
21 Nov 57	T-55	T-63	T-72	
22 Nov 57	T-57	T-64	T-74	
25 Nov 57	T-59	T-65	T-75	

HEADQUARTERS 4050TH AIR REFUELING WING
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APPENDIX III, ANNEX B TO 4050 OPLAN 511-57

STANDARDIZATION DIVISION

ATTACHMENT A

GROUND TRAINING SCHEDULE

6 November 1957 EWP Study Crews T-67, T-61, T-50

19-21 November 1957 Block Training Crew T-61

23 November 1957 Squadron Training Crews T-67, T-61, T-50

ATTACHMENT B

FLYING TRAINING SCHEDULE

25 November 1957 C/AR Crews T-50, T-61, T-67

APP III ANNEX B
4050 OPLAN 511-57

HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

APPENDIX IV, ANNEX B TO 4050 OPLAN 511-57

STRATEGIC EVALUATION

NOT APPLICABLE

APP IV ANNEX B
4050 OPLAN 511-57

HEADQUARTERS 4050TH AIR REFUELING WING
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APPENDIX V, ANNEX B TO 4050 OPLAN 511-57

ON BASE SPECIAL WEAPONS TRAINING

NOT APPLICABLE

APP V ANNEX B
4050 OPLAN 511-57

HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

APPENDIX VI, ANNEX B TO 4050 OPLAN 511-57

OPERATIONS MEETINGS

1. The following is a list of events for the month of November as directed by the 4050th Air Refueling Wing Director of Operations:

- | | |
|-----------------------------------------------------|-------------------------------------|
| a. Weekly 60-9 Meeting | 1000 ea Thursday |
| b. Wg Standup Operations Briefing | 1130 ea Week Day |
| c. Wing Staff Meeting | 1400 ea Tuesday |
| d. Personal Equipment and Survival Training Meeting | 1300 Wednesday 20 Nov 57 |
| e. Wg Standboard Review Panel | 1300 Wednesday 20 Nov 57 |
| f. Staff Navigators Meeting | 1300 Monday 18 Nov 57 |
| g. Monthly Ground Training Meeting | 1000 Wednesday 20 Nov 57 |
| h. Monthly 60-9 Meeting | 1000 Thursday 28 Nov 57 |
| i. Wg Flying Safety Meeting | 0900 To be announced at alater date |

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HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

APPENDIX VII, ANNEX B TO 4050 OPLAN 511-57

OFF BASE SCHOOL SCHEDULE

ATTACHMENT A

KC-97 AIRCREW REFRESHER COURSE

Non Available for November

ATTACHMENT B

NOVEMBER GROUND TRAINING SCHEDULE

The following personnel will attend Physiological Training (Altitude Chamber) on dates indicated at Bldg T 673 at 0800 hours. All Personnel will have an AF Form 702 and current certificate from the Flight Surgeon, stating they are cleared for the chamber flight. Secure the Form 702 from SSOT Morse:

4-5 Nov 57	18-19 Nov 57
Lt Holmes, P E	Capt Veith, C E
Lt Guerrero, R L	Lt Maurer, J H
6-7 Nov 57	
Lt Vivacqua, A P	
Lt Hopkins, P M	
Lt Peeke, C S	
Lt McVicker, C F	
Lt Tobey, C M	

ATTACHMENT C

APP VII ANNEX B
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ATTACHMENT C (CONT'D)

BASIC HANDGUN COURSE

Due to the small number of people that still require this course, it will be scheduled weekly by the 384th Air Refueling Squadron Ground Training Officer.

ATTACHMENT D

KC-97 SIMULATOR COURSE

The following personnel will attend the Basic Simulator Course at Dow AFB, Me. on the dates indicated:

12-24 Nov 57	25Nov-8 Dec 57
Lt Col Minton	Maj Weise
Capt McKee	Lt Burningham
MSgt Powell	A/2C Greene

ATTACHMENT E

SURVIVAL EXERCISE

Dates (As indicated) Place Bldg T-210 Time 0800 (Wednesday)

Report for briefing (Tuesday - 1000-1200)

5-6-7 Nov 57	12-13-14 Nov 57	19-20-21 Nov 57
TSgt Christopherson	Lt Wessale	Lt Murphy
SSgt Reyes	Lt Oeser	Capt Seagraves
MSgt Popoff	TSgt Neidig	Capt Barry
Capt Weiss	SSgt Desjardins	Lt Thompson
Lt Gandolfo	MSgt Sholts	MSgt Bryant
TSgt Jones		

HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

APPENDIX VIII, ANNEX B TO 4050 OPLAN 511-57

DUTY SCHEDULES

ATTACHMENT A

SENIOR SUPERVISOR OF FLYING (SAC REG 62-8)

The tour of duty for the detailed Senior Flying Supervisor will be from 1630 hours until 0800 hours the following day. Saturday and Sunday duty hours are from 0800 to 0800 hours the following day. The Senior Flying Supervisor will be physically located in the WING COMMAND POST during the entire period of his tour of duty. During his tour of duty, the Senior Flying Supervisor will assume all the functions of the Senior Controller. He will maintain a detailed log of events covering his tour of duty. The Senior Flying Supervisor will make arrangements for meals prior to the reporting time for his tour of duty.

1 Nov Capt Wicker	12 Nov Maj Alexander	23 Nov 384 AREFS
2 Nov Capt Stough	13 Nov Maj LaLonde	24 Nov Maj Taylor
3 Nov Maj Barker	14 Nov Capt Murphy	25 Nov Maj Barker
4 Nov Capt Murphy	15 Nov 384 AREFS	26 Nov Maj LaLonde
5 Nov 384 AREFS	16 Nov Capt Wicker	27 Nov Maj Hinton
6 Nov Maj Hinton	17 Nov Capt Stough	28 Nov Maj Alexander
7 Nov 384 AREFS	18 Nov 384 AREFS	29 Nov Maj LaLonde
8 Nov Lt Col McCann	19 Nov Lt Col McCann	30 Nov Maj Barker
9 Nov Maj Taylor	20 Nov 384 AREFS	1 Dec Capt Murphy
10 Nov Capt Barry	21 Nov 384 AREFS	2 Dec Maj LaLonde
11 Nov 384 AREFS	22 Nov Capt Barry	3 Dec Maj Alexander

APP VIII ANNEX B
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4 Dec Maj Hinton	6 Dec 384 AREFS	8 Dec Capt Stough
5 Dec Capt Foster	7 Dec Capt Wicker	9 Dec Capt Barry

ATTACHMENT B

TOWER OFFICER

Performed daily by the 384th Air Refueling Squadron Duty Crew Aircraft Commander.

ATTACHMENT C

AIRDROME OFFICER

The ADD tour of duty will begin at 0800 hours each day and end at 0800 hours the following day. Officers selected for this detail will report to the Base Operations Officer at 0745 hours weekdays or at 1600 hours Friday, if the tour of duty falls on a weekend. If the tour of duty falls on a Holiday, the Officer selected will report for briefing at 1600 hours the preceding day.

1 Nov Lt Saucier	8 Nov Lt Vivacqua	15 Nov Lt Johnson	22 Nov Lt Smith, JB
2 Nov Lt Lee	9 Nov Lt Tobey	16 Nov Lt Smith, J C	23 Nov Lt Hiemann
3 Nov Lt LaFlamboy	10 Nov Lt Bumba	17 Nov Lt Arndt	24 Nov Lt Krantz
4 Nov Lt Renie	11 Nov Lt Haase	18 Nov Lt Krantz	25 Nov Lt Arndt
5 Nov Lt Turton	12 Nov Lt Maurer	19 Nov Lt Laird	
6 Nov Lt Boivin	13 Nov Lt Noone	20 Nov Lt Renfro	
7 Nov Lt Mellott	14 Nov Lt Foresman	21 Nov Capt Smalley	

ATTACHMENT D

TEST FLIGHT CREWS

4-11 Nov 57 T-82 Lt Lee	12-18 Nov 57 T-60 Lt Wessale
18-25 Nov 57 T-57 Lt Morgan	25-Nov-2 Dec T-75 Lt Preece

ATTACHMENT E

OFFICER OF THE DAY

1 Nov Lt Fitz	7 Nov Lt Hillman
2 Nov Lt Gandolfo	8 Nov Lt Holloway
3 Nov Lt Lotterer	9 Nov Lt Fiedor
4 Nov Capt Cobey	10 Nov Lt McCormick
5 Nov Lt Ziker	11 Nov Lt Powers
6 Nov Lt Jaycox	

FLIGHT PLANNING AND BRIEFING OFFICER

The tour of duty will be for a twenty-four period, beginning at 0800 hours on the days indicated below:

15 Nov Lt Elmquist	17 Nov Capt Ingwerson
16 Nov Lt Hamner	18 Nov Capt Thomson
	19 Nov Capt Fulcher

HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

APPENDIX IX, ANNEX B TO 4050 OPLAN 511-57

NON-COMBAT READY CREW UPGRADE TRAINING AND READINESS PROJECTS

ATTACHMENT A

NON-COMBAT READY CREW UPGRADE PROJECTIONS

The following crews are scheduled for upgrading to a Combat- Ready

Status on dates indicated:

M-12 to T-12	25 November 1957
M-14 to T-14	25 November 1957
M-15 to T-15	25 November 1957

ATTACHMENT B

INDIVIDUAL CREW MEMBER PROJECTIONS

No individual crew members are scheduled for upgrading during the month of November.

APP IX ANNEX B
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HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

APPENDIX X, ANNEX B TO 4050 OPLAN 511-57

FLYING SAFETY

ATTACHMENT A

Flying Safety Meeting - To be announced at a later date.

APP X ANNEX B
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HEADQUARTERS 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
28 October 1957

ANNEX C
TO
4050TH OPLAN 511-57
COMMUNICATIONS
OMITTED

HQ 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
30 October 1957

ANNEX D 4050TH OPLAN 511-57

1. General:

a. This maintenance annex presents the flying and maintenance schedule for November 1957 and reflects all requirements known to the wing at this time.

b. The sorties schedule contained in the appendices implement the flying as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. A total of 113 sorties are scheduled for the month of November 1957.

d. A total of 624 flying hours are projected for the month of November 1957.

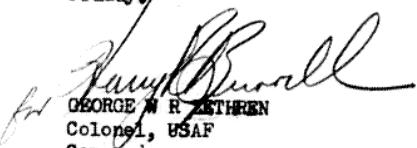
e. Sorties and flying hours are scheduled as follows:

(1) 384th Air Refueling Squadron - 113 sorties, 624 flying hours.

f. Sorties for November will be flown Monday through Friday. No weekend flying is anticipated for tactical aircraft, except 30 November 1957.

g. Take-off times will be published in the weekly flying schedule.

2. The work schedule for maintenance personnel is established as 0800 hours to 1700 hours Monday through Friday. Saturday and Sunday schedule will be published when necessary by the Chief of Maintenance not later than 1200 hours each Friday.


GEORGE W. R. ESTREN
Colonel, USAF
Commander

ANNEX D
4050th OPLAN 511-57
Page 1 or 2 Pages

1 Incl
384th Flying Schedule.

DISTRIBUTION:

55 4050 DO
4 Comdr, 4050 PMS
5 Comdr, 4050 PMS
5 Comdr, 4050 AEMS
1 POL
2 Base Supply
1 Chief of Maintenance
1 Base Materiel
1 AP Squadron
1 811th Transportation Squadron
1 4050 DMMG
5 381th Air Refueling Squadron
1 4050 DM

ANNEX D
4050TH OPLAN 511-57
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HQ 4050TH AIR REFUELING WING
Westover Air Force Base, Mass
30 October 1957

APPENDIX I TO ANNEX D 4050TH OPLAN 511-57

MAINTENANCE PLAN AND SCHEDULE
384th Air Refueling Squadron

1. The 384th Air Refueling Squadron will provide 113 sorties for a total of 624 flying hours.
2. Take off times will be published in the weekly flying schedule.
3. The attached schedule (Incl 1) reflects 112 pre-flights and 29 post-flights inspections to be accomplished.
4. The following aircraft will be lost to periodic inspection as indicated:

<u>AIRCRAFT</u>	<u>DAYS IN DOCK</u>	<u>TEST HOP</u>
236	4 Nov - 7 Nov	8 Nov
219	12 Nov - 15 Nov	16 Nov
218	18 Nov - 21 Nov	22 Nov

5. The work schedule for the 384th Air Refueling Squadron is established as 0800 hours to 1700 hours Monday through Friday. Saturday and Sunday schedule will be published when necessary by the Chief of Maintenance not later than 1200 hours each Friday.

APPENDIX I, ANNEX D
4050TH OPLAN 511-57
Page 1 of 1 Page

384TH AIR REFUELING SQUADRON

NOVEMBER 1957

	F	M	T	W	TH	F	M	T	W	TH	F	M	T	W	TH	F	M	T	W	TH	F	S	
	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	30	
218		SA	SA	SA	SA	SA	SA			F		PRE D	D	D	PO D	T-H	F	F				F	
219			F			F		D	D	PO D	TH		F				F	F				SP	
220	SA	SA	V	A	L	V	E	C	K		F			F		PO	SP	F		F		F	
221	F	SA	SA	SA	SA	SA	SA			F	PO		F				F	F	PO			F	
224	F			F	PO		SA	SA	SA	SA	SA	F SA					F	F		PO		F	
225		F		F	PO		F			F			F	PO		F					F	F	
226	F			F	PO					F		SA	SA	SA	SA	SA	SA		PO		F	F	
227			F	PO		F	SA	SA	SA	SA	SA	F SA					F	SP	PO	F		F	
228		F		F	PO		F			F	SA	SA	SA	SA	SA	SA	SA	PO			F	SP	
229			F			F			F	PO		F					F	SP		F	PO	F	
230	F	PO		F						F			F	PO			F					F	
231			F			F		PO	F			F					F	SP		F	PO	F	
232	TH	F			F		F			F	PO		F			F	SP					F	
233	SA	F SA	PO		F		F			F		PO	F				SP	F				F	
234	SA	F SA			F		V	A	L	V	E	C	H	E	C		F			SP	F		PO
235	F			F						F	PO	V	A	L	V	E	C	K		SP	F		F
236	F	PRE D	D	D	PO D	TH		F		F	SA	SA	SA	SA	SA	SA	SA	PO			F	SP	
237			F	PO		F	SA	SA	SA	SA	SA	F SA					SP	F		PO		F	
238	PO	SA	SA	SA	SA	SA	SA			F			F		PO		F					F	
223	T	D	Y	A	N	D	I	R	A	N				T	D	Y	A	N	D	I	R	A	N
635	T	D	Y	A	N	D	I	R	A	N				T	D	Y	A	N	D	I	R	A	N
TOTAL	6	6	5	4	5	5		6	2	6	6	5	4	5	0	0	14	9	0	4	4	16	

HQ 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
30 October 1957

APPENDIX IV TO ANNEX D 4050TH OPLAN 511-57

MAINTENANCE PLAN AND SCHEDULE
4050th Field Maintenance Squadron

1. The 4050th Field Maintenance Squadron will provide the necessary personnel, tools and equipment to support 112 pre-flights and 29 post-flights on KC-97 aircraft.
2. In addition, the squadron will provide personnel, tools and equipment to support periodic inspections on KC-97 aircraft as indicated below:

<u>AIRCRAFT</u>	<u>DAYS IN DOCK</u>	<u>TEST HOP</u>
236	4 Nov - 7 Nov	8 Nov
219	12 Nov - 15 Nov	16 Nov
218	18 Nov - 21 Nov	22 Nov

3. Provide specialists coverage after normal duty hours and weekends.
4. The work schedule for the 4050th Field Maintenance Squadron maintenance personnel is established as 0800 hours to 1700 hours Monday through Friday. Saturday and Sunday schedule will be published when necessary by the Chief of Maintenance not later than 1200 hours each Friday.

HQ 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
30 October 1957

APPENDIX II TO ANNEX D 4050TH OPLAN 511-57

MAINTENANCE PLAN AND SCHEDULE
4050th Periodic Maintenance Squadron

1. The 4050th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following KC-97 aircraft through the docks for periodic inspection.

<u>AIRCRAFT</u>	<u>DAYS IN DOCK</u>	<u>TEST HOP</u>
236	4 Nov - 7 Nov	8 Nov
219	12 Nov - 15 Nov	16 Nov
218	18 Nov - 21 Nov	22 Nov

2. Technical Orders to be accomplished during inspection will be scheduled during pre-dock meetings.

3. The work schedule for the 4050th Periodic Maintenance Squadron maintenance personnel is established as 0800 hours to 1700 hours Monday through Friday. Work schedule for Saturday and Sunday will be published when necessary by the Chief of Maintenance not later than 1200 hours each Friday.

APPENDIX II ANNEX D
4050TH OPLAN 511-57
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HQ 4050TH AIR REFUELING WING
Westover Air Force Base, Mass.
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APPENDIX III TO ANNEX D 4050TH OPLAN 511-57

MAINTENANCE PLAN AND SCHEDULE
4050th Armament and Electronics Squadron

1. The 4050th Armament and Electronics Squadron will provide necessary personnel, tools and equipments to support 112 pre-flights and 29 post-flights inspections on KC-97 aircraft.

2. In addition, the squadron will provide personnel, tools and equipment to support periodic inspections on KC-97 aircraft as indicated below:

<u>AIRCRAFT</u>	<u>DAYS IN DOCK</u>	<u>TEST HOP</u>
236	4 Nov - 7 Nov	8 Nov
219	12 Nov - 15 Nov	16 Nov
218	18 Nov - 21 Nov	22 Nov

3. Supervisors will provide full coverage of all shops after normal duty hours and on weekends.

4. The work schedule for the 4050th Armament and Electronics Squadron maintenance personnel is established as 0800 hours to 1700 hours Monday through Friday. Saturday and Sunday schedule will be published when necessary by the Chief of Maintenance not later than 1200 hours each Friday.

APPENDIX III ANNEX D
4050TH OPLAN 511-57
Page 1 of 1 Page

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	August:November 1957	1	8	1 SAC T35		
ORGANIZATION	4050th Air Refueling Wing, Westover AFB, Mass				CURRENT PERIOD (Enter months that apply)	
ITEM	AUG	SEPT	OCT	NOV	AVERAGE OR TOTAL	
A. PERSONNEL						
1. Manning in Required specialties						
a. Officer MIRS, % Score	NOT APPLICABLE					
(1) Number required						
(2) Number assigned						
(3) Number IRS						
(4) % of required						
(5) % of assigned						
b. Airmen MIRS, Direct Support Skills, % Score	NOT APPLICABLE					
(1) Number required						
(2) Number assigned						
(3) Number IRS						
(4) % of required						
(5) % of assigned						
c. Airman MIRS, Indirect Support Skills	NOT APPLICABLE					
% of score						
(1) Number required						
(2) Number assigned						
(3) Number IRS						
(4) % of required						
(5) % of assigned						
2. OJT Effectiveness, % Score	NOT APPLICABLE					
a. Number on OJT vs Number eligible, % Score	NOT APPLICABLE					
(1) Number on OJT						
(2) Number eligible						
(3) % on OJT						
b. Number Passing test (APT and AFJKT) vs number Tested, % Score	NOT APPLICABLE					
(1) Number passing tests						
(2) Number tested						
(3) Percent passing tests						
a. Number upgraded of number on OJT, % Score	NOT APPLICABLE					

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OFFPAGES	REPORTS CONTROL SYMBOL		
	August: November 1957	2	8	1 SAC T35		
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL	
4050th Air Refueling Wing, Westover AFB, Mass	AUG	SEPT	OCT	NOV		
ITEM						
(1) Number upgraded						
(2) Number on OJT						
(3) Percent upgraded						
3. Retention						
a. Officer percent score (to be developed)	NOT APPLICABLE					
b. First term airmen, percent score	60	100	30	40	60	
(1) Number eligible	7	10	15	13	45	
(2) Number reenlisting	2	5	3	3	13	
(3) % reenlisting	28.6	50.0	20.0	23.1	28.9	
c. Career Airmen, % Score	60	60	20	10	40	
(1) Number eligible	3	6	2	7	18	
(2) Number reenlisting	2	4	1	3	10	
(3) Percent reenlisting	66.7	66.7	50.0	42.9	55.6	
d. Direct support, % score	40	80	10	30	40	
(1) Number eligible	6	11	13	10	40	
(2) Number reenlisting	2	5	3	3	13	
(3) % reenlisting	33.3	45.5	22.1	30.0	32.5	
4. AWOL Rate, % Score	100	100	80	40	90	
a. Average strength	1242	1230	1226	1235	4933	
b. Number going AWOL	0	0	1	2	3	
c. Rate per 1000	0	0	.8	1.6	.6	
B. OPERATIONS: MATERIAL						
1. Flying hours as % of Standard, % Score	N/A	84	93	94	90	
a. Average Nr Asgd CR and above crews (Excludes Standboard and Instr Crews)	N/A	15.8	15.6	16.0	16.0	
b. Average nr asgd Standardization and Instr crews.	N/A	5.0	5.0	5.0	5.0	
c. Average nr available NCR crews.	N/A	8.4	8.7	8.4	8.4	
d. Standard hours required	N/A	751	756	756	2268	
e. Hours flown	N/A	629	700	712	2041	
2. Sorties as % of standard, % Score	N/A	91.0	87.4	99.2	92.3	
a. Sorties airborne	N/A	122	118	134	374	
3. Bonus Points (No info required)	NOT APPLICABLE					

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTRL SYMBOL		
	August-November 1957	3	8	1 SAC T35		
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL	
4050th Air Refueling Wing, WestoverAFB, Mass	AUG	SEPT	OCT	NOV		
ITEM						
C. MATERIEL						
1. Aircraft Maintenance scheduling						
a. Abn sorties % of rgmt, % Score (SEPT, OCT, NOV)	N/A	100	100	80	100	
aa. Abn sorties % of rgmt, % Score (AUG, SEPT, OCT, NOV)	40	100	100	80	80	
(1) Sorties required (SEP, OCT, NOV)	N/A	129	121	133	383	
(a) Sorties Reqd (AUG, SEP, OCT, NOV)	122	129	121	133	505	
(2) Sorties Schld (SEP, OCT, NOV)	N/A	129	123	139	391	
(a) Sorties Schld (AUG, SEP, OCT, NOV)	142	129	123	139	533	
(3) Sorties Abn as Schld (SEP, OCT, NOV)	N/A	122	118	134	374	
(a) Sorties abn as schld (AUG, SEP, OCT, NOV)	137	122	118	134	511	
(4) Sorties abn (SEP, OCT, NOV)	N/A	122	118	134	374	
(a) Sorties abn (AUG, SEP, OCT, NOV)	138	122	118	134	512	
(5) % Schld, abn as schld (SEP, OCT, NOV)	N/A	94.6	95.9	96.4	95.7	
(a) % Schld, Abn as schld (AUG, SEP, OCT, NOV)	96.5	94.6	95.9	96.4	95.9	
(6) Sorties Rqd after adj (SEP, OCT, NOV)	N/A	122	116	128	366	
(a) Sorties rqd after adj (AUG, SEP, OCT, NOV)	118	122	116	128	484	
b. Percent of Abn sorties which are variations from schedule, % Score	100	100	100	100	100	
(1) Number of variations	1	0	0	0	1	
(2) Percent of Abn Sorties	1.0	0	0	0	.02	
c. Time to complete Periodic Insp % Score	100	100	100	100	100	
(1) Number of Insp completed	4.0	3.4	4.5	3.4	15	
(2) Clock hours of work	92.8	91.5	185.2	119.0	488.5	
(3) Average clock hours per P.E.	23.2	26.9	41.2	35.0	32.6	
2. Aircraft Reliability						
a. Percent aircraft oper. ready and flyable % Score	60	80	80	90	80	
(1) Hours possessed	14,880	14,400	14,231	13,680	57,191	
(2) Hours operationally ready	12,322	12,441	12,450	11,979	49,192	
(3) Hours flyable but not operationally ready	64	0	0	361	425	
(4) Hours operationally ready plus one half the hrs flyable but not operationally ready	12,354	12,441	12,450	12,160	49,405	
(5) % of possessed hours	83.0	86.2	87.4	88.9	86.4	

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	August: November 1957	4	5	1 SAC T35
ORGANIZATION	4050th Air Refueling Wing, Westover AFB, Mass			
ITEM	CURRENT PERIOD (Enter months that apply)			
	AUG	SEPT	OCT	NOV
b. % of sorties schld abn as schld, % score	100	100	100	100
D. GENERAL ITEMS				
1. Cost per flying hours, % Score	NOT APPLICABLE			
a. Tactical flying hours				
b. Tactical personnel costs, % Score	NOT APPLICABLE			
(1) Headquarters Squadron Costs				
(2) Tactical Sqdn Costs (Total of 2)				
(3) Aircraft and Elec Maint Sqdn Costs				
(4) Fld Maint Sqdn costs				
(5) P. M. Sqdn costs				
(6) T 33 costs incurred by ABGP (fighter wings only)				
(7) Total Personnel costs				
(8) Cost per flying hour				
(9) Standard cost per flying hour				
c. Tactical Mission FOL costs, % Score	NOT APPLICABLE			
(1) Total FOL Costs				
(2) Cost per flying hour				
(3) Standard cost per flying hour				
d. Tactical all other costs, % Score	NOT APPLICABLE			
(1) Headquarters Squadron Costs				
(2) Tactical Sqdn Cost (Tot of 2)				
(3) A&E Sqdn costs				
(4) Fld Maint Sqdn Costs				
(5) P. M. Sqdn costs				
(6) T 33 costs incurred by ABGP (Fighter Wing only)				
(7) Total all other costs				
(8) Cost per flying hour				
(9) Standard cost per flying hour				
e. Tanker flying hours	NOT APPLICABLE			
(1) Total personnel costs				
(2) Cost per flying hour				

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	August-November 1957	5	8	1 SAC T35		
ORGANIZATION	ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
4050th Air Refueling Wing, Westover AFB, Mass		AUG	SEPT	OCT	NOV	
(3) Standard Cost per flying hour						
f. Tanker mission FOL Cost, % Score		NOT APPLICABLE				
(1) Total FOL Cost						
(2) Cost per flying hour						
(3) Standard cost per flying hour						
g. Tanker all other costs, % Score		NOT APPLICABLE				
2. SAFETY						
a. Flying, % Score		100	100	100	100	100
(1) Number of Accidents		0	0	0	0	0
(2) Flying hours		586	629	700	712	2627
(3), Rate per 100,000 hours flown		0	0	0	0	0
b. Ground, % Score		5	40	100	100	45
(1) Ground safety, index		12.99	10.80	2.63	2.70	7.31
(a) Military disabling injury rate per 100,000 man days (on and off duty exposure)		12.99	10.80	2.63	2.70	7.31
1. Number of Military disability injuries		5	4	1	1	11
2. Number of man days (on and off duty exposure)		38,502	36,900	38,006	37,050	150,458
(b) Government Motor Vehicle accident rate per 100,000 miles		0	0	0	0	0
1. Nr of accidents		0	0	0	0	0
2. Nr of miles		16,907	15,001	20,634	19,471	72,013
(a) Civilian injury rate per 10,000 payroll man hours exposure		0	0	0	0	0
1. Nr of civilian disability injuries		0	0	0	0	0
2. Nr of payroll man hrs exp.		1,936	1,848	2,024	1,848	7656
(2) Accident Cost index		35.00	1.81	.78	.78	9.65
(a) Total cost		43,861	2,248	970.00	970.00	48,049
(b) Mean strength		1.253	1.241	1.237	1.246	4.977
3. Reports on time (No info required)		NOT APPLICABLE				
4. USCM Sabotage		NOT APPLICABLE				
a. Number aircraft available						
b. Number aircraft sabotaged						
c. Percent aircraft not sabotaged						

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	August:November 1957	6	6	1 SAC T35		
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL	
4050th Air Refueling Wing, Westover AFB, Mass	AUG	SEPT	OCT	NOV		
ITEM						
d. Nr flyaway kit systems						
e. Nr flyaway kit systems sabotaged						
f. % flyaway kit systems not sabotaged						
g. Ground rules violated (YES OR NO)						
E. OPERATIONS						
1. Training Accomplishments						
a. N/A						
b. Tanker, % Score				98.1	98.1	
(1) Average nr NCR crews				8.4	8.4	
(2) Average nr CR crews (includes Stbd and Instr crews)				21.0	21.0	
(3) Nr standboard and Instr crews auth.				5.0	5.0	
(4) Avg nr standboard and Instr crews assigned by category						
(a) Standboard				3.0	3.0	
(b) Instructor				2.0	2.0	
(5) Training Accomplishments	NR REJD	NR ACCOMPL	% ACCOMPL			
(1) Refuelings total	558	705	100		100	
(2) Refuelings day wet or dry	468	509	100		100	
(3) Refuelings night wet	90	196	100		100	
(4) Refuelings radio silence	48	85	100		100	
(5) Rendezvous total	146	155	100		100	
(6) Multiple pattern	24	25	100		100	
(7) APN/76	49	65	100		100	
(8) Navigation night celestial	73	75	100		100	
(9) Navigation day celestial	24	30	100		100	
(10) Navigation radar	24	45	100		100	
(11) Grid celestial	40	63	100		100	
(12) Pressure pattern	24	27	100		100	
(13) Loran	49	57	100		100	
(14) Cruise control	24	36	100		100	
(15) Flt proficiency men	24	27	100		100	
(16) Take offs ACFT COMDR	171	348	100		100	

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	August-November 1957	7	8	1 SAC T35		
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL		
4050th Air Refueling Wing, Westover AFB, Mass	NR PERIOD	NR ACCOMPL	% ACCOMPL			
ITEM						
(17) Takeoffs C/P	122	139	100	100		
(18) Landings ACFT COMDR	171	329	100	100		
(19) Landings C/P	122	145	100	100		
(20) ILS or GCA ACFT COMDR	82	242	100	100		
(21) ILS or GCA C/P	49	121	100	100		
(22) PFI approach ACFT COMDR	33	58	100	100		
(23) PFI approach C/P	24	35	100	100		
(24) Gyro out ACFT COMDR	33	51	100	100		
(25) Gyro out C/P	24	42	100	100		
TOTAL ITEMS 16 THRU 25	831	1510	100	100		
(26) EWR loading and Unloading	24	31	100	100		
(27) Precomputation of MAX ld	146	150	100	100		
(28) Emergency procedures, drill simulated bail out	73	132	100	100		
(29) Simulated ditching	73	121	100	100		
(30) Simulated crash landing (air crews)	73	120	100	100		
(31) Simulated crash landing (Max passenger)	24	44	100	100		
(32) Passenger emergency procedures briefing	73	96	100	100		
TOTAL ITEMS 28 THRU 32	316	663	100	100		
(33) Cell flying day missions	8	5	63.0	63.0		
(34) Night missions	40	38	95.0	95.0		
(35) Airborne radar directed a/p	73	90	100	100		
TOTAL ACCOMPLISHMENTS	3103	4437	98.1	98.1		
2. Wing Reliability						
a. Night celestial navigation % Score				100	100	
(1) Nr accomplished				50	50	
(2) Number acceptable				50	50	
b. Grid celestial navigation % Score				100	100	
(1) Nr accomplished				33	33	
(2) Nr acceptable				33	33	
c. Cruise control % score				100	100	
(1) Nr accomplished				23	23	

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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	August-November 1957	8	8	1 SAC T35	
ORGANIZATION	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
4050th Air Refueling Wing, Westover AFB, Mass	AUG	SEP	OCT	NOV	
ITEM					
(2) Nr Acceptable				23	23
d. Rendezvous, % Score				97.8	97.8
(1) Number attempted				136	136
(2) Number successful				133	133
e. Refueling					
(1) Wet hookups, % Score				98.5	98.5
(a) Nr attempted				134	134
(b) Nr successful				132	132
(2) Mass night refueling, % Score					
(a) Nr attempted				0	0
(b) Nr successful				0	0
3. USQ: Effectiveness, % Score				N/A	N/A
(a) Preparation phase				N/A	N/A
(b) Execution phase				N/A	N/A
(c) Combat reporting				N/A	N/A
4. Non Combat crew upgrading					
b. Tanker, % Score				100	100
(1) Completed standown upgrade program (Yes or no)				NO	NO
(2) Nr NCR crew upgraded to CR				6	6
(3) Nr points for upgrading crews				100	100
(4) Average nr CR crews assigned including stbd				21	21
(5) Average Nr MCR crews available (If unit has completed stand down up grade program)				N/A	N/A
(6) Nr Points for CR crews assigned NCR crews available				200	200
5. Non combat ready crews flying time					
b. Tanker, % Score				99.3	99.3
(1) Average nr NCR crews available				8.4	8.4
(2) Total NCR flying hours read				756	756
(3) Total NCR hours flown				751	751

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AIRMAN-ON-THE-JOB TRAINING REPORT AS OF DATE: 30 Nov 57 SAC T-42

SCUADRON: ~~Headquarters~~ ~~4350th Air Refueling Wing~~ ~~Westover Air Force Base, Mass~~ INFO TO: ~~Commander, Eighth Air Force~~ ~~Westover Air Force Base~~ ~~Massachusetts~~

1. NUMBER OF ASSIGNED 1 LEVEL ELIGIBLE FOR OJT	30	5. NUMBER OF 3001 (3 or 5 PARTS) ELIGIBLE FOR OJT	31
2. NUMBER OF 1 LEVEL ON OJT	30	6. NUMBER OF 3001 (Item 5) ON OJT FOR 7 LEVEL	31
3. NUMBER OF ASSIGNED 2 LEVEL	102	7. NUMBER OF 2 LEVEL ON OJT	0
4. NUMBER OF 2 LEVEL ON OJT	102	8. TOTAL NUMBER OF AIRMAN ON OJT	174

9.11	2	1	50.00	1	50.00
10.11	11	7	63.63	4	36.37
11.11	7	5	71.42	2	50.00
12.11	2	1	14.29	1	25.00
13.11	2	1	14.29	1	25.00

14.11	15	6	1
15.11	NR APT WITH CHANGE	1500's NOT OJT-D	0
16.11	TOTAL NR IN TRNG TO 3, 5, 7 AS OF END OF PREV MONTH	353	31vl 5-vl 7-vl 199 155 89

REMARKS:

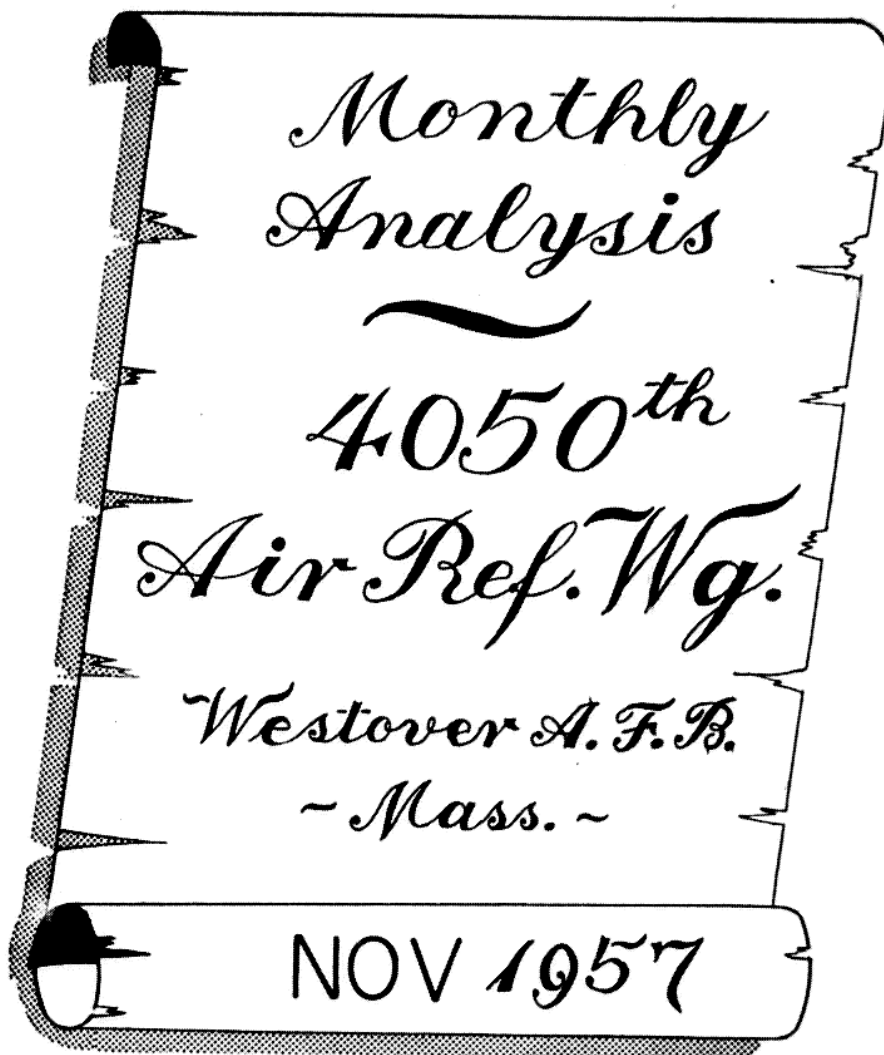
- 1 - 4/10 on OJT for 7 C 30170
- GRADE REASON FOR TRAINING

	Passed (Dat A or B)				Failed (Dat C)		
	1 vl	5 vl	7 vl	2 vl	3 vl	5 vl	7 vl
Not on OJT	0	0	0	0	0	0	0
In OJT	4	0	0	2	0	1	1
Completed OJT	0	0	0	0	0	0	1
TOTAL	4	0	0	2	0	1	2

3. 23 - Airman on OJT-Upgrade from Adl 4700
 4. 1 - Airman failed 7 level - insufficient application by the air

Footnote-3

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PREPARED BY
DIRECTOR OF COMPTROLLER

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QUARTERLY ANALYSIS
4050th Air Refueling Wing
November 1957

(SAC U54(8AF 1))

PART I. MANAGEMENT CONTROL SYSTEM:**A. Analysis of Areas of Weakness****(1) Retention**

Percent of Score	AUG	SEPT	OCT	NOV	QTR
First Term	60	100	30	40	60
Career	60	60	20	10	40
Direct Support	40	80	10	30	40
Number	1st Term	Career	Direct Support		
Eligible	45	18	40		
Reenlisted	13	10	13		
% Reenlisted	28.9	55.6	32.5 (c)		

Weakness in this area is attributed to the early release program and base of choice privilege available at metropolitan recruiting stations. (c)

Approximately five (5) months ago correspondence was forwarded to higher headquarters requesting that the base reenlistment office be granted the same authority as the recruiting office in town as regards to base of choice. Currently the base enlistment office cannot offer base of choice reenlistment to an airman who has not been overseas in the last twenty four months. It is recommended action again be taken to obtain a waiver of the above restriction. (c)

The following actions have been implemented in an effort to improve reenlistment rates: (c)

A Wing Retention Council comprised of officers and airmen from each squadron has been established. Each month the members of this council are furnished a list of airmen (by squadron) eligible for discharge during the next eight (8) month period. The members of the Council contact the eligible airmen (informally) to determine; their intentions to reenlist, reasons for not reenlisting, and what action can be taken to get them to reenlist. The Council meets periodically to consolidate their findings and make recommendations as to action that can

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be taken to induce more airmen to reenlist at Westover Air Force Base. (C)

A representative of this wing is on special duty full time with the reenlistment office. He is responsible to interview, council and insure that all airmen of this wing being separated are fully aware of the benefits of reenlisting and the rights they are entitled to upon separation. He also contacts each airman due for discharge within four (4) months and endeavors to sell him on reenlisting. (C)

The "Tree of Peace" program is being given wide publicity throughout the wing. "Bonus Checks" payable with an MPO at Finance have been presented to eligible airmen. (C)

(2) AWOL

The 4050th Air Refueling Wing had three AWOL's during the quarter. A breakdown of AWOL rate is as follows:

	AUG	SEPT	OCT	NOV	QTR
Percent of Score	100	100	80	40	90
Average Strength	1242	1230	1226	1235	4933
Number AWOL	0	0	1	2	3
Rate per 1,000	0	0	.8	1.6	.6 (C)

Stringent measures are being taken to eliminate habitual AWOL's and substandard personnel from the service. A troop management officer has been appointed and is making periodic inspections at Squadron levels. Airmen are being counseled by Commanders, First Sergeants and supervisors on the standards of conduct expected. (C)

(3) Flying Hours as Percent of Standard, % of Score (C)

The following is a breakdown of hours flown vs hours required:

	SEP	OCT	NOV	QTR
Avg Asgd CR crews	15.8	15.6	16.0	16.0
Avg Stbd & Instr crews	5.0	5.0	5.0	5.0
Avg NCR crews	8.4	8.7	8.4	8.4
Hrs required	751	756	756	2,269 (C)

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Hrs Flown	629	700	712	2,041	
% of Score	84	93	94	90	(c)

Since this area was established as of 1 Aug 57, no SAC standard exists by which to gauge the quality of the 4050th's flying hour program, however it appears that standard flying hours required per assigned CR crews, Standardization and Instructor and NCR crews is excessive in relation to maintenance capability if sortie length standard of 5.6 hours is to be maintained in accordance with table B2, C1, SACTP 170 1 dated 1 August 1957. (c)

Failure to recognize the "Boomerang" aspects of this area i.e. crew upgrading program and flying hour allocations, in relation to sortie length and maintenance capability would result in the wing falling below SAC standards. This area will be closely monitored. (c)

(4) Sorties as Percent of Standard, % of Score

This area in addition to the area listed in item (3) was established as of 1 Aug 57, therefore no SAC standard exists. However, the impact of the crew upgrading, crews assigned and available increase over the month of August can be noted in standard hours required. The following is a breakdown of Sortie requirements: (c)

	AUG	SEP	OCT	NOV	QTR
% of Score	100	91.0	87.4	99.2	92.3
Standard hours required	625	751	756	756	2,269
Actual hours flown	586	629	700	712	2,041
Sorties required	111	134	135	135	405
Sorties flown	138	122	118	134	374
CR crews	15.5	15.8	15.6	16.0	16.0
NCR crews	4.8	8.4	8.7	8.4	8.4
Stbd & Instr	5.0	5.0	5.0	5.0	5.0

(5) Ground Safety

Regression in this area is due to 11 military disabling injuries costing approximately \$48,000.00 with a loss of 162 man days. A breakdown of individual injuries and man days lost is as follows: (c)

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NAME	RANK	ORG	DAYS LOST	COST
Baldwin	Major	384AREFS	30	\$ 900.00
Woods	Captain	384AREFS	6	180.00
Keene	TSGT	4050FMS	5	150.00
Nicewander	SSGT	384AREFS	4	150.00
Pacheco	A/1C	WHSS	10	300.00
*Duarte	A/2C	4050FMS	-	0.00
Price	A/2C	4050FMS	14	420.00
Smith	A/2C	99AREFS	60	1800.00
Reel	A/2C	4050A&E	5	150.00
Williams	A/3C	4050A&E	3	90.00
Short	A/3C	4050FMS	4	120.00
TOTAL			162	\$47,860.00 (c)

*Major accident occurred when an airman while on leave accidentally discharged a shotgun while in the process of loading it, resulting in the amputation of his left leg. (c)

In an effort to reduce accidents all personnel going on leave or pass are being counselled by Squadron Commanders and First Sergeants prior to departure on various safety measures and precautions. Continued emphasis on safety at work and play is being stressed by the Safety Office of the wing. (c)

Three day passes and leaves of personnel assigned to units of the wing are controlled to terminate prior to 2200 hours, thereby minimizing the number of personnel traveling in the early morning hours. (c)

(6) Training Accomplishments: (c)

During the quarter the 4050th Air Refueling Wing Accomplished 100 percent of all items of training with the exception of day and night cell flying missions. Failure to accomplish these items resulted in the wing accomplishing 98.1 percent of score for this area. A breakdown of requirements vs accomplishments for the cell flying area is as follows:

ITEM	NR REQD	NR ACCOMP	% ACCOMP
Day Cell Msns	8	5	63.0
Night Cell Msns	40	38	95.0 (c)

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Failure to accomplish day and night cell missions is attributed to relying on USCM's for flying a portion of these items. The wing's USCM for this quarter was flown from 25 November through 4 December 1957. At this period of the quarter, any lost activity is virtually impossible to reaccomplish. For example, one receiver abort resulted in losing three creditable night cell missions. It is recommended that receiver schedules be set up to provide cell activity for each tanker unit on a phased basis through out each training quarter to permit proper make up of sorties lost for various causes, i.e. receiver and/or tanker (c) aborts, weather, etc.....

(7) Rendezvous (c)

During the quarter the 4050th Air Refueling Wing attempted 136 rendezvous of which 133 were successful, for a 97.8 percent of score. A review of Mission Accomplishment Reports reveals the following reasons for these three unsuccessful attempts.

1. One, receiver equipment inoperative (c)
2. Two, receivers not at prescribed distances at start of rendezvous. (c)

(8) Wet Hookups (c)

The 4050th Air Refueling Wing attempted 134 wet hookups during the quarter, 132 of these were reported as successful giving the wing a 98.5 percent of score in this area.

Failure to accomplish 100 percent on this item is attributed to "Tanker Hydraulic Failure".

(9) NCR Flying Time (c)

The 4050th Air Refueling Wing accomplished 751 NCR flying hours for a 99.3 percent of score on 8.4 available crews with a flying hour requirement of 756 hours. Failure to attain 100 percent of this item was due to the wings participation in USCM "IRONBAR" from 25 November through 5 December 1957. (c)

PART II. PROGRESS REPORT, NON MCS PROGRAM

A. Manning in Required Specialties: (c)

(1) In accordance with 8AF message DP1B 33553, dated 26 November 1957, the following information is submitted. (c)

a. As of 30 Nov 57 this wing was authorized 869 airmen and had 993 assigned. Of this number, 273, or 27.4%, were ineffective MIRS and in an upgrade or cross training status. 148 of the ineffective personnel are overage to UMD requirements, which is a 17.1% average. (c)

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b. This wing was required to send 141 personnel to formal training for conversion to KC135 aircraft. In addition to the aforementioned, 29 people were sent to Phase VI training at Edwards AFB, Calif. from Turner AFB, in accordance with SAC Programing Plan 1 57. Also, 60 graduates from course AB 43131C Jet Acft Mech, which awarded AFSC 43131C were sent to Factory training by Amarillo AFB, Texas for KC135 training. Ten of these people were later sent to Edwards AFB to attend Phase VI training. All of these personnel were converted to AFSC 43131E upon arrival at this station. Seventy eight of the 148 overage personnel are 43131E personnel. A percentage of 52. (C)

c. This wing has a projected loss of 42 people in the ineffective category. (C)

B. The following flying training was accomplished during the month of November: (C)

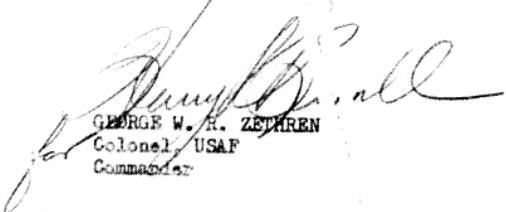
1. USCM mission, IRONBAR 25 November 57 thru 4 December 57. (C)
2. Combat ready crew training. (C)
3. Non combat crew training. (C)

PART III. SPECIAL STUDIES

NONE.

PART IV OPERATIONAL READINESS FORECASTS DEVIATION:

NONE


 GEORGE W. R. ZETHREN
 Colonel, USAF
 Commander

CONFIDENTIAL

WA 147



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HEADQUARTERS, 57TH AIR DIVISION
WESTOVER AIR FORCE BASE, MASS.
21 October 1957

PROGRESS REPORT NO. 4

As of 15 November 1957

(8th AF Programming Plan 3-57)

99th Air Refueling Squadron

This report consists of 12 pages.

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Headquarters
57th Air Division
Westover Air Force Base, Mass.

Page 1 of 12 pages.

99th AREFS Progress Report 3-57

<u>Distribution: (Unclas)</u>	<u>Copies</u>	<u>Distribution: (Unclas)</u>	<u>Copies</u>
Headquarters Eighth Air Force	<u>10</u>	99th Bombardment Wing	<u>5</u>
57th Air Division	<u>5</u>	Commander	1
Commander	1	DCR	1
DP	1	DO	1
DM	1	DM	1
DM	1	DP	1
DCR	1	814th Air Base Group	<u>25</u>
4050th Air Refueling Wing	<u>15</u>	Commander	1
Commander	1	BCR	1
DCR	1	BP	1
DM	2	BO	1
DP	2	EM	3
DO	3	IE	2
Commanders (One to each		Commander Transportation Sq.	2
squadron excluding HSC)	6	Commanders other squadrons (One	
		each excluding HSC)	6
		BMPC	1
		BMA	1
		OSCOM	1
		Historian	<u>5</u>
		Total -	<u>60</u>

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CONVERSION PROGRESS REPORT		PROGRAM 3-57	TYPE REPORT <input type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF	DATE PREPARED	PAGE NR 2	NR OF PAGES 12
ORGANIZATION		57th Air Division, Westover Air Force Base, Mass.					
PROJECT DESCRIPTION A	LIST ACTIONS NECESSARY TO COMPLETE PROJECT B	ACCOMPLISHMENTS AND PROBLEMS ENCOUNTERED C			ESTIMATED COMPLETION DATE D	% COMPLETED LAST RPT E	% COMPLETED THIS RPT F
1. Training Program	Training program required no later than 15 days prior to equipping date. Equipping date to begin 1 Dec. 1957.	Training program completed and approved by 8AF Headquarters. This is a final report on this item.				50	100
2. KC-135 MTD and Simulator	1. Insure crew training devices are available and operational as required.	1. KC-135 MTD became operational on or about 1 Nov 1957. One class in Power Plants, and one class in Aircraft Electrical Systems have been completed. A class in Radio Systems, Radar, Power Plants, and Electrical Systems commenced on 18 Nov 1957. (Total of 26 students) Only 10% of the training aids are available at the present time. 75% are scheduled for delivery by 30 Nov 1957. 90% will be delivered by 31 Dec 1957. All training devices are scheduled to be in place by 30 Jan 1958.			30 Jan 58	50	60
	2. Procure and install trainers.	2. Only one trainer is available at the present time, 1 APX-6 IFF Trainer. Reports available to this headquarters indicate approximately 75% of the trainers will be delivered by 30 Nov 57, 90% will be delivered by 31 Dec 57, and the remaining 10% by 30 Jan 1958.			30 Jan 58	15	20
	4. Procure and Install Simulator, modify bldg. 1850 to house simulator.	4.a. Building 1850 is completed and ready for simulator to be installed. b. The KC-135 Simulator is scheduled to arrive at Westover on 23 Nov 1957.					
		c. Reports available to this Hqs. indicate simulator is scheduled to be delivered by 30 Jan 1958. Finance personnel			Unknown	40	40

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CONVERSION PROGRESS REPORT		PROGRAM 3-57	TYPE REPORT <input checked="" type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF November	DATE PREPARED 26 November 1957	PAGE NR 3	NR OF PAGES 12		
PROJECT DESCRIPTION A		ORGANIZATION 57th Air Division, Westover AFB, Mass.			ESTIMATED COMPLETION DATE D	LAST RPT E	THIS RPT F	% COMPLETED	
<p>KC-135 MTD and Simulator (continued)</p> <p>Flow into Training</p>		<p>LIST ACTIONS NECESSARY TO COMPLETE PROJECT B</p> <p>Select crews and assign to classes so availability will be consistent with aircraft equipping.</p>			<p>ACCOMPLISHMENTS AND PROBLEMS ENCOUNTERED C</p> <p>available at this station. However, this station has been requested to send three individuals to Castle to train for operator and maintenance capability. The completion of this training is scheduled for 11 Feb 1958. One man is available at present for this training. Request was forwarded to higher headquarters on or about 1 July 1957 for additional personnel to fulfill this commitment. No reply as of the date of this report. The CIC of the Simulator Project indicated that at least one month would be required to install simulator and complete the pre-flight.</p> <p>Crew selection is complete. Two(2) Staff Crews, one (1) Simulator Crew, three (3) Instructor Crews, and one (1) regular crew, have completed the KC-135 crew training course at Castle AFB, and are now available at this station. Three (3) crews entered training on 14 Oct 57, two (2) crews entered training on 29 Oct 57, two (2) crews entered training on 14 Nov 57, and three (3) crews are scheduled to enter training on 2 Dec 57. The new crew training schedule includes crew input thru K58-7 which will enter training in 13 Feb 1958. The graduation date has been extended one week for class K57-11 and all subsequent classes.</p>		23 Apr 58	50	65

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CONVERSION PROGRESS REPORT		PROGRAM 2-42	TYPE REPORT <input type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF	DATE PREPARED	PAGE NR 4	NR OF PAGES 12
PROJECT DESCRIPTION A		LIST ACTIONS NECESSARY TO COMPLETE PROJECT B		ACCOMPLISHMENTS AND PROBLEMS ENCOUNTERED C		ESTIMATED COMPLETION DATE D	% COMPLETED LAST RPT E THIS RPT F
X-7 news releases		Release news items through proper channels.		Items, as required will be released on arrival of entire unit, equipment and personnel. Coordination is being effected with the Office of Information on appropriate news releases.		N/A	15 % 15 %
X-1 Monitor KC-135 Delivery schedule		Monitor surveillance over delivery schedule and advise of any variations which would necessitate change to this plan.		Reference BAF Progress Report #4, initial aircraft delivery date is 10 Dec 57.		30 Apr 58	0 0
-2 Development of Equipment authorization FAK Master Lists and Supply Tables		Review of FAK Master Lists.		1. Coordination is being effected with the squadrons to determine applicability with systems installed in aircraft. Final review will be accomplished upon receipt of aircraft. 2. FAK items on hand.		1 Jan 58 Unknown	35 - 50 53
-3 Take Necessary Action To insure Equipping of Unit		Requisition items required.		Requisitions submitted. Mission Essential Equipment (MEE) on hand as follows: 1. 99th AREFS 2. 4050th AEMS 3. 4050th FMS 4. 4050th PMS		30 Apr 58 30 Apr 58 30 Apr 58	- - - 32 55 66 67
-4 Arrange for AFSD and Weapon Support		Follow-up on AFSD receipts.		1. Table XIX (Ground Power Spares) has not been received.		Unknown	- -

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CONVERSION PROGRESS REPORT	PROGRAM	TYPE REPORT <input type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF	DATE PREPARED	PAGE NR 5	NR OF PAGES 12
	ORGANIZATION 57th AEW Division, Dover AFB, Del.			ESTIMATED COMPLETION DATE		
PROJECT DESCRIPTION A	LIST ACTIONS NECESSARY TO COMPLETE PROJECT B		ACCOMPLISHMENTS AND PROBLEMS ENCOUNTERED C	D	LAST RPT E	THIS RPT F
DM-4 Arrange for AFSD and Weapon Support (Continued)			2. On hand receipt of spares is as follows: Table II (Airframe) Table III (Engine) Table XVI (Communication)	Unknown Unknown Unknown	- - -	70 78 86
DM-5 Develop Maintenance Capability of 99th AREFS	1. Provide necessary space for 99th AREFS.		1. Bldg 211 has been assigned for unit supply. The conversion of south side of Hangar #3 for Command and Operations is presently in progress.	1 Jan 58	55	75
	2. Provide necessary shop equipment and tools.		2. Requisitions submitted. Portion of equipment and tools on hand.	30 Apr 58	25	56
DM-6 Insure that POL and Hydrant Facilities are Available.	Construction of 2 additional hydrants (12 dual refueling stubs) is included in the FY 58 MCP.		Two hydrants (12 dual stubs) presently in operation. No change.	Unknown	50	50
DM-7 Insure that other Facilities are Available Prior to Receipt of Aircraft	1. Installation of simulator. 2. Preparation of MTD facilities. 3. Construction of blast fences.		1. See item DM-5. 2. See item DM-5. 3. Programmed FY 58 MCP. No change.	Unknown	0	0
DP-1 Withdraw, assign and move personnel	1. Excess crew personnel withdrawal		1. 1 Officer (nav) to be assigned to 4050th Hospital for duty with Physiological training unit, 16 November 1957. 1 Officer (nav) to be released from Active duty 20 November 1957. 1 personnel with-			100

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CONVERSION PROGRESS REPORT		PROGRAM 3-57	TYPE REPORT <input checked="" type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF November	DATE PREPARED 20 November 1957	PAGE NR 6	NR OF PAGES 12
		ORGANIZATION 57th Air Division, Westover AFB, Mass.			ESTIMATED COMPLETION DATE D		% COMPLETED LAST RPT E
PROJECT DESCRIPTION A	LIST ACTIONS NECESSARY TO COMPLETE PROJECT B	ACCOMPLISHMENTS AND PROBLEMS ENCOUNTERED C			THIS RPT F		
L1-1 Assign, assign and move personnel (Continued)		drawn. Orders have been requested on both officers.				%	%
L1-2 Insure that 29th AREFS is assigned sufficient personnel with proper skills.	1. Determine requirements for personnel by number and skill.	1. All officer personnel required are either assigned or projected for assignment ex- cept for the supply officers. At present only one supply officer is assigned again- st an authorized of 2. He will be releas- ed from AD 27 January 1958. Base Person- nel has been advised of this shortage. MRS for this Wing is approximately 70.2% as of 31 October 1957. Shortages exist in the 432X0 career field subdivision, auth- orized 71, assigned 57, projected losses 2, projected manning 77%. 425X0 career field subdivision, authorized 36 assigned 36, projected losses 6, Projected manning 83%. 422X0 career field subdivision, auth- orized 14, assigned 13, projected losses 4, projected manning 64%.					
L1-3 Monitor movement of personnel to and from training.	1. Assignment of 5 crews from 2d and 15th Air Force 2. Issue orders on personnel to Castle AFB for training.	1. 11 officers pending assignment from resour- ces of 2nd and 15th Air Force. 4 officers assigned during the month of November. 2. 14 Crews have commenced training at Castle					26.6 70

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CONVERSION PROGRESS REPORT		PROGRAM 3-57	TYPE REPORT <input checked="" type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF November	DATE PREPARED 15 November 1957	PAGE NR 7	NR OF PAGES 12
PROJECT DESCRIPTION		ORGANIZATION 57th Air Division, Westover AFB, Mass.			ESTIMATED COMPLETION DATE	LAST RPT %	THIS RPT %
A	B	C			D	E	F
<p>DI-4 Request manning document changes</p>	<ol style="list-style-type: none"> Determine changes required. Collect data for justification. Submit manning document changes required to base manpower. 	<ol style="list-style-type: none"> Present UMD for 4050 FMS, 4050 FMS, and 99th ARS appear to be insufficient to accomplish the mission as required based on information and observations from Castle AFB. <ol style="list-style-type: none"> 99th AREPS: <ol style="list-style-type: none"> Based on anticipated EOP & deployment requirements, it appears that an increase in 431XE, (Jet Airplane General), 432XO (Jet Engine Mechanic), and 603XO (Vehicle Operator), is warranted to meet these commitments. 4050 FMS: <ol style="list-style-type: none"> Based on workloads encountered at Castle AFB, due to structural repair accomplished on the KC-135 aircraft that the authorization of 534XO (Airframe Repairmen), should be increased from the present authorization of 30 to approximately 41 and that 532XO (Welders) should be increased from the present authorization of 4 to 6 to accomplish tail pipe welding. Our present authorization of 4-531XO (Machinists) is inadequate to perform the present workload on 22 KC-97 aircraft and Base Flight and Transit aircraft. With the arrival of the KC-135 this authorization should be increased to 6. 			20 Mar 58	%	%

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CONVERSION PROGRESS REPORT		PROGRAM 3-57	TYPE REPORT <input type="checkbox"/> MONTHLY <input type="checkbox"/> CHANGE	FOR MONTH OF	DATE PREPARED	PAGE NO. 2	NO. OF PAGES 12
PROJECT DESCRIPTION A		ORGANIZATION 57th Air Division, Westover AFB, Mass.			ESTIMATED COMPLETION DATE D	% COMPLETED LAST RPT E THIS RPT F	
DP-4 (Cont'd)						%	%
		LIST ACTIONS NECESSARY TO COMPLETE PROJECT B			ACCOMPLISHMENTS AND PROBLEMS ENCOUNTERED C		
					<p>c. PERIODIC MAINTENANCE SQUADRON:</p> <p>In functional code 8001017 delete 1 M/Sgt 43171E. In functional code 80010 and 1 M/Sgt 43270 to provide supervisor in this area. In functional code 0400011 add 1-64151 and 1-64131. The physical location of the tool crib and the requirements to input two types of aircraft require the above additions to insure expeditious completion of inspections. In functional code 8001010 and 1-60350 and 1-70250. In functional code 8001018 change 1-43151E to 1-43250 to insure sufficient personnel for purposes of "trimming" engine.</p>		

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PROGRAM PLAN SUMMARY

57th Air Division
Westover AFB, Mass.

Page 9 of 12 Pages

LC-1. A/C Delivery Schedule:

	<u>Nov</u> 1	<u>Dec</u> 1	<u>Jan</u> 3								
Crew Training:				<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Feb</u>
Input Program			3	5	0	5	2	5	4	2	
Actual			3	5	0	5					

LC-2. 51-19 Check-out - Projected. Oct-5, Nov-7, Jan-12, Feb-17, Mar-21, Apr-25.

LC-3. Training Missions (50-43) - Negative.

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*CONFIDENTIAL*99TH ARBFS PROGRAM PLAN SUMMARYPage 10 of 12 Pages

- DM-1 Unit Authorization List: USE Authorized, 28,530; 19,028; Units on Hand 66%
USE Authorized, 2,942; 1,662; Units on Hand 57%
- DM-2 Critical Areas Essential UAL's: Initial supplies received.
- DM-3 Critical Areas Essential Spares: Initial supplies received.
- DM-4 Systems Malfunction Rates: Unknown
- DM-5 Aircraft Soft Spots: Unknown
- DM-6 Status of Station Facilities: Minimum Required -- Flight Simulator (KC135)
Building 1850 being prepared, completion Nov 57; MTD Facilities (KC135-3)
space requirement given to 57th Air Division, completion Oct 57. Pending
installation of necessary facilities in Hanger 1, MTD will utilize building
1850.
- DM-7 Airdrome Facilities Programs:
1. FOL Facility -- Construct 4 hydrant systems (24 dual outlets), 2 hydrant systems (12 dual outlets)
are operational. 2 additional programmed in FY 58 MCF, Completion unknown.
 2. Blast Fences -- Programmed in FY 58 MCF, completion date unknown.
 3. Hangar Facilities -- Allocation of hangar space has been accomplished to
provide 2 multipurpose nose/wing hangars for Post Flight Maintenance of
F-135's, 1 space in DC hangar for Periodic Maintenance of KC-135's.

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PROGRAM PLAN SUMMARY (CONT'D)

Page 11 of 12 Pages

DP-1 Key Manning

<u>Position</u>	<u>Name</u>	<u>Rank</u>	<u>Parent Unit</u>	<u>Previous Job</u>	<u>Date Scheduled</u>	<u>Date Arrived</u>
Commander	G. M. Broutsas	Lt Col	55 SR Wg	Op Staff Off.	22 July 57	22 July 57
Operations Off.	W. O. Ross	Lt Col	508 AREFS	Sq Comdr	1 July 57	1 July 57
Chief Observer	J. E. Shipman	Capt	508 AREFS	Sq Obs	1 July 57	1 July 57
Maintenance Off.	E. W. Headley	Maj	384 AREFS	Sq Maint Off	7 Nov 57	
Supply Off.	R. K. Laird	1st Lt	508 AREFS	Sq Sup Off	1 July 57	1 July 57
Supply Off.						

DP-2 Officer Manning (Body) 94%

Authorized 67, Assigned 63

DP-3 Officer Manning (MIRS) 95.3%

Scheduled 64, Assigned 63 MIRS, by 1 Dec 57 schedule will increase to 64 officers.

<u>*OCTOBER</u>	<u>*NOVEMBER</u>	<u>*DECEMBER</u>
1	3	7

DP-4 Airmen Manning (Body) 102%

Authorized 357, Assigned 367

DP-5 Airmen Manning (MIRS) 70.2%

Program - Scheduled

	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>
#	68	70	72	75	77	77	82	85	90	90	90	90
#	243	250	257	268	275	275	293	303	321	321	321	321

ACTUAL

OCT
252

*(10 Combat Crew Personnel are projected for input from 2nd and 15th Air Forces with ELCSA date unknown).

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PROGRAM PLAN SUMMARY

Page 12 of 12 Pages

DP-6 Hard Core Manning:

30 Career Field (Radio and Radar Systems)

<u>Level</u>	<u>Authorized</u>	<u>Assigned</u>	<u>Percent</u>
7	10	12	120%
5	27	23	85.1%
3	<u>3</u>	<u>4</u>	<u>123%</u>
TOTAL	40	39	97.5%

DP-7

42 Career Field (Acft Accessories Maint)

<u>Level</u>	<u>Authorized</u>	<u>Assigned</u>	<u>Percent</u>
7	8	9	111%
5	28	22	78.5%
3	<u>10</u>	<u>12</u>	<u>120%</u>
TOTAL	46	43	92.9%

DP-8

43 Career Field (Acft and Engine Maint)

<u>Level</u>	<u>Authorized</u>	<u>Assigned</u>	<u>Percent</u>
7	74	48	64.8%
5	77	56	72.7%
3	<u>19</u>	<u>20</u>	<u>473.6%</u>
TOTAL	170	124	87.6%

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HEADQUARTERS
4050TH AIR REFUELING WING (SAC)
United States Air Force
Westover Air Force Base, Mass.

MM 66-6
1-3

MAINTENANCE MEMORANDUM)

15 November 1957

NUMBER 66-6)

MAINTENANCE

Utilization Of Aircraft Maintenance Radio Network

1. PURPOSE: To establish a standard operating procedure for the use of radio equipment utilized for the specialized aircraft maintenance radio network.
2. RESPONSIBILITY: It is the responsibility of each squadron commander and/or his delegated representative to insure compliance with this directive.
3. PROCEDURE:
 - a. All transmissions will be monitored by the 4050th Air Refueling Wing Maintenance Control Branch and each squadron radio vehicle as outlined in 4050th Air Refueling Wing Maintenance Memorandum 66-5, dated 21 June 55.
 - b. All transmissions will be monitored by supply expeditor unit 1, 2, etc., for the purpose of accepting orders for parts etc.
 - c. "A" Network, Frequency 165.02 megacycles, Call Signs.
 - (1) 4050th Maintenance Control Branch---Maintenance Control
 - (2) 4050th Maintenance Control Vehicle---Control Vehicle
 - (3) 99th Air Refueling Squadron---Green Tail
 - (4) 384th Air Refueling Squadron---Red Tail
 - (5) Supply Expeditor---Supply Expeditor
 - d. "B" Network, Frequency 165.25 megacycles, Call Signs.
 - (1) 4050th Field Maintenance Squadron---Maintenance 1, 2, etc.
 - (2) 4050th Armament Electronics Squadron---Static 1, 2, etc.
 - e. Calling procedure is as follows:

This memorandum supersedes Maintenance Memorandum 66-6, dated 21 June 1955.

DECLASSIFIED IAW EO 13526

MM 66-6

3

- (1) The unit to be called, followed by the unit calling, pause until a GO-ahead is received, then continue the call.
(Example, Maintenance Control this is Red Tail,---over---
Red Tail this is Maintenance Control,---over, etc.

f. Courtesy on the air will be maintained at all times, profanity or abusive language will not be tolerated. No calls will be attempted while another unit is transmitting except for an emergency condition. In case of an emergency, all radio units other than the units utilized for the emergency calls will remain silent until the emergency calls are completed.

g. Security will be maintained at all times, classified information will not be discussed over the air.

h. Calls will be restricted to the requirements of requesting specialists, fuel, parts and relaying information to the 4050th Air Refueling Wing, flight line maintenance activities and maintenance control regarding movement of aircraft, location of aircraft, status changes, etc., utilizing the grid system.

i. Driver maintenance of vehicles will be in effect at all times. Vehicles will not be abused by overloading etc.

FOR THE COMMANDER:

Walter Callahan
WALTER CALLAHAN
Lt. Col., USAF
Chief of Maintenance

DISTRIBUTION:

2 384 AREFS
2 99 AREFS
2 4050 FMS
2 4050 FMS
2 4050 AEMS
1 4050 DMMC
1 4050 DMMQ
1 4050 DMMS
1 4050 DMMR
5 Wg Historian
1 4050 DM

HEADQUARTERS
 4050TH AIR REFUELING WING (SAC)
 United States Air Force
 Westover Air Force Base, Mass.

* MM 66-22
 1-3

MAINTENANCE MEMORANDUM)
 NUMBER 66-22)

6 November 1957

MAINTENANCE

PREVENTION OF SLUDGE BUILD-UP IN R4360-59B ENGINES

1. PURPOSE: To establish a standard procedure, and to fix responsibility for complying with Technical Order 1-1-648.

2. RESPONSIBILITY: Strict adherence to the provisions of this directive and Technical Order 1-1-648 is required of Maintenance Officers, Aircraft Commanders and Flight Engineers if our program to prevent sludge build up in the engine and to establish a systematic purging of the oil system is to succeed.

3. PROCEDURE: All engines on aircraft assigned to this wing have undergone the initial desludging period and can be classified as "Clean Engines," under the provisions of Technical Order 1-1-648. Therefore, the dilution procedure to maintain a "Clean Engine" condition will be used after the last flight of the day by the flight crew as follows:

a. Engine oil tanks will be serviced from the center oil tank to a total of twenty seven (27) gallons prior to dilution.

b. Dilute oil for 1.2 minutes, (72 seconds) to obtain a dilution of approximately 10%.

CAUTION: Avoid oil pressure below 15 PSI, as damage to the bearings may occur.

c. Prior to any high power operation after dilution, operate all engines at 1200 to 1400 RPM for a minimum of 10 minutes, at an oil temperature above 50 degrees centigrade. This will boil the gasoline out of the oil and insure adequate lubrication.


* This Memorandum supercedes MM 66-22, 27 September 1957, and 66-22A, 18 March 1957.

MM 66-22
3

d. Upon completion of dilution, the duration of oil dilution, outside air temperature and the oil temperature at time of dilution will be recorded in Block 26, of the DD Form 781-2.

NOTE: During cold weather when dilution is required for subsequent starting, the above dilution procedure will not be required. Cold weather dilution will be accomplished in accordance with Technical Order 1C-97(K)E(C)-2.

FOR THE COMMANDER:


WALTER CALLAHAN
Lt Col., USAF
Chief of Maintenance

DISTRIBUTION:

2 381th AREFS
2 4050th FMS
2 4050th FMS
1 4050 DMMQ
1 4050 DMMS
1 4050 DMMC
1 4050 DM
5 Wg Historian
100 Winterized Guide Books

HEADQUARTERS
4050TH AIR REFUELING WING (SAC)
United States Air Force
Westover Air Force Base, Mass.

MM 66-39
1-3

MAINTENANCE MEMORANDUM

4 November 1957

NUMBER 66-39

MAINTENANCE

Cleaning of Engine Oil Screens

1. PURPOSE: To establish an engine oil screen cleaning facility within the wing.

2. RESPONSIBILITY: The field maintenance squadron will establish an oil screen cleaning facility adjacent to building T-327. The CIO of the propulsion branch will be responsible for the operation of this facility.

3. PROCEDURES: The crew chief will bring the dirty screens to the cleaning facilities, and will stand by until disassembly inspection is completed, after which he will receive new screens for installation. This will bring to his immediate attention the possibility of any serious engine difficulty which may exist as evidenced by metal particles, etc.

a. On receipt of a set of dirty screens, the individual operating the cleaning shop will:

- (1) Inspect each screen for proper number of screen segments.
 - (a) Screen should be from 6.760 (6 3/4") to 6.880 (6 7/8") and segments should not be rotatable by hand.
 - (b) Metal stamp the plug according to engine position if it is not already stamped.
- (2) Remove the safety wire and the plug.
- (3) Slide the support, the screens and the spacers, onto the cleaning rod.
- (4) Loosen the screen segments from the spacers by sliding the parts along the rod.
- (5) Inspect the segments and spacers for carbon and metal deposits.
 - (a) Enter findings in the log.

DECLASSIFIED IAW EO 13526 on the crew chief.

EE. 66-
3-4

- (c) If metal is found on the screen, or unusual conditions are noted, contact the Engine Conditioning Team, extension; 21213 or hot line 242.
- (6) Give a clean set of screens to the crew chief, making certain that the plug of each screen is properly stamped for engine position.
 - (7) Using rubber gloves, immerse the dirty screens in the cleaning vat and turn on the agitator.
 - (8) Let the screens remain in the solution until they are THOROUGHLY CLEAN. This will take about 30 to 45 minutes for screens which are periodically cleaned in accordance with this directive. For screens which have been neglected it may take several hours.
 - (9) Rinse the screen in clean solvent.
 - (10) Check the parts assembled on the cleaning rod to make sure they are properly arranged in the following manner: outlet spacer, screen, inlet spacer, screen and so on in the same order, and ending, with an outlet spacer and the support assembly. Always use an outlet spacer at each end. Replace all damaged or bent screens and spacers.
 - (11) Slide the spacers, screens and support assembly onto the baffle assembly. Reassemble the screen using holding fixture P/N PWA 5313. Tighten the wing nuts until the screens and spacers cannot be turned by hand. If the proper number of screens and spacers are installed the distance from the body to the support (total of spacers and screens) should be from 6.760 (6 3/4") to 6.880 (6 7/8").
 - (12) Place the clean screen in the screen pre-issue bin.

4. SCREEN CLEANING SHOP: Establishment and operation of the screen cleaning shop is the responsibility of the Field Maintenance Propulsion Branch. The shop will be located at the southeast corner of building T-327.

a. Safety Precautions: Screencleaning can be accomplished with any one of several agents; trichlorethylene, "Transpo", "Cee-Bee", "Kelite", etc. The active ingredient in each is creosol, cresylic acid, or a similar solvent which is very hard on the skin, and will cause serious illness if the fumes are inhaled for an extended period of time. For this reason, the following safety precautions will be observed in establishing and operating the screen cleaning shop:

MM 66-39

4

- (1) The cleaning vat will be in an outdoor area to prevent concentration of fumes.
- (2) Rubber gloves will be worn at all times when working with servicing, or draining the cleaning vat. All operations around vat will be accomplished in absolute minimum of time. Personnel whose duties do not require their presence will be restricted from the vat area.
- (3) The vat will be located on cement slab containing an adequate industrial drain. A hose connected to an operational water tap will be immediately adjacent to the vat.


b. The vat will be filled to sufficient depth to completely immerse the screens. Adjacent to the vat will be a vat containing cleaning solvent for rinsing the screens.

c. The following shop components will be established inside building T-327, and segregated from the cleaning and rinsing baths:

- (1) Work bench for disassembling and reassembling screens.
- (2) Pre-issue screen storage.

d. Spare Screens: SAC Message DM4C11-17 8944, 2 Feb 56, authorizes each KC-97 squadron 12 each additional screen assemblies, class O2H2, stock number 0235-175185. These screens are to be used as replacement items for screens removed while following cleaning procedures. Spare screens will be stored in the screen cleaning shop. The cleaning shop will exchange clean screens for dirty screens on a one for one basis.

FOR THE COMMANDER:


 WALTER CALLAHAN
 Lt. Col., USAF
 Chief of Maintenance

DISTRIBUTION:

2 384th AREFS
 2 4050th FMS
 2 4050th FMS
 1 4050 IMMQ
 1 4050 IMMS
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 2 4050th ABMS
 5 Wg Historian

100 ~~Unprocessed~~ ~~Unprocessed~~

HEADQUARTERS
4050TH AIR REFUELING WING (SAC)
United States Air Force
Westover Air Force Base, Mass.

MM 66-40
1-4

MAINTENANCE MEMORANDUM)

12 November 1957

NUMBER 66-40)

MAINTENANCE

Servicing of MD-3 Generator Sets

1. PURPOSE: To establish a policy to ensure checking of the engine crankcase oil level after each four (4) hours of operation.

2. RESPONSIBILITY: It will be the responsibility of the squadron maintenance officer to assure the content of this directive is adhered to by personnel of this wing.

3. GENERAL: Reports have been received that engines of the MD-3 Generators Sets are failing due to oil starvation. To prevent a failure of this type, the following policy will be established to insure checking of the engine crankcase oil level after each four (4) hours of operation.

4. PROCEDURE:

a. Ground power shop:

- (1) Initiate a log to record the crankcase oil level check. The log will be located in the vicinity of the oil dipstick.
- (2) Prior to dispatch the oil quantity will be checked, serviced if required and the initial entries for the day entered in the log. (Hour meter reading, oil quantity added and signature)
- (3) Units received after pick-up will be checked for:
 - (a) Verification of oil check by the operator, log entry required after each four (4) hours of operation.
 - (b) Check oil quantity and make required log entries before redispersing of the unit.

b. MD-3 Operators:

- (1) After each four (4) hours of operation the MD-3 Generator Set will be shut down and the crankcase oil quantity checked


MM 66-40

for proper level. NOTE: Before shut down of unit all specialists working on the aircraft will be notified of the temporary power shut down.

- (2) Check engine crankcase oil level and make required entries in the log (hour meter reading, oil quantity and signature).
- (3) If oil is below the specified level, the ground power shop will be notified to service or replace the unit.

FOR THE COMMANDER:

1 Attachment
Oil Servicing Log


WALTER CALLAHAN
Lt. Col., USAF
Chief of Maintenance

DISTRIBUTION:

2 384th AREFS
2 99th AREFS
2 4050 FMS
2 4050 FMS
1 4050 IMMC
1 4050 IMMQ
1 4050 BMR
1 4050 IM
5 Wg Historian

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2 BARKSDALE

8 WESTOVER

15 MARCH

INFO: 57 WESTOVER

/SECRET/ZIPPO/ 11-015 / 2 SAC VI REPORT AS OF

OOO1 4 NOVEMBER 1957.

PART I. A: 99AREFS; B: N/A; C: KC135; D: O; E: O; F: O; G: O; H: O; I: O; J: O; K: O; L: O; M: 23; N: O; O: O; P: O; Q: O; R: O; S: O; T: O; U: O; V: O; W: O; X: O; Y: O; Z: O; AA: O; AB: O; AC: REMARKS. NONE.

PART II. A: 354AREFS; B: O/O 3/3 6/6 10/10 14/14 16/16 17/17 18/18 19/19 19/19; C: KO970; D: 21; E: 18; F: O; G: 1; H: O; I: O; J: O; K: 22; L: 21; M: 9; N: 7; O: 121; P: 625; Q: 625; R: 121; S: 121; T: 726; U: 35; V: 700; W: 123; X: 118; Y: 118; Z: 107; AA: 15; AB: 5; AC: REMARKS. 1 KO970 IRAN OCAMA (MF) 4

1 KO970 SERIAL NR 52-635 BEMQUERIE AB, WADC PROJECT. REFERENCE NOV 1957

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H. I. WILLIAMS, MAJOR, USAF
6248 1

H. I. WILLIAMS
Major, USAF
Wing, Comptroller

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4050 WESTOVER

ITEM C. 1 ANDRM #4 ENGINE CHANGE. RADAR PRESSURE SWITCH,
PROP RELAY BOX, DIRECTIONAL GYRO, ADI PUMP AND BRAKER ASSY
CREWS M-02 AND M84 UPGRADED TO T-02 AND T-84 EFFECTIVE
31 OCTOBER 1957. THESE CREWS WERE UPGRADED PRIOR TO THE
AS OF DATE OF THIS REPORT DUE TO A LARGE NUMBER OF CREW
MEMBERS ILL AND IT WAS IMPERATIVE TO UPGRADE THESE CREWS IN
ORDER TO MAINTAIN THE REQUIRED NUMBER OF COMPLETE CREWS.
M-56 DELETED.

PART III. PART I. NOT APPLICABLE SINCE 99AREFS HAS NO EMP
ASSIGNMENT.

REFERENCE PART II. UNIT FULLY CAPABLE OF PERFORMING ASSIGNED
EMP.

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2 BARKSDALE

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15 MARCH

INFO: 57 WESTOVER

/SECRET/ZIFFO/ 11-038 /2 SAC VI REPORT AS OF 0001

11 NOVEMBER 1957

PART I. A: 99AREFS B: N/A C: KC135; D: 0; E: 0; F: 0; G: 0;

H: 0; I: 0; J: 0; K: 0; L: 0; M: 23; N: 0; O: 0; P: 0;

Q: 0; R: 0; S: 0; T: 0; U: 0; V: 0; W: 0; X: 0; Y: 0; Z: 0;

AA: 0; AB: 0; AC: REMARKS. NONE

PART II. A: 384AREFS B: 0/0 3/3 6/6 10/10 14/14 16/16

17/17 18/18 19/19 19/19 C: KC97G; D: 21; E: 18; F: 0; G: 1;

H: 4-0; I: 0; J: 0; K: 21; L: 18 M: 10; N: 7; O: 133; P: 624;

Q: 624; R: 133; S: 133; T: 798; U: 38; V: 248; W: 38; X: 38;

Y: 38; Z: 35; AA: 6; AB: 0; AC: REMARKS. 1 KC97G IRAN OCAMA

(MP), 1 KC97G SERIAL NUMBER 52-635 BEN GUERIN AB, WADC PROJECT.

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NOV 1957

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H.I. WILLIAMS, MAJOR, USAF
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H.I. WILLIAMS
Major, USAF
Wing Comptroller

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REFERENCE ITEM G. 1 ANORM 5TH PERIODIC INSPECTION. ITEM H.
1 ANORE IFR GEAR BOX, 1 ANORE IFR INNER CONNECTION, 1 ANORE
IFR BOOM OPERATOR MASTER SWITCH, 1 ANORE IFR REDUCER. CREW
T-76 DELETED 11 NOVEMBER 1957. CREW M-18 FORMED. ITEM R.
MAINTENANCE CAPABILITY CONSISTS OF 113 REGULAR SORTIES AND
20 TEST FLIGHTS.

PART III. PART I. NOT APPLICABLE SINCE 99AREFS HAS NO EWF
ASSIGNMENT.

REFERENCE PART II. UNIT FULLY CAPABLE OF PERFORMING ASSIGNED
EWF.

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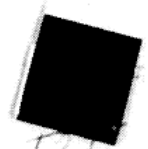
INFO: 57 WESTOVER

/SECRET/ZIPPO/ 11-056 /2 SAC VI REPORT AS OF

0001 18 NOVEMBER 1957.

PART I. A: 99AREFS; B: N/A; C: KCL35; D: 0; E: 0; F: 0; G: 0;
H: 0; I: 0; J: 0; K: 0; L: 0; M: 23; N: 0; O: 0; P: 0; Q: 0;
R: 0; S: 0; T: 0; U: 0; V: 0; W: 0; X: 0; Y: 0; Z: 0; AA: 0;
AB: 0; AC: REMARKS. NONE.

PART II. A: 384AREFS; B: 0/0 3/3 6/6 10/10 14/14 16/16 17/17
18/18 19/19 19/19 C: K097G; D: 21; E: 16;¹⁷ F: 0; G: 3; H: 2-0;
I: 0; J: 0; K: 21; L: 19; M: 11; N: 9; O: 133; P: 624; Q: 624;
R: 133; S: 133; T: 798; U: 35; V: 371; W: 60; X: 59; Y: 59;
Z: 49; AA: 9; AB: 1; AC: REMARKS. 1 K097G IRAN OGAMA (MP)
1 K097G SERIAL NUMBER 52-635 BEN GUERRI AB, WADC PROJECT,



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4050 WESTOVER

REFERENCE ITEM G. 1 ANORM 5TH PERIODIC INSPECTION, 1 ANORM
NUMBER 1 TURBO, 1 ANORM NUMBER 3 ENGINE CHANGE, ITEM H: 1
ANORE IFR GEAR BOX, 1 ANORE IFR FUEL GAUGE. CREW M-20 FORMED,
CREW M-16 UPGRADED TO M-16

PART III. PART I. NOT APPLICABLE SINCE 99AREP'S HAS NO EMP A
ASSIGNMENT.

REFERENCE PART II. UNIT FULLY CAPABLE OF PERFORMING ASSIGNED
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15 MARCH

INFO: 57 WESTOVER

SECRET/ZIPPO/_____ / 2 SAC V1 REPORT AS OF 0001 25

NOVEMBER 1957.

PART I. A; 99AREFS: B; N/A: C; KC135: D; O: E; O: F; O: G; O: H; O: I; O: J; O: K; O: L; O: M; 23: N; 3: O; O: P; O: Q; O: R; O: S; O: T; O: U; O: V; O: W; O: X; O: Y; O: Z; O: AA; O: AB; O: AC; REMARKS. NONE.

PART II. A; 384AREFS: B; O/O 3/3 6/6 10/10 14/14 16/16 17/17 18/18 19/19 19/19: C; KC97G: D; 21: E; 17: F; O: G; O: H; 1-0: I; O: J; O: K; 23: L; 21: M; 9: N; 8: O; 133: P; 624: Q; 624: R; 133: S; 133: T; 798: U; 34: V; 486: W; 83: X; 80: Y; 80: Z; 68: AA; 15: AB; 3: AC; REMARKS 1 KC97G IRAN QCAMA (MP)

25

NOV 1957

4050 DGR

H.I. WILLIAMS, MAJOR, USAF

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4050 WESTOVER

SECRET

1 KC97G SERIAL NUMBER 52--635 HOMESTEAD AFB, FLORIDA. WADC

PROJECT REFERENCE ITEM H, 1 ANORE APT FUEL QUANTITY GAUGE.

CREWS M-14, M-15 UPGRADED TO T-14, T-15.

PART III. PART I NOT APPLICABLE SINCE 99AREFS HAS NO EMP
ASSIGNMENT.

REFERENCE PART II. UNIT FULLY CAPABLE OF PERFORMING ASSIGNED
EMP.

SECRET

CONFIDENTIAL

Directorate of Comptroller
 HEADQUARTERS EIGHTH AIR FORCE
 United States Air Force
 Westover Air Force Base
 Massachusetts

20 November 1957

MEMO TO: Commander

SUBJECT: Progress Report Number 5, Eighth Air Force
 Programming Plan 3-57, (CONFIDENTIAL)
 Inactivation of the 508th Air Refueling Squadron
 and Activation, Move and Equipping of the 99th
 Air Refueling Squadron.

HIGHLIGHTS

1. Overall Evaluation: Satisfactory progress is reported for all parts of this plan. (Unclassified)
2. Deficiencies: All areas of the plan affected by the slippage in aircraft production have been reprogrammed to conform to new aircraft delivery dates. (Unclassified)
3. Accomplishments: a. Five crews have completed training at Castle Air Force Base. Seven crews are now in training. (See paragraph 7a) (CONFIDENTIAL)
- b. Equipment authorization documents, FAK, and supply tables have been received. (Unclassified)

SUMMARY

4. Operations: The 57th Air Division Training Program has been accepted pending publication of KC-135 annexes for SAC Regulations 50-43 and 50-8. (Unclassified)
5. Materiel: a. One KC-135 has been diverted from Loring to Westover to arrive between 15 - 30 November. (CONFIDENTIAL)
- b. Equipment authorization tables, FAK, and supply tables have been received. (Unclassified)

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DECLASSIFIED IAW EO 13526

CONFIDENTIAL

-11/102

578D-9078

CONFIDENTIAL

Memo to Commander, Subject: Progress Report Number 5, Eighth Air Force Programming Plan 3-57 (CONFIDENTIAL)

c. Status of equipment and spares (Latest available information):

<u>ITEM</u>	<u>EFFECTIVE DATE</u>	<u>% COMPLETE</u>
Table II	10 October	72%
Table III	10 October	68%
Table XVI	10 October	70%
FAK	28 October	4.7%
UME (99 ARS)	30 September	40%
USE (99 ARS)	30 September	75%
USE (4050 Maint SQ) (CONFIDENTIAL)	30 September	81%

6. Installations Engineering: No delays are reported in the facilities program which includes apron parking, blast fences, and refueling hydrants. (Unclassified)

7. Personnel: a. Crew training for KC-135 aircraft commenced on 26 July 1957. Three combat, one simulator and one staff crew have completed training. Seven crews are presently attending crew training. The remaining thirteen crews will enter training between 14 November 1957 and 13 February 1958. (CONFIDENTIAL)

b. Sixty-seven airmen have graduated from the KC-135 Regular Maintenance Training Package. (CONFIDENTIAL)

Henry J. Clerici

HENRY J. CLERICI
LTCOL, USAF
Acting Director of Comptroller

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Test Flight Requirements

4050 G
4050 DM

4050 DMRQ

19 Nov 57
Lt Scott/4261/dlb

1. Reasons for test flight inspections of KC-135 aircraft, as compiled from T.O. 1C-135(K)A-6 and T.O. 1-1-300:

- a. To complete each periodic inspection as prescribed in section IV of the aircraft -6.
- b. To complete the periodic inspection on aircraft being removed from extended storage.
- c. When fixed flight surfaces have been replaced, or removed and re-installed.
- d. When movable flight surfaces have been replaced or removed for major repairs and reinstalled.
- e. When flight control cables or rods have been rerouted, rerigged, or flight control mechanisms have been readjusted.
- f. When major structural modification is accomplished.
- g. When adjustments or changes are made requiring flight to accomplish operational checks and calibration of accessories and auxiliary equipment.
- h. When a new or newly overhauled engine is installed, or when an engine on which extensive maintenance has been accomplished or reinstalled on an aircraft (a test flight for a minimum duration of (1) hour is required).
- i. When a main fuel control has been replaced or removed and reinstalled on two or more engines.
- j. When two or more engines are affected by one or a combination of the following: Replacement or removal and reinstallation of a fuel governor, barometric, regulator, or main fuel control installed on gas-turbine engines.
- k. Under circumstances other than those specified above the need for an aircraft to be test flown following maintenance or repair work is an engineering decision to be exercised by Commanders through their maintenance officers. These decisions will be based upon the scope of work accomplished and consideration of the affected components relative to safety of operation.

1/7 4050 DMRQ, Subj: Test Flight Requirements

2. Reasons for test flight inspections of EC-97 aircraft, as compiled from T.O. 10-97A-6 and T.O. 1-1-3000

- a. To complete a periodic inspection.
- b. To complete the periodic inspection on aircraft removed from extended storage.
- c. When a new or newly overhauled engine is installed (a test flight for a minimum duration of one hour is required).
- d. When two or more engines are affected by replacement or removal and reinstallation of a propeller, propeller governor, or propeller alternator.
- e. When fixed flight surfaces have been removed or replaced.
- f. When movable flight surfaces have been replaced or removed for major repair and reinstalled.
- g. When flight control cables or rods have been rerouted, rerigged, or flight control mechanisms have been readjusted.
- h. When major structural modification is accomplished.
- i. When two or more engines are affected by one or a combination of the following: Replacement or removal and reinstallation of a propeller, propeller governor, or propeller alternator.
- j. Under circumstances other than those specified above the need for an aircraft to be test flown following maintenance or repair work is an engineering decision to be exercised by commanders through their maintenance officers. These decisions will be based upon the scope of work accomplished and consideration of the affected components relative to safety of operation.

LILLIAN E. SCOTT, 1st Lt., USAF
Quality Control Officer

UNIT MANNING DOCUMENT - PART II - AUTHORIZATION										
TO NUMBER		COMMAND		SUBCOMMAND		DATE		PAGE		
						MONTH 07		YEAR 57		
ORGANIZATION AND LOCATION										
0099ARHSQ		8TN310		WESTOVEAFHMAS						
FUNCTION CODE	TITLE	GRADE	AFSC	CAT	SUB PROJ NO.	AUTHORIZATIONS				REMARKS
						TOTAL	MILITARY		CIVILIANS	
						TOTAL	SG	POB	NATIVES	
01000	COMMAND									
	AIR COMMANDER SQ	LTC	0066A			1	1	1		
						1	1	1		
03000	UNIT ADMIN									
	ADMIN CLERK	A1C	70250			1	1	1		
	FIRST SERGEANT	MSG	73170			1	1	1		
						2	2	2		
04000	UNIT SUPPLY									
	SUPPLY OFFICER	LT	6424			1	1	1		
	SUPPLY OFFICER	CPT	6424			1	1	1		
	APR ORGN SUPPLY SP	A2C	64131			1	1	1		
	ORGN SUPPLY SPECL	A1C	64151			2	2	2		
	ORGN SUPPLY SPECL	SSG	64151			1	1	1		
	ORGN SUPPLY SUPV	TSG	64173			1	1	1		
	APR ADMIN CLERK	A2C	70230			1	1	1		
						8	8	8		
0400011	SUPPLY & TOOL CRIB									
	ORGN SUPPLY SPECL	A1C	64151			1	1	1		
	ORGN SUPPLY SPECL	SSG	64151			1	1	1		
						2	2	2		
29000	INTELL									
	INTEL OPERATIONS TEC	TSG	20470			1	1	1		
						1	1	1		
54100	PROF SERV									
	MED SERV SPECL	SSG	90250			1	1	1		
						1	1	1		
54200	MED ADMIN SVS									
	MED ADMIN SPECL	A1C	90650			1	1	1		
						1	1	1		
54400	AVIA MED SERV									
	MED OFF AVIATION MED	CPT	9356			1	1	1		
	AERO SPECIALIST	SSG	90150			1	1	1		
						2	2	2		
67000	PERS EQUIP SVS									
	APR PERS EQ SPECL	A2C	92230			1	1	1		
	PERSONAL EQP SPECL	A1C	92250			2	2	2		
	PERSONAL EQP SPECL	SSG	92250			2	2	2		
	PERS EQUIP SUPV	TSG	92270			1	1	1		
						6	6	6		
8001010	MAINT SUPV									
	ACFT MAINT OFFICER	MAJ	4344			1	1	1		
	A/C MAI JT OVR 2 TEC	MSG	43171E			7	7	7		
	VEHICLE OPERATOR	A1C	60350			1	1	1		
	ADMIN CLERK	SSG	70250			1	1	1		
						10	10	10		
8001014	A/C GROUND CREWS									

UNIT MANNING DOCUMENT - PART II - AUTHORIZATION										
TO NUMBER		COMMAND		NO-COMMAND		DATE		YEAR		
ORGANIZATION AND LOCATION										
FUNCTION CODE	TITLE	GRADE	AFSC	CMT	SUD PROJ NO	AUTHORIZATIONS				REMARKS
						TOTAL	TOTAL	NO	ACT	
	A/C MAI JT OVR 2 TEC	TSG	43171E			20	20	20		
	A/C MAI JT OVR 2 TEC	MSG	43171E			20	20	20		
	JET ENG MEC	SSG	43250			20	20	20		
						60	60	60		
8001015	POST FLIGHT DOCK									
	APR A/C JT OVR 2 MEC	A2C	43131E			4	4	4		
	A/C JET OV 2 ENG MEC	A1C	43151E			2	2	2		
	A/C JET OV 2 ENG MEC	SSG	43151E			2	2	2		
	APR JET ENG MEC	A2C	43230			2	2	2		
	JET ENG MEC	A1C	43250			6	6	6		
	JET ENG MEC	SSG	43250			2	2	2		
						18	18	18		
8002015	OPNS - TRNG									
	AIR OPERATIONS OFF	MAJ	1435			1	1	1		
	ACFT OBSR NAVIGATOR	CPT	1534P			1	1	1		
	ACFT PERFORMANCE ENG	CPT	4324			1	1	1		
	AIR OPER SUPV	MSG	27170			1	1	1		
	APR ADMIN CLERK	A2C	70230			1	1	1		
	ADMIN CLERK	SSG	70250			1	1	1		
						6	6	6		
8002020	COMBAT CREWS									
	PILOT BOMBARDMENT	LT	1234E			22	22	22		
	PILOT BOMBARDMENT	CPT	1234E			15	15	15		
	PILOT BOMBARDMENT	MAJ	1234E			3	3	3		
	ACFT OBSR NAVIGATOR	LT	1534P			10	10	10		
	ACFT OBSR NAVIGATOR	CPT	1534P			8	8	8		
	ACFT OBSR NAVIGATOR	MAJ	1534P			2	2	2		
	INFLT REFUELING TEC	TSG	43173			15	15	15		
	INFLT REFUELING TEC	MSG	43173			5	5	5		
						80	80	80		
						198	198	198		
R9999	OFF GRADE RECAP	LTC				1	1	1		
		MAJ				7	7	7		
		CPT				27	27	27		
		LT				33	33	33		
						(68)	(68)	(68)		
	AMN GRADE RECAP	MSG				34	34	34		
		TSG				38	38	38		
		SSG				32	32	32		
		A1C				16	16	16		
		A2C				10	10	10		
						(130)	(130)	(130)		

UNIT MANNING DOCUMENT - PART II - AUTHORIZATION										
UNIT NUMBER		COMMAND		SUBCOMMAND		DATE				
ORGANIZATION AND LOCATION										
0099ARHSQ		BTNB10		WESTOVEAFBMA5						
FUNCTION CODE	TITLE	GRADE	AFSC	CAT	BUD PROJ NO.	AUTHORIZATIONS				REMARKS
						TOTAL	MILITARY		CIVILIANS	
						TOTAL	T/O	NON	NATIVES	
99999	AIR COMMANDER SQ	LTC	0066A			1	1	1		
	PILOT BOMBARDMENT	LT	1234E			22	22	22		
	PILOT BOMBARDMENT	CPT	1234E			15	15	15		
	PILOT BOMBARDMENT	MAJ	1234E			3	3	3		
	AIR OPERATIONS OFF	MAJ	1435			1	1	1		
	ACFT OBSR NAVIGATOR	LT	1534P			10	10	10		
	ACFT OBSR NAVIGATOR	CPT	1534P			9	9	9		
	ACFT OBSR NAVIGATOR	MAJ	1534P			2	2	2		
	ACFT PERFORMANCE ENG	CPT	4324			1	1	1		
	ACFT MAINT OFFICER	MAJ	4344			1	1	1		
	SUPPLY OFFICER	LT	6424			1	1	1		
	SUPPLY OFFICER	CPT	6424			1	1	1		
	MED OFF AVIATION MED	CPT	9356			1	1	1		
						68	68	68		
99999	INTEL OPERATIONS TEC	TSG	20470			1	1	1		
	AIR OPER SUPV	MSG	27170			1	1	1		
	APR A/C JT OVR 2 MEC	A2C	43131E			4	4	4		
	A/C JET OV 2 ENG MEC	A1C	43151E			2	2	2		
	A/C JET OV 2 ENG MEC	SSG	43151E			2	2	2		
	A/C MAI JT OVR 2 TEC	TSG	43171E			20	20	20		
	A/C MAI JT OVR 2 TEC	MSG	43171E			27	27	27		
	INFLT REFUELING TEC	TSG	43173			15	15	15		
	INFLT REFUELING TEC	MSG	43173			5	5	5		
	APR JET ENG MEC	A2C	43230			2	2	2		
	JET ENG MEC	A1C	43250			6	6	6		
	JET ENG MEC	SSG	43250			22	22	22		
	VEHICLE OPERATOR	A1C	60350			1	1	1		
	APR ORGN SUPPLY SP	A2C	64131			1	1	1		
	ORGN SUPPLY SPECL	A1C	64151			3	3	3		
	ORGN SUPPLY SPECL	SSG	64151			2	2	2		
	ORGN SUPPLY SUPV	TSG	64173			1	1	1		
	APR ADMIN CLERK	A2C	70230			2	2	2		
	ADMIN CLERK	A1C	70250			1	1	1		
	ADMIN CLERK	SSG	70250			2	2	2		
	FIRST SERGEANT	MSG	73170			1	1	1		
	AERO SPECIALIST	SSG	90150			1	1	1		
	MED SERV SPECL	SSG	90250			1	1	1		
	MED ADMIN SPECL	A1C	90650			1	1	1		
	APR PERS EQ SPECL	A2C	92230			1	1	1		
	PERSONAL FOP SPECL	A1C	92250			2	2	2		
	PERSONAL FOP SPECL	SSG	92250			2	2	2		
	PERS EQUIP SUPV	TSG	92270			1	1	1		
						130	130	130		
						198	198	198		

HEADQUARTERS
4050TH AIR REFUELING WING (SAC)
United States Air Force
Westover Air Force Base, Mass.

SPECIAL ORDERS)
NUMBER 90)

18 November 1957

1. SSGT HERMAN F LESTER, AF6953860, ConAFSC 64151, is rel from asg with Hq 4050th ARFLWG (SAC) this Hq, asg 4050th FLDMAINTRON (SAC), this Hq, Amn PFD, PCA, NTI, EDCSA: 22 Nov 57. AUTH: AFM 35-11 SAC Suppl #1 and 8th AF Suppl #1, thereto.

2. Fnoa, orgn inde, (SAC), this Hq, are apt mbe, with position and Aero Rating inde, of 4050th ARFLWG KC-135 Tactic Panel, The purpose of this panel is the development of departure, recoveries and appropriate tactics. This panel will convene at the call of the President.

<u>RANK</u>	<u>NAME & AFSN</u>	<u>ORGN</u>	<u>AERO RAT</u>	<u>POSITION</u>
LTCOL	WILLIAM O ROSS, 7026A	99th AREFS	Pilot	President
CAPT	WILLIAM G McDONALD, AO778880	99th AREFS	Pilot	Member
CAPT	DOMINIC P QUERCIA, AO2070317	Hq 4050th ARFLWG	Navigator	Member
CAPT	JAMES E SHIPMAN, AO2072962	99th AREFS	Navigator	Member
CAPT	NORMAN C THOMSON, AO738959	99th AREFS	Pilot	Member
JSTLT	MARTIN C FULCHER, AO2225081	99th AREFS	Pilot	Recorder
LT	JOHN B HEIMANN, AO3025971	99th AREFS	Pilot	Member
MSGT	ROBERT P WYATT, AF34517032	99th AREFS	Boom Oper	Member
MSGT	JAMES H LYSAGHT, AF36904621	99th AREFS	Boom Oper	Member

3. Fnoa, with crew position inde, 384th AREFS (SAC), this Hq, are apt as One Time Test Hop Crew on KC-97 type acft eff 6 Nov 57, IAW Section VIII, Para 24(1)(3) SACM 66-12. All conflicting orders are rescinded.

AC	T-52	1STLT	WILLIAM S HALL, AO3005413
P		1STLT	RICHARD M FINAN, AO3023680
N		1STLT	ARTHUR J SULLIVAN, AO3039873
FE		TSGT	WILLIS D MILLER JR., AF36762154
BO		TSGT	EDWARD MARTINEZ, AF12225128

4. Fnoa, with crew position inde, 384th AREFS (SAC), this Hq are apt as One Time Test Hop Crew on KC-97 type acft eff 12 Nov 57, IAW Section VIII, Para 24(1)(3) SACM 66-12. All conflicting orders are rescinded.

AC	T-74	CAPT	MACK N SEAGRAVES, AO549222
P		1STLT	ROBERT P JOHANNSEN AO3027335
N		1STLT	HENRY J SECHLER, AO3023131
FE		MSGT	SAMUAL A BRYANT, AF33631388
BO		MSGT	RALPH J DARROW, AF32673908

5. 1STLT RALPH J ANDERSON, AO3041490, 384th AREFS (SAC), this Hq, is apt as One Time Test Hop Crew on KC-97 type acft and Crew T-82 eff 8 Nov 57, IAW Section VIII, Para 24(1)(3) SACM 66-12. All conflicting orders are rescinded.


SO 90, Hq 4050th ARFLWG, (SAC), Westover AFB, Mass

18 Nov 57

6. 1STLT ROBERT A HAHN, A03039651, 384th AREFS (SAC), this Hq, is apt as One time Test Hop Crew on KC-97 type acft and Crew T-70, eff 6 Nov 57, IAW Section VIII Para 24-(1)(3) SACM 66-12. All conflicting orders are rescinded.

7. 1STLT PAUL E HOLMES, A02253249, 384th AREFS (SAC), this Hq, is apt as One Time Test Hop Crew on KC-97 type acft and Crew T-68, eff 11 Oct 57, IAW Section VIII, Para 24(1)(3) SACM 66-12. All conflicting orders are rescinded.

FOR THE COMMANDER:


R.C. TAYLOR
Major, USAF
Adjutant

DISTRIBUTION:

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DPO, 28 DPA, 10 DPA Payroll, 1 DCO 1DO, 1 BPSP, 1 BCRS, 1 DPOJT, 1 DPA Status

Headquarters
4050TH AIR REFUELING WING
United States Air Force
Westover Air Force Base, Mass.

6 November 1957

SUBJECT: Minutes of Air Refueling Wing Staff Meeting.

TO: Distribution X.

1. A Wing Staff Meeting was held at 1400 hours, 5 November 1957, in the Conference Room, Wing Headquarters, with the following officers present:

C	Col G W R Zethren	99ARS	Maj D M Covic
DC	Col H R Burrell	A&ESM	Lt Col J Bowman
DP	Maj L O Park	FMS	Lt Col M J Mulholland
DCR	Maj H I Williams	PMS	Maj P Chepurko
DO	Lt Col G Richmond	384ARS	Lt Col J A Nolan
DS	Capt J S Murphy	Maint	Lt Col W Callahan
ADJ	Maj R C Taylor		Lt Col W L Evans
DOI	Maj F Wojtasiak		

C

KC-135 PROGRAM. C directed DC to schedule a conference of staff and commanders to discuss the overall KC-135 program, with particular emphasis on personnel.

HOUSEKEEPING. A tour of work shop areas by C evidenced need for continued emphasis on good housekeeping standards. Specific attention must also be placed on security of equipment, including tools and tool boxes. The state of discipline in regard to housekeeping practices must be maintained at the highest possible level at all times.

SIGNS. C directed commanders to make every effort to secure signs to identify their barracks and work areas.

DC

ACCIDENTS AND INCIDENTS. Commanders were again reminded of the continuing need for maintaining a close control over accidents and incidents involving their personnel. There appears to be a trend towards a high percentage of such occurrences this month, indicating a need for immediate and positive action by commanders.

PROPER AUTO REGISTRATION-INSURANCE. Indications still exist that some personnel are operating improperly registered and/or insured personal vehicles. Commanders will insure that their personnel are thoroughly familiar with the Massachusetts regulations regarding private vehicle operation in this State. Particular attention was directed to C57AD's recent letter on this subject. ADJ is again forwarding copies of the Massachusetts regulations on this subject to each squadron.

AIRDROME TRAFFIC. Laxness in observing airdrome traffic regulations has been noted recently. Commanders were directed to reindoctrinate their personnel in proper airdrome traffic conditions. Copy of recent communication from Base Operations regarding this subject has been furnished all commanders. Particular attention was directed to the 10 mph speed limit for all vehicles other than special purpose vehicles. (5 mph for special purpose vehicles).

DAYROOMS. Although no further expenditure of funds should be made for dayrooms, the requirement still exists for maintaining them in a clean, neat condition. Commanders should be familiar with the ground rules governing the judging of the dayrooms. ADJ will furnish all commanders with another copy of the ground rules utilized in the judging of dayrooms.

DM

FLYING AND ORGANIZATIONAL CLOTHING. A close screening of base assets is being made in an effort to procure necessary funds to secure the clothing.

AIRCRAFT RECORDS. Considerable higher headquarters attention is being focused on accuracy and completeness of aircraft records. Commanders were requested to insure that their personnel are thoroughly familiar with proper procedures for completing aircraft records. A close inspection of aircraft records will be maintained by the Office of Chief of Maintenance.

DO

KC97 TAKE OFF WEIGHT RESTRICTION. Attention of staff and commanders was invited to 8AF Msg DO63263, dated 4 Nov 57, regarding this subject.

PMS

PERSONNEL ASSIGNMENT. Squadron Commander requested, whenever possible, that personnel not be reassigned to squadrons when they have a very short retainability. DP advised every effort is being made to preclude such assignments.

DCR

SQUADRON MANAGEMENT CONTROL SYSTEM. A new amendment to Base Regulation 170-1, Squadron Management Control System has been issued. It eliminates 3 scoring areas, i.e., Appearance of Squadron Areas, Military Offenses, and NCO Mess Membership.

2. The meeting adjourned at 1510 hours.

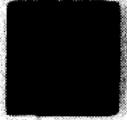
FOR THE COMMANDER:



ROBERT C. TAYLOR
Major, USAF
Adjutant

DISTRIBUTION: X

- 1 ea indiv listed par 1
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- 1 Wg File



MONTHLY STRENGTH REPORT									AS OF DATE
									30 November 1957
ORGANIZATION	OFFICERS				AIRMEN				CIVILIANS
	ASSIGNED	AVERAGE ASSIGNED	AVG PHY PRE		ASSIGNED	AVERAGE ASSIGNED	AVG PHY PRE		
			MALE	FEMALE			MALE	FEMALE	
HQ 97TH AIR DIVISION	12	12	12		9	10	10		3
HQ 99TH BOMB WING	63	66	60		169	172	169		3
346TH BOMB SQUADRON	83	84	68		221	223	231		
347TH BOMB SQUADRON	88	86	70		225	228	211		
348TH BOMB SQUADRON	86	86	68		231	235	223		
99TH FLD MAINT SQUADRON	8	8	7		812	838	825		10
99TH PDC MAINT SQUADRON	4	4	4		215	217	212		
99TH A&E MAINT SQUADRON	11	11	9		439	440	408		
99TH TACTICAL HOSPITAL	32	32	18	14	111	111	111		
99TH BOMB WING TOTAL	375	377	304	14	2443	2484	2390		13
HQ 4050TH AREF WING	33	33	32		126	126	120		3
384TH AREF SQUADRON	121	124	112		199	200	180		
99TH AREF SQUADRON	62	61	31		165	180	152		
4050TH FLD MAINT SQUADRON	8	9	9		312	306	286		8
4050TH PDC MAINT SQUADRON	4	4	4		95	92	85		
4050TH A&E MAINT SQUADRON	7	8	8		92	92	72		
4050TH AREF WING TOTAL	235	239	196		989	996	895		11
HQ 814TH AIR BASE GROUP	88	92	82	3	755	800	722	78	70
814TH INSTL SQUADRON	10	11	10		264	253	242	4	176
814TH PD SVS SQUADRON	2	2	2		234	239	228		
814TH TRANS SQUADRON	4	4	4		217	224	204	7	26
814TH OPERATIONS SQUADRON	9	8	8		60	61	54	5	
814TH SUPPLY SQUADRON	7	6	6		309	317	292	12	91
11TH PHY TNG FLT	3	2	2		12	12	11		
4050TH USAF HOSPITAL	49	49	35	14	95	98	87	12	45
890TH AIR FORCE BAND					30	30	29		
24TH AVIATION DEPOT	12	12	10		69	70	66		
814TH AIR POLICE SQUADRON	6	6	5	1	210	207	206		
TOTAL	190	192	164	18	2259	2311	2141	118	408
HQ 818TH AIR FORCE	320	318	248	1	454	444	407	15	185
430TH SUPPRON	4	4	3		46	50	52		
18TH COMMON	19	20	17		410	430	344	63	9
8TH RECON TECH	48	50	40		331	334	319	5	
TOTAL	391	392	308	1	1241	1258	1122	83	194
337TH FIS	30	30	28		25	43	25		
4728TH AIR DEF GP	7	7	4		18	18	20		
5TH AIR RESCUE SQUADRON	1	1	1		1	1	1		
1217TH AACB	10	7	7		224	120	115		4
5TH WEATHER GROUP	24	26	26		70	71	70	7	4
1ST DISTRICT OBI	23	23	20		13	13	12		14
DETACHMENT 9, 12 RBS	4	4	4		40	41	39		
RESIDENT AUDITOR	1	1	1		3	3	3		4
3084TH AVIATION DEPOT	49				479				69
CORPS OF ENGINEERS									28
324TH FIS	34	34	1		13	17	14		
207TH FLD TNG DET	1	1	1		26	27	25		1
508RD CON ACFT MAINT SQ	13	13	10		464	481	289		
KC-135-3 MPD					19	11	11		
TOTAL	210	147	103		1389	846	624	7	124
BASE TOTAL	241	239	197	19	8526	7699	7162	208	753



HEADQUARTERS
4050TH AIR REFUELING WING
Westover Air Force Base, Mass.

OFFICER'S ROSTER AS OF 30 November 1967

NOTE: ANY ERRORS, CHANGES OR OMISSIONS WILL BE REPORTED TO OFFICER'S BRANCH, WING PERSONNEL (REF: 8TH AF REG 36-4) ROS: 8TH AF P-1

1. Number of Items within grade
2. Marital status
3. Name
4. Service number
5. Date of rank in grade
6. Aircrew Data-Aero Rating
 - P-1 Fighter Pilot Jet
 - P-2 Fighter Pilot Single Engine
 - P-3 Pilot, Single Engine (Other)
 - P-4 Pilot, AIOBSR RMBDR
 - P-5 Pilot, B-29 & RB-29
 - P-6 Pilot, B-36 & RB-36
 - P-7 Pilot, B-50
 - P-8 Pilot, B-47 & RB-47
 - P-9 Pilot, B-52
 - P-10 Pilot, Four Engine (Other)
 - P-11 Pilot, Twin Engine (Other)
 - E Aircraft Performance Engineer
 - SE Senior Aircraft Performance Engineer
 - N AIOBSR, Navigator
 - SN Senior Navigator
6. Aircrew Data- Aero Rating (Cont'd)
 - NER Air Oper, Navigator Bombardier
 - ECM Air Oper, ECM Officer
 - F Flight Surgeon
 - U Weapons Officer
 - ACM Acft Observer, Medical
7. Duty Assignment Title
8. Organization to which assigned
9. Primary AFSC
10. FSSD
11. Date Assigned to base
12. Duty Phone
13. Home Address
14. Home Phone
15. Date of Separation

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EPM	1
ECR	10
HOSP	2
CSI	2
99ADJ	5
99DP	5
4050C	4
4050ADJ	2
4050DCR	2
4050DP	57*
4050DI	3
4050 Historian	2
4050DO	10
4050DM	5
4050 Safety	1
4050AES	4
4050PMS	4
4050FMS	4
4050HSS	3
99ARS	5
38ARS	5

* Includes sufficient copies for compliance with Eighth Air Force Regulation 36-4.

1	2	3 (COLONELS)	4	5	6	7	8	9	10	11	12	13	14	15
1	M-ANDRAE, ANDREAS A	8293A	19Feb57	CP-10	Dir of Opns(Wg)	4050ARW	0026B	0946	1Jan57	120dysTDYCastleAFBCal20Jan58	R-AF			
2	M-BURRELL, HARRY R	A0387765	8May51	CP-10	DepWgComdr	4050ARW	0026B	0757	7Aug57	4141 21A Davis(DK)LY36340	INDEF			
3	S-PETERS, FREDERICK I	2436A	15Apr53	None	Dir of Materiel	4050ARW	0046C	1255	2May56	5236 80Q T644 21230	R-AF			
4	M-ZETHEEN, GEORGE W. R.	1679A	22Jun50	CP-10	Wing Commander	4050ARW	0066C	0854	11Sep56	4140 7A-B McArthurLY39159	R-AF			

LIEUTENANT COLONELS

1	M-BOWMAN, JOHN S	6163A	15Apr53	CP-10	Sq Comdr	4050AES	7336	0954	24Jan56	5126 4B Larson(DK)LY36994	R-AF			
2	M-BROUTSAS, GEORGE M	A0428655	31Jan56	CP-10	Sq Comdr	99ARS	0066A	1256	22Jul57	5228 4dDavisRd(DK)LY36347	INDEF			
	M-CALLAHAN, WALTER	9285A	15Apr53	SP-10	Ch of Maint(Wg)	4050ARW	4316	1051	16Sep55	24239 2bMalcolm(DK)LY36854	R-AF			
4	M-EVANS, WILBUR L	14958A	15Apr53	SP-10	Maint Staff Off	4050ARW	4316	0756	2Jul57	1114ysTDYCastleAFBCal2Feb58	R-AF			
5	M-MCCANN, JOHN G	A0431028	14Nov50	SP-10	Wg Plans Off	4050ARW	1416	0356	8May56	22291 10aLarsonDr(DK)LY39038	INDEF			
6	M-MINTON, SILAS J	A0908054	4Apr57	CP-10	AcftComdrKC-97	384ARS	1044B	0657	2Aug57	4226 493Stone Hill, Wilbraham	INDEF			
7	M-MULHOLLAND, MITCHELL JB	4451A	1Nov45	CP-10	Sq Comdr	4050FMS	1416	0353	1Jul56	21227 McMerneyRdBecket 3151	R-AF			
8	M-NOLAN, JOHN A	9106A	14Jun54	SP-10	Sq Comdr	384ARS	0066A	1248	23Feb56	23247 10aDavisRd(DK)LY33944	R-AF			
9	M-OLSEN, CARL R	A0903502	30Jan56	None	SpAsstWgComdr	4050ARW	0016C	0755	2Aug55	4140 2b-cPotter(DK)LY33169	0158			
10	M-RICHMOND, GEORGE M	8644A	15Apr53	CP-10	DepDirWgOpns	4050ARW	1416	0856	3Sep56	21167 11bMacArthur(DK)LY33415R-AF				
11	M-ROSS, WILLIAM O	7026A	3May57	SP-10	Opns Officer	99ARS	0061A	0250	26Aug57	5225 1aMcNary(DK) LY33501	R-AF			
12	S-WEBB, CHARLES JR	A01699092	15Apr53	CP-10	AcftComdrKC-97	384ARS	1416	0855	4Sep56	4226 TheKnolls, S. HadJEB35080	INDEF			

MAJORS

1	M-ALEXANDER, JIM V	12215A	1Jun52	SP-10	OpnsStaffOff(Wg)	4050ARW	1435	0156	13Jul57	23130 138PondviewDrLY33810	R-AF			
2	M-AMMON, ROBERT C	A0765215	26Jan55	SP-10	AcftComdrKC-97	384ARS	1435	1151	13May57	4226 Chicopee, Mass	INDEF			
	M-BALDWIN, ROBERT C	A0701856	1Jun52	SP-10	PilotKC-97	384ARS	1416	0953	2Jul57	4226 3dCunningham LY33073	INDEF			
4	M-BOGGS, WALLACE M	13606A	15Apr53	SP-10	Opns Officer	384ARS	1435	1252	4Jun56	4226 StonyBrookMotel, 8555 Granby, Mass.	INDEF			
										60Mt. ViewDr, LY39831	R-AF			
										Fairfield, Mass				

1	2 3 (MAJORS CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
5	M-BARKER, PAUL W	A0727382	3Jan57	SP-10	Ch Our Opns	4050AEM	1435	1145	1Jun56	6130	34dDavis(DK)	LY36343	INDEF
6	M-CHEPURKO, PETER P	A0736620	15Apr54	SN	Sq Comdr	4050PMS	1416	0653	1Apr55	6247	1aDavisBd(DK)	LY33750	INDEF
7	M-COVIC, DONALD M	A0715947	15Nov51	SP-10	AcftComdrKC-135	99ARS	1234C	0653	18Sep57	118dysTDYCastleAFBCal	22Mar58	INDEF	
8	M-CULLEY, WALLACE R	A0854619	15Apr54	None	ArmStaffOfficer	4050AES	3216	0554	1Aug55	25110	Mt.ViewTrailerJU38923	INDEF	
9	M-DAVENPORT, BURL B	A0672038	1Jun52	SP-10	AcftComdrKC-135	99ARS	1234C	0449	26Aug57	118dysTDYCastleAFBCal	19Jan58	INDEF	
10	M-HEADLEY, EDGAR W	A0668580	18Sep51	SP-10	Maint Officer	99ARS	4316	0457	20Jun57	65dysTDYSeattle,Wash	11Jan58	INDEF	
11	M-HINTON, JAY S	11602A	1Jun52	SP-10	AcftComdrKC-135	99ARS	1234C	0550	26Aug57	118dysTDYCastleAFBCal	22Mar58	R-AF	
12	M-LALONDE, ROBERT F	22703A	22Feb56	SP-10	Wg Opns&Tng Off	4050AEM	1234C	0654	10May56	23130	20DeslauriersStLY39124	1	
13	M-MACNEW, JAMES J	A0701252	13Feb57	SN	Sq Staff Obsr	384ARS	1534A	1253	26Jan56	5262	ChicFalls,Mass. 80Q 165, Rm 26	5157	INDEF
14	M-PARK, LIONEL O	10286A	6Dec51	SP-10	Dir Pers (Wg)	4050AEM	7316	0756	23Aug56	4182	20 Lenders, JE43233	R-AF	
15	M-PATTERSON, JOHN W	A0428557	1Jun52	CP-10	Wg Liaison Off	4050AEM	1324A	0854	10Oct56	22232	So, Hadley Falls 21 Lyn Dr, GR6611	0158	
16	M-SMITH, LARKIN B JR	A0664835	11Jun54	SN	A&E Officer	4050ARS	1525P	0856	18Sep57	23236	So, Hadley, Mass 42Beachside	JU36142	INDEF
17	M-TAYLOR, ROBERT C	A0659412	1Jun52	SP-10	Wg Adjutant	4050AEM	7535	0845	20May56	5217	Dr, Ludlow 6aYoung(DK)	LY33081	INDEF
18	M-WIESE, FRANK E	15024A	18Feb55	SP-10	AcftComdrKC-97	384ARS	1224P	1251	2Jul57	4286	14d Larsen Dr (DK)	LY39754	R-AF
19	M-WHITE, JAMES	A01556822	11Jun54	None	Maint Supv	4050PMS	4316	0654	14Apr55	6218	10 Alvord St, SoHadley	JE36302	INDEF
20	M-WILLIAMS, HAROLD I	A0801534	1Jun52	P-NF	WgMan-Anal Off	4050AEM	6736	0651	12Jun56	22132	5a Larsen Dr (DK)	LY39348	INDEF
21	M-WOJTASIAK, FRANK J	A0900304	12Jan55	None	Wg Intell Off	4050AEM	2016	0755	10Aug55	25138	8b CunninghamLY33347	INDEF	

CAPTAINS

1	M-ADAMS, JOHN O	28498A	4Apr57	P-10	AcftComdrKC-97	384ARS	1234C	0949	16May55	4226	47 Randall Ave, Chicopee	LY23254	R-AF
2	M-BARRY, JOSEPH A	A01910424	27Oct55	P-10	AcftComdrKC-97	384ARS	1234C	0548	9May55	25132	66Beauregard Ter, ChicFalls	LY39243	INDEF
3	M-BELLINFAUTE, CRESCE G	A02065703	1Apr53	P-10	Dep Dir of Pers	4050AEM	7324	0556	3Jul56	4182	63 Oakridge st, ChicFalls	LY39822	INDEF
4	M-BERGSTROM, CLYDE P	A01287990	31Oct50	None	Supply Officer	4050PMS	6424	0455	9May55	23297	867 RooseveltRd st, S pfld, Mass	43295	INDEF

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5	M-COBBEY, WENDELOMEW K	A0794103	13Oct51	SN	Nav KC-97	384ARS	1534C	1156	6Jan57	25182	36 Eastland St, Spfld, Mass	RE41461	INDEF	
6	M-COLLINS, GEORGE W	A02076556	7Dec55	SN	Wg Logistics Off	4050ARW	1534A	1252	1Apr55	5123	7d Dowden(DK)	LY36356	INDEF	
7	M-CONNOR, ROBERT J	A02083148		P-10	Pilot KC-97	384ARS	1234C		12Jul57	249dysTDY	UnivMaryland	4Feb58	INDEF	
8	M-DOYLE, JOHN E JR	A02084238	26Oct55	SN	Nav KC-135	99ARS	1534A	1052	1Apr55	6264	12b Logan(DK)	LY36962	INDEF	
9	M-DRUCKENMILLER, LEON C	A0805415	18Dec50	SP-10	Acft Maint Off	4050ARW	1435	0353	12Oct57	22197	2aHaySt(DK)	LY33630	INDEF	
10	M-FLAHERTY, ROBERT H	A0945205	19Oct56	E-NF	Supply Officer	4050FMS	6424	1254	10Jan55	23297	107Mt. View, Chic Falls, Mass	LY39691	INDEF	
11	M-FOSTER, RUSSELL V JR	A0739271	31Oct50	SP-10	Wg Comm Officer	4050ARW	3011	0855	68Sep56	25105	3dMarArthur(DK)	LY39079	INDEF	
12	M-GARDNER, RALPH S	A0716096	19Dec50	SP-10	Acft Maint Off	4050FMS	4344	0856	10Oct56	21213	91 Mt. View, Chic Falls, Mass	LY36153	INDEF	
13	S-GERBER, PAUL	A02022916	9Nov55	SN	NAV KC-135	99ARS	1534A	0853	1Apr55	6264	80Q 644, Rm206	5236	INDEF	
14	M-GREEN, CHESTER A	A01911157	22Nov55	P-10	Pilot KC-97	384ARS	1224P	0253	23Jul57	4226	63 Malcolm(DK)	LY33278	INDEF	
15	M-GURR, KENNETH W	A0774135	15Mar54	SP-10	Acft Comdr KC-97	384ARS	1044P	0646	19Jun57	4226	150 Mt. View, Chic Falls, Mass	LY36395	INDEF	
16	M-HALEY, RICHARD F	A01998981	15Mar54	P-10	Acft Comdr KC-135	99ARS	1234C	0852	26Aug57	23165	57 Littleton Spfld, Mass.	RE47726	INDEF	
17	M-HAMBLIN, ALMERY R	A0758989	1Jun52	SP-10	Acft Comdr KC-135	99ARS	1234C	0346	1Apr55	23165	35a Davis(DK)	LY33544	INDEF	
18	M-HARDWICK, ROBERT E JR	A02099867	14Nov56	E	Sq Perf Eng KC97	384ARS	4324	0242	26Jan56	23286	43 Acker Cir, Chicopee, Mass	LY20204	INDEF	
19	M-HENRY, WILLIAM E	A0832506	15Apr54	SP-10	Acft Comdr KC-97	384ARS	1234C	1254	12Apr55	4226	9c 5th Ave(FK)	LY33108	INDEF	
20	M-HILL, WILLIAM H	A0746344	25May51	P-10	Acft Comdr KC-97	384ARS	6424	0653	2May57	4226	17c Davis(DK)	LY33831	INDEF	
21	M-HOWELL, WILLIAM H	A02222184	2Apr57	P-10	Acft Comdr KC-135	99ARS	1234C	0654	26Aug57	118dysTDY	Castle AFB Cal	23Jan58	INDEF	
22	M-INGWERTSEN, JOHN M	A0933712	15Nov55	SP-10	Acft Comdr KC-135	99ARS	1234C	0654	26Aug57	23165	13d Logan(DK)	LY36669	INDEF	
23	M-JAIME, WILLARDO H	A0739793	1Apr53	P-NF	Aero Engr	4050FMS	4344	0757	85Sep57	21215	1a Potter(DK)		INDEF	
24	M-JAYCOX, RAYMOND E	A02101586	14Mar54	N	Acft Perf Engr	99ARS	4324S	0848	7Feb57	6264	772 Mandalay Rd, Fairview	JE34933	INDEF	
25	M-KARSONOVICH, JOSEPH L	A0533185	19Dec50	CP-10	Acft Comdr KC-97	384ARS	1435	1251	19Apr55	4226	156 Westover Rd, Chic Falls	LY39562	INDEF	
26	M-KENT, JIM H	A0690958	31Jul55	P-10	Pilot KC-97	384ARS	1534A	1252	19Jul57	4226	11b Young(DK)	LY33194	INDEF	

1	2	3 (CAPTAINS CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
27	M-KIRSCHNER, EDWIN K	A0805068	19Dec50	SP-10	Prod Cont Off	4050ARW	4355	0253	6Jun55	22191	109Telegraph Ave, Fairview	JE45226	INDEF	
28	M-MARKER, HERBERT J	A0702309	25Apr51	SP-10	Prod Cont Off	4050ARW	12340	0255	1May55	4259	6dDavis(DK)	LY36677	INDEF	
29	S-McCURRACH, DAVID F JR	A0741613	18Feb51	SP-10	AcftComdrKC-135	99ARS	12340	0642	18Oct57	85dysTDYCastleAFB, Cal	5Mar58	INDEF		
30	M-McDONALD, WILLIAM G	A0778880	2Feb55	SP-10	AcftComdrKC-135	99ARS	12340	1145	1Apr55	91dysTDYCastleAFB, Cal	9Dec57	INDEF		
31	M-McILHARGIE, WILLIAM L	A0708512	15Feb51	SN	Wg Plans Officer	4050ARW	1534A	0453	15May55	22291	110Lukasik st, Fairview	JE34903	INDEF	
32	M-McKEE, THOMAS M JR	25860A	1Apr53	P-10	Pilot KC-97	384ARS	3034	0454	22Jun57	4226	154Pondview Dr, Chic Falls	LY36102	INDEF	
33	M-MURPHY, JAMES S	A0828489	15Dec51	SP-10	Wg Dir Fly Saf	4050ARW	12340	1150	1Apr55	4116	68Briarcliff Springfield, Mass	ST24369	INDEF	
34	M-MITCHELL, CHARLES W	A02099316	2Mar55	E	AsstWgAcftPerEng	4050ARW	4324	1241	18Jan56	23200	49 Leo Dr, Chic Falls, Mass	LY36124	INDEF	
35	M-QUEBIA, DOMINIC P	A02070317	16Jan51	SN	Wing Observer	4050ARW	1525B	0849	5Apr55	23200	57Macomber Ave, Spfld, Mass	ST22521	INDEF	
36	M-RAU, EDWARD J	A01912291	23Oct56	P-10	AcftComdrKC-135	99ARS	12340	0352	2Apr55	118dysTDYCastleAFB, Cal	2Jan58	INDEF		
37	M-RAAZ, JEWETTIN W	A0676646	15Feb51	SP-10	AcftComdrKC-135	99ARS	12340	0843	23Oct57	84dysTDYCastleAFB, Cal	21Feb58	INDEF		
38	M-ROBERTS, FRANCIS M	A01573546	1Apr53	None	Wg Supply Off	4050ARW	6424	1255	2Jan56	23222	87QuincySt, Spfld, Mass.	ST89980	INDEF	
39	M-ROSSETTI, JOSEPH J	A0943659	5Dec56	E	WgAcftPerfEngr	4050ARW	4324	1253	1Apr55	6228	39Hillside Ave, So Hadley	JE24996	INDEF	
40	M-SCOTT, EUGENE D	26892A	3Jan56	N	Nav KC-135	99ARS	1534A	0154	29Jul57	21275	12Clogan(DK)	LY39167	R-AF	
41	M-SEAGRAVES, MACK N	A0549222	15Apr54	SP-10	AcftComdrKC-97	384ARS	12340	0855	11Jun55	4226	119Oakridge st, Chic Falls	LY39709	INDEF	
42	M-SEARLE, JAMES E	A0793180		P-10	AcftComdrKC-135	99ARS	12340		24Nov57	88dysTDYCastleAFB, Cal	22Mar58	INDEF		
43	M-SHARPLEY, JAMES L	A0818955	28May51	SP-10	FltComdrKC-97	384ARS	12340	0155	1May55	4226	26Mt. ViewSt, Fairview, Mass.	LY39810	INDEF	
44	M-SHIPMAN, JAMES E	A02072962	14Oct55	SN	Staff Observer	99ARS	1534A	1255	26Aug57	6264	3e Cater(DK)	LY33943	INDEF	
45	M-SMALLEY, WYMAN J	A02085024	20Oct55	P-10	Pilot KC-135	99ARS	12340	1152	26Aug57	5225	5dDavis(DK)	LY33245	INDEF	
46	M-SMITH, CECIL R JR	A02216142	26Feb57	N	Nav KC-135	99ARS	1534A	0554	26Aug57	118dysTDYCastleAFB, Cal	4Mar58	INDEF		
47	M-STOUGH, ELBERT E	A02071475	1Jun52	SP-10	AcftComdrKC-97	384ARS	1435	0354	15Jul55	4226	1dDavis(DK)	LY33583	I. F	
48	M-TAYLOR, ORVILLE D JR	A0756751	6Feb55	SP-10	AcftComdrKC-135	99ARS	12340	0855	2Apr55	24233	76DorothySt, Fairview, Mass	JE29922	INDEF	

1	2	3 (CAPTAINS CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
49	M-TEST, WILLIAM A	A0516177	26Feb52	None	ArmStaffOfficer	4050AES	3234	0154	13Mar55	25110	967Prospect St, Fairview	JE43252	INDEF	
50	M-THOMPSON, FRANCIS L	A0777867	15Apr54	SP-10	AcftComdrKC-135	99ARS	1224P	0845	26Aug57	118dysTDYCastleAFBCal	4Mar58	INDEF		
51	M-THOMSON, NORMAN C	A0738959	19Dec50	SP-10	AcftComdrKC-135	99ARS	12340	1253	26Aug57	23164	133Groton, 16 Acres, Ludlow	ST22190	INDEF	
52	M-VEITH, CHARLES E	A0800789	31Oct50	SN	Nav KC-97	384ARS	1525P	0447	1Aug55	23296	4aDavis (DK)	LY36953	INDEF	
53	M-WEISS, CARLO	A0808915	1Jun52	SP-10	Pilot KC-97	384ARS	3211	0649	13Jun55	25110	1dCater (DK)	LY33359	INDEF	
54	M-WHITE, WILLIAM E	A01851052	8Apr57	SP-10	Pilot KC-135	99ARS	12340	0548	26Aug57	23165	581uegrass Lane, Ludlow	JU38973	INDEF	
55	M-WICKER, JAMES E	A0754570	31Oct50	SP-10	ChWgStdnd	384ARS	12340	0155	12Apr55	24233	5B Anderson Rd (DK)	LY36905	INDEF	
56	M-WILLIAMS, JEROME V	A0938237	21Jan55	SP-10	A/O KC-135	99ARS	12340	0654	26Aug57	118dysTDYCastleAFBCal	23Jan58	INDEF		
57	M-WOODS, ROBERT S	A02098301	1Apr53	P-10	AcftComdrKC-97	384ARS	12340	1249	14Apr55	4226	2cCater (DK)	LY36865	INDEF	
<u>FIRST LIEUTENANTS</u>														
1	M-ANDERSON, RALPH J	A03051590	28Mar56	N	Nav KC-97	384ARS	1531P	1241	2May57	5262	34 Rivest Ct, Chic Falls	JE38338	0359	
2	M-ANDERSON, TED JR	A02245904	25May54	P-10	AcftComdrKC-97	384ARS	12340	0242	18Mar55	4226	9dAnderson (FK)	LY33305	INDEF	
3	M-ARNDT, ERNEST A	A03035995	17Feb56	P-10	Pilot KC-135	99ARS	12340	0652	118Sep57	5225	13dYoungs (SK)	LY33184	INDEF	
4	M-BARD, LAWRENCE N	A03035126	14Jan56	N	Nav KC-135	99ARS	1534A	1241	26Aug57	118dysTDYCastleAFBCal	23Jan58	INDEF		
5	M-BOGAN, JOHN J III	A03046959	12Jan57	P-10	Pilot KC-97	384ARS	1224P	1241	68Sep56	4226	6dDowden (DK)	LY39138	1158	
6	M-BRENNAN, BRUCE J	A03046178	2Feb57	N	Nav KC-97	384ARS	1534A	1241	38Sep56	5262	50Dickenson Aldenville	JE37675	INDEF	
7	M-BRAMMER, ROBERT L	A03007796	11Jun55	P-10	AcftComdrKC-97	384ARS	12340	1252	18Mar55	4226	9bAnderson (FK)	LY36694	INDEF	
8	S-BROWN, PAUL	A03039990	9Nov56	N	Nav KC-97 (SB)	384ARS	1534A	0242	22May55	24233	128River Rd, Hadley, Mass	JU49425	INDEF	
9	S-BUCKSON, DANIEL	A03034874	24Dec55	P-10	AcftComdrKC-97	384ARS	1044P	0956	1May57	4226	946Chestnut st, Spfld, Mass	RE79571	INDEF	
10	M-BUMBA, LINCOLN J	A03050152	13Jun57	P-10	Pilot KC-97	384ARS	1224P	1241	7May57	4226	Box 86, East Hampton Rd, Holyoke	JE23387	0159	
11	M-BURNINGHAM, DEE S	A03053902	29Oct57	P-10	Pilot KC-97	384ARS	1224P	1241	21Jul57	4226	9cAnderson (DK)	LY39450	INDEF	
12	M-CADWELL, ROBERT D	A03034168	27Feb56	N	Nav KC-135	99ARS	2934A	1241	26Aug57	118dysTDYCastleAFBCal	21Jan58	INDEF		

1	2	3 (1STLTa CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
13	S-DALLMAN, ALBERT H	A03040763	1Dec56	P-10	Pilot KC-97	384ARS	1234C	0242	12Sep55	4226	62Sullivan st, Aldenville	RE37383	0158	
14	M-DAUENHAUER, ERVIN F	2803EA	19Dec54	N	Nav KC-135	99ARS	1534A	0342	26Aug57	95dys	TDYMaxwellAFB, Ala	18Dec57	R-AF	
15	M-DOERNING, MELVIN E	A02228372	15Sep54	P-10	Pilot KC-97	384ARS	1234C	1241	1Apr55	4226	53Briarcliff Spfld, Mass	ST24394	0158	
16	M-DORMANN, JAMES E	A02211992	8Nov56	P-10	Pilot KC-97	384ARS	1224P	1241	1Aug56	4226	638Amherst Rd SoHadley, Mass	JB37803	INDEF	
17	M-DRIES, ALFRED J	A02204880	14Jun56	P-10	Pilot KC-97	384ARS	1224P	1241	15Sep56	4226	13Barnett Ave SoHadley, Mass	JE23368	INDEF	
18	M-DRIES, BRUCE V	A03009450	26Jul55	P-10	Pilot KC-97	384ARS	1224P	1241	13Aug57	4226	43School St, Granby, Mass	GR659	INDEF	
19	S-DUERISKE, STANLEY J JR	A03034195	27Jan56	P-10	Pilot KC-97	384ARS	1224P	1241	18Aug57	4226	170Ludlow Rd Fairview, Mass	JE37018	INDEF	
20	M-DUNBAR, WILLIAM B	A02227872	24Aug54	N	Nav KC-97	384ARS	1528P	0954	20Dec55	5262	158Youngs(DK)LY33476	11	F	
21	M-EHRLINSPIEL, RICHARD J	A03040994	15Dec56	P-10	Pilot KC-135	99ARS	1234C	1241	26Aug57	111dys	TDYCastleAFBCal	12Jan58	INDEF	
22	M-ELMQUIST, GORDON D	A0940684	13Aug53	P-10	Acft Comdr KC-135	99ARS	1234C	0342	26Aug57	5225	229Miller St Ludlow, Mass		INDEF	
23	M-ENGEN, JEROME T	A03039818	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	138Larsen(DK)LY33123		INDEF	
24	S-FIEDOR, STANLEY C	A03026167	21Oct55	N	Nav KC-135	99ARS	1534A	0542	9Sep57	6264	68Kavery St Aldenville, Mass	JB39303	INDEF	
25	M-FINAN, RICHARD M	A03023680	21Apr55	P-10	Pilot KC-97	384ARS	1224P	1241	7Aug56	4226	23Leo Dr, Chic Falls	LY33379	INDEF	
26	M-FITZ, KEITH E	A03039820	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	9dCollins(FK)LY33645		INDEF	
27	M-FOLBY, PAUL K	A03039531	14Oct56	P-10	Pilot KC-97	384ARS	1234C	0242	5Jul55	4226	94Mt. View, Chic Falls	JB37087	INDEF	
28	M-FORSMAN, LOUIS W	A03020583	6Dec55	P-10	Pilot KC-97	384ARS	1234C	0242	20Sep55	4226	28Goodwin(DK)LY33246		INDEF	
29	M-FREEL, JAMES E	A03026091		P-10	Pilot KC-135	99ARS	1234C		13Nov57	85dys	TDYCastleAFBCal	5Mar58	INDEF	
30	M-FULCHER, MARTIN C	A02225081	16Mar54	P-10	Pilot KC-135	99ARS	1234C	0654	1Apr55	4116	321Lincoln Ave, Amherst, Mass	AL32774	INDEF	
31	M-GANNON, DAVID G	A03036564	1Apr56	N	Nav KC-135	99ARS	1534A	1241	1Apr55	91dys	TDYCastleAFBCal	9Dec57	INDEF	
32	M-GEORGE, RONALD E	30554A	2Jun54	P-10	Acft Comdr KC-97	384ARS	1234C	0242	18Mar55	13dys	TDYMaxwellAFBAla	23Dec57	R-AF	
33	M-GHEDI, WILLIAM E	A03056703	15Dec56	P-10	Pilot KC-97	384ARS	1234C	1241	20Sep55		20Adams(DK)LY33251	06		
34	S-GILBERT, SID E	A03039827	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	259College st, Fairview	JB30362	INDEF	

1	2	3 (1STLT: CONT'D)	4	5	6	7	8	9	10	11	12	13	13	15
35	M-GREEN, GERALD K	A03049877	13Jun57	P-10	Pilot KC-97	384ARS	1224P	1241	1Nov57	4226	3bMcArthur (DK) NetchApt, Granby, Mass	GR2222	0158	0459
36	S-GUNRHRO, RICHARD L	A03039830	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	13aYoungs (DK)	LY36691	INDEF	
37	M-HAASE, RONALD L	A03038657	24Aug56	P-10	AcftCemdrKC-97	384ARS	1044P	1241	1Jun57	4226	11bWalnut St, ChicFalls	LY20548	INDEF	
38	S-HAHN, ROBERT A	A03039651	14Oct56	P-10	Pilot KC-97	384ARS	12340	0242	15Sep55	4226	2aPowell (DK)	LY33510	INDEF	
39	M-HALL, WILLIAM S	A03005413	31Oct54	P-10	AcftCemdrKC-97	384ARS	12340	0242	1May55	4226	8B Dowden (DK)	LY39138	INDEF	
40	M-HAMMOND, LAMBERT P	A03051602	16Jul57	P-10	Pilot KC-97	384ARS	1224P	1241	14Aug57	4226	BOQ 165, Rm24	5157	INDEF	
41	M-HANNER, DELMAR G	30444A	23Mar54	P-10	AcftCemdrKC-135	99ARS	12340	1054	26Aug57	23165	85dysTDYCastleAFB, Cal	5Mar58	R-AF	
	M-HARTMAN, SAMMY L	24913A		N	Nav KC-135	99ARS	1534A		13Nov57	85dysTDYCastleAFB, Cal	5Mar58	R-AF		
43	S-HATFIELD, RICHARD C	24099A	18Jan54	P-10	Pilot KC-135	99ARS	1324D	0256	26Aug57	118dysTDYCastleAFB, Cal	26Jan58	R-AF		
44	M-HEIMANN, JOHN B JR	A03025971	14Oct55	P-10	Pilot KC-135	99ARS	12340	0242	26Aug57	23165	229Miller st, Ludlew	JU38045	INDEF	
45	M-HILLMAN, JOHN E	A03057389	7Apr57	N	Nav KC-135	99ARS	1534A	1241	26Aug57	118dysTDYCastleAFB, Cal	19Apr58	INDEF		
46	M-HOLLOWAY, DONALD E	A03024470	11Jun55	N	Nav KC-135	99ARS	1534A	1241	26Aug57	6264	5aCollins (DK)	LY36364	INDEF	
47	M-HOLMES, PAUL E	A02853249	27Jul54	P-10	AcftCemdrKC-97	384ARS	12340	0242	18Mar55	4226	117Telegraph Ave, Fairview	JH45200	INDEF	
48	S-HOPKINS, PAUL M	A03039835	22Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	1552Westover Rd, Chicopee Mass	LY36875	0158	
49	S-JACKSON, WILLIAM L	A03064678	21Nov57	E	AsstAcftPerfEng	384ARS	4321	1241	21Apr57	23286	282Groves St, Chicopee, Mass	LY49524	0559	
50	M-JOHANNSEN, ROBERT P	A03027335	12Jan57	P-10	Pilot KC-97	384ARS	12340	1241	6Sep56	4226	7dYoungs (DK)	LY39626	INDEF	
51	S-JOHNSON, ELMER L	A03056966	30Dec56	P-10	Pilot KC-135	99ARS	1224P	1241	26Aug57	23165	229Miller Rd Ludlew, Mass	JU38700	INDEF	
52	S-JOHNSON, RONALD C	A03039836	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	1793Memorial Dr, Fairview	JH45888	0158	
53	M-JONES, JAMES J	A03034527	10Dec55	P-10	Pilot KC-135	99ARS	1224P	1055	19Jul57	118dysTDYCastleAFB, Cal	19Jan58	INDEF		
54	S-KELLER, RONALD T	A03008485	10Mar56	None	Comm Officer	405OARS	3031	1256	26Aug57	5266	92Lyman St SoHadley, Mass		INDEF	
55	S-KOCUREK, SERAPHINE M	A03035947	11Feb56	N	Nav KC-135	99ARS	1534A	1241	26Aug57	23165	68Kaueny, Al-denville, Mass	JH39630	INDEF	
56	S-KRANTZ, CHARLES P	31362A		N	Pilot KC-135	99ARS	1524D	0158	26Aug57	23165	16Dallaire Aldenville, Mass	JH22717	R-AF	

1	2 3 (ASTLTs CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
57	M-LAIRD, ROBERT K	A03026536	27Oct56	P-10	UnitSupplyOff	99ARS	1124Q	1241	26Aug57	6254	80Q 165,Rm27	6214	0158
58	M-LARSON, FRANK R	A03038967	14Sep56	P-10	Pilot KC-97	384ARS	6421	0657	20Jul57	4226	190verleokDr West Spfld	EM90941	INDEX
59	S-LAWRENCE, DAVID L	A03058344	28May57	N	Nav KC-97	384ARS	1534A	0242	10Dec55	5262	1793Memorial Dr,Fairview	JE4582	1158
60	M-LEE, REX L	A03051839	15Jul57	P-10	Pilot KC-97	384ARS	1224P	1241	7May57	4226	6aLarsen(DK)	LY33627	0159
61	M-LEE, RICHARD C	A03025980	14Oct55	P-10	AcftComdrKC-97	384ARS	1234C	0242	1Apr55	4226	1157Boston Rd, Spfld	ST36287	INDEX
62	M-LOTTEHER, DALE A	A03056183	16Sep57	N	Nav KC-97	384ARS	1531P	1241	9May57	5262	289Miller st,Ludlow	JU3808	INDEX
63	S-MANIGAUULT, ELWOOD	A03026566	23Oct56	Nene	CIC OFT&PayBr	405OARW	7342	1241	30Oct55	4239	32Mapledell st,Spfld,Mass	EM74891	INDEX
64	M-MAURER, JOSEPH E	30537A	8May54	P-10	Pilot KC-97	384ARS	1234C	0354	14Apr55	4226	20AlfredSt ChicFalls	LY39656	A
65	M-MCQUADE, WILLIAM J	A03037834	18Jun56	P-10	Pilot KC-97	384ARS	1234C	0242	19Apr55	4226	15AshleySt Aldenville	JE34647	INDEX
66	S-MCCORMICK, DEAN A	A03024457	4Jun55	N	Nav KC-135	99ARS	1534A	1241	26Aug57	6264	28KevanSt Aldenville,	JE39630	INDEX
67	M-MCFICKER, CHARLES F	A03008016	11Jun55	P-10	AcftComdrKC-97	384ARS	1234C	1051	18Mar55	4226	70Cunningham Dr, (DK)	LY33417	INDEX
68	M-MELLOTT, VERNON L	A03016260	25Feb55	P-10	Pilot KC-97	384ARS	1234C	1241	1Apr55	4226	11dYoungs(DK)	LY33501	INDEX
69	M-MILLER, EUGENE A	A03035629	25Jan56	N	Nav KC-135	99ARS	1534A	0342	26Aug57	116dys	TDYCastleAFB, Cal	ELJan58	INDEX
70	M-MINNER, BILLIE B	A03056196	16Sep57	N	Nav KC-97	384ARS	1531P	1247	23May57	5262	72Federal st,Agawan	RE66263	INDEX
71	M-MONTGOMERY, ALVIN W	A03038546		P-10	Pilot KC-135	99ARS	1234C		24Nov57	58dys	TDYCastleAFB, Cal	22Mar58	INDEX
72	M-MORETTI, PASQUALE R	A03035141	30Dec55	N	Sq Supply Off	405OARW	1534A	0242	25Oct57	22270	37Dorset st,Spfld	RE43746	INDEX
73	M-MORGAN, CARL A	3089A	19Dec54	P-10	Pilot KC-97(SB)	384ARS	1234C	0149	10Oct55	24233	7cYoungs(DK)	LY33739	R-AF
74	S-MORGAN, CLYDE E	A03005790	23Nov54	P-10	AcftComdrKC-97	384ARS	1234C	0242	18Mar55	4226	259College st,Fairview	JE39362	INDEX
75	M-MORRIS, CHARLES R	A03008507	10Mar56	N	Nav KC-97	384ARS	1531P	1255	4Aug57	5262	5aDowden(DK)	LY36158	INDEX
76	M-MURPHY, JOHN D	A02222392	11May53	P-10	AcftComdrKC-97	384ARS	1234C	1241	1Jun55	4226	55Fernweed st,ChicFalls	LY39206	INDEX
77	M-MYERS, WILLIAM H	A03040027	9Nov56	N	Nav KC-135	99ARS	1534A	1241	26Aug57	6264	Apt#16b, Davis(DK)	LY39985	I F
78	M-NOONE, JAMES J	A03050120					1224P		7May57	4226	11dLegan(DK)		INDEX

1	2	3 (1STLT's CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
79	M-OESER, PAUL R	A02210116	16Jul56	P-10	Pilot KC-97	384ARS	1234C	1241	2Jul56	4226	37Mt.Ave SoHadleyFalls	JE38236	INDEF	
80	M-OLDROYD, DAVID A	A03027000	28Nov56	P-10	Pilot KC-135	99ARS	1224F	1241	1Aug56	91dysTDY	CastleAFBCal	9Dec57	INDEF	
81	M-PATRICK, THOMAS J	A03048099	16May57	Non	AcftMaintOfficer	384ARS	7021	1241	4May57	4226	78SkeelSt Williamssett	JE39316	1158	
82	S-PEEKE, CLEVELAND S	A03039858	22Oct56	N	Nav KC-135	99ARS	1534A	0242	5May55	6264	64Amherst Rd, SoHadley	GR2228	INDEF	
83	S-POWER, EDWARD J	A03026742	6Nov56	Non	SqAcftMaintOff	4050PMS	2051	1241	23Aug56	24158	80Q 644	21230	1257	
84	M-PREECE, ROY D	A03016896	21Jul55	P-10	AcftComdrKC-97	384ARS	1234C	1241	14Apr55	4226	4cCollins(DK)	LY33065	INDEF	
85	M-RENFRO, GEORGE H JR	A03041062	15Dec56	P-10	Pilot KC-135	99ARS	1234C	1241	26Aug57	23165	229Miller Rd, Ludlow	JU38700	INDEF	
86	M-RENIE, EUGENE L	A03035970	20Feb56	P-10	AcftComdrKC-97	384ARS	1044P	1241	15May57	4226	85Vadnais st, Fairview	JE33820	INDEF	
87	S-REUTER, CHARLES V	A03056732	15Dec56	P-10	Pilot KC-135	99ARS	1234C	0949	20Sep55	23165	9bLogan(DK)	LY33474	INDEF	
88	S-ROCK, ARLO K	A02205711	4Mar56	P-10	PilotKC-97(SB)	384ARS	1234C	1241	18Aug56	24233	13Burnett Ave, SoHadley	JE23368	INDEF	
89	M-RODGERS, CHARLES A	30571A	17Jun54	P-10	AcftComdrKC-97	384ARS	1234C	0242	14Apr55	4226	7bCunningham (DK)	LY36687	R AF	
90	M-ROGERS, WILLIAM C	A02206118	18Feb56	N	Nav KC-97	384ARS	1534A	1241	20Aug56	5262	5dCarter(DK)	LY33604	INDEF	
91	S-ROLLINS, HARRY L	A03024070	6May55	N	Nav KC-97	384ARS	1534A	0655	19May55	5262	259College st, Fairview	JE39362	INDEF	
92	S-RUFF, GEORGE L	A03039862	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	603Amherst Rd, SoHadley	GR2102	INDEF	
93	M-SAGER, ROBERT E	31790A	9Nov56	N	Nav KC-97	384ARS	1534A	1241	22May55	5262	13cLarsen(DK)	LY33175	R AF	
94	M-SCOTT, LILBURN E	A02224359	25Jan54	P-10	WgQualConOff	4050ARW	1234C	0642	60Oct56	4261	23Rivest Ct, ChicFalls	JE37015	INDEF	
95	M-SECHLER, HENRY J	A03023131	7Apr55	N	Nav KC-97	384ARS	1534A	0655	10Dec55	5262	14dMcArthur (DK)	LY33626	INDEF	
96	M-SENECHAL, OLIVER N JR	A03053808	11Oct57	P-10	Pilot KC-97	384ARS	1224P	1241	10Oct57	4226	1bMcArthur (DK)	LY33732	INDEF	
97	S-SHANE, ROBERT W JR	A02210624	11Apr56	N	Nav KC-135	99ARS	1534A	0342	26Aug57	5265	16Dallaire st, Aldenville	JE22717	INDEF	
98	M-SMITH, JIMMIE C	A03056977	30Dec56	P-10	Pilot KC-135	99ARS	1231E	1241	26Aug57	23165	22cDavis(DK)	LY39119	INDEF	
99	M-SMITH, SAMUEL B III	A02204554	13May56	N	Nav KC-97	384ARS	1534A	0242	10Dec55	5262	3bCollins(DK)	LY33565	INDEF	
100	S-SMITH, WILLIAM E	A03047682	21Jul57	N	Nav KC-97	384ARS	1534A	1241	21Jul57	5262	1554Westover Rd, Chicopee	LY36875	0159	

1	2	3 (1STLTs CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
101	M-STANKA, WILLIAM G	A03026010	14Oct55	P-10	Pilot KC-135	99ARS	1234G	0356	26Aug57	118dysTDYCastleAFBCal	24Feb58	INDEF		
102	M-SULLIVAN, ARTHUR J JR	A03039873	19Oct56	N	Nav KC-97	384ARS	1534A	0242	5May55	5262	5aCunningham (DK)	LY36807	INDEF	
103	M-SWEDLUND, DEAN L	A03048432	10Jun57	N	Nav KC-97	384ARS	1531P	1241	19Aug57	5262	949HamptonSt Helyoke, Mass	JE25752	INDEF	
104	M-SWEET, JOE C	A03034252	26Nov55	P-10	Pilot KC-135	99ARS	1224P	0955	26Aug57	23165	17cDavis(DK)	LY33892	INDEF	
105	M-TATEM, GLADWIN W	30405A	29Mar54	P-10	Pilot KC-97	384ARS	1224P	0256	8Mar56	4226	4cDavis(DK)	LY39540	R-AF	
106	M-THOMPSON, EDWARD J	A03050081	14Jun57	N	Nav KC-97	384ARS	1534A	1241	10Oct57	5262	1cDavis(DK)	LY36117	INDEF	
107	M-THOMPSON, JAMES E	A03040042	9Nov56	N	Nav KC-97(SB)	384ARS	1534A	0242	22May55	24233	29bDavis(DK)	LY33651	INDEF	
108	M-THURN, WAYNE A	A0842710	27May53	F-10	Pilot KC-135	99ARS	1234G	0449	19Jul57	23165	11bCullin(DK)	LY33610	INDEF	
109	M-TICHENOR, ROBERT T	A03011159	23Dec54	N	Nav KC-135	99ARS	1534A	0342	26Aug57	118dysTDYCastleAFBCal	24Feb58	INDEF		
110	M-TOBEY, CHESTER M	31111A	11Mar55	P-10	Pilot KC-97	384ARS	1234G	0242	14Apr55	4226	17cYoungs(DK)	LY33981	R-AF	
111	M-TURTON, ROBERT G	A03049840	13Jun57	P-10	Pilot KC-97	384ARS	1224P	1241	7May57	4226	35dDavis(DK)	LY33049	0159	
112	S-VILLAFRANCO, RONALD V	A03051939	3Jul57	N	Nav KC-97	384ARS	1531P	1241	10Feb57	5262	1554Westover Rd, Chicepee	LY36875	INDEF	
113	M-VIVACQUA, ALEXANDER P	A02226476	11Sep54	P-10	Pilot KC-97	384ARS	1234C	1241	5Jul55	45dysTDY APO 113	15Dec57	INDEF		
114	S-WESSALE, EMIL E	A03034058	12Nov55	P-10	AcoftCmndrKC-97	384ARS	1234C	1241	1Apr55	4226	1735Westover Rd, Chicepee	LY36673	INDEF	
115	M-WHITNEY, HENRY	A03008195	11Jun55	P-10	Pilot KC-97	384ARS	1234C	0242	14Apr55	5266	33Piquette st, Chicofalls	LY33455	1257	
116	M-WILSON, ANDREW F	A02221498		N	Nav KC-135	99ARS	1534A		24Nov57	88dysTDYCastleAFBCal	22Mar58	INDEF		
117	M-ZENOZ, RICHARD	A03039492	30Sep56	P-10	Pilot KC-97	384ARS	1234C	0242	10Aug55	4226	98FairSt Aldenville	JE37414	INDEF	
118	S-ZIKER, ALLAN A	A03053638	1Nov57	N	Nav KC-97	384ARS	1531P	1241	18Jun57	4226	155Mt. ViewCP	LY33007	INDEF	
119	S-MOLVIN, PHILIP F SECOND LIEUTENANTS	A03058426	18May57	P-10	Pilot KC-97	384ARS	1234C	1241	16Jun56	4226	30Q 644, Rn7	21230	1158	
1	M-CHAPMAN, ERNEST W	A03087538	21Jun57	None	Supply Officer	4050PMS	6421	0454	22Jul57	24158	4cDewden(DK)		0660	
2	S-DANAHER, WILLIAM J	A03065108	14Jul56	P-10	Pilot KC-97	384ARS	1224P	1241	1Aug56	4226	CollegeInn SeHadley, Mass	JE66861	INDEF	
3	M-GANDOLFO, DAVID A	A03069371							198sep57	5262	152Leoust st, Helyoke		INDEF	

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1	2	3 (ENDLT: CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
4	S-GARDNER, RICHARD A	A03065438	21Aug56	N	Nav KC-97	384ARS	1534A	1241	3Sep56	5262	130Walnut st, Chic Falls	LY21424	INDEF	
5	M-GODFREY, KENNETH H	29081A	1Jun56	N	Nav KC-97	384ARS	1531P	1241	19Aug57	5262	30Gunningham (DK)	LY39991	R-AF	
6	M-GRAY, CHARLES W	A03065210	21Aug56	N	Nav KC-97	384ARS	1534A	1241	3Sep56	5262	111Redland st, Spfld, Mass	RE79656	INDEF	
7	S-KAST, HENRY G	A03080031	21May57	N	Nav KC-97	384ARS	1531P	1241	26Aug57	5262	130Walnut st, Chic Falls	LY27343	INDEF	
8	S-KMETZ, WARREN W	A03066534	4Apr57	N	Nav KC-97	384ARS	1531P	1241	1May57	5262	348Montcalm st, Fairview	JE35820	INDEF	
9	S-LAFRAMBOY, WAYNE L	A03080052	29May57	F-10	Pilot KC-97	384ARS	1224P	1241	11Jun57	4226	130Walnut st, Chic Falls		INDEF	
10	S-LAPIERRE, EDWARD A	A03066535	4Apr57	N	Nav KC-97	384ARS	1531P	1241	1May57	5262	38Montcalm Fairview, Mass	JE23343	INDEF	
	S-WASH, CHARLES L	A03053754	13Mar56	P-10	Pilot KC-97	384ARS	1224P	1241	100ct57	4226	190Overlook Dr West Spfld	RE90941	INDEF	
12	M-OSBORN, FREDERICK L	A03055929	19Jan57	None	Supply Officer	405OARS	6421	1241	50ct57	23285	1bFowell(DK)	LY36645	0160	
13	S-SAUCIER, ROBERT L	A03080058	29May57	P-10	Pilot KC-97	384ARS	1224P	1241	11Jun57	4226	130Walnut st, Chic Falls		INDEF	
14	M-SCHMIDT, FRANCIS J	A03071690	17Aug57	None	Air Elect Officer	405OARS	3051	1241	200ct57		48Percy St, Aldenville		0860	
15	M-SHARLE, ROBERT A	A03067070	22Jun56	N	Nav KC-97	384ARS	1531P	1241	260ct57	4226	16Dallaire Ave, Aldenville		INDEF	
16	S-STRONG, MICHAEL H	A03069652	20Jun56	N	Nav KC-97	384ARS	1531P	1241	260ct57	5262	170Ludlow Rd Fairview, Mass	JE37818	INDEF	
17	M-WITTEK, DAYTON D	A03070636	14Jul56	None	Acft Maint Officer	405OFMS	4341	1241	23Aug57	5149	8cLegan(DK)	LY33949	1259	

FLIGHT LIEUTENANT

1	M-WILLER, ANTHONY G	180373	21Jul48	P-10	Pilot KC-135	405OARW		ExOff	17Sep57	118dys	TDY Castle AFB, Cal	17Jan58		
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CHIEF WARRANT OFFICERS

1	M-HETSKO, CHESTER L	AW2202166	29Nov55	None	Acft Maint Supt	405OFMS	43100	0554	1Jun54	22217	70Grandview st, So Hadley Falls	JE37433	INDEF	
2	M-HOLMGREN, KNUT D JR	AW2200226	3May54	None	OIC Prop Br	405OFMS	43200	0845	13Jun55	21213	20Cater (DK)	LY33776	INDEF	
3	M-JACK, JOHN D	952759E	10Jun57	None	Mil Pers Off	405OARW	73000	0457	22May57	24274	Church St Stockbridge	598	R-AF	

SEER

1	M-SANDER, ROBERT T(MAJ)	A0605684												
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P26, 80227, Hq57ADIV18Nov57, Eff 30Nov57

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1	2	3	(LOSSES CONT'D)	4	5	6	7	8	9	10	11	12	13	14	15
2	M-CARPENTER, WILLIAM M	AO2094460		15Dec51	P-NF	Supply Officer	4050ARW	RAD				P, SO	Hq57ADIV		Eff30Nov57
3	M-GURNEY, GENE (CAPT)	17073A		1Spe51	SP-10	Adjutant	4050FMS	Reassigned	8thAF			P9, SO224, 57ADIV, 14Nov57	EDCSA:13Nov57		
4	M-NADAUD, MELVIN L (CAPT)	AO746542		1Apr53	N-NF	AsstWgIntelOff	4050ARW	Reassigned	99BW			P1, SO221, 57ADIV, 8Nov57	EDCSA:11Nov57		
5	M-ZAGRODNY, FRANCIS B (CPT)	AO889822		1Sep51	SP-10	AcftComdrKC-135	99ARS	Reassigned	814ABG			P3, SO225, 57ADIV, 15Nov57	EDCSA:20Nov57		
6	M-AMOS, ROY E (1LT)	AO3036161		17Feb56	P-10	Pilot KC-135	99ARS	Reassigned	TurnerAFB			P36, SO205, 57ADIV, 17Oct57	EDCSA:1Nov57		
7	M-D'ANGELO, ARNOLD F, 1LT	AO2205918		7Jun56	None	AcftMaintOfficer	4050ARW	RAD				P34, SO194, 57ADIV, 20Oct57	Eff14Nov57		
8	S-HAYASHIDA, KEIJI (1LT)	AO2208089		16Jun56	N	Nav KC-135	99ARS	Reassigned	11thPFT			P36, SO224, 57ADIV, 14Nov57	EDCSA:16Nov57		
9	M-KADLEC, RUDOLPH J (1LT)	AO2204325		28May56	None	AcftMaintOfficer	4050FMS	RAD				P2, SO189, 57ADIV, 9Oct57	Eff14Nov57		
10	S-KRAWCZYK, GREGORY J (1LT)	AO2227848		10Oct54	N	Nav KC-97	384ARS	Reassigned	APO856			P4, SO197, 57ADIV, 7Oct57	EDCSA:15Nov57		
11	M-RUIZ, FELIX Z JR (1LT)	AO933958		26Feb52	SP-10	AcftMaintOfficer	99ARS	Reassigned	TurnerAFB			P36, SO205, 57ADIV, 17Oct57	EDCSA:1Nov57		
12	S-SMITH, ALLEN K III (1LT)	AO3041023		15Dec56	P-10	Pilot KC-135	99ARS	Reassigned	814ABG			P3, SO225, 57ADIV, 15Nov57	EDCSA:20Nov57		
13	M-TUMAVICUS, EDWARD J (1LT)	AO3028526		1May57	N	Nav KC-97	384ARS	RAD				P6, SO229, 57ADIV, 20Nov57	Eff21Nov57		
14	M-WATKINS, JAMES E JR (1LT)	AO2210961		15May56	N	Nav KC-97	384ARS	RAD				P4, SO207, 57ADIV, 21Oct57	Eff14Nov57		
15	S-WOODSIDE, EARL C (1LT)	AO3023716		14Apr55	N	Nav KC-135	99ARS	RAD				P6, SO228, 57ADIV, 19Nov57	Eff20Nov57		

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KC-97G STRAFTANKER
TACTICAL AIRCRAFT
OF
4050TH AIR REFUELING WING (MEXICO)

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