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Billie H. Hix

BILLIE H. HIX
Chief, Technical Systems Branch
The Albert F. Simpson Historical
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HISTORY
STRATEGIC AIR COMMAND
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VOLUME III
SUPPORTING DOCUMENTS

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HISTORY

STRATEGIC AIR COMMAND

1948

VOLUME III

SUPPORTING DOCUMENTS

Chapter 2

PERSONNEL

Exhibits 93 thru 189

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SUPPORTING DOCUMENTS

Chapter 2

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BASIC: Ltr fr Hq SAC to Hq 15AF, Colo Spgs Colo, file SAC 340 (26Nov47), subj: Rectg Program.

93

AlP 341 2nd Ind WRG/bjs

HEADQUARTERS, 301ST BOMBARDMENT WING, VERY HEAVY, Smoky Hill Air Field, Salina, Kansas. 17 December 1947.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

1. The following information regarding the local recruiting policy and recruiting program is submitted:

a. An outline of the recruiting program at this station, has been previously submitted to your Headquarters in a personal letter from Colonel Leslie G. Mulzer to General Johnson.

b. The present authorization of enlisted men, by SSN, per GO #99, your Headquarters, is: 1 Corporal, 405; 1 Corporal, 055; 1 Sergeant, 274; 1 Technical Sergeant, 274. At the present time, personnel assigned Base Recruiting Office are: 1 Private First Class, OJT 055; 1 Corporal, 502, additional MOS's 405 and 055; 1 Staff Sergeant, 502. The assignment of one Master Sergeant, 274, is pending at this time.

c. Two rated officers are assigned to Recruiting as additional duty. At present, the amount of time allotted this additional duty, is curtailed due to intensive training being carried on by the 301st Bombardment Group, Very Heavy.

d. Officers, this station, are at present participating in weekly luncheons held at local businessmen's clubs, and unclassified AAF films have been shown at local civic organizations in nearby towns. At the present time, radio programs carrying information as to vacancies in the manning of the 301st Bombardment Group, VH, are being carried over twelve (12) radio stations, throughout a four state area. News accounts are being carried in approximately one hundred twenty-three newspapers. In addition, AP releases on outstanding aerial achievements of the 301st Bombardment Group, VH, have received nation wide publicity. Local publicity in spotting of photographs and information regarding recent European and Pacific tours of the Squadrons of the 97th Bombardment Group, VH, are being carried in the store windows of merchants of Salina, Kansas and surrounding towns.

2. The recruiting of candidates for Aviation Cadet Training and Officers Candidate School, is being closely coordinated with the Recruiting Officer of Salina, Kansas. The recruiting office in Salina, is under the direction of a rated Air Force officer.

FOR THE COMMANDING OFFICER:

WILLIAM R GRADY
Major, Air Corps
Asst Adjutant

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SAC 340 2nd Ind Rctg/AJZ/jdn

Hq., 92nd Bombardment Wing (VH), Spokane Air Field, Spokane, Wash., 15 Dec 47

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. In accordance with preceeding 1st Indorsement the following report is submitted.

2. The present recruiting program consists of:

a. A thorough distribution of posters, pamphlets and recruiting literature to all organizations and day rooms on the base.

b. A system of individual private personal interview has been inaugurated.

c. One officer and one enlisted man has been appointed in each unit on the base to additional duties as recruiting personnel to assist the base recruiting officer in the current recruiting drive.

d. Orientation programs are held at the base Recruiting Office on every third Saturday of the month for the purpose of keeping unit recruiting personnel up to date on any new recruiting regulations that come in.

e. A system of base contact and prospect files is being maintained.

f. Skits and news write ups are being put in the base daily bulletin and in down town papers.

g. Close contact is being maintained with the United States Army and Air Force Recruiting Service. In furtherance of this a weekly list of all critical shortages is being sent to fifteen (15) off base Recruiting Stations in Washington, Oregon, Idaho, and Montana. Also to CES. Mc Cord Field.

h. Personnel of this base have been placed on Detached Service with the downtown Recruiting Office to explain the advantages offered by the new AF as well as O C S and Aviation Cadet Training.

i. An extensive on base publicity campaign as regards Air Corps O C S and Aviation Cadet Training is under way.

3. This station is operating under the Hobson Plan. There is no authorization for Recruiting personnel under this plan.

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4. The present assignment of personnel to the Base Recruiting Office is as follows:

a. Officers.

(1). One officer is assigned primary duty as Base Recruiting Officer, with additional duties as Assistant Wing Adjutant and Property Officer for Headquarters Building.

(2). Fifteen officers are assigned additional duty as Recruiting Officer in Squadron. Time allotted to this duty is approx 10 hours per month.

b. Enlisted Personnel.

Grade	MOS	Number assigned
M/Sgt	502	1
M/Sgt	274	1
T/Sgt	274	1
Sgt	405	1
Pfc	405	1

5. a. Speeches, exhibits, and AF films are presented to High School assemblies, civic and business organization, clubs and other appropriate assemblies through coordination with the Sub District Office of the USA & AF Recruiting Service in Spokane.

b. News items and recruiting advertising skits are being run in the local news papers through the cooperation of the Base Public Relations Office.

c. Tuesday evening of each week a 15 minute radio program sponsored by the Spokane Air Field is put on over Radio Station KGA. This program is devoted primarily to bringing the advantages of the New Air Force before the public. New policies and advantages are stressed.

d. Contact letters containing information on the New Air Force are sent to prospective enlistees with invitations to visit the base and investigate the opportunities offered by the New Air Force.

e. In coordination with the Sub District Office of the USA & AF Recruiting Service, High School Students and other groups of eligibles are being contacted and advised as to opportunities offered in the Cadet and Officer Candidate programs.

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SAC 340 2nd Ind (Cont)

6. An extensive program is underway at this base as regards the Cadet and Officer Candidate program. Prospective candidates are being contacted and advantages of this program explained. A supply of application blanks are on hand at the Recruiting Office for those interested applicants.

FOR THE COMMANDING OFFICER:

ANTHONY J. ZITO
1st Lt. A.C.
Assistant Adjutant

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COPY

SAC 340 (26 Nov 47) 26 November 1947
SUBJECT: Recruiting Program

HC 341 2d Ind

HEADQUARTERS AREA, FIFTEENTH AIR FORCE, Colorado Springs, Colorado, 22 December 1947

95

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. In compliance with 1st Indorsement, the following information is submitted:

a. The activities of the recruiting office, this headquarters, are as follows:

(1) Maintains a well located, well furnished room for interviewing and testing applicants. Office is properly marked with directional signs inside and outside of the building. Maintains liaison and works with the local recruiting sub-station, where in turn, all Air Force applicants are referred to this station; maintains a 2-man recruiting team which canvasses nearby communities for potential enlistees, both during and after normal duty hours, to interview them and point out the advantages of enlisting in the Air Force; contacts all recruiting sub-stations in the Colorado-Wyoming District to locate potential applicants who have sufficient qualifications for service in the Air Force. The policy of this station has been to enlist only highly qualified personnel who are adaptable to the Air Force, and to refer all others to the local recruiting sub-station for enlistment in other branches of the service.

(2) Initiates basic records of all enlistees prior to their departure from this office.

(3) As information specialists within the recruiting office, serves as personnel interviewer consultants, by giving necessary information to all personnel interested and applicants for enlistment in the Air Force. Enumerating and explaining the conditions and terms of enlistment in accordance with current directives, interviews and counsels short-term enlistees on the advantages of a career in the Air Force. When such occasions arise, initiates the action for extensions to 3, 4, and 5-year enlistments.

b. Present authorization and assignment:

MOS	GRADE
502	1st Sgt
274	S Sgt

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SAC 340 (26 Nov 47) 26 November 1947
SUBJECT: Recruting Program

HC 341 (2d Ind. Cont'd)

c. One officer. One hour or more per day as the flow of applicants requires.

d. Working in cooperation with the local Army and Air Force Recruiting Station, stressing the high school enlistment program, helping applicants fill in the application forms, and procurement of the necessary affidavits prior to forwarding to the Air Training Command. This program has the primary attention of both offices.

2. In addition to the above, this office points out the advantages of a career in the Air Force as a commissioned officer, helping those who are interested prepare the required forms and affidavits before meeting the Officer Candidate School and Aviation Cadet School Examining Boards. Distributes posters and pamphlets pertaining to the above schools, in high schools, post offices, lodges, and fraternities of the nearby communities.

FOR THE COMMANDING OFFICER:

M. D. STILES
Captain, Air Corps
Assistant Adjutant

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

AG 341 AlTR 3 JAN 1948

SUBJECT: Plan for Recruitment of Former Servicemen

TO: Commanding General
Strategic Air Command
Andrews Field
Washington 20, D. C.

1. In an effort to obtain a maximum number of well qualified long-term enlistees to fill critical shortages in units of this Air Force, a plan for augmentation of AF Ltr 35-94 and other currently operating recruitment directives is submitted for consideration. The basic principles of this plan are directed towards obtaining former servicemen, particularly those with Air Force experience.

2. The program that is recommended in this letter, and explained in detail in inclosure 1, is divided into 3 parts as follows:

a. Allow this command to recruit former service personnel for any base within this command, and transfer this personnel to vacancies wich exist at those other stations, even though vacancies may exist on the base where the man is enlisted. This authority will permit the offering of a choice of initial assignment.

b. Authorize this command to make local arrangements with air bases of other commands in this general vicinity (Second and Fourth Air Forces' areas as an example) for an interchange of enlistees (former service personnel) to fill existing vacancies within the commands concerned. This will permit stations of 1 command to offer the enlistee initial assignment at a station of another command, providing a vacancy exists and complete coordination is effected;

c. Institute a nation-wide recruiting program designed to attract former service personnel to enlist for specific units on initial assignment only. The necessary control in this phase can be established by requiring the recruiting officer anywhere in the United States to determine for the prospective enlistee if a vacancy exists in the unit of his choice. A reply from the

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unit commander to the query by the recruiting officer may then contain the authority to enlist the individual for his unit.

3. The coordination between stations of different commands and control of the pipeline flow of personnel are discussed in detail in inclosure 1 in each individual step outlined in paragraph 2 above. Besides the problems of coordination and control, certain technical problems involving the administration of the program have presented themselves as follows:

a. Personnel at stations considered undesirable by location, climate, housing conditions, or general low morale may attempt to take advantage of this proposed program to be moved at government expense to a new station without a break in service. To preclude the inherent loss of personnel at such stations, it is recommended that the provisions of this program not be made available to personnel reenlisting within 20 days from the last day of service in old enlistment.

b. The time element involved in delaying enlistments pending the receipt of assignment orders will cause certain losses of prospects, however, the opportunity to choose the desired assignment should be considered to be worth waiting for, and will justify the delay incurred. Command interest in reenlistees and recruiting will do much to eliminate unnecessary delay in obtaining acceptance at the selected station of assignment.

c. To preclude the possibility of overmanning tactical units (bombardment and fighter groups), the wing is proposed as the unit to be considered in step 3 of this program, rather than the organizations within the wing.

d. The problem of transportation of dependents and household goods of reenlistees in the first 3 grades, from the point of enlistment to the station or unit of initial assignment, can be solved by enlisting the individual at the place where he applies, or the nearest Air Force station, and then providing a waiver of the provisions of AF Regulation 35-59, in order to effect immediate permanent change of station to the station of initial assignment.

4. In proposing the 3 steps to this recruitment program outlined in paragraph 2 above, consideration has been given to the following:

a. The Air Force must offset the large number of young inexperienced recruits by encouraging reenlistment of highly

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AC 341 AlTR
Subject: Plan for Recruitment of Former Servicemen

trained technicians with former Air Force, Army, or Navy experience. The older man (25 years or older) is more likely to make the Air Force a career than the younger man (17 to 25 years).

b. To attract the type of individual desired, the mechanics of the recruiting machinery must be geared to offer the prospective reenlistee the assignment for which he is fitted, and in which he is interested, and must function to place him in that position with the least delay possible. In so doing, the Air Force must care for him and his dependents (first 3 grades) from the date of reenlistment.

c. The present system does not permit latitude in the initial Air Force assignments and the insecurity of accepting "USAF unassigned" is sufficient cause for many interested veterans to refuse to reenlist.

d. A flexible system of recruiting to permit choice of unit, station, or command appears to be the solution to the reenlisting of veterans who have special interests in certain types of units, aircraft, or stations.

e. The program as outlined, and particularly the last phase of it which is on a national scale, will require and permit the use of a great deal of initiative and ingenuity on the part of all unit commanders, public information officers, and recruiting officers to obtain publicity for and attract veterans to their unit. Keener competition in recruiting will result in an inevitable increase and improvement in recruiting results.

f. Strategic Air Command units for the most part are situated in isolated areas away from centers of population. If a concerted publicity program could be organized for these units in the populated areas of the United States, it is believed that this command could obtain the type of trained enlistees that is required to completely man units with requisite skills. It is believed the plan as proposed will benefit both Strategic Air Command and the United States Air Force as a whole.

5. One final recommendation which is submitted for consideration but which has not been incorporated in the plan as outlined in inclosure 1, is that if possible, rather than promising reenlistees initial station assignment only without specification as to the length of this assignment, the enlistee be promised that he can expect to remain assigned to that station or unit,

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AG 341 AlPR
Subject: Plan for Recruitment of Former Serviceman

whichever is appropriate, for at least 12 months. Such a promise would undoubtedly attract a great many more veterans than it is expected the plan as now proposed will attract. Further, a promise of initial assignment for a minimum of 12 months certainly conforms with the principle expressed in paragraph 2 d, AF Regulation 35-59, which required the approval of Headquarters United States Air Force when transferring an enlisted man on PCS when he has served less than 18 months at his present station. This recommendation is based upon the belief that the United States Air Force has now reached a point of stability in its units and stations to warrant consideration of such a promise. However, in making this type of promise to a man who enlists in a unit such as a Strategic Air Command Unit, it must be made clear to the individual that the promise is for assignment to the unit for a minimum of 12 months, and not to the station, in order to avoid unnecessary criticism or Congressional investigation when certain units move to overseas theaters for a 3 or more months training period.

FOR THE COMMANDING GENERAL:

FOSTER H. RUTLEDGE
CWO, USA
Asst Adjutant General

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HEADQUARTERS FIFTEENTH AIR FORCE PLAN FOR THE RECRUITMENT OF FORMER SERVICEMEN

I. GENERAL.

1. This plan is directed towards obtaining a maximum number of former servicemen, particularly those with Air Force experience for reenlistment in the United States Air Force. It is divided into 3 parts as follows, and each part is discussed in detail in the succeeding sections:

a. Allow this command to recruit former service personnel for any base within this command, and transfer this personnel to vacancies which exist at these other stations, even though vacancies may exist on the base where the man is enlisted. This authority will permit the offering of a choice of initial assignment.

b. Authorize this command to make local arrangements with air bases of other commands in this general vicinity (Second and Fourth Air Force areas as an example) for an interchange of enlistees (former service personnel) to fill existing vacancies within the commands concerned. This will permit stations of 1 command to offer the enlistees initial assignment at a station of another command, providing a vacancy exists and complete coordination is effected.

c. Institute a nation-wide recruiting program designed to attract former service personnel to enlist for specific units on initial assignment only. The necessary control in this step can be established by requiring the recruiting officer anywhere in the United States to determine for the prospective enlistee if a vacancy exists in the unit of his choice. A reply from the unit commander to the query by the recruiting officer may then contain the authority to enlist the individual for his unit.

2. In each step as proposed the reenlistee will be required to sign a form similar to that listed in paragraph 5 c, Department of the Army Memo 600-750-19 (sample listed as inclosure 1 to inclosure 1), to insure that the promise made to the individual by the Air Force is understood by him, and is made a matter of record.

II. STEP 1.

3. Step 1 deals with Fifteenth Air Force stations only and will permit each Fifteenth Air Force station to accomplish immediate recruitment of former service personnel desiring initial station assignment at any station of this Air Force. All stations will be required to obtain local publicity for the other units and stations of this Air Force, and while attracting some former members of these units, will afford all former servicemen within

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the local areas of Fifteenth Air Force stations a choice of initial station upon enlistment. Current shortages within each unit will be made available to each participating recruiting station on a monthly basis similar to the system outlined in Department of the Army Memo 600-750-19, 13 Nov 47, with this Headquarters furnishing lists of critical shortages at each station by MOS from current AF Form 127 reports. Prior to enlistment of any individual for a specific wing or unit, recruiting officers will contact the appropriate wing commander by radionote or TWX, stating pertinent information contained on his Separation Qualification Record (Form 100, columns 10, 11, 12, and 13). Immediate concurrence of acceptance will be cause for enlistment at the station of recruitment with the resultant transfer (PCS) to the station of his choice and acceptance. Blanket waiver of AF Reg 35-59 for this personnel will be required. This system of recruiting will enable personnel of the first 3 grades to receive dependency travel allowances to the station of choice as in any PCS move, and is an additional incentive to the type of enlistee desired in this Air Force.

4. Facilities at all station of this Air Force will be made available for the care of such personnel while awaiting notification of acceptance. It is believed, however, that in most instances the recruit will be a resident of the local community and can be contacted upon completion of such action. Personnel reported to a wing and found to be unusable due to overages in that MOS will, in turn, be reported to this Headquarters at the same time of notification to the recruiting station. Action will then be taken to find an assignment within the Air Force or major command acceptable to the prospective reenlistee, and, failing in this, a recommendation will be made to attempt to accomplish enlistment in the United States Air Force unassigned.

III. STEP 2.

5. Step 2 will permit the direct enlistment of former servicemen at stations of other major commands in this general vicinity for units of this Air Force. The procedure proposed is recommended for a test period of approximately 3 to 6 months duration, involving the Fifteenth, Second, and Fourth Air Forces only in order to work out the coordination and control procedures. However, it appears that this system can easily be expanded to include units of other major commands within this general vicinity. This portion of the over-all recruiting plan is again aimed at former service personnel, and offers a diversity of stations for initial assignment. The dissemination of information relative to units of this Air Force and their requirements will be the responsibility of this Headquarters and will be routed through the numbered Air Forces of the Air Defense Command, and to stations of other major commands in this area. Administrative

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control of prospective reenlistees will be similar to that in Step No. 1, with direct communication authorized between stations of other commands and stations of this Air Force. This action will require not only a waiver of AF Reg 35-59, but blanket authority for transfer (PCS) of new reenlistees between the commands concerned. Stations recruiting such personnel for other commands will have the added administrative responsibilities of determining acceptance at selected stations and the attendant continued contact of the prospective reenlistee until final transfer is accomplished. It is believed, however, that this workload will be compensated for by the additional number of enlistments of veterans to be gained by offering a wider choice of initial assignment following reenlistment.

IV. STEP 3.

6. Step 3 encompasses all Army and Air Force recruiting activities within the Z.I., and provides for recruitment of veterans for specific Air Force units or major commands in addition to the present United States Air Force unassigned status, and is proposed for immediate initiation as a final portion of this program. The successful prosecution of this step appears to lie in a national publicity program for all Air Force units. It will enable the Air Force to reach all former Air Force personnel who were war time members of recently reactivated units of World War II fame who, due to just pride intheir old units, will consider reenlistment or encourage other eligible and desirable specialists to reenlist in their former units. This program will extend into large areas of population and will attract personnel who have lost all contact with tactical Air Force units and former personnel of those organizations. National publicity of active groups and wings, listing present mission, type of aircraft, and high lights of war time achievements will give a decided boost to Air Force enlistment, not only of veterans but of young high school graduates under the provisions of AF Reg 35-50. This type of national publicity must be sponsored by Headquarters United States Air Force through media available to that Headquarters which are not available at this level of command.

7. The administrative details involved in enlisting personnel for specific Z.I. units will require several changes in present recruitment policies and procedures. For this nation-wide program involving Army and Air Force recruiting stations, current information on available assignments is considered essential, however, the following procedure is proposed as a means of securing enlistments while actual assignment is being determined. A prospective Air Force enlistee, when found otherwise eligible, will be offered 2 distinct plans:

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Hq 15AF Plan for Recruitment of Former Servicemen

a. Plan #1 will cause the interested veteran to complete a form indicating 3 choices of assignment in order of desire - including 1st, unit of choice; 2d, major air command of choice; and 3d, United States Air Force unassigned. No guarantee will be given the man as to choice 1 and 2, however, if he will enlist on that basis, he will be sent to the appropriate assembly station pending approval of assignment choice 1, 2, or 3, in that order. The 2 copies of the above referred-to form, with extracted information from the Form 100, will be sent direct to the unit selected, and if the man is acceptable, 1 copy will be returned to the recruiting station and 1 to the assembly station holding the reenlistee indicating acceptance and assignment instructions. If the man cannot be utilized at the station selected, the form will be mailed, for action, to the major command selected as choice 2, with the same resultant distribution of the forms.

b. Plan #2 will be offered the reenlistee if plan #1 is not acceptable to him. This plan will be substantially the same, however, enlistment will not be made until the desired assignment (choice 1 or 2) is accepted. In this case, contact with the prospective reenlistee will be maintained by the recruiting office.

c. In step 3, and as a convenience to personnel recruited, it is recommended that consideration be given to the use of the nearest Air Force stations for holding personnel pending receipt of assignment determination if unit or major command choice is indicated. Such a plan would allow men to be near their dependents during this interim period and facilitate the move of such personnel when assignment is received. Under this proposal, personnel would be sent to the appropriate processing station when "United States Air Force unassigned" is the only or remaining choice of assignment.

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Stmt of Enlistee

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STATEMENT OF ENLISTEE

I hereby acknowledge that I completely understand the statement included in my enlistment record which indicates my choice of initial assignment at _____ (Station or Unit) _____.

This promise of initial assignment in no way implies the length of this assignment, and I realize I am subject to being transferred on PCS or temporary duty away from this unit or station, to any other unit or station in the continental United States or in an overseas theater.

_____
(Signature of Enlistee)

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SAC 340 (3 Jan 48) 1st Ind A1B3B

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Field, Washington 20, D. C. 14 JAN 1948

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: AFPMP-3

1. Forwarded for consideration.

2. In connection with the proposed plan as outlined in the basic letter, it is desired to point out the following:

a. It is not practicable in that it involves complicated bookkeeping and communication networks which are not consistent with present economies and efficiency efforts.

b. The present system provides for an equitable distribution of all SSN's; the proposed system does not. The program of all commands enlisting for the Air Force as a whole is more sound than that of working for individual needs.

c. Promises are implied to the enlistee which in all probability cannot be kept.

d. In view of the fact that the present program is successful numerically, the expense involved in the publicity program required for successful implementation of the proposed program is not considered justified.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt., AC
Actg. Asst. Adj. Gen.

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B/L fr HQ 15th AF Colo Springs, Colo 3 Jan 48 Subj: Plan for Recruitment of Former Servicemen

2nd Ind AFPMP-3A

Dept of Air Force, HQ. USAF, Washington 25, D. C. 3 Feb 48

TO: Commanding General, SAC, Andrews Air Force Base
Washington 20, D. C.

Attached for your information and guidance is a copy of AF LETTER 35-94 dated 30 January 1948. This letter establishes a plan whereby personnel with prior service may be enlisted or reenlisted at any station to fill vacancies at other stations of the major air command having jurisdiction over the station where enlistment is accomplished provided the major air command concerned keeps its recruiting activities currently advised of vacancies. Further, stations may request other nearby stations of other major commands to enlist personnel to fill vacancies. The concurrence of the major air commanders concerned must be had, in all cases.

BY COMMAND OF THE CHIEF OF STAFF:

CLARENCE S. TOWLES, JR.
Lt. Colonel, USAF
Office, Director of Mil Pers

2 Incls
1 n/c
add cpy AF LETTER 35-94

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AP 35-94
8 Pages
Page 1

30 January 1948

AP LETTER 35-94

SUBJECT: Assignment of Air Force Enlistees and Returnees - AF Forms R-135, R-136, R-137, R-138, and R-139

TO: Commanding Generals and Commanding Officers, All USAF Activities

(This Letter supersedes AF Letters 35-84, 20 May 1947; and 35-206, 20 August 1946.)

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1. Purpose. The purpose of this Letter is to establish procedure for processing and assignment of all Air Force enlistees, reenlistees, and returnees.

2. Responsibility. The command having jurisdiction over the AF installation carrying out the provisions of this Letter is responsible for an efficient and expeditious performance.

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5. Applicable Army Directives. Department of the Army directives referred to herein will be applicable in so far as they pertain to the Air Force. AD Cir 202, 194[illegible], as amended, outlines processing procedures which will be used as a guide only in effecting a suitable and efficient processing plan.

4. Reception Processing. Reception processing consists of those administrative functions required to process initially enlisted men entering military service and will be accomplished at AF installations to which enlistees are ordered fromcentral examining stations, recruiting agencies, or other places where personnel are enlisted.

5. Assignment. Personnel enlisting or reenlisting for the AIr Force at AF installations will be assigned as follows:

a. Personnel with prior service, including Marine Corps, Navy, or Coast Guard, enlisting or reenlisting from civilian status may be retained at the installation of enlistment only when there is an authorized vacancy in SSF or field of skill in which the enlistee or reenlistee has been trained, provided required processing can be accomplished at the installation. If the station is not equipped to complete required administrative processing, personnel will be sent to the nearest AF station so equipped. Personnel sent to other stations for processing will be returned to the station where enlisted or reenlisted if a written request to this effect is furnished to the processing station. Personnel so assigned will not be included in reports to this Headquarters from processing stations.

b. Personnel with prior service may be enlisted or reenlisted at any station to fill vacancies at other stations of the major air command having jurisdiction over the station where enlistment is accomplished, provided the major air command concerned keeps its recruiting activities currently advised of vacancies, by SSF, at other stations of the command. Further, stations may request other nearby stations, of other major air commands, to enlist personnel to fill vacancies, by SSF, at their stations, provided the approval of both major air commands concerned

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is obtained. Personnel enlisted under this authority are assigned upon enlistment to a unit at the station where enlisted, and will subsequently be transferred to their new station on permanent-change-of-station orders.

NOTE: Paragraph 2d, AF Regulation 35-59, 25 April 1947, is waived to permit movement of this personnel.

c. Personnel with prior service, enlisted or reenlisted at AF installations for the Air Force and not assigned under the provisions of a or b above, will be sent to the nearest AF processing station for processing and reporting in the normal manner.

d. Personnel enlisted or reenlisted and assigned under the provisions of a or b above, will not be promised service at that station for any definite period of time. These are initial assignments only, and personnel will be reassigned to meet military requirements. This assignment procedure does not supersede other instructions to enlist AF personnel "unassigned."

e. Personnel with no prior service, enlisted for the Air Force, will be sent direct from place of enlistment to Indoctrination Division, Air Training Command, Lackland Air Force Base, San Antonio, Texas. This personnel will not be processed, except as necessary to accomplish enlistment, nor issued clothing prior to arrival at Lackland Air Force Base.

6. Volunteers for Oversea Theaters. Personnel enlisting and reenlisting and processed at an AF station and those now enlisted in the Air Force may volunteer for service in Alaska and Pacific theaters, provided they are otherwise qualified for oversea service. Personnel who have just returned from an oversea theater while still assigned to an AF assembly station will be permitted to volunteer for assignment to any oversea theater. All such volunteers will be retained at the AF station at which they volunteered, pending instructions from this Headquarters (except unassigned personnel in the Air Training Command who will be reported in accordance with instructions outlined in paragraph 15). Entry to the effect that enlisted man volunteered for service in theater concerned will be made in the service record and initialed by enlisted man transferred

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under these instructions. This personnel will be screened in accordance with sec V, WD Cir 188, 1947, as amended.

7. Reporting of Volunteers for Oversea Theaters. Volunteers under the provisions of paragraph 6 will be reported each Monday by each station to the major air command headquarters for consolidation and submission to this Headquarters (ATTENTION: Director of Military Personnel, DCS/PA). (This does not apply to Air Transport Command.) Reports will be submitted in triplicate on AF Form R-135 via air mail when practicable. Report will be submitted in two sections listing SSNs in chronological order of availability. Section I will include separately white and Negro enlistees for the Pacific theater and section II will include white and Negro enlistees for the Alaskan Air Command. Reports Control Symbol AF-AP-P160E has been assigned to this report. Forms will be reproduced locally in accordance with attachment 1. Upon receipt of report, this Headquarters will furnish assignment instructions by completing columns E and F of this report. No personnel will be transferred to ORD's unless so directed by this Headquarters. Upon receipt of assignment instructions, personnel assigned to an oversea theater will be processed in accordance with AF Letter 35-178 and POR. If assignment instructions are not returned to the command within ten days, a follow-up report, so noted, will be forwarded to this Headquarters (ATTENTION: Director of Military Personnel, DCS/PA). Personnel will depart from their stations, allowing time for leave granted and travel, to report to the ORD on the exact date specified by this Headquarters.

8. Enlistments for Other Arms or Services. All personnel enlisting or reenlisting for other arms or services at AF installations will be assigned in accordance with current instructions.

9. Enlistments at Other than AF Installations. All personnel enlisting for the Air Force at other than AF installations will be assigned as follows:

a. Personnel with no prior service will be transferred to the Indoctrination Division, Air Training Command, Lackland Air Force Base, San Antonio, Texas.

b. Personnel with prior military service, including Marine Corps, Navy, or Coast Guard, will be transferred to the nearest AF processing station listed in paragraph 11 and will be reported as outlined in paragraph 14c.

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10. Orders. The following statement will be included in the orders of all enlistees transferred to AF processing stations: "Transferred to the AF processing station for further assignment". Personnel will be advised not to take dependents to the AF processing station as in many cases the permanent assignment may be at a station other than the AF processing station.

11. List of AF Processing Stations. Personnel arriving at AF processing stations listed below will be reported to this Headquarters (ATTENTION: Director of Military Personnel, DCS/PA), at the earliest practicable time, for assignment.

AF Processing Station	For States of
McChord Air Force Base, Washington	Idaho Montana Oregon Washington
Hamilton Air Force Base, California	Arizona California Nevada
Lowry Air Force Base, Colorado	Colorado Kansas Nebraska North Dakota South Dakota Utah Wyoming
Indoctrination Division, Air Training Command, Lackland Air Force Base, San Antonio, Texas	New Mexico Oklahoma Texas
Chanute Air Force Base, Illinois	Illinois (except Scott Air Force Base) Indiana Iowa Minnesota Missouri Wisconsin

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Scott Air Force Base, Illinois	Kentucky Michigan Ohio (Scott Air Force Base, Ill)
Keesler Air Force Base, Mississippi	Alabama Arkansas Florida Georgia Louisiana Mississippi Tennessee
Langley Air Force Base, Virginia	District of Columbia Maryland North Carolina South Carolina Virginia West Virginia
Fort Slocum, New York	Connecticut Delaware Maine New Hampshire New Jersey New York Pennsylvania Rhode Island Vermont

12. Changes in Reception Processing Plan. Scope of reception processing will follow WD Circular 202 in so far as it applies to Air Force personnel. Changes in the sequence of the reception processing plan are authorized where necessary for effective accomplishment of the mission.

13. Returnee Personnel. The following action will be taken in the case of returnee personnel:

a. AF male enlisted personnel returning from overseas for zone of interior assignment, including arms and services personnel serving with the Air Force, will be placed on any portion of accrued leave, by port of debarkation, that is desired by the enlisted man. At the same time, orders will be issued transferring this personnel to an AF assembly station listed below, nearest the leave address, to report

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upon completion of any leave granted. Personnel, who do not desire leave will be transferred to the AF assembly station closest to the water or aerial port of debarkation. Enlisted personnel should be informed that assignments to assembly stations are not permanent and dependents should not accompany them to these stations.

b. Personnel who have in their possession orders assigning them to a zone of interior station or organization will be assigned in compliance with such orders, and no change will be made in their orders except as directed by this Headquarters or Air Transport Command for Air Transport Command personnel. Air Transport Command personnel will not be granted leave by port of debarkation unless they arrive with dependents and leave is desired, inasmuch as leave will ordinarily be granted upon their arrival at new station.

c. AF Assembly Stations:

STATE	AFF	ASSEMBLY STATION
Alabama	44th	Craig Air Force Base
Arizona	24?th	Davis-Monthan Air Force Base
California	321st	Hamilton Air Force Base
	401st	Hamilton Air Force Base
Colorado	3706th	Lowry Air Force Base
Florida	326th	MacDill Air Force Base
	466th	Orlando Air Force Base
Georgia	411?th	Robins Air Force Base (white only)
Illinois	3502nd	Chanute Air Force Base
	3506th	Scott Air Force Base
Kansas	247th	Smoky Hill Air Force Base
Louisiana	2621st	Barksdale Air Force Base
Maryland	64th	Andrews Air Force Base (white only)
Massachusetts	1377th	Westover Air Force Base
Michigan	1486th	Selfridge Air Force Base (white only)
Mississippi	3704th	Keesler Air Force Base
Montana	1466th	Great Falls Air Force Base
New Mexico	427th	Walker Air Force Base
New York	107th	Fort Slocum

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North Carolina	310th	Pope Air Force Base
Ohio	818th	Lockbourne Air Force Base (Negro only)
	4000th	Wright-Patterson Air Force Base (white only)
Pennsylvania	4112th	Olmsted Air Force Base
South Carolina	316th	Shaw Air Force Base
South Dakota	354th	Weaver Air Force Base (white only)
Texas	306th	Biggs Air Force Base
	252rd	Griffiss Air Force Base
	3743rd	Indoctrination Division, Air Training Command, Lackland Air Force Base, San Antonio
Virginia	304th	Langley Air Force Base
Washington	314th	McChord Air Force Base

d. WAC enlisted personnel returning from overseas for a zone of interior assignment will be processed as outlined in a or b above, and transferred only to an AF assembly station listed below:

STATE	AFBU	ASSEMBLY STATION
California	401st	Hamilton Air Force Base
Illinois	3503th	Scott Air Force Base
Louisiana	2621st	Barksdale Air Force Base
Maryland	64th	Andrews Air Force Base
Massachusetts	1377th	Westover Air Force Base
Virginia	304th	Langley Air Force Base

14. Action To Be Taken by AF Assembly and Processing Stations. AF assembly and processing stations will take the following action:

a. AF assembly stations will provide facilities for receiving, housing, messing, processing, and reporting returnees.

b. AF processing stations will provide facilities for reception processing, housing, messing, and reporting enlistees and reenlistees with prior military service.

c. Upon receipt of personnel or of orders in case of returnees, the commander of each AF assembly and processing station will submit four copies of report on AF Form R-136, by mail or by air mail when practicable, by 2400 each Monday, Wednesday, and Friday of

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each week, direct to this Headquarters (ATTENTION: Director of Military Personnel, DCS/PA), showing all enlisted personnel becoming available for assignment since last report. Separate reports will be submitted for WAC personnel. Negative reports will not be submitted. An initial supply of forms will be furnished by this Headquarters to each assembly and processing station. Additional supplies of forms will be reproduced in accordance with attachment 2 by the major air commands having jurisdiction over the assembly or processing station or at the station level. If forms cannot be reproduced on manifold tissue at station level, requisitions will be submitted to the major air command headquarters concerned. Reports Control Symbol AF-AP-P151C has been assigned to this report.

d. Returnee enlisted personnel assigned to assembly stations and sent on leave or delay en route by ports of debarkation will be reported to this Headquarters for assignment as soon as their orders are received by the assembly station. Report will show date of availability for assignment. This will permit this Headquarters to furnish station assignments prior to the arrival of the personnel so that they can be sent to duty station immediately.

e. The potential SSN will not be reported where the primary or secondary shown are authorized and usable Air Force SSNs. It is especially desired that reports show the potential SSN for those enlisted men in SSN 068, 521, 590, 745, and former officers and enlisted men from other branches of the Army or Navy, Marine Corps, and Coast Guard, whose previous SSN is unauthorized in the Air Force and not convertible. It is suggested that the United States Employment Services manual titled "Verbal Grade Test Examination Questions" be used as a guide. Potential or secondary SSN's will not be shown for returnee personnel, but secondary SSN will be included for SSNs 770, 772, and 773.

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f. Where applicable, reporting type of equipment and suffix in all instances is important to insure proper assignment. (Example: 747D-3-23, 370, Link Trainer, 3693, Tractor)

g. Based on recurring analyses of the SSNs received through AF assembly and processing stations, this Headquarters will allot personnel to and request unit and station assignments from each major air command. Based upon the assignments furnished, unit and station assignments will be inserted by this Headquarters to complete the report, which will be returned to the AF assembly or processing stations. Upon receipt of report, commanders will take immediate action to transfer personnel to the unit and station assignments indicated thereon.

h. For those SSNs for which unit and station assignments are not on file in this Headquarters, the following action will be taken:

Personnel will be allocated by this Headquarters in the normal manner to the major air commands. Receiving commands will be notified on AF Form R-137 (attachment 3) and will complete column 7 by inserting unit and station assignments and then forward the original and one copy to the commanding officer of the assembly or processing station concerned with the least practicable delay.

i. The AF processing and assembly stations will submit a separate report for personnel desiring overseas assignment as outlined in paragraph 6. Each enlisted man being processed at an AF processing or assembly station will be informed of the provisions of paragraph 6 and given the opportunity of volunteering for overseas theaters.

15. Reports Required from Air Training Command and Air University. Reports required from Air Training Command and Air University showing enlisted personnel by SSN available for assignment are as follows:

a. Five copies of reports will be submitted by above-mentioned commands to this Headquarters (ATTENTION: Director of Military Personnel, DCS/PA) in accordance with the following:

AF Form R-138 will be comprised of Section I -

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White and Section II - Negro and will include the enlisted graduates of schools and by-passed specialists graduated from the Indoctrination Division, Lackland Air Force Base, San Antonio, Texas, and graduates from Air University School of Aviation Medicine, Randolph Air Force Base, Texas. Projected availability of the Indoctrination Division and AF technical school graduates will be submitted on separate reports by air mail to this Headquarters (ATTN: Director of Military Personnel, DCS/PA) as of 2359 each Friday. The projected availability date will be in advance of the date of report. Reports Control Symbol AF-AF-PGOD has been assigned to this report. Forms will be reproduced locally in accordance with attachment 4 and completed as follows:

Column A - Line Number of report in numerical order.

Column B - AF Personnel Unassigned. Personnel physically and otherwise qualified for oversea duty will be included.

Column C & D - Volunteers for Pacific and Alaska Theaters. White and Negro personnel will be given the opportunity, while undergoing training, to volunteer for service in above theaters. Based on existing requirements this Headquarters will assign such volunteers upon completion of training. All such volunteers will be reported in applicable column.

Column E - Not Assignable Overseas. Two types of personnel will be reported in this column.

(a) Those temporarily physically disqualified for oversea duty.

(b) Returnee personnel who have not volunteered for further oversea duty and who are not now

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eligible for further oversea duty under existing directives.

Column F - SSN. The SSN, in numerical order, which will be awarded upon graduation or in which enlisted man is bypassed.

Column G - Type of Equipment. Where applicable, this column will include the suffix and type equipment in which enlisted personnel is specialized.

Column H - Class Number. This column is for the information of the Air Training Command only.

b. Upon receipt of reports from the Air Training Command, this Headquarters will take immediate action to allot the available personnel to the oversea replacement depots and major air commands, returning the original and one copy of the completed reports. The reporting date to the oversea replacement depots, furnished by this Headquarters, must be adhered to closely to control the flow of personnel to the oversea replacement depots. Reporting dates will be based on housing capacity and shipping availability. Authority is granted to allow the number of days' leave or delay en route necessary to provide for the arrival at oversea replacement depots on the dates indicated, except that all leave or delays en route for this personnel will not be less than seven days plus travel time.

c. This Headquarters will also take action to notify the major air commands of the numbers and types of personnel made available for assignment on AF Form R-179 with blank spaces provided for their use to insert unit and station assignments. Immediate action will be taken by the receiving command to insert the unit and station assignments in column I. The original and one copy of the completed form will be forwarded with the least practicable delay by air mail when practicable to the Commanding General, Air Training Command, Barksdale Air Force Base, Louisiana, or to the Commandant, Air Force School of Aviation Medicine, Randolph Air Force Base, Texas,

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whichever is applicable, [redacted]: 1
Student Section. At the same time, the third
copy will be forwarded by air mail, as an
information copy to this Headquarters
([redacted]: Director of Military Personnel,
DCS/PA.) The fourth copy will be retained in
the headquarters of the receiving command.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

CARL SPAATZ
Chief of Staff, United States
Air Force

OFFICIAL:

[redacted]
Colonel, USAF
Air Adjutant General

5 Attachments
1. AF Form R-135
2. AF Form R-136
3. AF Form R-137
4. AF Form R-138
5. AF Form R-139

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7TH BOMBARDMENT WING, VH
HEADQUARTERS
Fort Worth Air Field
Office of the Commanding Officer
Fort Worth, Texas

ADJ 341 LAW/pb

12 January 1948

SUBJECT: Enlistment Policies

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

1. Attention is invited to attached letter received from the wife of a Corporal of this command.

2. It is believed the contents are worthy of note, and that the present policy of enlisting personnel in the lower grades with families should be further restricted, if not eliminated altogether.

3. It is not believed the present allowances authorized personnel of the lower grades are adequate to allow them to live in a manner expected of service personnel and to the best interests of the service.

s/t/ ALAN D. CLARK
Colonel, USAF
Commanding

1 Incl
Ltr, Mrs. Lee Buffum

COPY

AIEA 341 (12 Jan 48) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas 22 JAN 1948

TO: Commanding General, Strategic Air Command, Andrews Air Field, Washington 20, D. C.

1. The attached letter from Mrs. Lee Buffum is one of many similar letters recently being received and submitted as substantiating evidence for hardship discharge under provisions of Section III, AR 615-362 and for transfer under provisions of AR 615-200. It is realized that the present increase in the cost of living makes it difficult for a member of the Armed Forces in the 4th, 5th, 6th, or 7th enlisted grade, who is married, to

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provide for his family and maintain a standard of living which compares to the standard of the average civilian. This results in low morale and also impairs efficiency.

2. This headquarters is in receipt of directives from higher headquarters directing that false promises not be made to prospective enlistees. However, it is believed that the "quota method" of recruiting used by recruiting offices tends to force the recruiter to use "high pressure" salesmanship as a means of meeting his allotted quota. By this method, only the attractive points are explained to the prospective enlistees. In order to alleviate the present condition, it is recommended that recruiting personnel inform all married prospective enlistees prior to their enlistment in the 4th to 7th grades, that upon change of station their dependents and household goods must be transported at their own expense, and that such a transfer is very probable during a three-year enlistment. Further that the possibility of obtaining housing on a military reservation is extremely difficult and housing in cities near certain installations is critical and extremely expensive.

3. A majority of married personnel, upon enlisting, make temporary arrangements to house their dependents until such time as they are given a permanent station assignment. They are of the opinion that housing can be obtained in a reasonable length of time at or near their station assignment. This results in the new enlistee and his family living apart or paying rent which exceeds his budgetary limitations, and in a short time causes hardship and disappointment. These personnel then try to obtain a transfer to some other station nearer their dependents, or submit a request for a hardship discharge under provisions of Section III, AR 615-362. It can be readily assumed that personnel referred to above, whether they remain in the service or are discharged, constitute a source of adverse publicity which is detrimental to recruiting, thereby making it more difficult to enlist the better quality of personnel desired by the Air Force today.

4. It is further recommended that the eligibility requirements be made more stringent for enlistment of personnel below the first three grades; namely, to exclude men with dependents from enlisting in those grades.

R. M. RAMEY
Brig. General USA
Commanding

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SAC 340 (12 Jan 48) 2d Ind. 27 JAN 1948 AlB

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Commanding General, Eighth Air Force, Griffiss Air Force Base, Fort Worth, Texas.

1. This headquarters concurs with the basic communication and the 1st Indorsement thereto.

2. Attached herewith is a copy of the letter sent to Chief of Staff, United States Air Force, 21 November 1947, in which recommendations were made for the elimination of married enlisted personnel in the lower four grades. The reply, received this date, indicates disapproval because of possible loss of personnel in excessive numbers.

BY COMMAND OF GENERAL KENNEY:

EARL C. MILLER
Major, AGD
Asst Adj Gen

2 Incls
Added 1 incl
2. Ltr, SAC 014, Hq SAC, 21 Nov 47 (in dup)

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RESTRICTED
COPY
25 May 1948

Major General Roger M. Ramey
Commanding, Eighth Air Force
Barksell Air Force Base
Fort Worth, Texas

Dear General Ramey:

[redacted]

"This Headquarters has recently completed an extensive survey of re-enlistment intentions of approximately 75% of the Air Force enlisted strength. The following percentages are quoted for your information:

a. 51% will probably reenlist.

b. 20% are undecided.

c. 29% will probably not reenlist.

All commanders are fully cognizant of the need for a high reenlistment rate if the authorized strength is to be maintained and our trained personnel retained by the Air Force. In view of the above percentages, it is probable that the 51% who probably will reenlist may be raised to at least 65% by the exertion of diligent efforts on the 20% who are undecided. The pros and cons on reenlistment are evolved at unit level; and, therefore, it is through our unit commanders that impressions must be made which will be conducive to reenlistment." (Restricted)

[redacted]

[redacted]
Major General, U.S. Air Force
Deputy Commander

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Re-enlistment Rates

1. Definitions

A certain amount of confusion and misunderstanding usually is involved in current discussions of re-enlistment rates owing to the several possible definitions of the term. Defining a re-enlistment rate might seem to be a simple matter; actually there are several complications.

In the period 1923 to 1935 approximately half of the enlistments were terminated prior to the normal expiration date, either by purchase or for other reasons. Desertions were a substantial factor. Other terminations were caused by death, physical disability, void enlistment, failure to qualify, sentence by GCM, and others. It would seem desirable for the re-enlistment rate to take into account all separations where the individual is eligible and able to re-enlist if he should so choose.

The majority of re-enlistments occur immediately or within a short period after expiration, but the remainder are spread out over a longer period of time, in some cases several years. For some purposes it may be desirable to consider all re-enlistments regardless of the length of time since expiration, while for other purposes it may be desirable to limit attention to those occurring more or less immediately. Present regulations permit re-enlistment within 90 days after expiration; for some purposes therefore a 90 day rate may be desired.

From a theoretical standpoint it is preferable to obtain re-enlistment rates by comparing the number of re-enlistments

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with the number of expirations from which the re-enlistments arose. Thus, from among the expirations in January, determine the number re-enlisting in January, February, March, etc, but disregard re-enlistments in those months which did not arise from expirations in January. One advantage of this method is that the re-enlistment rate so determined will never exceed 100 percent. A disadvantage is that a period of at least 90 days must elapse before a 90 day re-enlistment rate can be obtained, and the information on rates is always in arrears.

Another way of obtaining a re-enlistment rate is to compare the re-enlistments occurring in a given month with the number of expirations in the same month, even though some of the re-enlistments came from expirations in earlier months. The advantage of this is that the rate can be obtained immediately at the end of the month. It has two disadvantages, however. One disadvantage is that the rate can exceed 100 percent, which is somewhat confusing. The other disadvantage is that the rate can vary quite widely from month to month if the number of expirations varies, even though the same percentage of any one month's expirations eventually re-enlist.

It should be recognized that the term "re-enlistment rate" as currently used may mean any one of the following:

(1) The number of re-enlistments occurring in any month (or year) divied by the number of expirations in the same month (or year) without any regard to the length of time

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that the re-enlistee may have been out of the service.

(2) The number of re-enlistments occurring in any month (or year) divided by the number of expirations in the same month (or year) but excluding re-enlistments where the individual was out of the service for more than a specified time, such as 90 days.

(3) The number re-enlisting out of a specified group of expirations, and within a specified time thereafter, divided by the number of expirations. (This is theoretically the best).

The term "re-enlistment rate" is sometimes used to denote the number of persons re-enlisting, rather than the proportion or percentage. This adds further confusion.

When any re-enlistment rate is stated in the following discussion it will be specified which one is meant.

2. Uses

The chief use of re-enlistment rates is in personnel planning both to determine the probable number of recruits necessary to maintain or to build up to any desired total strength, and to forecast the volume of training necessary to provide the required numbers in specified SSN's or SSN groups.

The best method of estimating the number of recruits or the number of persons required to be trained prior to some specified date is as follows:

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(1) Divide the number of airmen in any particular SSN, SSN group, or the total strength, into two groups: those with normal expiration dates prior to and those subsequent to the specified date.

(2) To the number with normal expiration dates prior to the specified date, apply an appropriate re-enlistment percentage, to determine the probable number of re-enlistees.

(3) Add the probable number of re-enlistees and the number with normal expiration dates subsequent to the specified date. This will give the probable number that will remain in service to the specified date.

(4) Compare the number that will probably remain in service with the number required to fit some particular program. The difference will be the number necessary to be recruited and trained (without allowance for washouts in training courses.)

This process involves two assumptions, each of which is open to a certain amount of question:

(1) That there will be no terminations among the group with normal expiration dates subsequent to the specified date. Actually of course there will be terminations in this group, but it is hoped that the number will be negligible. An investigation should be made on this point.

(2) That the re-enlistment rate will remain substantially unchanged, or that major changes can be anticipated.

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There are two methods by which a major change in re-enlistment rates may possibly be anticipated. One method is to ask the individuals in a selected sample whether they intend to re-enlist. This is now done in the quarterly 10 percent sample surveys. This method however, has certain inherent limitations.

(a) the individual may for one reason or another not state his real intention, or (b) he may subsequently change his mind, or (c) he may merely state that he is undecided.

A project is now under way to compare the statement of intention with subsequent action in re-enlisting or not re-enlisting, to determine the reliability of the statement. It is hoped that the statement will furnish a reliable method of anticipating major changes in re-enlistment rates, though evidence available at the moment seems to indicate that, it will not; the re-enlistment rate dropped in January 1949 even though the December sample survey showed a slight increase in intention to re-enlist (on an over-all basis).

The second method that may possibly serve to anticipate changes is re-enlistment rates is to determine the measurable factors with which the re-enlistment rate is most highly correlated, and to take into account the changing composition of future expirations with regard to these factors. For instance, the re-enlistment rate is highly correlated with the grade in which the individual is serving and with length of

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of service. To assume that the composition of the groups coming up for termination or re-enlistment will remain unchanged from month to month is very far from justified, for the present at least. Taking account of the changing composition will very probably serve to anticipate changes to a large extent.

There is of course no reason why both of the above methods cannot be used, if either one is helpful when taken alone.

A second possible use of re-enlistment rates is as an index of the state of satisfaction or dissatisfaction with service in the Air Force, or as an index of the effectiveness of activity to procure re-enlistment. When used in this way as an index for various groups or sub-groups the greatest care should be exercised, as the various groups are not too likely to be of uniform composition with respect to the major factors affecting re-enlistment.

A third possible use of re-enlistment rates is to estimate the probable number that will remain in service by successive re-enlistments until eligibility for retirement is attained. As presently constituted, retirement pay is a very substantial part of the probable total pay that will be received by an individual. Since the Air Force is still a young organization with very few individuals in the retirement eligibility zone, the real force of the preceding statement is not presently apparent in the retired list. In

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about 30 years time, however, the amount of retirement pay currently paid will be at least 30 percent as great as the active service pay currently paid, and may be as high as 50 percent. It is for this reason that the Hook Commission recommended stricter eligibility requirements for retirement. Any consideration of proposed changes in retirement laws can be very deceptive if based only on the size of the present retired list.

3. Factors Affecting Re-enlistment Rates

The general factors affecting re-enlistment are the general economic and employment situation, the prospect of peace or war, and what is conceived to be the relative advantages or disadvantages of private employment as against service in the armed forces.

More immediate factors are the grade in which the individual is serving, length of service, age, occupation, marital status and family situation, housing, locality, educational level, and possibly others. Obviously these are not of equal effect and one problem is to determine the relative importance of each.

No method of forecasting could take all of these factors into account without becoming impossibly complicated. The probable effect of the general factors mentioned above and of any changes therein are particularly difficult to forecast.

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A knowledge of the relative effect of various factors is helpful also in determining where and how best to apply effort to increase re-enlistment rates. Other matters of policy may be considerably affected by the magnitude of trend of such rates.

4. Some Specific Re-enlistment Rates

Re-enlistment rates for Regular Army enlisted men for the period 1923 to 1935 were as follows:

1923 --- 18%	1927--- 28%	1930 ---35%	1933 --- 60%
1924 --- 22%	1928 ---25	1931 ---44	1934 --- 47
1925 --- 20	1929 ---29	1932 ---55	1935 --- 51
1926 --- 23			

These rates were obtained by dividing the number of re-enlistments occuring within three months after expiration by the number of terminations other than for death, retirement, or separation for physical disability.

The rates were relatively stable during the 1920's but during 1930's the rates doubled because of the general economic situation. From this it may be inferred that the maximum effect of a severe economic depression is to double the re-enlsitment rate. For lesser recessions the rates would increase but probably less than double.

For the last six months of 1948 the re-enlistment rates within 3 months for the Air Force, Army and Navy were as follows:

	Air Force	Army	Navy
July 1948	13%	14%	26%
August	21	17	55
September	30	28	41

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	Air Force	Army	Navy
October	47	43	31
November	53	53	41
December	45	49	40

These rates are not in all respects directly comparable, however, the differences in basis probably do not substantially affect the results.

The re-enlistment rate is very closely connected with the grade in which the individual is serving. The following are the re-enlistment rates within 3 months based on expirations in October-December 1948:

Master Sergeant	82%
Tech Sergeant	80
Staff Sergeant	63
Sergeant	31
Corporal	18
Private First Class	13
Private	7
All Grades	46%

Re-enlistment rates vary also by MOS. A considerable part of this variation can be explained by differences in grade distribution; however, there are certain MOS groups where the re-enlistment is much lower than can be explained in this way. The following are the re-enlistment rates within 3 months based on expirations in October-December 1948:

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Armament and Ordnance-Primary	566
Armament and Ordnance-Advanced	62
Airplane and Engine Mech.-Primary	69
Airplane and Engine Mech.-Advanced	56
Airplane Instrument Technicians	63
Airframe Maintenance	55
Automotive Mechanics	43
Automotive Operators	31
Communication	51
Radio Repairmen	26
Radar Operators and Repairmen	28
Radio Operators	38
Weather	13
Administrative Services	50
Supply	53
Basic Airmen	8
Miscellaneous	43
All SSN's	48

The distinction between primary and advanced has been made on the basis of whether the particular SSN requires only one formal training course or more than one. Some SSN's requiring only one course involve a higher order of skill and technical knowledge than others requiring more than one course; consequently the terms "primary" and "advanced" have a somewhat special meaning here.

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The re-enlistment rate among radio and radar operators and repairmen and among weather observers and technicians is considerably lower than can be explained on the basis of grade distribution. Evidently there are other substantial factors operating in these groups. In the case of radio and radar men it probably was a matter of attractive opportunities in civilian employment. For weather men it may have been a matter of less desirable working conditions or possibly an unreasonably low grade distribution.

5. Probable Future Trend of Re-enlistment Rates

It is very probable that re-enlistment rates will be substantially lower than during the period October-December, 1948. During these months an unusually high proportion of enlistments expiring were among personnel in the 3 top grades, where the re-enlistment rate is highest. The following table shows the percentage in each grade among the October-December expirations and the percentage expected for 1949:

	Oct-Dec. 1948 Expirations	1949 Expirations
Master Sergeant	16.5%	6.5%
Tech Sergeant	13.9	8.9
Staff Sergeant	21.3	15.9
Sergeant	18.9	25.0
Corporal	13.5	25.2
Private First Class	6.8	14.5
Private	6.8	6.9
Total	100.0%	100.0%

In October-December 52 percent of the expirations were in the 3 top grades while for 1949 the percentage will be about 30 percent. Consequently the re-enlistment rate will in all probability be lower.

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Also, in October-December there were relatively few expirations of individuals completing their first term of service, where the re-enlistment rate is low.

A factor operating in the opposite direction is the general employment situation. There is considerable evidence that individuals leaving the Air Force will experience much greater difficulty in securing private employment during 1949 than in previous years. This will tend to increase the re-enlistment rate.

On the basis of present knowledge it appears that the re-enlistment rate during 1949 will be somewhere in the interval from 30 to 50 percent, counting all re-enlistments, not merely those within 3 months. Until more data have been accumulated it is impossible to make a forecast within narrower limits with any reasonable assurance of success.

b. Areas for Further Investigation

At the present time there is no direct material available on the magnitude of re-enlistment rates by length of service. It is important that such information be obtained, as the re-enlistment rate probably is very low at the end of the first term of enlistment, and first termers constitute a substantial proportion of the total strength.

The project for comparison of re-enlistment intentions with subsequent action in re-enlisting should be carried forward to completion. If this reveals that the statements can be relied upon, then further checks should be made to determine how far in advance the intention statements will give notice of impending changes in re-enlistment rates.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

A1B3B

SAC 340 (18 Dec 47) 18;December 1947

SUBJECT: Special Recruiting Drive for Aviation Cadets

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

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1. Input quotas for aviation cadet pilot training classes will be increased during 1948 to more than triple those established for 1947. This presents a serious procurement problem since considerable difficulty was encountered in manning the smaller 1947 classes. In an attempt to alleviate this situation, Headquarters United States Air Force has apportioned additional national advertising to cadet recruiting. Also twelve traveling teams recently started an aggressive recruiting and on-the-spot processing program among students attending colleges and universities. The success of these teams appears promising but it is believed their efforts will not man the 1 March 1948 class since most college students who qualify will probably desire to complete their current school year. The quota of 785 students for this class is far short of fulfillment at the present time. If this quota is to be met during the comparatively short time remaining, it appears that a hard-hitting, well-organized recruiting drive must be directed towards eligible candidates.

2. The appropriate units to conduct such campaigns are those Air Force stations on which Aviation Cadet Examining Boards are located. The Examining Boards are now in a position to fully qualify applicants for cadet appointments. In many instances, these stations are within daily commuting distance of large cities, in which cadet recruiting could be conducted without expenditure of travel or per diem funds. The promotional activities of the U. S. Army and U. S. Air Force Recruiting Service in these cities could be coordinated with a local cadet recruiting drive. The station Public Information and Recruiting Officers and Examining Board members are the logical personnel to be charged with the prosecution of the drive.

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Subj: Special Recruiting Drive for Aviation Cadets

3. In view of the above, it is requested that your headquarters organize and place into operation at appropriate stations within your command, local recruiting campaigns. The details for accomplishing these campaigns will be limited only by the availability of personnel and advertising material on hand. There are listed below some suggested activities which may be used to create maximum visibility for aviation cadet recruiting:

a. News releases
b. Mayor's proclamation
c. Window displays
d. Public exhibits
e. Dissemination of hand-out folders
f. Special luncheons, talks, etc.
g. Open house at local Air installations
h. Special radio scripts and spot announcements.

Wherever practical, applicants who are ready for processing should be provided with government transportation to and from the Air Force station.

BY COMMAND OF GENERAL KENNEY:

/s/ Montie Thompson, Jr.
/t/ MONTIE THOMPSON, JR.
1st Lt., AC
Actg. Asst. Adj. Gen.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

A1B1B

SAC 353 (6 Aug 48) 6 August 1948

SUBJECT: Manning of the 15 October 1948 Pilot Training Class

TO: Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

1. The quota of 1040 students for the 1 July 1948 Pilot Training Class was met. However, in assigning qualified personnel to that class, it was necessary for Headquarters USAF to issue orders up to and including the date of its commencement. This imposed a hardship on selected candidates, which accounted for an unduly large number of requests for deferments, or declinations.

2. It is essential that fully qualified candidates be notified of their selection and assignment to training at least 30 days prior to reporting for duty. This means that all candidates selected for the 15 October 1948 Class should be furnished enlistment authorization not later than 15 September 1948.

3. Approximately 500 applicants have been found qualified for assignment to the 15 October 1948 Class to date. This does not represent an adequate number as of this date, however, since the quota for that class is 1300 students.

4. Headquarters USAF is cognizant of the problems which exist in administering the physical examination to cadet applicants. In this connection, Flight Surgeons who are members of Aviation Cadet Examining Boards within your command, should be directed to reconsider the priority being given this activity, and if possible, make an adjustment of their services to permit expedition of these cases. These examinations must take priority over such medical services as dependents' care and routine annual physical examinations. It is believed that any factors, other than the physical examinations, which contribute to a delay in processing cadet applicants are subject to immediate administrative correction. This applies particularly to delay in correspondence and in holding meetings of the Examining Boards.

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A1B1B 353 6 Aug 48
Subj: Manning of the 15 October 1948 Pilot Training Class (con't)

5. It is directed that the above be brought to the attention of all Aviation Cadet Examining Boards located on stations within your command.

BY COMMAND OF GENERAL KENNEY:

/s/ Montie Thompson, Jr.
/t/ MONTIE THOMPSON, JR.
1st Lt., USAF
Asst Adj Gen

AG 353 A1AS 1st Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo., 17 August 1948

TO: See Distribution

For information and compliance.

BY ORDER OF COLONEL WALZER:

/s/t/ JOHN E. ALLEN
Major, USAF
Assistant Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
FORT CROOK, NEB.

PDC2A2

SAC 352 (24 Dec 48) 24 December 1948

SUBJECT: 8-Class Schedule for Aviation Cadet Pilot Training Program

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Effective 4 April 1949, an 8-class-per-year schedule will be initiated for the aviation cadet pilot training program. This will permit a new class of 595 students to commence training every six weeks. In making this changeover, the class scheduled to begin training on 1 March 1949, under the old 3-class schedule, has been cancelled. The Class commencement and graduation dates of the new 8-class schedule are listed in the attached inclosure.

2. Under this new schedule, the importance of maintaining an uninterrupted flow of processed applications to Headquarters, Air Training Command cannot be over-emphasized. The difficulty experienced in filling classes in the past has been due mostly to the excessive time-lag incident to the processing procedure, rather than to a shortage of interested prospects. Approximately two-thirds of the applications for the 15 October 1948 class were received by Headquarters, Air Training Command during the 30-day period preceding the reporting date for that class. It is realized that applicants themselves are largely responsible for this uneven flow of applications. However, it is mandatory that the Boards make every effort to improve those conditions which might be responsible for this situation. If this is not accomplished the 8-class schedule may be seriously handicapped.

3. For your information, there are, as of the date of this letter, slightly over 1,000 fully qualified applicants eligible for aviation cadet appointments. It is contemplated that this personnel will be notified of their assignment by United States Air Force to the 4 April 1949 and 17 May 1949 classes within the next few days. As the names of additional fully qualified applicants are accumulated in Headquarters, United States Air Force, notifications will be issued for the necessary number to fill the 29 June 1949 class. Every effort will be made to keep at least three future classes filled due to the frequency of inputs under the 8-class schedule.

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PDC2A2 352 24 Dec 48
Subj: C-Class Schedule for Avn Cadet Pilot Trg Program

4. In the event an applicant's four months' deferment expires prior to his actual entrance into training as a result of this change in schedule, you are advised that no extension of his initial deferment can be made by the Air Force.

5. It is requested that necessary action be taken to appropriately disseminate the above information and attached inclosure within your command. The Aviation Cadet-Officer Candidate Examining Boards under your jurisdiction should be in receipt of this information at the earliest possible date.

BY COMMAND OF LIEUTENANT GENERAL [illegible]MAY:

1 Incl
Avn Cadet Commencement under
C-Class Schedule

/s/ F. H Brandstedter
/t/ F. H. BRANDSTEDTER
2nd Lt, USAF
Asst. Adj. Gen.

352 1st Ind PDCAB

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo., 4 Jan 49

TO: See Distribution
For information and compliance.

BY COMMAND OF MAJOR GENERAL O'DONNELL:

/s/t/ FOSTER H. RUTLEDGE
CWO, USAF
Assistant Adjutant General

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AVIATION CADET CLASS COMMENCEMENT DATES

UNDER EIGHT-CLASS PER YEAR SCHEDULE

CLASS	ENTER	GRADUATE
50-A	4 April 49	29 March 50
50-B	17 May 49	12 May 50
50-C	29 June 49	23 June 50
50-D	10 Aug 49	4 Aug 50
50-E	20 Sep 49	15 Sept 50
50-F	1 Nov 49	27 Oct 50
50-G	3 Jan 50	13 Dec 50
51-A	15 Feb 50	9 Feb 51
51-B	4 April 50	28 Mar 51
50-C	17 May 50	11 May 51
51-D	29 June 50	22 June 51
51-E	10 Aug 50	3 Aug 51
51-F	20 Sep 50	14 Sep 51
51-G	1 Nov 50	26 Oct 51
51-H	3 Jan 51	15 Dec 51
52-A	15 Feb 51	8 Feb 52

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DEPARTMENT OF THE ARMY
The Adjutant General's Office
Washington 25, D. C.

AGSP-P 341 WAC (11 Jun 48) 11 June 1948

SUBJECT: Implementation of WAC-WAF Recruiting Program

TO: Commanding Generals
All Armies, ZI

1. Upon enactment of legislation to include women components as part of the U. S. Army and the U. S. Air Force, it will become necessary to augment the present recruiting force with representatives of the WAC and WAF in order to implement the WAC-WAF recruiting program.

2. In anticipation of the passage of the Women's Armed Services Integration Act of 1948, a limited number of WAC officers and enlisted women completed the recruiting instructor's course at Camp Lee, Virginia, and have been made available to all army commanders for assignment to the Recruiting Service and to train other female recruiting personnel as deemed necessary for the implementation of the WAC-WAF recruiting program. For your information, attached are lists of all personnel who successfully completed the recruiting instructor's course. You will note that all personnel sent from armies were returned to their home stations until proper utilization in the Recruiting Service can be affected. All other personnel completing the course have been re-assigned to the armies to assist in the implementation of the WAC-WAF recruiting program.

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3. A Circular establishing the policy for enlistment in the WAC or WAF is now in progress of publication and will be distributed at the earliest practicable date. Effective date of the circular will be approximately two weeks after date of publication. Applications for enlistment of women presently serving in the Women's Army Corps, Army of the United States, will be accepted immediately upon notification of effective date of enlistment circular. Applications for enlistment of other personnel will be accepted at a future date, tentatively set ninety days subsequent to effective date of circular. Announcement of this date will be made by The Adjutant General, Department of the Army, and the Chief of Staff, United States Air Force.

BY ORDER OF THE SECRETARY OF THE ARMY:

3 Incls
a/s

(Signature not legible)
Adjutant General

Reproduced at Hq Fifth Army, Chicago 15, Ill., 14 June 1948, AIFSI-AO

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

AIB1B

SAC 220.6 (5 Aug 48) 5 August 1948

SUBJECT: WAF Enlisted Personnel for Recruiting Duty

TO: Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

1. As a result of the passage of the Women's Armed Services Integration Act of 1948, an immediate need exists for a limited number of highly qualified WAF enlisted personnel with the United States Army and United States Air Force Recruiting Service. Accordingly, it is requested that all personnel who meet the following qualifications be urged to submit their applications for recruiting duty to this headquarters as expeditiously as possible.

a. Be a member of the WAF.

b. Volunteer for recruiting duty.

c. Grade IV or higher.

d. AGCT of 110 or higher.

e. Age between 25-35 years, both inclusive.

f. Neat in appearance and dress.

g. High moral character.

h. Ability to express herself easily, cogently, tactfully.

i. General service physical qualifications.

j. Selling experience or potential selling ability desired.

2. At the present time, there is no requirement for negro personnel in the Military Personnel Procurement Service.

3. In order to insure a knowledge and interest in WAF recruiting assignments, all personnel concerned will be informed of the benefits

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A1B1B 220.6 5 Aug 48
Subj: WAF Enlist Personnel for Recruiting Duty (cont'd)

incident to duty with the Recruiting Service. Further, in so far as possible, selected personnel will be assigned near their home or near a location chosen by the enlisted woman. Therefore, personnel may express their preference as to Army Areas in which they would like to be stationed.

4. It is further requested that the contents of this letter be disseminated to all installations under the jurisdiction of your command at which eligible WAF enlisted personnel are stationed in order that existing vacancies for WAF recruiting personnel be filled at the earliest possible date.

BY COMMAND OF GENERAL KENNEY:

EARL C. MILLER
Major, USAF
Asst Adj Gen

COPY

AG 220.6 A1PE 1st Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado

TO: Commanding Officer, 92d Bombardment Wing, Spokane Air Force Base, Spokane, Washington, 10 August 1948.

1. Attention is invited to basic.

2. Applications of WAF personnel for duty with United States Army and United States Air Force Recruiting Service will include information required by par 6b, AR 615-200, and Ltr AG 220.3 A1PE, this Headquarters 20 April 1948, subject: Request for Transfer of Enlisted Personnel.

BY ORDER OF COLONEL MULZER:

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

PMD1

S: 30 Sep 48

SAC 220.3 (17 Sep 48) 17 September 1948

SUBJECT: Utilization of WAF and WAC Personnel in Medical Installations.

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. It is desired that Medical Installations of your command be surveyed to determine the extent to which WAF and WAC personnel may be utilized in lieu of enlisted men and civilian employees. Attention is invited to WD Cir 259, 1946.

2. The availability of appropriate housing, and the determination of other local pertinent factors will necessarily be part of the survey for each installation.

3. It is contemplated that WAF officers assigned as a result of utilizing WAF and WAC personnel, in Medical installations, will perform additional duties as Medical administrative assistants.

4. This is a one-time report. Reports Control Symbol SAC-SU-SP5.

BY COMMAND OF GENERAL KENNEY:

/s/t/ MONTIE THOMPSON, JR.
1st Lt., USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base
Washington 20, D. C.

SUSPENSE DATE 15 Nov 48

SAC 200.3 (27 Oct 48) 27 October 1948

SUBJECT: Utilization of WAF Personnel

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Public Law 625, 80th Congress, 12 June 1948, authorizes the appointment of three hundred (300) WAF officers and the enlistment of four thousand (4,000) women in the Regular Air Force over a two-year period. Pursuant to the implementation of this law, it is anticipated that Strategic Air Command will be allotted specific quotas of WAF personnel as they become available. Quotas will not be additional allocations of military personnel, but will be included in the authorizations of officer and airmen strength for the command.

2. As a basis for constructive planning on utilization of women in the Regular Air Force, it is desired that a study be made on the possibilities of assignments of WAF personnel to fill authorized positions within Tables of Organization and Tables of Distribution for units of your command. It is pointed out that women cannot be assigned to specific tactical units subject to participation in combat or TDY missions. The following factors are suggested for consideration in this study:

a. Possible Military Occupational Specialties which could be filled by qualified WAFs. Consideration must be given to all jobs which could be performed by men or women. Duty assignments for WAFs are not limited to those strictly clerical and administrative in nature.

b. Stations at which suitable housing exists or conversion of quarters could be accomplished.

3. Based upon the considerations as outlined in paragraph 2, it is desired that a report be submitted to this headquarters not later than 15 November 1948, stating number of WAFs by station and SSN which you recommend for appropriate utilization within your command. Reports Control Symbol SAC-PA-SP57 is assigned this project.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/ Richard T. King
/t/ RICHARD T. KING
Colonel, USAF
DC/S, Personnel and Administration

SAC Ft. Crook-1-7-49-10,000

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PDC-1
15 Nov 48

SUBJECT: Utilization of WAF Personnel

To: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Same Letter to:
CG, 15th AF
CG, 307th Bomb Wing
CG, 56th Fighter Wing
CG, 4th Ftr Wing
CG, 311th Air Div., MCN

1. Public Law 625, 80th Congress, 12 June 1948, authorizes the appointment of three hundred (300) WAF officers and the enlistment of four thousand (4,000) women in the Regular Air Force over a two-year period. Pursuant to the implementation of this law, it is anticipated that Strategic Air Command will be allotted specific quotas of WAF personnel as they become available. Quotas will not be additional allocations of military personnel but will be included in the authorizations of officer and airmen strength for the command.

2. As a basis for constructive planning on utilization of women in the Regular Air Force, it is desired that a study be made on the possibilities of assignments of WAF personnel to fill authorized positions within Tables of Organization for units of your command. It is pointed out that women cannot be assigned to specific tactical units subject to participation in combat or TDY missions. The following factors are suggested for consideration in this study:

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a. Possible Military Occupational Specialities which could be filled by qualified WAFs. Consideration must be given to all jobs which could be performed by men or women. Duty assignments for WAFs are not limited to those strictly clerical and administrative in nature.

b. Stations at which suitable housing exists or conversion of quarters could be accomplished.

3. Based upon the considerations as outlined in paragraph 2, it is desired that a report be submitted to this headquarters not later than 15 November 1948, stating number of WAFs by station and MOS which you recommend for appropriate utilization within your command. Reports Control Symbol SAC-PA-SP57 is assigned this project.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

RICHARD T. KING
Colonel, USAF
DC/S, Personnel & Administration

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PDCP

HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

SUBJECT: Utilization of WAF Personnel Nov 19 194[illegible]

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Fort Crook, Nebraska

1. Reference SAC 200.3 (27 Oct 46), 28 October 1946, subject: Utilization of WAF Personnel, RCS SAC-PA-SP57. Attached is report of WAF personnel who can be utilized within this command, stations as indicated

2. With reference to housing facilities for WAF personnel, the following information is submitted:

a. Headquarters Fifteenth Air Force.--Immediate housing is not available; however, conversion can be accomplished.

b. Rapid City Air Force Base, Weaver, South Dakota.--Housing and other necessary facilities are immediately available for 304 WAF personnel. To increase this number some expenditure would be necessary to convert facilities. It is desired to point out that in the initial implementation stages of a WAF program, Rapid City Air Force Base could utilize immediately, and have facilities for, WAF personnel. Secondly, in that area it is extremely difficult to employ civilians and it is felt that many of these civilian positions could be filled adequately by WAF personnel.

c. Spokane Air Force Base, Bong, Washington.--Housing facilities are available for 126 WAF personnel.

d. Castle Air Force Base, Castle Field, California.--This station did not indicate the availability of housing, but it is believed that adequate quarters could be made available to house WAF personnel.

e. Smoky Hill Air Force Base, Salina, Kansas.--The designed capacity for WAF personnel at Smoky Hill Air Force Base if 148 personnel.

FOR THE COMMANDING GENERAL:

1 Incl
Report of WAF pers'

/s/t/ FOSTER H. RUTLEDGE
CWO, USAF
Asst. Adj. Gen

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WAF PERSONNEL FOR
UTILIZATION BY 15TH AF

OFFICERS:

HQ 15AF	RAPID CITY AFB	SPOKANE AFB	CASTLE AFB	SMOKY HILL AFB	TOTAL
2	2	2	2	2	10

ENLISTED:

32	324	126	45	148	675

GRAND TOTAL:

34	326	128	47	150	685

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

A1

SAC 200.3 (29 Dec 47) 29 December 1947

SUBJECT: Utilization of Negro Manpower

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Authority has recently been granted this command to effect the maximum utilization of its negro manpower consistent with individual merit and ability, and available housing, provided full consideration is given to the factors set forth in paragraph 11, Circular 124, WD, dated 27 April 1946.

2. Records on available housing, this headquarters, together with the 1940 Census figures, indicate that negro troops might be utilized at Spokane and Castle Field.

3. Prior to the effectuation of such a program, however, it is desired that each commander concerned make a personal survey and submit a report covering the following points:

a. Available housing and its present condition.

b. Present negro population in nearby city or cities.

c. Intensity of feeling among the "City Fathers" regarding the stationing of negroes at subject base. In this connection it might be well to point out that through the processes now available to the Air Force, the unfit are eliminated and only those who can be of service to the Air Force are retained.

BY COMMAND OF GENERAL KENNEY:

s/ Montie Thompson, Jr.
t/ MONTIE THOMPSON, JR.
1st Lt., AC
Actg. Asst. Adj. Gen.

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AG 200.3 2d Ind BHM/jk

HEADQUARTERS 93d BOMB WING (VH), Castle Air Force Base, Merced, Calif, JAN 23 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. In compliance with basic communication the following information regarding the utilization of negro manpower at this station is submitted for consideration:

a. In view of contemplated plans for the reduction in present authorization of this station limiting assigned personnel to 2000 including civilian, it is not believed that negro manpower can be utilized.

b. Adequate housing and associated facilities are not available on this base to accomodate subject personnel.

c. The negro population of surrounding community approximates two (2) percent of the total, and it is the opinion of this headquarters that negro troops cannot be readily absorbed in the community life.

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2. In view of the above, it is not recommended that negro troops be utilized in the accomplishment of the mission of this station.

FOR THE COMMANDING OFFICER:

BILL H. MARTIN
Major, USAF
Adjutant

Incl #2

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[redacted] Group 4 [redacted]

BASIC: Ltr, WD, SAC, Sub: "Utilization of Negro Manpower", 29 Dec 47, File [redacted] 200.3

AIWB 200.3 2nd Ind.

HQ, 92D BOMBARDMENT WING, VH, Spokane Air Force Base, Spokane, Wn. 24 JAN 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

In accordance with instructions contained in Paragraph 3 of basic communication, the following information is submitted:

a. All available housing at this base is being used at present and no facilities for negro troops are available.

b. At present the negro population in the City of Spokane is approximately 1700.

c. The public sentiment as well as the sentiment of the "City Fathers" is against assignment of negro troops. This outlook is influenced by the fact that there has been negro troops in this area in the past and the incidents which occured during that period resulted in unfavorable public opinion.

FOR THE COMMANDING OFFICER:

CHARLES I. ROBERTS
Captain U. S. A. F.
Assistant Adjutant

[redacted]

Incl #3 [redacted]

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

IG 200.3 A5P 5 FEB 1948

SUBJECT: Utilization of Negro Manpower

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Reference is made to letter your Headquarters, file SAC 200.3, 29 December 1947, subject: Utilization of Negro Manpower.

2. Subject letter was forwarded to Spokane Air Force Base and Castle Air Force Base by first indorsements requesting that the desired information concerning availability of housing, negro population in nearby cities, and the attitude towards negro service personnel in nearby cities be indicated.

3. Information received from Spokane Air Force Base indicates conditions to be as follows:

a. Available housing is not adequate for the present population of the base. There are inadequate recreational facilities at the base for the present service population and considerable expense would be involved in the construction of adequate recreational facilities for accommodation of negro personnel.

b. The negro population of the city of Spokane, Washington is approximately 1,200, or less than 1% of the civilian population.

c. Public sentiment is not in favor of assignment of negro service personnel within the area. That disfavorable sentiment has been engendered through past experience with negro service personnel who have been stationed in that area.

4. Information received from Castle Air Force Base indicates conditions to be as follows:

a. Housing is available and recreational facilities can be made available in good condition. However, in view of the fact that Castle Air Force Base has been directed by your Headquarters to instigate a reorganizational plan to reduce assigned

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personnel to approximately 2,000, including civilians, it is not advisable that any of that population should be negro personnel.

b. The negro population of civilian communities surrounding the base approximate 2% of the total. The civilian communities support a population of approximately 20% of Mexican derivation, however, the Mexican and negro population are not readily compatible.

c. Public sentiment indicates that negro personnel can not readily be absorbed in the community life of the surrounding population.

5. It is recommended that negro troops not be assigned to either Castle Air Force Base or Spokane Air Force Base.

6. Copies of reference correspondence are attached to complete the file.

FOR THE COMMANDING GENERAL:

3 Incls
1. Cy ltr SAC 200.3, 29 Dec 47, Subj: Util of Negro Manpower.
2. Cy 2d Ind fr 93d BW, 23 Jan 48.
3. Cy 2d Ind fr 92d BW, 24 Jan 48.

s/t/ G. M. LeHUGHAN
Major, USAF
Asst Adjutant General

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HEADQUARTERS
56th Fighter Wing
Selfridge Air Force Base, Michigan

200.3 26 January 1948

SUBJECT: Utilization of Negro Manpower

TO: Commanding General
Headquarters Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

In compliance with paragraph 3, letter your headquarters, file SAC 200.3, subject same as above, dated 29 December 1947, findings of survey conducted by this station are forwarded herewith for you consideration.

FOR THE COMMANDING OFFICER:

6 Incls
1. Survey of available Housing (trip)
2. Cost Estimate to House
3. Ltr Hugh H. Neale, City of Mt. Clemens, Attorney
4. Ltr John E. Sedan, Exec Sec. Mt. Clemens Board of Commerce
5. Ltr Jesse P. Wolcott of House of Representatives, Congress, Washington, D. C.
6. Census of Colored Personnel in Vicinity

/s/t/ WILLIAM M. BANKS
Lt Colonel, USAF
Director of Personnel & Administration

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SURVEY OF AVAILABLE HOUSING

1. The following represents the results of a survey conducted at Selfridge Air Force Base to investigate the housing available for negro troops and its present condition. The three possible areas were compared to determine the one best suited to use, and cost figures were prepared for the minimum necessary repairs to permit quartering troops. Comparison of the three sections known as the "300", "700", and "800" areas follows:

a. The "800" area consists of temporary housing now in poor condition, which would introduce the factor of high maintenance costs in the near future. Other disadvantages of this area are:

1. Each barracks will house only 25 men with a space allowance of 72 square feet per man.

2. Area has outside latrines, showers, and washrooms.

3. All buildings must be heated by three (3) space heaters, with a consequentially high fuel cost.

4. Conditions of surrounding roads during the winter months would present difficulties in moving vehicles, and undesirable living conditions.

5. At present these buildings are being utilized as storage warehouses, and removal of contents would necessitate providing indoor storage space elsewhere on the station. This class of storage space is now critical at this station.

b. The "300" area consists entirely of war-time temporary buildings which are now in a state of disrepair. This area was considered unsatisfactory for the following reasons:

1. Minimum cost of $2,500 per structure would be required for the original rehabilitation.

2. The mess hall in this area would require re-equipping. This building (T-339) is now being utilized by the mess squadron for central meat-cutting. A large expense would be incurred in re-locating the central meat cutting activities.

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3. This area compares unfavorably with the "700" area in the size of buildings, a factor influencing the number of buildings to be repaired.

c. Location in the "700" area would be the most desirable due to:

1. Availability of mess facilities.

2. Comparative ease of rehabilitation in reference to other mentioned areas.

3. Size of barracks (200 men capacity) would necessitate heating fewer units.

4. The condition of the buildings would necessitate less expenditure of R&U funds in the near future.

2. Attached herewith is the cost estimate for facilities to house colored troops utilizing buildings T-716, T-717, T-722, T-723, T-726, T-753, T-754, and part of refrigerated building T-703. Estimates include cost of transferring the present occupants of two of the above listed buildings to buildings T-815 and T-823, which must be accomplished prior to arrival of additional troops.

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COST ESTIMATE FOR FACILITIES TO HOUSE COLORED TROOPS
AT SELFRIDGE AIR FIELD, MICHIGAN

Bldg. No.	Man hrs	Materials	Materials	Labor
T-716	8	Glass, shelving & lumber	$ 20.00	15.00
T-717	40	Celotex walls, Misc.lumber	25.00	72.00
T-722	80	Two furnace stacks	60.00	140.00
T-723	24	Barracks shelving	25,00	43.00
T-726	200	Celotex ceiling repair, connect three furnace stacks	64.00	360.00
T-753	8	Misc.Lumber repair	30.00	15.00
T-754	8	Misc. lumber & Repair	30.00	15.00
T-815	36	Misc Lumber & repair. Transfer property from 700-area buildings and install	60.00	65.00
T-823	36	Misc. lumber & repair. Transfer property from 700-area buildings and install	60.00	65.00
T-103		*10° prefabricated refrigerator	4224.00	7512.00
		TOTALS	4598.00	8302.00
		TOTAL COST		$12,900.00

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CITY OF MOUNT CLEMENS
"THE BATH CITY"

Mount Clemens, Michigan
January 20, 1948

Commanding Officer
Selfridge Field, Michigan

Dear Sir:

The City Commission has considered your request for information concerning the facilities that would be available to colored troops stationed at Selfridge Field.

The Commission has surveyed the facilities available and believe that it would be a difficult matter to find any facilities available for colored troops.

The housing situation in Mount Clemens is very bad as there has been little building since the War and our population generally has increased. From a quick survey, it would appear that there is no housing available for the families of colored troops as the colored people in Mount Clemens are already tremendously crowded in the few areas that are open to them.

We also advise you that there are no facilities available for entertainment or the usual personal services and that the colored people of Mount Clemens now have to go to Detroit to find accomodations. There are no entertainment facilities other than those supplied by two small churches.

We believe that it would be impossible for the City of Mount Clemens to improve the situation and that because of the lack of entertainment, housing and other facilities, the stationing of colored troops at Selfridge Field would present a very difficult morale problem for the soldiers involved.

The City Commission would be very glad to discuss the matter further with you and present more details as to the situation.

Very truly yours,

By Direction of
City Commission.

/s/t/ HUGH H. NEALE
City Attorney

HHN:MEP

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BOARD OF COMMERCE
Mount Clemens, Michigan

January 16, 1948

Colonel William T. Hudnell, Commanding Officer
Selfridge Field, Michigan

Dear Colonel Hudnell:

In accordance with your recent request, I have discussed with the members of the Board of Directors of the Mount Clemens Board of Commerce at their regular monthly meeting held today, the possibility of the United States Air Forces moving a complement of colored troops into Selfridge Field and Mount Clemens..

After considerable discussion in regard to the matter, and with, an attempt to do everything possible to cooperate with the Air Force, we sincerely believe that to bring any number of troops into a community the size of Mount Clemens would be decidely unfair to the personnel involved. Needless to say, Mount Clemens with a population of approximately 16,000 people and only a very small minority of colored citizens, is decidely lacking in adequate entertainment, housing, and other recreational facilities pertinent to the welfare and general high morale of colored troops.

While it is not our intent to be prejudiced in any way to the addition of colored personnel to your organization, we do feel that because of existing conditions and in complete fairness to troops involved that the present time is not condusive to a completely harmonious relationship between all parties concerned.

Please be assured that this office stands ready to be of assistance to you or members of your staff at any time you wish to call upon us.

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Very truly yours,

/s/ John E. Sedan
Executive Secretary

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CONGRESS OF THE UNITED STATES
House of Representatives
Washington, D. C.

January 20th, 1948

Colonel William T. Mudnell,
Commanding Officer,
Selfridge Field, Michigan

Dear Colonel:

I Have before me a copy of the communication addressed to you by the Board of Commerce at Mount Clemens, protesting the possibility of the U. S. Air Forces moving a complement of colored troops into Selfridge Field.

I know the situation in that community fairly well, particularly with respect to congested conditions there incident to housing, recreational facilities and other conditions which would seem to make such a move unwise at this particular time. I shall appreciate it very much if you will give full consideration to all phases of the problem involved before final action is taken.

Thanking you for your splendid cooperation at all times, I am

Very Sincerely,

/s/ Jesse P. Wolcott

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SAC 220.3 (30 Jan 48) 30 JAN 1948

SUBJECT: Utilization of Colored Personnel

TO: Commanding General
Eighth Air Force
Griffiss Air Force Base
Fort Worth, Texas

1. It has been established by Headquarters, USAF that approximately 10% of the enlisted strength of the Air Force troop bases be colored, notwithstanding the fact that it is impractical to assign that category personnel to many of the bases of this command.

2. Efforts by this Headquarters to obtain authority for the organization of units with which to absorb a considerable number of colored personnel have proved futile.

3. However, with a view to alleviating current difficulties in this regard, it is desired that you plan to utilize to a considerable extent the T.A.L. authorizations currently assigned to units of the Airdrome Groups to implement the strength of squadrons "F" of Airdrome Groups of stations on which are located colored troops. The portion of the T.A.L. thus utilized should be consistent with the number of colored personnel qualified and available to absorb the spaces and grades of the appropriate T.A.L. The present number of colored personnel assigned to squadrons "F" on stations of your command and employed in the functions of the other squadrons of the Airdrome Groups should serve as the criteria to determine the extent of implemantation required for squadrons "F".

4. An effort is being made by this Headquarters to have colored troops assigned to other stations of this command. Until such time as this can be accomplished, it may be assumed that your command will maintain approximately its current strength of colored personnel.

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5. It is desired that you plan the action necessary to affect the necessary changes in T.A.L. authorization for the various units in applicable Airdrome Groups, and advise this Headquarters at the earliest practicable date as to changes desired.

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Subj: Utilization of Colored Personnel

6. It can be readily seen that the object of the plan outlined herein is to utilize to the fullest extent the colored personnel of this command, and it should be obvious that the wholehearted support of all concerned is vital to the success of this plan.

BY COMMAND OF GENERAL KENNEY:

/s/ A..M.
ALAN MARCEAU
CWO, USA
Asst Adj Gen

A5 220.3 (30 Jan 48) 1st Ind 12 Feb 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Request reconsideration be given basic communication.

2. Currently each Wing has an overage of white enlisted men over and above T/O. Transferring PAL authorization to Squadron "F" from other Airdrome Group Squadrons will immediately create a greater surplus of White enlisted men in this command in any many instances eventually cause the loss of a trained specialist.

3. Enlisted promotions in the 7th Bombardment Wing are nonexistant due to overages in grades held by colored at Carswell Air Force Base. To further move position and grade authorization from white to colored will in no way create a better morale situation.

4. It is recommended that a separate PAL for Squadron "F" (colored) be authorized until such time that the study indicated in Paragraph 4, basic communication is completed and colored personnel in this command can be reduced to T/D strength currently authorized in Squadron "F".

s/ R. M. Ramey
R. M. RAMEY
Brig. General, USAF
Commanding

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SAC 220.3 (30 Jan 48) 2d Ind A5E

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 20 Feb 1948

TO: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas

The basic communication provides a means whereby you may use some vacancies which are available to you to alleviate what had been reported to this headquarters as a poor morale situation. If you do not think that this plan assists you, then there is no requirement that you shall put it into effect.

BY COMMAND OF GENERAL KENNEY:

DONALD D. HUBER
Major, AC
Adjutant General

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SAC 210.3 (27 Jul 48) 27 July 1948

SUBJECT: Assignment of Colored Personnel

TO: Commanding General
307th Bombardment Wing, VH
MacDill Air Force Base
Tampa 8, Florida

1. In the years past some friction existed between the local populace in the environs of Selfridge Air Force Base and colored troops stationed at that place. Presently, the Strategic Air Command is planning to distribute colored personnel throughout all stations of the command. In order to accomplish this, it is necessary that we assign colored personnel to stations, such as Selfridge, who have such qualities and capabilities that they will not cause any friction in the community.

2. In view of the above, the Commanding Officer of the 50th Fighter Wing at Selfridge will be authorized to return to MacDill any individuals of the unit now on detached service at that station, who have qualities that do not appear to be in line with those requirements set out above.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS MCMULLEN
Major General, U.S. Air Force
Deputy Commander

cc: CO, 56th Ftr Wg

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Interview by G. Dubins, Historian, with Mr. Groover, Chief Civilian Personnel, Hq SAC, 25 April 1949.

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Suspense date: AIBlA 12 Mar 48

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base
Washington 20, D. C.

SAC 200.3 (2 Mar 48) 2 March 1948

SUBJECT: Comparative Cost of Administration of Civilian Employees Within Continental United States

TO: Andrews, MacDill, Selfridge, Grenier, Weaver, Castle, 201st AFBU, Smoky Hill, Spokane, Kearney, Walker, Carswell, Aero Chart Plant

1. Recent data requested by the House Committee on Civil Service and Post Office indicates that the Department of the Air Force requires a much larger expenditure per employee for the administration of civilian personnel than either the Army or Navy. These data were based on the salaries of employees engaged in civilian personnel administration as of 30 September 1947, and the results were as follows: Army $57.00, Navy $42.00, and Air Force $63.43.

2. This command is anxious to improve the position of the United States Air Force in comparison with the other National Defense establishments and it is directed that your base exert every effort to improve its cost ratio insofar as civilian personnel administration is concerned.

3. Further, it is expected the Department of the Air Force will be asked within the near future by the Committee on Civil Service and Post Office to defend the difference in administrative salary costs per employee. In this connection, it is requested a report be made as of 29 February 1948 to reach this headquarters not later than 12 March 1948 indicating the name, designation, grade, and salary of all personnel, both military and civilian, engaged in civilian personnel administration.

4. Reports control symbol assigned this report is SAC-PA-SP43.

BY COMMAND OF GENERAL KENNEY:

s/ Donald S. Huber
t/ DONALD S. HUBER
Major, USAF
Adjutant General

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Col Walker - Mr. Palman/aeg/2125 - 2143

1 March 1948

AIR1A

SAC 230 (3 Mar 48) 3 March 1948

SUBJECT: Cost of Civilian Personnel Administration

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Director of Civilian Personnel

1. Reference letter, your headquarters, subject "Comparative Cost of Administration of Civilian Employees Within Continental United States," dated 16 Feb 48, and first indorsement, this headquarters, dated 25 Feb 48. This communication indicated a cost figure of $82.05 per employee administered by this command.

2. Based on similar data furnished your headquarters, this command has computed the cost of civilian personnel administration at $66.50. The discrepancy is believed caused by the fact that your originaly computation did not include the civilian personnel of other commands administered by our field installations. A breakdown of the employees serviced by this command and their command component along with the total payroll cost follows:

Employees Serviced			Cost of Administration
SAC	-	5229 *	$435,923.96 **
AMC	-	1132	
ADC	-	127	
ATC	-	56	
Other	-	11	
Total		6555	

$435,923.96 ÷ 6555 = $66.50

* Does not include eighty SAC employees serviced by other commands

** Includes cost of nine employees at cost of $28,342.08, who are at Spokane Air Force Base and actually paid out of AMC funds

CG	
DC/S	dur
DC/S	
SEC GS	noted
A-1	RTK
RRB	
A-2	
A-3	
A-4	
A-5	Cork
A-6	
AG	
A I	
ACC PREV	
B&F	
CHAP	
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AIB1A 230 3 Mar 48
Subj: Cost of Civilian Personnel Administration

3. In an effort to further reduce the cost of administration, this headquarters is directing the abolition of five positions considered non-essential at various installations. A continuing study and review will be made monthly to determine other economies which might become possible.

4. At present this command is retaining two positions surplus to current requirements for utilization in the planned Air Force Field Offices. An additional two employees are engaged in a project being conducted at Headquarters USAF. At such time as the services of the above mentioned personnel specialists become clearly defined, the cost of the Civilian Personnel Administration for this command will be further reduced. With regard to this matter, it is requested that this headquarters be advised at the earliest practicable date as to when the Air Force Field Office personnel presently assigned to this headquarters will be utilized.

FOR THE COMMANDING GENERAL:

RICHARD T. KING, JR.
Colonel, USAF
AC/S, A-1

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SAC 320 (6 Jan 48) 6 January 1948

SUBJECT: Reduction of Personnel

Originator

Phone

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

CG
DC
CS
D/PERS
Surg
Jud Advoc
D/INT
D/OPS
Ops
Trng
Elec
Ops Anal
D/MAT
Installations
D/PLANS
PIO
INSP GEN
Provost
COMP
Manp
Fisc
Stat
ADJ GEN

1. It is desired that you institute a program to reduce the personnel assigned to Castle Air Field and the 93rd Wing to a total of approximately 2,000, including officer, enlisted and civilian personnel. The reductions may be in any categories or MOS which you recommend. However, the percentage in cuts should apply generally to all aspects of the operation excepting that the numbers of personnel assigned VHB crews may not be cut.

2. Since the above program is put into effect to conserve funds, it is desired that close scrutiny be given to the grade and pay allotted to all assignments.

3. In reducing personnel it will be expected that the present mission of the group can be fulfilled.

4. The above program will be completed and the surplus personnel reported to this headquarters by 15 February 1948 so that action may be taken to have the plan completely in work by 1 April 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, U. S. Air Force
Deputy Commander

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RR UMPDL

FM UWXS 24/122013Z HQ 15TH AF COLO SPRINGS COLO

CO CASTLE FLD CALIF

AF GRNC

A3P 31 PD FOR YOUR INFO CMA THIS HDQS HAS RECEIVED A DIRECTIVE TO REDUCE PERSONNEL ASSIGNED TO CASTLE AIR FLD AND 93RD BOMB WG TO A TOTAL OF APPROX 2000 CMA INCLUDING OFFICER CMA ENL AND CIV PERSONNEL PD DESIRE THAT YOU PROCEED WITH THE INITIAL PLANNING PHASE OF THE PROJECT CMA WITHHOLDING ANY ACTION TO IMPLEMENT THE PLAN UNTIL DIRECTED BY THIS HDQS PD YOUR INITIAL PLANNING WILL BE BASED ON THE FOLLOWING ASSUMPTIONS CLN PAREN A PAREN CONSERVATION OF FUNDS IS THE ESSENCE OF THE PROGRAM CMA THEREFORE GRADES AND PAY WILL BE GIVEN CLOSE SCRUTINY IN PERSONNEL ASSIGNMENTS PD PAREN B PAREN THE PRESENT MISSION OF THE COMBAT UNITS WILL NOT BE SACRIFICED PD PAREN C PAREN REDUCTIONS MUST BE MADE ON A PERCENTAGE BASIS PD HOWEVER NO REDUCTIONS WILL BE MADE IN NUMBERS OF PERSONNEL ASSIGNED VHB CREWS PD PAREN D PAREN THE PROGRAM IS TO BE COMPLETED AND SURPLUS PERSONNEL REPORTED FOR DISPOSITION TO THIS HDQS BY 10 FEB CMA AND THE PLAN COMPLETELY IMPLEMENTED AND THE REDUCED ORGANIZATIONS FUNCTIONING BY 1 APRil 1948 END

12/20/15Z

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

10 Feb 1948

AF 200 A3P

23 Jan 1948

SUBJECT: Personnel Readjustment Plan

Please Address Reply to
COMMANDING GENERAL
Fifteenth Air Force
Colorado Springs, Colorado

TO: Commanding General
93d Bombardment Wing (VH)
Castle Air Force Base
Merced, California

1. Reference TWX A3P 31, Headquarters Fifteenth Air Force, 12 January 1948, it is directed that you institute a program to reduce personnel assigned to Castle Air Field and the 93d Bombardment Wing (VH) to a total of approximately 2,000, including officers, enlisted and civilian personnel. Reductions may be made in any categories or MOS's which you desire. However, the percentage of reduction should apply generally to all aspects of operations excepting those the number of personnel assigned to combat crews may not be cut.

2. The primary purpose of the Reduction Program is to effect conservation of funds. Close scrutiny must be given to the grade and pay allotted to all assignments.

3. Inclosed for your information and guidance is a Personnel Readjustment Plan prepared in this Headquarters. Your tentative plan of reorganization will be submitted in quadruplicate so as to arrive this Headquarters by 10 February 1948. The final report of reorganization, to include Organizational and Functional Charts and Manning Tables, will be submitted in twenty-five (25) copies so as to arrive this Headquarters not later than 15 March 1948.

4. This Headquarters has received authority to waive provisions of paragraphs 1d and 2d, AF Regulation 35-59, until 1 April 1948, in order to effect reduction of assigned personnel. Report of Surplus Personnel will be submitted in the following format to arrive at this Headquarters not later than 10 February 1948:

REPORT OF SURPLUS PERSONNEL

Part 1 - Officers Grade	Name	ASN	Primary SSN	Secondary SSN (all)
Part 2 - Enlisted				
	NUMBER		Primary SSN	

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Indicate those officer personnel who are married; further indicate the total number of married enlisted men. This Report is exempt from reports control procedures under provisions of paragraph 4s, AR 305-15, 25 August 1947.

5. Military personnel declared surplus will be advised of pending movement in accordance with paragraph 3, AF Regulation 35-59. Civilian personnel declared surplus will be given reduction in force notice in accordance with current directives.

BY COMMAND OF BRIGADIER GENERAL JOHNSON:

1 Incl:
Pers. Readjustment
Plan.

D. T. HAMILTON
Lt. Col. ADG
Asst Adjutant General

A TRUE COPY:

/s/ Hollie A. Wilkes
HOLLIE A WILKES
1st Lt, USAF

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OPERATION OF THE "2000 PLAN"

Castle Air Force Base, Merced, California

from 10 May 1948 to 30 November 1948

1. GENERAL:

a. On or about 5 January 1948, the Commanding Officer, 93d Bombardment Wing (VH), received a telephone call from the Commanding General, Headquarters Fifteenth Air Force, to the effect that Castle Air Force Base was being considered as an experimental station on personnel utilization. On 12 and 26 January 1948, a teletype and letter were received (see Exhibits A and B) confirming the telephone call, and instructing this station to submit an organizational plan based on a maximum of 2000 people, including civilians. The purpose of this test was to determine whether or not a Wing Base, with one combat group, could function efficiently during peacetime with a strength of 2000 people. The essence of the entire program was to reduce the cost of operation. It was further directed that the efficiency of the combat unit not be sacrificed. Therefore, the major reduction necessary would have to be borne by the service units; i.e., Wing Headquarters, Airdrome Group, Maintenance and Supply Group, and Medical Group. (General directive data regarding the "2000 Plan" as it was implemented and what personnel actions were necessary is indicated in Exhibit C.) On 18 February 1948, this station submitted a plan in compliance with the instructions cited above. In view of the Headquarters Strategic Air Command officer ceiling previously imposed, it was the opinion of this headquarters that the officer strength could not be materially reduced; therefore, the original plan was based on 259 officers, 1499 airmen, and 256 civilians - a total of 2014. The plan was submitted to Headquarters Fifteenth Air Force, a conference held and this station was advised that the officer strength would be reduced in proportionate share to the reduction in enlisted strength and was again advised that the maximum strength would not exceed 2000. A resurvey was conducted and the plan was resubmitted with a new officer strength of 242. This strength was not favorably considered by Headquarters Strategic Air Command (see Exhibits D and E). Headquarters Strategic Air Command directed that the officer strength be reduced to 221, 71 of which would be utilized to fill other than combat crew vacancies. This established the fact that all other base functions, including administration, base services, supply and maintenance, medical personnel, Chaplains, combat group and combat squadron overhead were limited to only 71 officers. In view of the final decision rendered by Headquarters Strategic Air Command, this headquarters reorganized the plan again and prepared the "2000 Plan Manual" (See Exhibit F). The Manual was completed and forwarded from Headquarters Fifteenth Air Force to Headquarters Strategic Air Command on or about 20 April 1948.

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b. On or about 5 May 1948, representatives of the A-5 Section, Headquarters Strategic Air Command arrived at this station and returned the "2000 Plan Manual" with a copy of a 1st Indorsement from Headquarters Strategic Air Command (see Exhibit G), which further advised that a Directorate type organization be placed into effect in conjunction with the "2000 Plan." It was further directed that the reorganization be completed prior to the departure of the combat group for Okinawa. The group was scheduled to leave 10 May 1948. The "2000 Plan" was put into effect prior to the departure of the tactical Bomb Group for Okinawa.

c. The "2000 Plan" as applied to the 93d Bombardment Wing had many major disadvantages and few advantages. The mission assigned (see Exhibit H) the 93d Bombardment Wing during the period of the test would preclude a satisfactory recommendation for the "2000 Plan" from this station regardless of the status of the training of the individuals assigned.

2. COMMENTS:

a. Organization and Manning: The organization as indicated by Exhibit I remained in effect for period from 10 May 1948 through 31 November 1948. The following units were not manned during this period:

93d Communications Squadron, 93d Air Base Group

93d Air Police Squadron, 93d Air Base Group

93d Food Service Squadron, 93d Air Base Group

93d Base Services Squadron, 93d Air Base Group

93d Supply Squadron, 93d Maintenance and Supply Group

93d Maintenance Squadron, 93d Maintenance and Supply Group

The personnel of the unmanned units of the 93d Air Base Group indicated above were absorbed by Headquarters and Headquarters Squadron, 93d Air Base Group and were considered flights of that unit. The same applied to the Maintenance and Supply Squadrons. This personnel was absorbed by the Headquarters Maintenance and Supply Group. In view of the above it was not possible for these units to actually fulfill their mission as originally directed. As a result it was necessary to establish the following policies:

(1) Base Security was maintained by an interior guard system, personnel from all units being placed on interior guard duty on a station roster basis.

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This required a total of 30 specialists to be detailed daily for guard duty. 240 specialist man hours were lost each day due to this condition.

(2) The authorization for mess attendants was deleted and as a result this duty had to be accomplished by personnel from all units based on a station-wide roster. This required a total of 36 specialists be detailed daily as mess attendants. 288 specialist man hours were lost each day due to this condition.

(3) The 93d Base Service Squadron was not manned; therefore, all other miscellaneous details had to be accomplished by the roster system in the same manner used for detailing guards and mess attendants. This averaged a total of six men per day be detailed for this duty. An average of 48 specialist man hours were lost due to this condition.

(4) In view of the above, approximately 576 specialist man hours were lost each day. Personnel eligible for these details were being scheduled for either guard duty or mess attendant on the average of one detail every five days. This condition not only retarded the progress of the unit but further seriously effected the efficiency of the unit and further created a serious morale problem.

b. Personnel Authorizations: Inclosed herewith is Exhibit J which is a recapitulation of the previous personnel authorizations as compared to the 2000 Plan authorization. It is indicated in this Exhibit that the major reduction was made throughout the housekeeping units and the Maintenance and Supply Divisions. While a major reduction did not take place in the Combat Group, it must be realized that the efficiency of the Combat Group is dependent upon its associated units and especially in the Maintenance and Supply Fields. The reduction of these units imposed numerous hardships upon the Combat Group. This matter can be substantiated by Inspection Reports prepared on this Wing during this Test Period. The lack of supervisory personnel, especially non-rated officers, for non-rated functions had a considerable effect on the efficiency of our units and sections. Mobility of the 93d Bombardment Wing was not assured in any respect. The personnel authorizations under the 2000 Plan did not provide the necessary planning staff required to place a unit of this type in a mobile status. This matter is covered in the

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General Descriptive Data portion of the 2000 Manual. It is an established fact that such an organization cannot meet the requirements of the Mobility Plan directed by higher headquarters.

c. Effect of the 2000 Plan on Major Groups:

(1) Headquarters 93d Bombardment Wing: As noted in Exhibit J, the officer and enlisted authorizations for this headquarters were materially reduced to such an extent that it did not provide the necessary planning staff required for a Wing of this type. Multiple assignments in the Wing Headquarters consisted of the following:

(a) Commanding Officer, Air Base Group, was, in addition to his other duties, Wing Executive Officer and Wing Intelligence Officer.

(b) There was one officer assigned to the Inspector General Section. The Administrative Inspection Section and Technical Inspection Section were additional duties for Combat Crew Personnel.

(c) There was one officer assigned to the Wing Adjutant's Section. Post Office, Publications Section and Records Administration Section were additional duties for Combat Crew members.

(d) There was one officer assigned to the Wing Personnel Section. This officer possessed the additional duties of Civilian Personnel Officer, Commanding Officer, Headquarters and Headquarters Squadron, 93d Bombardment Wing and Headquarters Supply Officer.

(e) The Wing Operations Section was an additional duty for the Combat Group Commander.

(f) The Wing Materiel Section was an additional duty for the Maintenance and Supply Group Commander.

(g) The Wing Communications Section was an additional duty for the Air Base Group Communications Officer.

(h) The Wing Food Service Section was an additional duty for a Combat Crew Officer.

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In view of the above, many of the functions were not properly supervised and the efficiency within these units was materially reduced, especially in the cases where sections were manned by Combat Crew Personnel.

(2) 93d Bombardment Group: Instructions from higher headquarters directed that the operational efficiency of the Combat Group would not be sacrificed; therefore, no major reduction was made within the enlisted authorization of the Combat Group. However, in view of the limited number of officer positions authorized it was necessary to reduce squadron and group overhead in a proportionate share to other groups within the Wing. As a result, the overhead of each combat squadron was comprised of three officers; namely: the Squadron Commander, Squadron Operations Officer, and Squadron Engineering Officer. This reduction necessitated the assignment of Air Crew Personnel to the following duties:

Squadron Communications Officer

Squadron Adjutant

Squadron Electronics Officer

Squadron Supply Officer

Squadron Intelligence Officer

The combat group headquarters was limited to a staff of nine officers. Such duties as Group Navigator, Group Bombardier, Group Radar Observer, Group Intelligence Officer, Group Statistical Officer and Group Mess Officer had to be performed by Combat Crew members as an additional duty. In view of the above, the efficiency of these activities within Group and Squadron was materially reduced.

The personnel authorizations for crews were limited to the exact authorizations and did not permit any overage to compensate for leaves, passes, illnesses, schools and other cases that might arise. As a result, 100 per cent operational manning of crews was never in effect. The replacement of combat crew personnel upon transfer created a serious

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problem. In many cases the replacement of such personnel did not arrive until after the departure of the assigned personnel.

The assignment of Air Crew personnel to non-rated positions within the Wing was not satisfactory due to the vigorous cross-training program that was still required during this period. Combat crew personnel were required to fly and attend Ground School on the average of four days per week. As a result, they devoted approximately a day and a half to two days per week to their additional duty.

(3) 93d Air Base Group: One of the major personnel reductions for the implementation of this Plan was made within this Group. This is substantiated by Exhibit J. The following functions within this Group were supervised as an additional duty for Combat Crew Personnel:

Recruiting

Ground Safety

Housing

Photo Section

Commercial Transportation

Officers' Mess and Billeting

Police and Prison

Service Club

Theater

Library

Information and Education

In addition to the above, Combat Crew Personnel were assigned as assistants to the other officer positions within the Group where normally two officers are required full-time. The efficiency of the Air Base Group was materially reduced due to the non-availability of the required officers and specialists.

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(4) 93d Maintenance and Supply Group: The other major personnel reduction, as indicated in Exhibit J, was made within this Group. At the time this plan was being implemented, the Supply Division was engaged in procuring supplies and equipment necessary for the activation of an inactive Base, coupled with the fact that this station was required to be supplied and equipped under the wartime column of the TO&E. This situation created an additional workload over the above normal requirements, necessitating many hours of overtime on the part of officers, enlisted personnel, and civilians. The lack of qualified personnel throughout this period in the Supply Division further aggravated this condition. The Supply Division was authorized a total of six officers to supervise twelve major activities within the division.

The Maintenance Division experienced considerable difficulty with the implementation of this Plan. This division was reduced to approximately 50 per cent of the previous authorization. The reduction of maintenance personnel had a direct bearing on the necessary maintenance of thirty aircraft, and further effected the operational efficiency of the Combat Unit.

(5) 93d Station Medical Group: This unit suffered a 50 per cent reduction in officer personnel which created a serious situation in safeguarding the health of personnel. This Group was authorized thirteen officers; however, the assignment of this personnel averaged only eleven to twelve officers during this period.

d. Losses, Gains and School Commitments: Exhibit K indicates losses, gains, and school commitments for each month during which this plan was in effect.

3. GENERAL ADVANTAGES AND DISADVANTAGES:

a. Advantages

(1) Cross-training was increased and valuable experience was gained by personnel involved. In many cases personnel were assigned primary duties in which they were not proficient. In addition, through necessity, many of the officers in this category were given extra duties involving responsibility while in an OJT status. Cross-training to such a degree is obtained only at the expense of efficient operation.

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(2) Expenditures were reduced by savings in salaries.

b. General disadvantages

(1) The drastic reduction of assigned service unit personnel seriously jeopardized the ability of the 93d Bombardment Wing to comply with the provisions of the Strategic Air Command Mobility Plan.

(2) It was necessary, in many instances, to assign personnel multiple duties beyond their capacity. The result was a lack of proper supervision and all organizations and sections suffered a loss in tactical and/or organizational efficiency.

(3) School quotas and other career development opportunities were cancelled or delayed due to the serious shortage of personnel and personnel replacements. Such action, if extended over a long period, would unjustly jeopardize the careers of assigned personnel.

4. EFFECT ON THE COMBAT ELEMENT OF THE 93D BOMBARDMENT WING:

a. The ability of the combat element to carry on sustained operations was seriously reduced. A combat crew personnel overage was not considered. When a key crew member was absent (sick, emergency leave, or normal leave) the crew was rendered ineffective.

b. Maintenance of aircraft was seriously effected. Supply functions failed to process paper work and deliver parts expeditiously because of the shortage of assigned personnel. The already inadequate number of qualified maintenance personnel assigned to the combat squadrons was further depleted by constant extra duty requirements, i.e., KP, interior guard duty, and prisoner guard duty.

c. Leaves and furloughs were necessarily curtailed to the extent that both officer and enlisted personnel lost accrued time, such a condition over a period of time would undoubtedly effect the morale of assigned personnel.

5. CONCLUSIONS:

a. The monetary saving in salaries and cross-training experience gained was far outweighed by the loss in efficiency of the overall functions of this station.

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b. It is believed that under a given set of conditions and commitments a manpower survey team could recommend a given number of personnel required to efficiently operate any one base, but to arbitrarily establish 2000 personnel, specify the number of officers and expect a station to operate efficiently under varying commitments has proven impracticable.

/s/ Robert H. Terrill
ROBERT H. TERRILL
Colonel, USAF
Commanding

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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Field
Washington 20, D. C.

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SAC 320 (18 Feb 48) 18 February 1948

SUBJECT: Personnel Readjustment Plan - Castle Air Force Base

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Reference is made to your letter, subject: "Personnel Readjustment Plan", dated 13 February 1948.

2. A study of the plan submitted in connection with the personnel readjustment for Castle Air Force Base discloses that the percentage cuts were not applied "to all aspects of the operation, excepting that the number of personnel assigned VHB crews may not be cut", as directed in letter, this Headquarters, subject: "Reduction of Personnel", dated 6 January 1948.

3. It is desired that you revise the plan submitted to indicate an officer and warrant officer strength of not more than 221, including Medical Department and Chaplain Corps Officers. The number thus reduced may be added to the enlisted and/or civilian strength, provided your current civilian authorization for Castle Air Force Base is not exceeded, and that station strength of 2000 is not exceeded.

4. It is recognized that the cut in officer ceiling will require a more drastic reorganization at Castle Air Force Base than is envisaged in the Castle Air Force Base Plan. While that plan is commendable as far as it goes, it is apparent that an attempt has been made to retain intact the organizational structure set up in AAF Regulation 20-15. It is believed that the basic structure of AAF Regulation 20-15 can be complied with, without manning the separate wing and group staff functions by individual officers in each case. The principle of additional duty for rated officers in carrying out many of the supporting roles on a wing base is too familiar to require further elaboration.

5. However, economy in officer manpower can be further obtained by consolidation of certain of the staff functions. All the functions of a typical air force base can be divided into four major entities, wherein the officer at the head of each one performs a command function as well as provides several staff functions for the wing base. These four entities are:

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A5 320 18 Feb 48
Subj: Personnel Readjustment Plan - Castle Air Force Base

a. The Personnel and Administration Division which constitutes the activities normally carried on within the base headquarters; i.e., Personnel; Secretariat activities (which includes the responsibility for receiving, dispatching, distributing, and accounting for mail within the base, and the maintenance of a central file); Judge Advocate activities, Welfare activities, Public Information activities, and normal Boards and Courts.

b. The Airdrome Group or Housekeeping Division, which is responsible for all housekeeping on the base, including the operation of base aircraft, transient aircraft, motor pool, R & U, and related activities, which can reasonably include the base hospital.

c. The Maintenance and Supply Group or Technical Division which operates the technical, maintenance and supply agencies on the base.

d. The Combat Group.

6. The station medical officer authorizations for Castle Air Force Base may be reduced to six Medical Corps, two Dental Corps, two Medical Service Corps, and five Army Nurse Corps. This would effect a saving of nine officer personnel.

7. The remarks in paragraphs 5 and 6 above are not intended to be restrictive, but are rather examples of methods which have proven effective in attaining maximum utilization of manpower.

8. In reply to your query in paragraph 3, above referenced letter, twenty-five copies of the final report of reorganization are adequate to meet the needs of this and higher headquarters.

9. The schedule required by paragraph 4 of letter referenced in paragraph 2 above is hereby revised to the extent that all surplus officers need not be transferred from Castle Air Force Base Prior to 1 May 1948.

BY COMMAND OF GENERAL KENNY:

/s/ Clements McMullen
/t/ CLEMENTS McMULLEN
Major General, US Air Force
Deputy Commander

A TRUE COPY:

/s/ Hollie A. Wilkes
HOLLIE A WILKES
1st Lt, USAF

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3 March 1948

MEMORANDUM FOR: General McMullen (similar memo to Colonel King, A-1)

SUBJECT: Observations on Inspection Trip 23 through 28 February

Castle AFB. Like all the rest of our bases, Castle is over-strength and overcrowded but inasmuch as we are running an experiment there on cutting down the single VHB group station to 2,020 officers and men, we are not going to get the correct answers if we flood a lot of excess people in on Colonel Coates to take care of. Our cost data in this case will not be of much value and may even give us misleading information.

* * * * *

Another thing that is interfering with our analysis at Castle Field as to the minimum strength needed to run the base is the constant turn-over of personnel. Castle is probably no different from any other of our bases, but Coates told me that his turn-over for the past 75 days has been 73 officers and 250 men. This continual drain of officers and rotating personnel in the various positions makes it extremely difficult to conduct the experiment that Coates is charged with. As far as possible, I believe that we should make an exception in the case of Castle Field and stop the flow of excess personnel as well as stabilize the personnel situation there.

* * * * *

Coates' combat crew at the present time has five officers in it. Our recent instructions about cutting down the number of officers at Castle Field stated that the combat crews were to be left intact. Actually, there are 26 Sergeants, former officer navigators, who are acting as radar observers in the group at the present time, so that at least in 26 of their aircraft there is no necessity for over four officers to an airplane. Coates should be told that he has 71 officers outside of his combat crews and leave it up to him to assign the personnel as best he can to do the job, instead of telling him that his complement of officers is 221. As long as the combat airplane is maintained with a combat crew in which each man is capable of taking care of his job, we should not be concerned whether the number of officers is 4 or 5.

As fast as 1037's can be trained, of course, we want to get that number down to 4.

* * * * *

In evaluating the success of the experiment now going on at Castle Field in regard to cutting personnel, we have got to watch

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the situation when the group leaves for Japan to see whether or not enough officers are going to be left to run the base. It looks rather questionable but I believe that we can only get the answer at that time.

* * * *

GEORGE C. KENNEY
General, United States Air Force
Commanding

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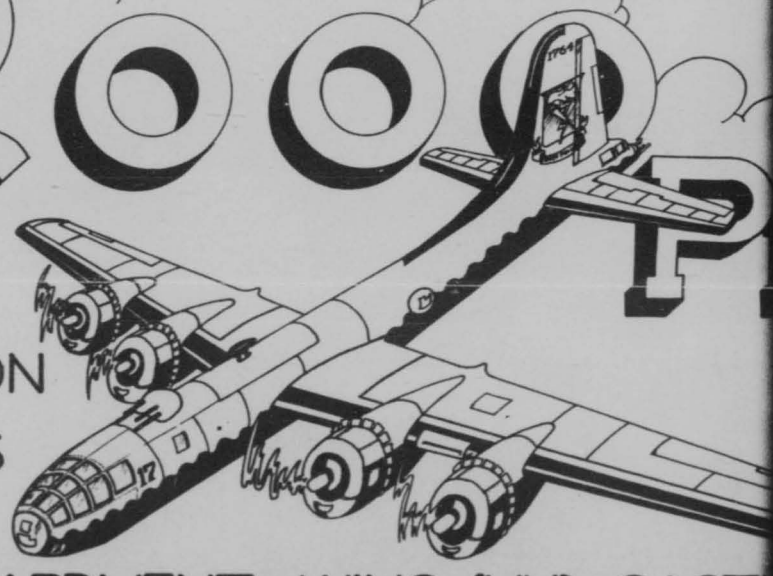

ORGANIZATION AND FUNCTIONS

93D BOMBARDMENT WING (VH), CASTLE BASE, MERCED, CALIFORNIA

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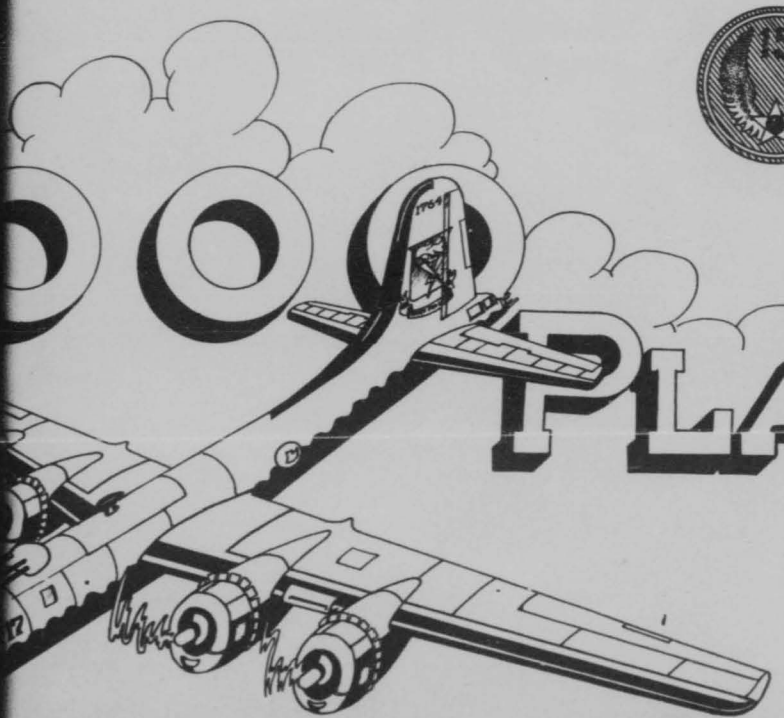

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ENT WING (VH), CASTLE AIR FORCE BASE,
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FOREWARD

THE ORGANIZATION OUTLINED HEREIN I
PERFORMING A PERSONNEL UTILIZATION TEST
PURPOSE OF THE TEST IS TO DETERMINE THE
BE MAINTAINED BY A SINGLE COMBAT GROUP
OF TWO THOUSAND (2000), INCLUDING OFFIC

THE ESSENCE OF THE ENTIRE PROGRAM
PER WING BASE OF THIS TYPE.

THE RE-ORGANIZATION WILL BECOME EF
IN EFFECT UNTIL DIRECTED OTHERWISE BY H

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EWARD

THE ORGANIZATION OUTLINED HEREIN IS ESTABLISHED FOR THE PURPOSE OF PERFORMING A PERSONNEL UTILIZATION TEST FOR HIGHER HEADQUARTERS. THE PURPOSE OF THE TEST IS TO DETERMINE THE DEGREE OF EFFICIENCY THAT CAN BE MAINTAINED BY A SINGLE COMBAT GROUP WING BASE WITH A MAXIMUM STRENGTH OF TWO THOUSAND (2000), INCLUDING OFFICERS, ENLISTED PERSONNEL AND CIVILIANS.

THE ESSENCE OF THE ENTIRE PROGRAM IS TO REDUCE THE COST OF OPERATION PER WING BASE OF THIS TYPE.

THE RE-ORGANIZATION WILL BECOME EFFECTIVE 1 MAY 1948 AND WILL REMAIN IN EFFECT UNTIL DIRECTED OTHERWISE BY HIGHER HEADQUARTERS.

Lee B. Coats

LEE B. COATS
COLONEL, USAF
COMMANDING
CASTLE AIR FORCE BASE,
MERCED, CALIFORNIA

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T GROUP HEADQUARTERS)
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T SQUADRON)
ROME GROUP HEADQUARTERS)
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PERSONNEL READJUSTMENT PLAN

GENERAL DESCRIPTIVE DATA

1. AUTHORITY:—Letter SAC 320, Hq SAC, 6 Jan 48, subj: Reduction of Personnel; tter AG 200, A3P, Hq 15AF, 23 Jan 48, subj: Personnel Readjustment Plan; and tter SAC 320, Hq SAC, 18 Feb 48, subj: Personnel Readjustment Plan, Castle Air rce Base. These letters directed the Commanding General, 93d Bombardment Wing (VH) reduce the total strength at Castle Air Force Base to 2000 personnel (combined rength of officers, enlisted men, and civilians) to include a maximum of 221 ficers of which not more than 71 would occupy primary duty assignments other than rcrew.

2. PURPOSE:—To determine the feasibility of operating a single group mbardment Wing (VH) at a total strength of 2000 personnel, in an effort to reduce erating costs to a minimum.

3. ASSUMPTIONS:—

a. Maximum reduction in cost and personnel can be accomplished through the letion of certain functions coupled with a maximum consolidation and centralization administrative and support activities.

b. Reduction in manning can be accomplished only to that extent which is nsistent with the efficient operation of the base in support of the combat ganizations.

c. Personnel retained in the reduced manning will be trained to the extent at basic soldiers will not exceed 10% of the total enlisted personnel assigned.

d. All combat crews being fully trained, maintenance of proficiency can be complished in 30-50 hours flying time per aircrew per month.

e. The provisions of AF Reg 20-15 will be followed as closely as possible order to avoid administrative and reporting difficulties, but will not be mitted to act as a deterrent to the plan for reduction of personnel and costs.

f. All aircrews will be manned with 11 aircrew members with the exceptions those combat crews equiped with B-29 aircraft in which AN/APQ-7 radar is installed. rcrews will be manned with 10 crew members in cases of B-29 aircraft equiped with /APQ-7 radar. For such crews the radar operator (SSN 0142) will be deleted.

g. In the event of a mobile mission, housekeeping, messing, service, and pply assistance for the combat group will be furnished at the destination. If this impossible, supporting personnel of the home base will be taken to accomplish these nctions regardless of the fact that the mission of the home base may be impaired.

4. CONCLUSIONS:—

a. An initial Personnel Readjustment Plan was placed in effect at Castle Air rce Base on or about 20 February 1948. The final plan, as here submitted, is the sult of considerable experiment and readjustment, and has been agreed upon by the , 15AF and CO, 93d BW to be placed in effect at Castle Air Force Base on or about May 1948. The plan is partially in operation at the present time, however, complete duction to 2000 personnel will not be accomplished prior to the effective date of plementation, 1 May 1948.

b. The organization under which this plan will operate is depicted graphically in this publication. The strength distribution is recommended as follows:

ORGANIZATION	OFFICERS	ENLISTED	CIVILIAN	TOTAL
Hq & Hq Sq 93d Bomb Wing	8	60	15	83
Hq 93d Bomb Group	9	28		37
328th Bomb Squadron	53	196		249
329th Bomb Squadron	53	196		249
330th Bomb Squadron	53	196		249
Hq 93d M & S Group	2	15	1	18
Maintenance Division	6	153	63	222
Supply Division	6	125	70	201
Hq & Hq Sq 93d Airdrome Group	15	259	12	286
Squadron C	2	120	71	193
Squadron E	2	109	9	120
93d Station Medical Group	12	66	15	93
TOTALS	221	1523	256	2000

c. One of the basic principles upon which the plan is predicated is additional duty for all officers, including aircrew officers throughout the base.

d. The director type system of organization was given serious consideration in planning the reorganization and many of the principles of such a system of organization are incorporated in the plan; however, it was not deemed practicable to completely adopt the director type system of organization for the following reasons:

(1) A complete director type system would involve many reporting difficulties inasmuch as reporting guides and directives are now prepared in accordance with the type of organization directed by AF Reg 20-15. Excessive adjustment would be necessary in order to make the director type organization fit reporting requirements.

(2) General adoption of the experimental plan is not assured and it is very probable that upon completion of the experiment the base will be reorganized again under AF Reg 20-15. In such event, by following the general organization plan of AF Reg 20-15 the transition from the experimental organization to the directed organization will be less complicated and painful.

e. Squadrons "A", "B", "D", and "F" of the Airdrome Group will not be manned. The Hq & Hq Sq of the Airdrome Group will absorb these units as flights of the Hq & Hq Sq, respective flights performing communications, military police, food service, and general service functions. In so far as possible the organizational principles directed by AF Reg 20-15, concerning individual command, housing, administration, etc, will be performed by the individual flight commanders under the supervision of the Commander, Hq & Hq Sq Airdrome Group. All other squadron designations will be retained within the Airdrome Group as prescribed by AF Reg 20-15.

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PERSONNEL READJUSTMENT PLAN

GENERAL DESCRIPTIVE DATA

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f. Base Security will be maintained by an interior guard system, personnel being placed on interior guard duty on a station roster basis. A minimum of 29 enlisted personnel and 1 officer (Provost Marshal) will be detailed to military police and prison duty on a permanent basis.

g. The authorization for mess attendants has been deleted under this plan and kitchen police will be performed through use of a station duty roster.

h. Crash and structural fire fighting functions will be accomplished almost entirely by enlisted personnel supervised by 1 civilian fire chief and 1 civilian assistant fire chief. It is believed that these functions can be accomplished by military personnel at less cost than when the functions are performed by civilian personnel.

i. All personnel assigned to duty with the M & S Group will be assigned to the Hq M & S Group for quarters, messing, and administration in order to reduce administrative overhead in the M & S Group. Personnel will be employed separately in the Maintenance Division and Supply Division, retaining under the Supervisor of Maintenance and Supervisor of Supply all possible command principles of organization prescribed by AF Reg 20-15.

j. Personnel and records administration will be accomplished at unit level with the exception of former Squadrons "A", "B", "D", and "F" of the Airdrome Group, and the former Maintenance and Supply Squadrons of the M & S Group.

k. Complete mobility of the 93d Bomb Wing (H) is not assured under the reduced manning; however, augmentation of the 93d Bomb Group to a strength of approximately 900 personnel for TDY missions to RAAF and AT for periods of 90 days is practicable. During the absence of the Bomb Group, maintenance of required functions on the base will necessarily have to be accomplished under the supervision of only 30 officers, including 9 medical officers and one chaplain. In view of this, much stress and emphasis is being placed on the training of senior non-commissioned officers in order to effect adequate supervision in the absence of officers normally in charge of base functions.

l. Reduction in strength to 2000 personnel will effect an approximate saving in salaries in the amount of $70,000 per month. No attempt has been made to approximate the savings in servicing costs per individual, taking into consideration the reduction in supply, mess, housing, medical, training, and other costs involved in maintaining a strength greater than 2000 personnel.

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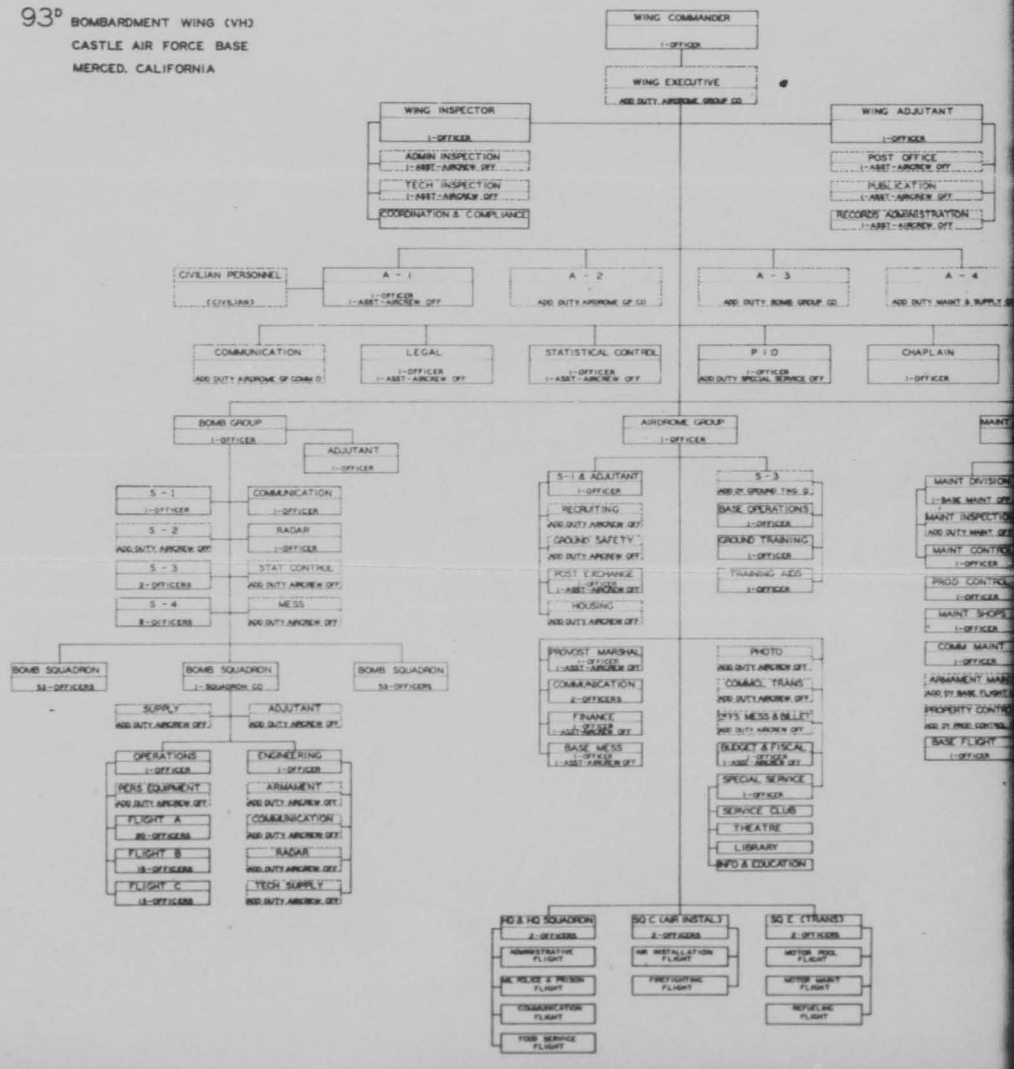
93d BOMBARDMENT WING (VH)
CASTLE AIR FORCE BASE
MERCED, CALIFORNIA



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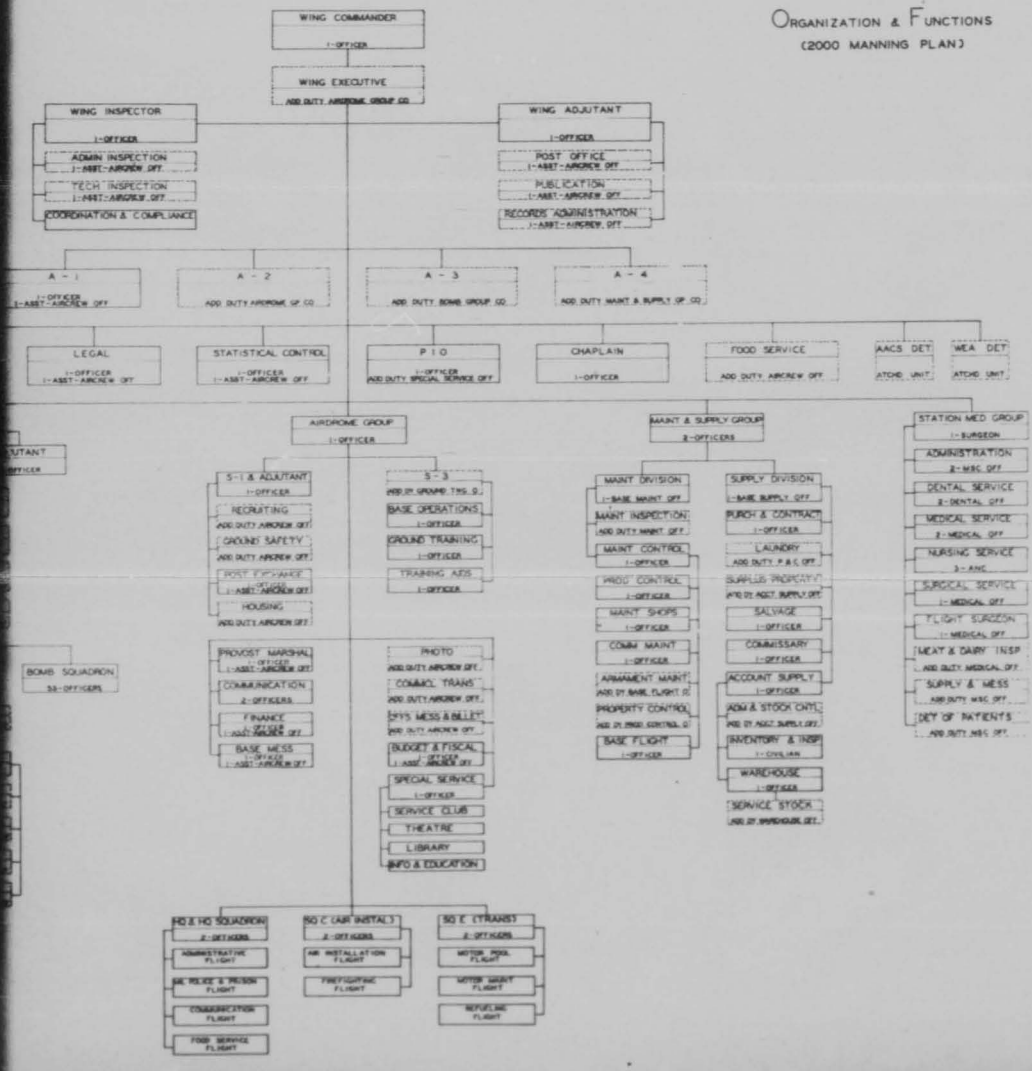
ORGANIZATION & FUNCTIONS
(2000 MANNING PLAN)



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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
(2000 Manning Plan)

HEADQUARTERS AND HEADQUARTERS SQUADRON, BOMBARDMENT WING, VERY HEAVY
Castle Air Force Base, Merced, California

15 March 1948

1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	UNIT	Specification Serial No.	Grade	Total	Command	Adjutant	Air Inspector	Personnel A-1	Intelligence A-2	Communications	Legal	Statistical Control	Public Relations	Chaplain	Food Service	Remarks
2	STRENGTH SECTION															(a) - Additional duty of Aircrew Officer as Postal Officer, Publications Officer, and Records Administration Officer in the Adjutant Section.
3	Brigadier General		B Gen	1	1											
4	Colonel		Col	1			1									
5	Major		Maj	4		1		1			1	1				
6	Captain		Capt	3									1	1		
7	Total commissioned			8	1	1	1	1			1	1	1	1		(b) - Airdrome Group Communications Officer as Additional duty Wing Communications Officer.
8	Master Sergeant		M Sgt	15		3	6	4	1			1				
9	First Sergeant		F Sgt	1	1										1	
10	Technical Sergeant		T Sgt	9		3	1	2	1	1					1	
11	Staff Sergeant		S Sgt	11	2	3		2				2	1		1	
12	Sergeant		Sgt	11		4		1	1		1	2	1	1		(c) - Commanding Officer Airdrome Group as added duty Wing Executive Officer and Wing A-2 Officer.
13	Corporal		Cpl	7		5		1	1							
14	Private & private 1 cl		Pfc	6	1	5										
15	Total enlisted			60	4	23	7	10	4	1	1	5	2	1	2	
16	Aggregate			68	5	24	8	11	4	1	2	6	3	2	2	(d) - Additional duty of Aircrew Officer as Administrative Inspector and Tech Inspector in the Air Inspector Section.
17	QUALIFICATION SECTION															
18	OFFICERS															
19	Commanding General	0002	S Gen	1	1				(c)	(b)						
20	Adjutant	2110	Maj	1		1(a)										
21	Air Inspector	2166	Col	1			1(d)									(e) - Additional duty of Aircrew Officer as Assistant Wing A-1 Officer.
22	Staff Personnel A-1	2260	Maj					1(e)						1		
23	Chaplain	5310	Capt	1												(f) - Special Services Officer as additional duty PIO Officer.
24	Public Information	5401	Capt	1									1(f)			
25	Statistical Control	6402	Maj	1								1(g)				(g) - Additional duty of Aircrew Officer as Assistant Statistical Control Officer.
26	Legal	9101	Maj	1							1(h)					
27	ENLISTED MEN															(h) - Additional duty of Aircrew Officer as Assistant Legal Officer.
28	Clerk	055	Sgt	2		2										
29			Cpl	5		4		1								* - Commanding Officer of Hq & Hq Sq, Bomb Wing as additional duty.
30			Pfc	1		1										
31	Postal Clerk	056	S Sgt	1		1										- Wing A-3 Officer as additional duty of Bomb Group Commanding Officer.
32			Sgt	1		1										
33			Pfc	1		1										- Wing A-4 Officer as additional duty of Maint and Supply Group Commanding Officer
34	Draftsman	070	Sgt	1								1				
35	Stat control clerk	212	S Sgt	1								1				
36			Sgt	1								1				
37	Information specialist	274	S Sgt	1									1			
38	Classification spec	275	S Sgt	1				1								
39	Legal clerk	279	Sgt	1							1					
40	Clerk-typist	405	S Sgt	4	1	1		1				1				
41			Sgt	4		1		1					1	1		
42			Cpl	2		1			1							
43	First Sergeant	502	F Sgt	1	1											
44	Wing Sergeant Major	502	M Sgt	1		1										
45	Personnel sergeant major	502	M Sgt	1				1								
46	Administrative inspector	502	M Sgt	1			1									
47	Administrative spec	502	M Sgt	7		2	1	3				1				
48			T Sgt	6		3	1	2								
49			S Sgt	1		1										
50	Communications Inspector	542	W Sgt	1			1									
51	Communications Tech	542	T Sgt	1						1						
52	Duty Soldiers	590	Pfc	4	*1	3										
53	Intelligence specialist	631	M Sgt	1					1							
54			T Sgt	1					1							
55			Sgt	1					1							
56	Acft maintenance tech	750	M Sgt	1			1									
57	Supply technician	821	S Sgt	1	1											
58	Armament inspector	911	M Sgt	1			1									
59	Acft maintenance inspect	925	M Sgt	1			1									
60	Food service technician	1824	T Sgt	1											1	
61			S Sgt	1											1	

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BOMBARDMENT WING HEADQUARTERS

WING COMMANDER

Commands the Bombardment Wing (VH), including all attached units.
Directs and supervises the execution of assigned missions.

WING EXECUTIVE

Assists and advises the Commanding Officer in formulation and execution of command policies. Coördinates and directs the activities of the staff agencies.

WING INSPECTOR

Plans, directs, and supervises Annual, Semi-annual, and other types of inspections of the station, and units, as directed by Commandinf Officer or higher authority.
Reviews and analyzes reports of inspection and investigations to insure corrective action where necessary.
Adviser to Commanding Officer regarding administration, efficiency, and economy.

ADMINISTRATIVE INSPECTOR

TECHNICAL INSPECTION

COORDINATION & COMPLIANCE

CIVILIAN PERSONNEL

Recruits, appoints, classifies, promotes, pays and separates all civilian employees.
Maintains necessary files and records for civilian employees.
Prepares necessary reports and conducts training. Provide counselling and grievance procedure.

WING A - 1

Formulates policies and supervises execution of administrative arrangements pertaining to personnel of the station, civilians under supervision or control of the station. Plans and supervises procurement, classification, reclassification, assignment, pay, detention, transfer, retirement, discharge, and replacement of personnel. Advises Commanding Officer on morale problems, coordinates activities concerning religious, recreational, and welfare work. Coordinates activities with other staff operations, plans maintenance of law and order.

WING A - 2

Formulates policies for Base Security in accordance with regulations and directives.
Responsible for operational intelligence, briefing, interrogations, and mission planning.
Responsible for counter intelligence mission, loyalty clearances, security violations, and other investigations.
Additional duty of Airdrome Group Commanding Officer.

WING A - 3

Advises the Commanding Officer Executive Officer on all matters pertaining to Operations, Training, Plans, Organization and Flying Safety.
Coordinates ground and tech... training between units.
Coordinates local training di... with those of higher headquarters.
Additional duty of Bombardment... Commanding Officer.

HQ & HQ SQ, BOMB WING

Responsible for administration, training, discipline, performance, and efficiency of the squadron and of personnel assigned thereto.
Procurement, custody, and issuance of all property. Maintain individual clothing records, submit work orders, handle squadron laundry.
Furnish necessary personnel for duty in administrative functions of Wing Staff Sections.

LEGAL

Legal adviser to Commanding Officer and his Staff on all legal matters relating to this station.
Supervise administration of military justice. Processes matter relating to claims by appropriate Army Regulations.
Supervises and gives legal assistance.
Reviews action of military court.
Conduct instruction and training on military justice matters.

COMMUNICATIONS

Advises Wing Commander and staff on Communication and electronic matters.
Supervises and coordinates all communications and electronics activities withdn this station, including training and supply of communications and electronics material.
Additional duty of Communications Officer.

STATISTICAL CONTROL

Maintain liaison with station and higher headquarters on statistical control matters.
Provide the Commanding Officer and Staff standard reports and special reports as required.
Responsible for timely and proper submission of all controlled reports.
Maintains Control Room for analysis and graphic presentation of reports.

PUBLIC INFORMATION OFFICE

Advises the Wing Commander on all matters pertaining to public information.
Implements public information policy as determined by higher authority and in accordance with the policy of the Wing Commander.
Prepares news releases, and public speeches affecting this station.

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ADQUARTERS

ORGANIZATION & FUNCTIONS

WING COMMANDER

Commands the Bombardment Wing (VH), including all attached units.
Directs and supervises the execution of assigned missions.

WING EXECUTIVE

Assists and advises the Commanding Officer in formulation and execution of command policies. Coördinates and directs the activities of the staff agencies.

TOR
s Annual, Semi-annual,
the station, and units,
or higher authority.
of inspection and inves-
tion where necessary.
regarding administra-

SPECTOR

CTION

MPLIANCE

WING ADJUTANT

Executes and coordinates the administrative functions necessary to issuance and execution of orders and policies enunciated by the Commanding Officer; handles all official communications; maintains the office of record for the headquarters; edits authenticates, publishes, and distributes all orders and communications.

POST OFFICE

PUBLICATIONS

RECORDS ADMINISTRATION

WING A - 2

Formulates policies for Base Security in accordance with regulations and directives.
Responsible for operational intelligence, briefing, interrogations, and mission planning.
Responsible for counter intelligence mission, loyalty clearances, security violations, and other investigations.
Additional duty of Airdrome Group Commanding Officer.

WING A - 3

Advises the Commanding Officer and Executive Officer on all matters pertaining to Operations, Training, Plans & Organization and Flying Safety.
Coordinates ground and technical training between units.
Coordinates local training directives with those of higher headquarters.
Additional duty of Bombardment Group Commanding Officer.

WING A - 4

Responsible for all plans and policies emanating from Wing level on matters pertaining to supplies and materials, aircraft maintenance, manufacture and repair, and transportation.
Additional duty of Maintenance and Supply Group Commanding Officer.

UNICATIONS

Wing Commander and
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ities within this
luding training
f communications
ice material.
al duty of Com-
Officer.

STATISTICAL CONTROL

Maintain liaison with station and higher headquarters on statistical control matters.
Provide the Commanding Officer and Staff standard reports and special reports as required.
Responsible for timely and proper submission of all controlled reports.
Maintains Control Room for analysis and graphic presentation of reports.

PUBLIC INFORMATION OFFICE

Advises the Wing Commander on all matters pertaining to public information.
Implements public information policy as determined by higher authority and in accordance with the policy of the Wing Commander.
Prepares news releases, and public speeches affecting this station.

CHAPLAIN

Conducts and supervises AF Chaplain's Program within this station. Advises the Wing Commander on matters pertaining to religion, morale, and troop welfare.
Coordinates personal affairs assistance during necessity for personnel this station.

FOOD SERVICE

Monitors compliance with Food Service directives of this and higher headquarters, and advises on Food Service Policies.
Additional duty of Aircrew Officer.

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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
(2000 Manning Plan)

HEADQUARTERS BOMBARDMENT GROUP (VH)
Castle Air Force Base, Merced, California

15 March 1948

1	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	UNIT	Specification serial No.	Grade	Total	Command	Adjutant	S - 1	S - 2	S - 3	S - 4	Communications	Radar	Statistical Control	Remarks
2	STRENGTH SECTION													(a) - Additional duty of an Aircrew Officer.
3	Colonel		Col	1	1									(b) - Wing A-3 Officer as additional duty of Bomb Group Commanding Officer.
4	Lieutenant Colonel		LtCol	1					1					
5	Major		Maj	4		1	1		1	1				
6	Captain		Capt	3						1	1	1		
7	Total commissioned			9	1	1	1		2	2	1	1		
8	Master Sergeant		M Sgt	10		2	1	1	1	4	1			
9	Technical Sergeant		T Sgt	1			1							
10	Staff Sergeant		S Sgt	6		1	1	1		1		1	1	
11	Sergeant		Sgt	7		2	1	1	2	1				
12	Corporal		Cpl	4		1				1	1		1	
13	Total enlisted			28		6	4	3	3	7	2	1	2	
14	Aggregate			37	1	7	5	3	5	9	3	2	2	
15	QUALIFICATION SECTION													
16	OFFICERS													
17	Electronics	0141	Capt	1				(a)				1	(a)	
18	Communications	0200	Capt	1							1			
19	Commanding Officer	1045	Col	1	1(b)									
20	Adjutant	2110	Maj	1		1								
21	Operations & Training	2151	LtCol	1					1					
22	S - 3	2161	Maj	1					1					
23	Military Personnel S-1	2260	Maj	1			1							
24	Aircraft Maintenance S-4	4823	Maj	1						1				
25	Technical Inspector, AF	7536	Capt	1						1				
26	ENLISTED MEN													
27	Clerk	055	Sgt	1		1								
28			Cpl	1		1								
29	Draftsman	070	Sgt	1					1					
30	Information Specialist	274	S Sgt	1				1						
31	Classification Spec	275	T Sgt	1			1							
32	Auto Equipment Operator	345	Sgt	1		1								
33	Clerk-typist	405	S Sgt	3		1	1						1	
34			Sgt	4			1	1	1	1				
35			Cpl	2							1		1	
36	Administrative Spec	502	S Sgt	1						1				
37	Personnel Sergeant Major	502	M Sgt	1			1							
38	Sergeant Major	502	M Sgt	1		1								
39	Communications Chief	342	M Sgt	1							1			
40	Intelligence Specialist	631	M Sgt	1				1						
41	Operations Specialist	791	M Sgt	1					1					
42	Supply Technician	821	M Sgt	1						1				
43	Mess Steward	824	M Sgt	1		1								
44	Supply Technician, AF	826	M Sgt	1						1				
45	Supply Clerk	835	Cpl	1						1				
46	Radar Mechanic, IFF	862	S Sgt	1								1		
47	Armament Inspector	911	M Sgt	1						1				
48	Aircraft Maint Inspector	925	M Sgt	1						1				

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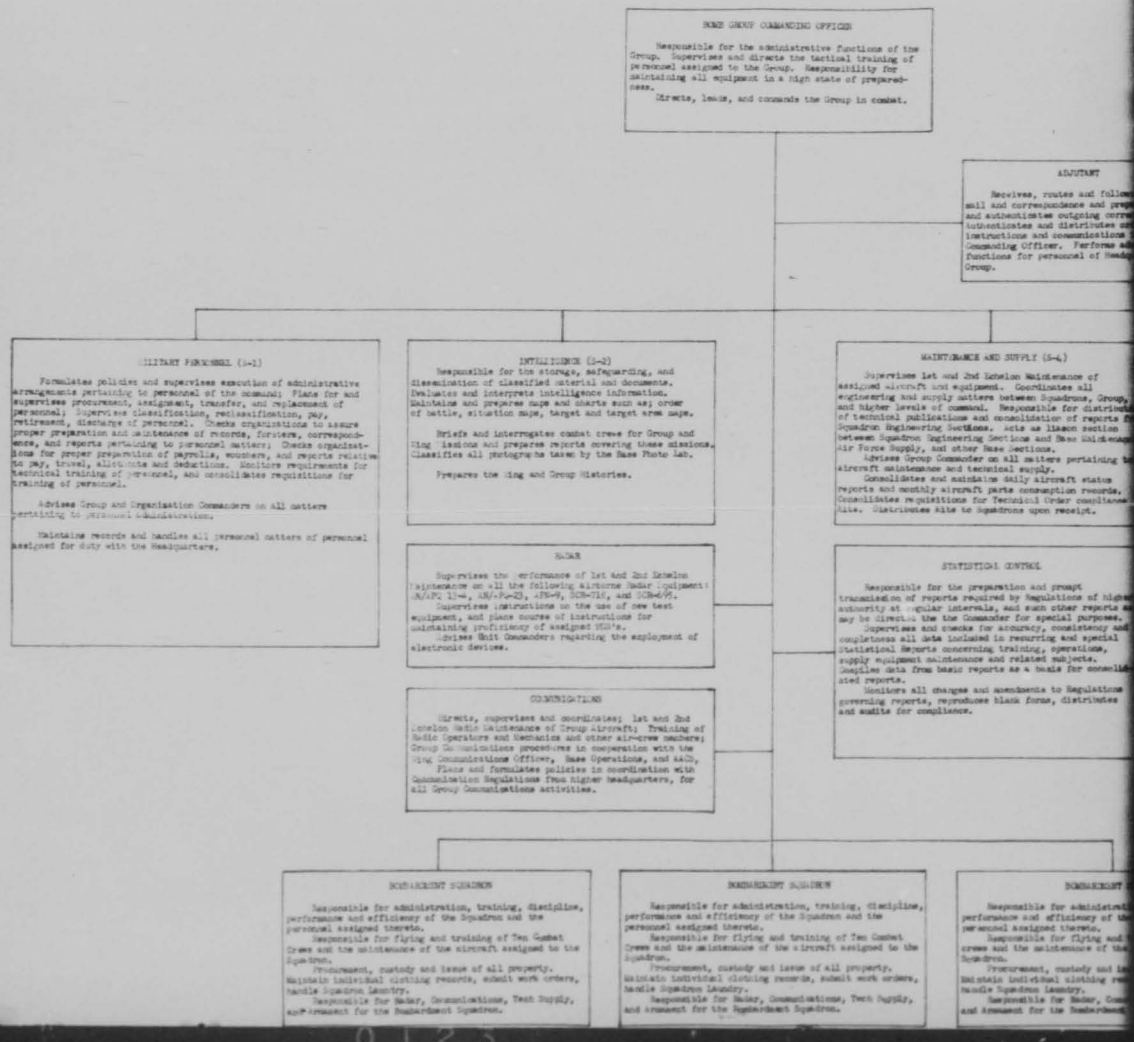
BOMBARDMENT GROUP (VH) ORG



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ORGANIZATION & FUNCTIONS

BOMB GROUP COMMANDING OFFICER

Responsible for the administrative functions of the Group. Supervises and directs the tactical training of personnel assigned to the Group. Responsibility for maintaining all equipment in a high state of preparedness.

Directs, leads, and commands the Group in combat.

ADJUTANT

Receives, routes and follows up incoming mail and correspondence and prepares, reviews, and authenticates outgoing correspondence; Authenticates and distributes orders, instructions and communications in name of the Commanding Officer. Performs administrative functions for personnel of Headquarters Bomb Group.

MESS

Supervises the operation of messing facilities within the Bomb Group. Checks menus, procurement, storage, preparation, serving of food, and equipment of mess hall. Inspects food and controls waste. Sets up proper CJT for Mess Personnel.

INTELLIGENCE (S-2)

...e storage, safeguarding, and ...ified material and documents. ...s intelligence information. ...maps and charts such as; order ...ps, target and target area maps.

...gates combat crews for Group and ...ares reports covering these missions. ...phs taken by the Base Photo Lab.

... and Group Histories.

RADAR

...rformance of 1st and 2nd Echelon ... following airborne Radar equipment: ..., APN-9, SCR-717, and SCR-695. ...tions on the use of new test ...urse of instructions for ...y of assigned MOS's. ...anders regarding the employment of

COMMUNICATIONS

...es and coordinates; 1st and 2nd ...nce of Group Aircraft; Training of ...chanics and other air-crew members; ...procedures in cooperation with the ...fficer, Base Operations, and AACS, ...tes policies in coordination with ...ions from higher headquarters, for ...ns activities.

MAINTENANCE AND SUPPLY (S-4)

Supervises 1st and 2nd Echelon Maintenance of assigned aircraft and equipment. Coordinates all engineering and supply matters between Squadrons, Group, and higher levels of command. Responsible for distribution of technical publications and consolidation of reports from Squadron Engineering Sections. Acts as liason section between Squadron Engineering Sections and Base Maintenance, Air Force Supply, and other Base Sections.

Advises Group Commander on all matters pertaining to aircraft maintenance and technical supply.

Consolidates and maintains daily aircraft status reports and monthly aircraft parts consumption records. Consolidates requisitions for Technical Order compliance kits. Distributes kits to Squadrons upon receipt.

STATISTICAL CONTROL

Responsible for the preparation and prompt transmission of reports required by Regulations of higher authority at regular intervals, and such other reports as may be directed the the Commander for special purposes.

Supervises and checks for accuracy, consistency and completeness all data included in recurring and special Statistical Reports concerning training, operations, supply equipment maintenance and related subjects. Compiles data from basic reports as a basis for consolidated reports.

Monitors all changes and amendments to Regulations governing reports, reproduces blank forms, distributes and audits for compliance.

OPERATIONS AND TRAINING (S-3)

Directs and supervises training and tactical operations. Prepares plans for movement of an organization for training or combat purposes. Plans Radar Bombing, gunnery and visual bombing missions.

Assists GCA control in setting up SCF's for B-29 traffic (take-off in the air, and landing). Coordinates with Oceanic Air Traffic Control (KSF) for scheduling all over water flights. Works with Air Traffic Control on B-29 missions because of the heavy traffic in central areas. Plans long range cruise control flights (4000 statute mile flights). Prepares Field Orders for all Group Missions.

Plans and writes the Field Orders for all Caribbean, Atlantic, and Pacific Flights. Briefs all transients for over water foreign flights. Secures information and keeps current SCF's on SCR-584 Bombing. Prepares "Tactical Doctrine" and keeps it abreast of the times. Plans fighter interception missions.

Initiates requests to appropriate sections of the base for the procurement of needed equipment (gun cameras, bombs, ammunition, etc.). Collects data in connection with aircraft operations such as availability and condition of landing fields, navigation aids, maps and charts, and radio facility charts.

Prepares Group ground training and Group cross-training programs for combat crews. Prepares complete file of SCF's to conform with Operational Training. Supervises preparedness of reports concerning training progress. Designs and keeps current charts and graphs to show present status of Bomb Group. Plans special projects (extra long flights, air demonstrations, etc.).

BOMBARDMENT SQUADRON

Responsible for administration, training, discipline, performance and efficiency of the Squadron and the personnel assigned thereto.

Responsible for flying and training of Ten Combat Crews and the maintenance of the aircraft assigned to the Squadron.

Procurement, custody and issue of all property. Maintain individual clothing records, submit work orders, handle Squadron Laundry.

Responsible for Radar, Communications, Tech Supply, and Armament for the Bombardment Squadron.

BOMBARDMENT SQUADRON

Responsible for administration, training, discipline, performance and efficiency of the Squadron and the personnel assigned thereto.

Responsible for flying and training of Ten combat crews and the maintenance of the aircraft assigned to the Squadron.

Procurement, custody and issue of all property. Maintain individual clothing records, submit work orders, handle Squadron Laundry.

Responsible for Radar, Communications, Tech Supply, and Armament for the Bombardment Squadron.

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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
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BOMBARDMENT SQUADRON (VH)
Castle Air Force Base, Merced, California

15 March 1948

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
UNIT	Specification Serial No.	Grade	Total	Command	Adjutant (S-1)	Operations (S-3)	Supply and Maintenance (S-4)	Flight A	Flight B	Flight C	Communications	Armament	Mess	Remarks
STRENGTH SECTION														(a) - Additional duty of Aircrew Officer - Squadron Supply Officer, Personal Equipment Officer, Radar Officer, and Tech Supply Officer as Additional duty of Aircrew Officer.
Lieutenant Colonel		LtCol	1	1										
Major		Maj	1			1								
Captain		Capt	7				1	4	1	1				
Lieutenant		Lt	44					16	14	14				
Total commissioned			53	1		1	1	20	15	15				
Master Sergeant		M Sgt	25				2	9	7	7				
First Sergeant		F Sgt	1	1										
Technical Sergeant		T Sgt	5			1	2				1		1	
Staff Sergeant		S Sgt	76		2		28	16	12	12	1	1	4	
Sergeant		Sgt	46		2	2	28	4	3	3	1	1	2	
Corporal		Cpl	43		2		39				2			
Total enlisted			196	1	6	3	99	29	22	22	5	2	7	
Aggregate			249	2	6	4	100	49	37	37	5	2	7	
QUALIFICATION SECTION														
OFFICERS														
Radar Observer	0142	Capt	1		(a)			1			(a)	(a)	(a)	
		Lt	9					3	3	3				
Navigator	1084	Capt	1					1						
		Lt	9					3	3	3				
Bombardier	1035	Capt	1					1						
		Lt	9					3	3	3				
Commanding Officer	1095	LtCol	1	1										
Flight Commander	1093	Capt	3					2	1	1				
Pilot, VHH	1092	Lt	17					7	5	5				
Operations S-3	2181	Maj	1			1								
Aircraft Maintenance S-4	4823	Capt	1				1							
ENLISTED MEN														
Cook, first	060	S Sgt	4										4	
Cook, second	060	Sgt	2										2	
Classification Spec	275	S Sgt	1		1									
Clerk-typist	405	S Sgt	1		1									
		Sgt	5		2	2	1							
		Cpl	4		2		1				1			
First Sergeant	502	F Sgt	1	1										
Airplane Hydralic Mech	528	Sgt	1				1							
Communications Tech	542	T Sgt	1								1			
Fabric & Dope Mechanic	548	Cpl	1				1							
Acft sheet metal worker	555	Sgt	2				2							
Turret mechanic-gunner	580	S Sgt	10					4	3	3				
Personal equipment tech	594	Sgt	1				1							
		Cpl	1				1							
Aerial gunner	611	Sgt	10					4	3	3				
Airplane armorer-gunner	612	S Sgt	10					4	3	3				
Bombsight mechanic	685	S Sgt	1				1							
		Sgt	1				1							
		Cpl	1				1							
Acft power plant mech	684	S Sgt	10				10							
		Sgt	10				10							
		Cpl	20				20							
Acft electrical mechanic	685	S Sgt	1				1							
		Sgt	1				1							
		Cpl	1				1							
Acft instrument mechanic	686	S Sgt	1				1							
		Sgt	1				1							
		Cpl	1				1							
Acft propeller mechanic	687	S Sgt	1				1							
Flight engineer	737	M Sgt	10					4	3	3				
Acft & Engine mechanic	747	S Sgt	5				5							
		Sgt	5				5							
		Cpl	10				10							
Acft Crew Chief & engine	750	M Sgt	10					4	3	3				
Airplane Flight Chief	750	M Sgt	3					1	1	1				
Airplane Line Chief	750	M Sgt	1				1							
Radio mechanic, AF	754	S Sgt	1								1			
		Sgt	1								1			
		Cpl	1								1			
Air Operations Spec	791	T Sgt	1			1								
Supply Technician	821	T Sgt	1				1							
Mess steward	824	T Sgt	1										1	
Supply Technician, AF	826	T Sgt	1				1							
		S Sgt	1				1							
Supply clerk	830	Sgt	1				1							
		Cpl	1				1							
Radio mechanic, RCM	852	S Sgt	1				1							
Radar mechanic, Bomb	867	S Sgt	5				5							
		Sgt	2				2							
Armament Inspector	911	S Sgt	1									1		
Acft maintenance inspect	925	M Sgt	1				1							
Camera technician	941	Sgt	1									1		
Acft elect instr mech	957	S Sgt	1				1							
		Sgt	1				1							
		Cpl	1				1							
Remote contl turret mech	960	S Sgt	1				1							
		Sgt	1				1							
		Cpl	1				1							
Electrical mech gunner	1685	S Sgt	10					4	3	3				
Radio operator & mech	2756	S Sgt	10					4	3	3				

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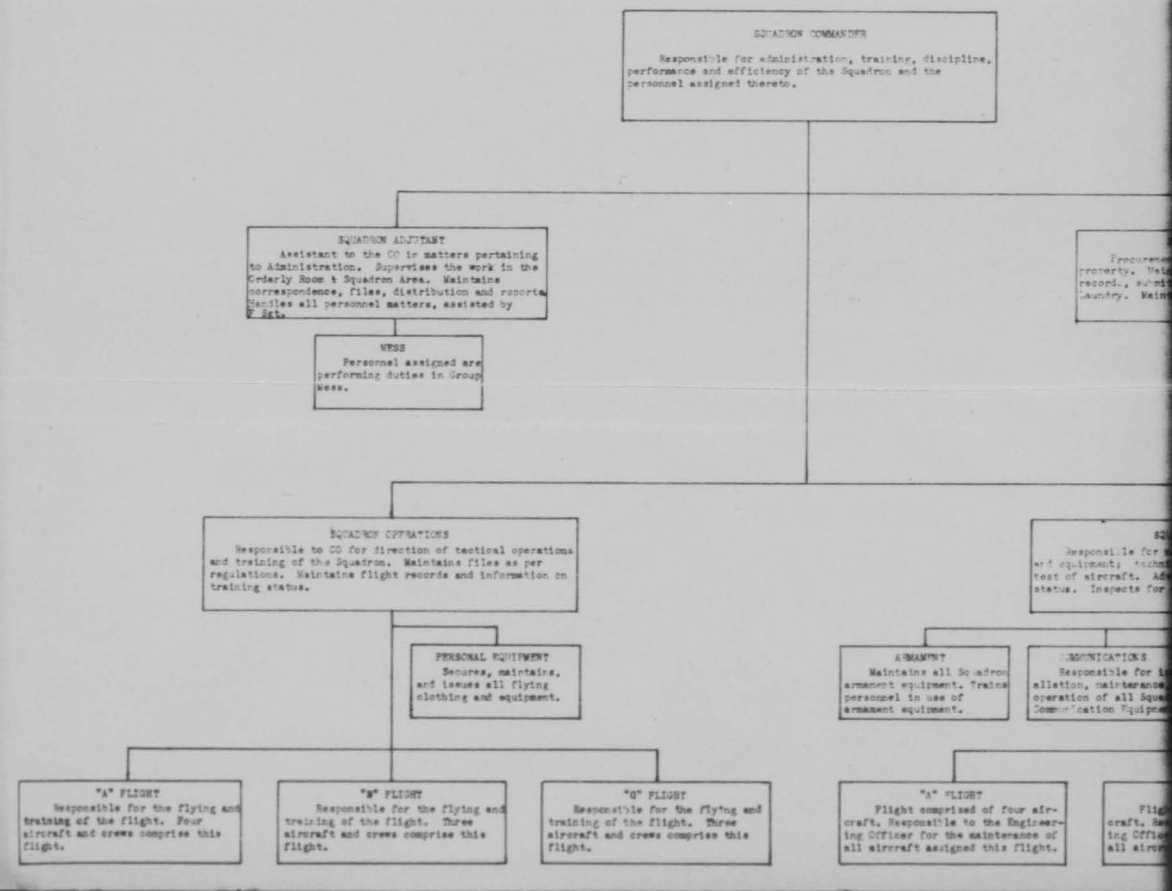
BOMBARDMENT SQUADRON (VH) ORGANIZA



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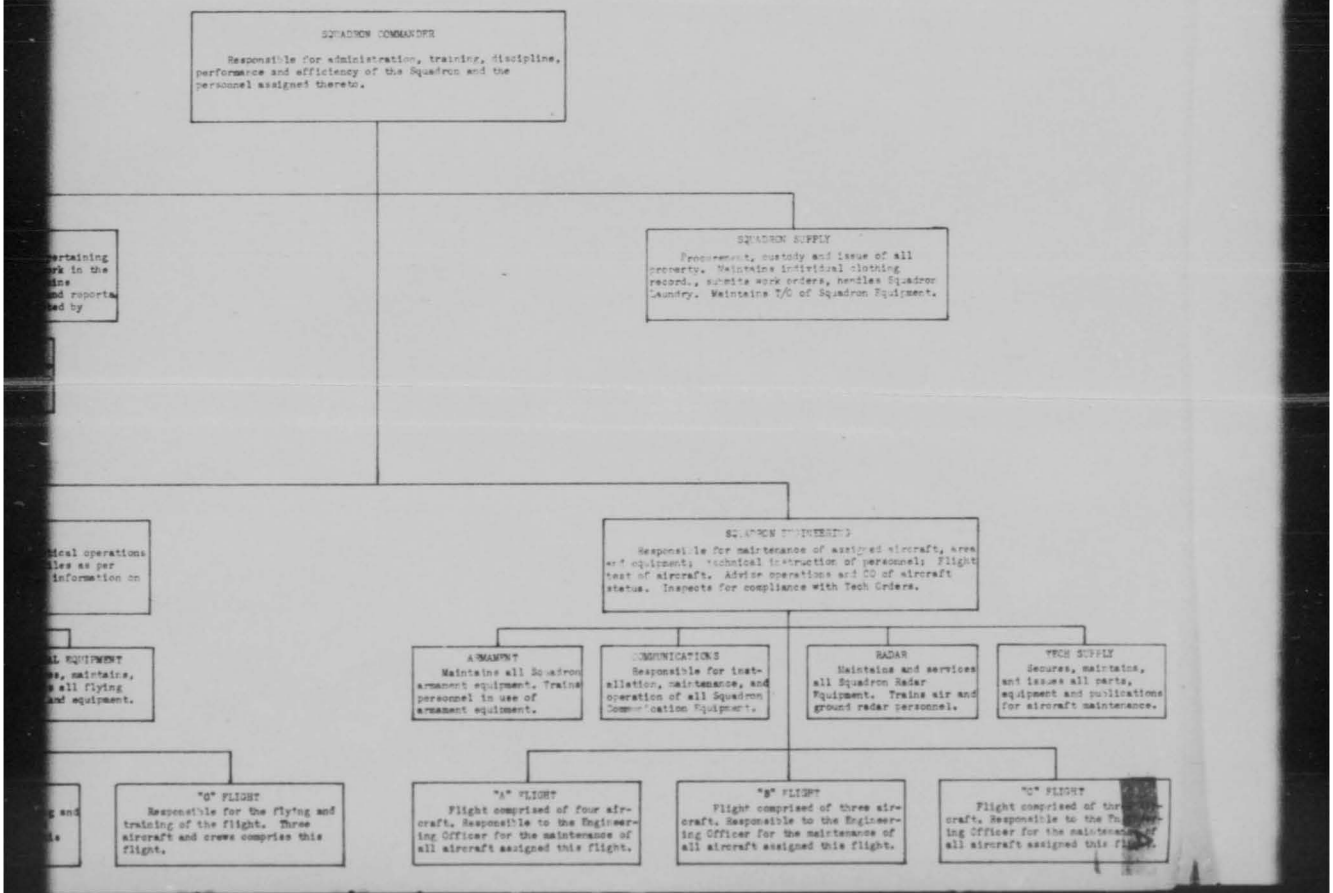
ON (VH) • ORGANIZATION & FUNCTIONS



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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
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HEADQUARTERS AND HEADQUARTERS SQUADRON, AIRDROME GROUP
Castle Air Force Base, Merced, California

15 March 1948

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
UNIT	Specification Serial No.	Grade	Total	Squadron Headquarters	General Service	Communication	Military Police & Prison	Command & Adjutant Div	Recruiting	Ground Safety	Base Operations	S-3 & Ground Training	Housing	Officer's Mess & Billeting	Photo Laboratory	Finance	Budget & Fiscal	Commercial Transportation	Special Services Division	Post Exchange	Food Service	
STRENGTH SECTION																						* MOS of the
Colonel		Col	1					1														Airdrome Group
Lieutenant Colonel		LtCol	1									1										Commanding Officer
Major		Maj	6	1		1	1	1			1					1						will be that MOS
Captain		Capt	6	1		1						1					1		1	1	1	carried by the
Lieutenant		Lieut	1																			Officer assigned
Total Commissioned			15	2		2	1	2			1	2				1	1		1	1	1	that position.
Master Sergeant		W Sgt	20			1	1	2	1	1	1	3	1		3	1	1	1	2		1	(a) - Wing
First Sergeant		F Sgt	1	1																		Executive Officer
Technical Sergeant		T Sgt	14	2		1		1			2	3		1		1	1		2			and Wing A-2
Staff Sergeant		S Sgt	51	5		6	4		1		2	3			3	2			1		26	Officer as added
Sergeant		Sgt	77	4	1	10	9	1			7	4		1		4			8		30	duty of Airdrome
Corporal		Cpl	43	8	2	4	7	1	1	1	3	6			5	2			5		1	Group Commander.
Private or private 1cl		Pfc	58	2	18	16	8				1	2			3			3	1			(b) - Added
Total Enlisted			259	17	21	37	29	5	3	2	16	21	1	2	14	10	2	4	17		58	duty of Aircrew
Aggregate			274	19	21	39	30	7	3	2	17	23	1	2	14	11	3	4	18	1	59	Officers.
QUALIFICATION SECTION																						(c) - Wing
OFFICERS																						Communication
Group Commander *		Col	1					1(a)	(b)	(b)			(b)	(b)	(b)			(b)				Officer as added
Communications Officer	0200	Major	1			1(c)																duty.
	0200	Capt	1			1																(d) - S-3
Squadron Adjutant	2110	Capt	1	1																		Officer as added
Squadron Commander	2156	Major	1	1																		duty.
Base Operations Officer	2161	Major	1								1											(e) - Assist-
Operations & Trg Off	2162	LtCol	1									1(d)										ant Mess Officer
S-1 & Adjutant	2280	Major	1					1														as additional
Training Aids Officer	2548	Lieut	1									1										duty of Aircrew
Mess Officer	4110	Capt	1																		1(e)	Officer.
Post Exchange Officer	4310	Capt	1																	1(f)		(f) - Assist-
Special Services Off	5000	Capt	1																1			ant Post Exchange
Finance Officer	6201	Major	1													1(g)						Officer as added
Budget & Fiscal Officer	6302	Capt	1														1(h)					duty of Aircrew
Provost Marshal	9105	Major	1				1(i)															Officer.
ENLISTED MEN																						(g) - Assist-
Baker	017	S Sgt	2																		2	ant Finance Off-
		Sgt	5																		5	icer as added
Meat Cutter	037	S Sgt	1																		1	duty of Aircrew
		Sgt	4																		4	Officer.
Carpenter	050	Cpl	1																1			(h) - Assist-
Clerk non-typist	055	Sgt	2								1			1								ant Budget and
		Cpl	6	2	2														2			Fiscal Officer as
		Pfc	1	1																		additional duty
Cook	060	S Sgt	20																		20	of Aircrew
		Sgt	20																		20	Officer.
Draftsman	070	Cpl	1									1										(i) - Assist-
Installer Hpman TP & TG	097	Pfc	1			1																ant Provost
Machinist	114	Sgt	1																1			Marshal as added
Projectionist	137	S Sgt	1																1			duty of Aircrew
		Sgt	1																1			Officer.
Teletype Operator	237	S Sgt	1			1																
		Sgt	1			1																
		Cpl	1			1																
		Pfc	2			2																
Teletype Mechanic	239	Sgt	1			1																
Wire Technician TP&TG	261	S Sgt	1			1																
Accountant	268	T Sgt	1														1					
Information Specl	274	M Sgt	1						1													
Classification Specl	275	M Sgt	1					1														
		Sgt	1	1																		
Athletic Instructor	283	Sgt	1																1			
		Pfc	1																1			
Investigator	301	S Sgt	2				2															
Clerk Typist	405	S Sgt	3	2								1										
		Sgt	7	2			2	1											2			
		Cpl	7	2				1	1	1	1	1										
Entertainment Specl	442	Sgt	1																1			
		Cpl	1																1			
Ground Safety Tech	486	M Sgt	1							1												
First Sergeant	502	F Sgt	1	1																		
Administrative Spec	502	M Sgt	7					1				1	1				1	1	2			
		T Sgt	5	1				1				1		1					1			
		S Sgt	2	1					1													
		Sgt	1			1																
Armorer	511	Cpl	2									2										
		Pfc	2									2										
Communications tech	542	M Sgt	1			1																
Duty NCO	566	M Sgt	1									1										
		Sgt	1		1																	
Communication Supply	581	S Sgt	1			1																
Duty Soldier	590	Pfc	22		18						1							3				
Personal equip tech	594	Sgt	1								1											
		Cpl	1								1											
Finance tech clerk	622	M Sgt	1													1						
		T Sgt	1													1						
		S Sgt	2													2						
		Sgt	1													1						
Finance typist-clerk	623	Sgt	3													3						
		Cpl	2													2						
Telephone operator	650	Sgt	1			1																
		Pfc	7			7																
Message center clerk	667	Pfc	3			3																
Military policeman	677	M Sgt	1				1															
		S Sgt	1				1															
		Sgt	7				7															
		Cpl	7				7															
		Pfc	8				8															

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UNITED STATES AIR FORCE
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Castle Air Force Base, Merced, California

15 March 1948

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	UNIT	Specification serial No.	Grade	Total	Squadron Headquarters	General Service	Communication	Military Police & Prison	Command & Adjutant Division	Recruiting	Ground Safety	Base Operations	S-3 & Ground Training	Housing	Officer's Mess & Billeting	Photo Laboratory	Finance	Budget & Fiscal	Commercial Transportation	Special Services Division	Post Exchange	Food Service	
	QUALIFICATION SECTION																						
	ENLISTED MEN (Cont'd)																						
98	Radio Mechanic, AF	754	Sgt	2			2																
99			Pfc	1			1																
100	Radio Operator, AF	756	S Sgt	2			2																
101			Sgt	2			2																
102			Cpl	2			2																
103	Radio Operator high speed	766	T Sgt	1			1																
104			S Sgt	1			1																
105			Sgt	1			1																
106	Air operations spec	791	M Sgt	1								1											
107			T Sgt	2								2											
108			S Sgt	2								2											
109			Sgt	5								5											
110			Cpl	1								1											
111	Cryptographic technician	806	Sgt	1			1																
112			Cpl	1			1																
113			Pfc	1			1																
114	Ordnance supply tech	815	S Sgt	1									1										
115	Supply technician	821	T Sgt	1	1																		
116			S Sgt	2				1														1	
117	Mess steward	824	M Sgt	1																		1	
118			S Sgt	2																		2	
119	Supply Clerk	836	Sgt	3	1								1									1	
120			Cpl	3	1															1		1	
121			Pfc	3	1																		
122	Aerial Photographer	940	M Sgt	1												1							
123	Camera technician	941	Cpl	2												2							
124			Pfc	1												1							
125	Photo Laboratory tech	945	M Sgt	2												2							
126			S Sgt	3												3							
127			Cpl	5												5							
128			Pfc	2												2							
129	Synthetic trainer mech	969C	T Sgt	1									1										
130			S Sgt	1									1										
131	Synthetic trainer oper	970C	M Sgt	1									1										
132			T Sgt	1									1										
133			Sgt	3									3										
134			Cpl	2									2										
135	Information-Educat Spec	2274	T Sgt	1																1			

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STAFF - 93D AIRDROME GROUP

ORGAN

COMMANDING OFFICER

Supervise and coordinate activities of assigned communications, guard, installations, food service, transportation, and general service squadrons. Provide necessary overall personnel services to include civilian personnel administration within the Group. post Exchange. Finance, Budget & Fiscal, Base Operations, Control Tower, Synthetic Trainer Operation, Photo Laboratory, Commercial Transportation, and Recruiting.

S - 1 & ADJUTANT

Receives, routes, and follows up incoming mail and correspondence and prepares, reviews and authenticates outgoing correspondence; Authenticates and distributes orders, instructions and communications in name of the Commanding Officer.

Formulates policies and supervises execution of administrative arrangements pertaining to personnel of the command; Plans for and supervises procurement, assignment, transfer, and replacement of personnel; Supervises classification, reclassification, pay, retirement, discharge of personnel. Checks organizations to assure proper preparation and maintenance of records, rosters, correspondence, and reports pertaining to personnel matters; Checks organizations for proper preparation of payrolls, vouchers, and reports relative to pay, travel, allotments, and deductions. Monitors requirements for technical training of personnel, and consolidates requisitions for training of personnel. Maintains records of all Officers assigned to the Group.

RECRUITING

Interview, process and reenlist in the United States Air Force, all accepted applicants. Organize and operate an off-station recruiting program when so directed. Maintains close liasion with Headquarters, Area Area and the main and sub-stations throughout the local area. for the purpose of coordination and publicity.

GROUND SAFETY

Reduce accident frequency through inspection of installations and facilities for the existence of hazards endangering life and property. Make recommendations for accident prevention; Investigate accidents and collect data required for proper accident analysis; Recommendations to eliminate causes

POST EXCHANGE

Supply merchandise and provide dry cleaning, barbering, bowling alley, restaurant, and tap room facilities at reasonable prices. Purchasing, warehousing, merchandising, accounting, personnel and supervision of concessionaires.

HOUSING

Maintains records of assignment or relief from assignment of Family Quarters. Maintains a rental coordination agency between military and civilian personnel for off-station housing. Inspect and clearance for Family Quarters.

Directs and supervis
the 93d Airdrome Group.

Supervises and con
regulations and pers

Plans and coordinate
Responsible for the accom
analysis of station
Planning and accomplishm
Administration of Ground
Trainer Section, and Rang
necessary reports relati

Coordinate arrange
maintenance of training
personnel required for
construction of Mock-ups
library. Responsible fo
operation, and use of tr
studies.

HQ & HQ SQ 93D AIRDROME GROUP

Responsible for administration, training, discipline, performance, and efficiency of the squadron and of the personnel assigned thereto.

Procurement, custody and issuance of all property. Maintain individual clothing records, submits work orders, handle squadron laundry.

Responsible for housing and administration of all casual and transient personnel.

Furnish necessary personnel for duty in administrative, communication, military police and prison, and food service flights.

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ORGANIZATION & FUNCTIONS

COMMANDING OFFICER

...rvise and coordinate activities of assigned communications, guard. ...ons, food service, transportation, and general service squadrons. ...ecessary overall personnel services to include civilian personnel ...ation within the Group, post Exchange, Finance, Budget & Fiscal, ...ations, Control Tower, Synthetic Trainer Operation, Photo Laborat- ...ercial Transportation, and Recruiting.

S - 3

Directs and supervises all operations and Ground Training of personnel of the 93d Airdrome Group.

BASE OPERATIONS

Supervises and controls all flying at the base, through appropriate regulations and personnel assigned in the operations section.

GROUND TRAINING

Plans and coordinates all base ground training activities. Directly responsible for the accomplishment of station basic military training. Analysis of station training needs, not specifically required by regulation. Planning and accomplishment of training, both scheduled and On the Job. Administration of Ground School. Supervision of Training Aids Section, Link Trainer Section, and Range Section. Reception, recording, and forwarding of necessary reports relating to this section.

TRAINING AIDS

Coordinate arrangements for the necessary requisition, installation, and maintenance of training devices. Arranges for the distribution and training of personnel required for such installation and maintenance. Arranges for local construction of Mock-ups and training devices. Establish and operate film library. Responsible for maintenance of basic data concerning status, operation, and use of training aids and preparation of reports required and studies.

HQ & HQ SQ 93D AIRDROME GROUP

...esponsible for administration, training, discipline, performance, and ...ency of the squadron and of the personnel assigned thereto. ...rocurement, custody and issuance of all property. Maintain individual ...ng records, submits work orders, handle squadron laundry. ...esponsible for housing and administration of all casual and transient ...nel. ...rnish necessary personnel for duty in administrative, communication, ...ry police and prisc, and food service flights.

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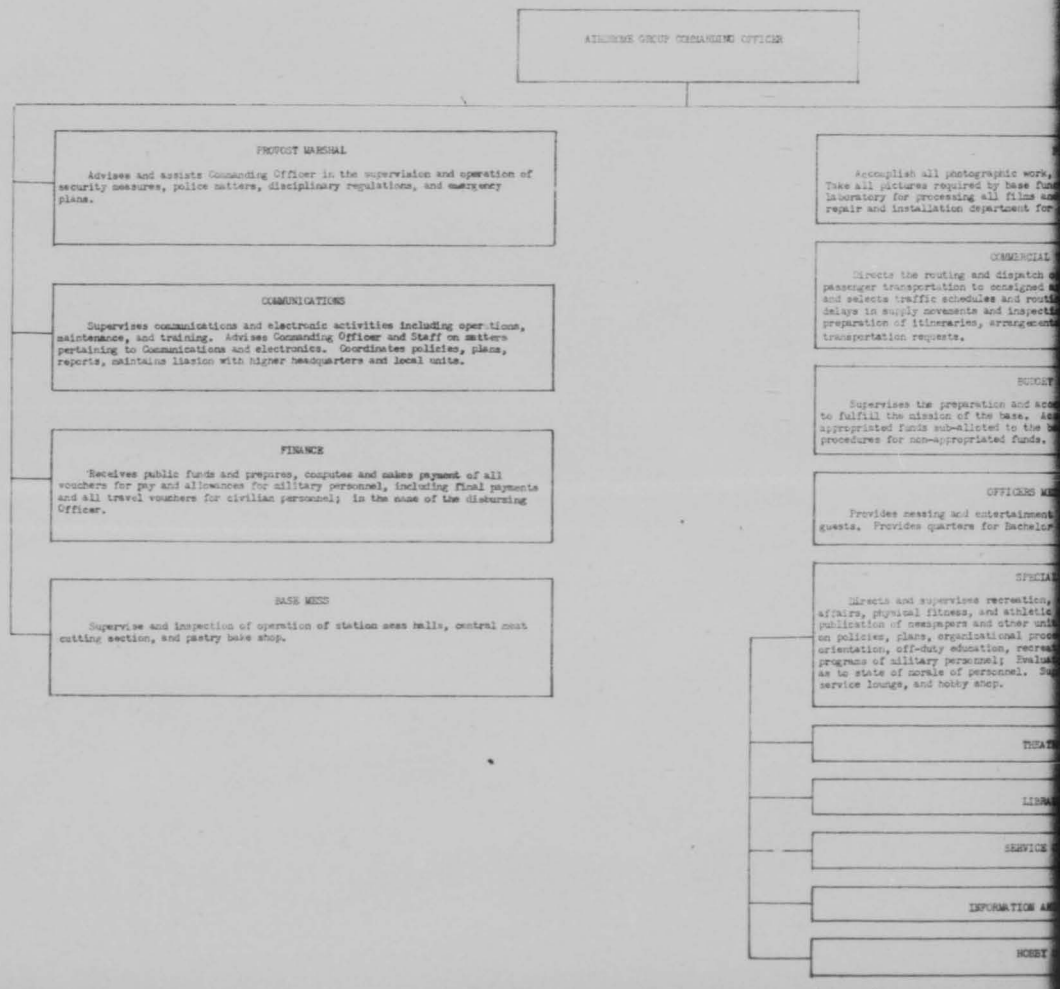
SPECIAL STAFF 93 D AIRDROME GROUP ORG



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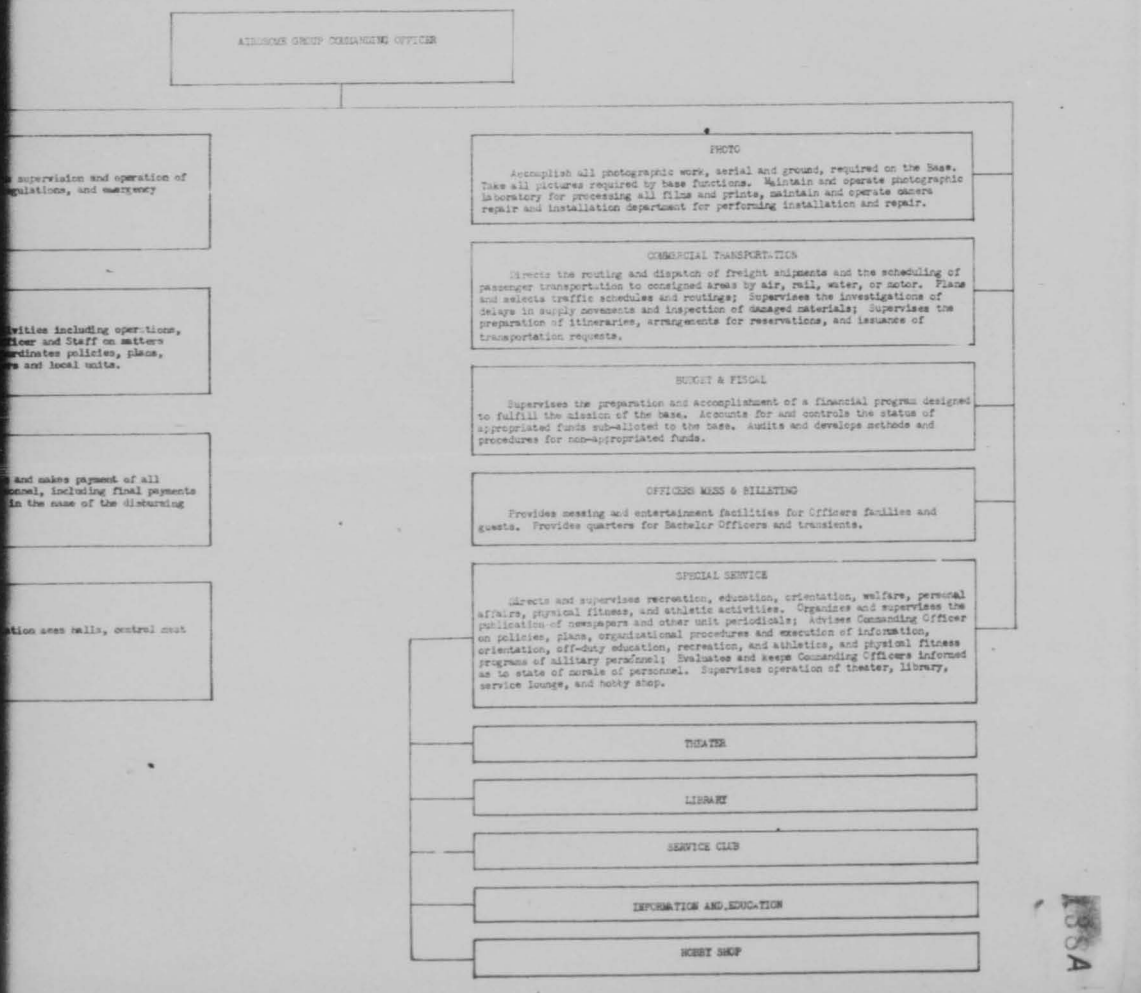
ORGANIZATION & FUNCTIONS



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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
(2000 Manning Plan)

SQUADRON C AIRBORNE GROUP
Castle Air Force Base, Merced, California

15 March 1948

	1	2	3	4	5	6	7	8
1	UNIT	Specification serial No.	Grade	Total	Squadron Headquarters	Utilities Flight	Firefighting Flight	Remarks
2	STRENGTH SECTION							(a) - Supervisor of Firefighting
3	Captain		Capt	2	1	1		Section, one civilian Fire Chief and
4	Total commissioned			2	1	1		one civilian Assistant Fire Chief.
5	First Sergeant		F Sgt	1	1			(b) - Squadron Adjutant as additional
6	Master Sergeant		M Sgt	4		3	1	duty Air Installations Officer.
7	Technical Sergeant		T Sgt	5	2	1	2	
8	Staff Sergeant		S Sgt	21	1	9	11	
9	Sergeant		Sgt	25	2	12	11	
10	Corporal		Cpl	64	1	9	54	
11	Total enlisted			120	7	33	80	
12	Aggregate			122	8	34	80	
13	QUALIFICATION SECTION							
14	OFFICERS							
15	Commanding Officer	2120	Capt	1	1		(a)	
16	Air installations Off	7130	Capt	1	(b)	1		
17	ENLISTED MEN							
18	Carpenter	060	S Sgt	1		1		
19			Sgt	1		1		
20			Cpl	1		1		
21	Construction technician	059	S Sgt	2		2		
22			Sgt	1		1		
23	Draftsman	070	Sgt	1		1		
24	Electrician	078	S Sgt	1		1		
25			Sgt	1		1		
26			Cpl	1		1		
27	Painter	144	Sgt	1		1		
28	Plumber	164	S Sgt	1		1		
29			Sgt	1		1		
30			Cpl	1		1		
31	Construction worker	188	Cpl	3		3		
32	Toolroom keeper	242	Cpl	1		1		
33	Classification Spec	275	Sgt	1	1			
34	Refrigeration mechanic	322	S Sgt	1		1		
35			Sgt	1		1		
36	Const machine operator	359	Sgt	1		1		
37			Cpl	1		1		
38	Fire fighter	383	Cpl	16			16	
39	Clerk-typist	405	Sgt	3	1	1	1	
40			Cpl	1	1			
41	First Sergeant	502	F Sgt	1	1			
42	Chief clerk	502	M Sgt	1		1		
43			T Sgt	1	1			
44	Duty NCO	566	T Sgt	1	1			
45	Engineer supply tech	583	Sgt	1		1		
46	Water supply technician	727	S Sgt	1		1		
47	Supply technician	821	M Sgt	1		1		
48			S Sgt	1	1			
49	Utilities technician	822	M Sgt	1		1		
50	Heavy auto equip operator	931	S Sgt	1		1		
51	Special vehicle operator	932	Sgt	2		2		
52			Cpl	1		1		
53	Automotive repairman	965	T Sgt	1		1		
54	Acft crash & rescueman	1383	M Sgt	1			1	
55			T Sgt	2			2	
56			S Sgt	12			12	
57			Sgt	10			10	
58			Cpl	38			38	

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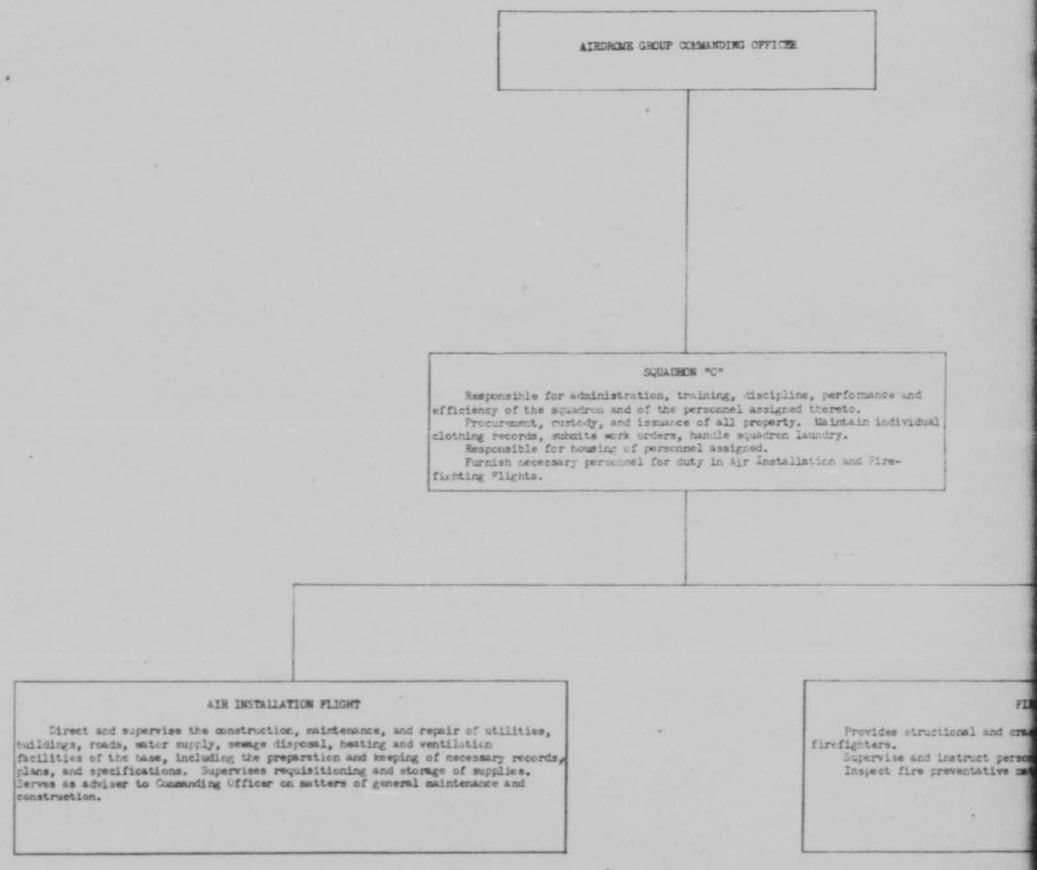
SQUADRON C-93 D AIRDROME GROUP



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ORGANIZATION & FUNCTIONS

AIRDROME GROUP COMMANDING OFFICER

SQUADRON "C"

...sponsible for administration, training, discipline, performance and ...ncy of the squadron and of the personnel assigned thereto. ...rocurement, custody, and issuance of all property. Maintain individual ...s records, submits work orders, handle squadron laundry. ...esponsible for housing of personnel assigned. ...rnish necessary personnel for duty in Air Installation and Fire- ...g Flights.

...f utilities, ...ain ...ssary records, ...supplies. ...nce and

FIREFIGHTING FLIGHT

Provides structional and crash fire protection and training of auxiliary firefighters.
Supervise and instruct personnel in fire prevention activities.
Inspect fire preventative methods on the base.

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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
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SQUADRON E, AIRDROME GROUP
Castle Air Force Base, Merced, California

15 March 1948

	1	2	3	4	5	6	7	8	9
1	UNIT	Specification serial No.	Grade	Total	Squadron Headquarters	Motor Pool Flight	Refueling Flight	Maintenance Flight	Remarks
2	STRENGTH SECTION								(a) - Motor Pool Officer as additional duty Commanding Officer.
3	Captain		Capt	1	1				(b) - Adjutant as additional duty Maint and Repair Officer.
4	Lieutenant		Lt	1				1	(c) - Supervisor of Refueling Flight as additional duty, Maint and Repair Officer.
5	Total commissioned			2	1			1	
6	First Sergeant		F Sgt	1	1				
7	Master Sergeant		M Sgt	1				1	
8	Technical Sergeant		T Sgt	5		1	1	3	
9	Staff Sergeant		S Sgt	9	1	1	2	5	
10	Sergeant		Sgt	43	3	14	14	12	
11	Corporal		Cpl	41	2	18		21	
12	Pfc or Pvt		Pfc	9		7		2	
13	Total enlisted			109	7	41	17	44	
14	Aggregate			111	8	41	17	45	
15	QUALIFICATION SECTION								
16	OFFICERS								
17	Commanding Officer	0600	Capt	1	1	(a)			
18	Auto maint and repair	4809	Lt	1	(b)		(c)	1	
19	ENLISTED MEN								
20	Auto equipment mechanic	014	S Sgt	2		1		1	
21			Sgt	3				3	
22			Cpl	9				9	
23	Clerk	055	Sgt	1	1				
24			Cpl	5		4		1	
25	Machinist	114	S Sgt	1				1	
26	Painter	146	Sgt	1				1	
27	Sheet metal worker	203	Cpl	1				1	
28	Toolroom keeper	243	Cpl	1				1	
29	Welder, combination	256	Cpl	1				1	
30	Classification Spec	275	Sgt	1	1				
31	Auto equipment operator	345	Sgt	8		1			
32			Cpl	10		10			
33			Pfc	7		7			
34	Parts clerk, automotive	348	Sgt	1				1	
35			Cpl	1				1	
36	Clerk-typist	400	Sgt	1	1				
37			Cpl	3	1	1		1	
38	First Sergeant	502	F Sgt	1	1				
39	Mechanic's helper	590	Pfc	2				2	
40	Leather & canvas worker	609	Cpl	1				1	
41	Supply technician	821	S Sgt	1	1				
42	Supply clerk	836	Cpl	1	1				
43	Electrician, vehicle	912	T Sgt	1				1	
44	Heavy auto equip operat	931	T Sgt	1		1			
45			Sgt	6		6			
46			Cpl	1		1			
47	Special vehicle operator	932	T Sgt	1			1		
48			S Sgt	2			2		
49			Sgt	14			14		
50	Automotive repairman	965	M Sgt	1				1	
51			T Sgt	2				2	
52			S Sgt	3				3	
53			Sgt	6				6	
54			Cpl	6				6	

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SQUADRON E, 93D AIRDROME GROUP

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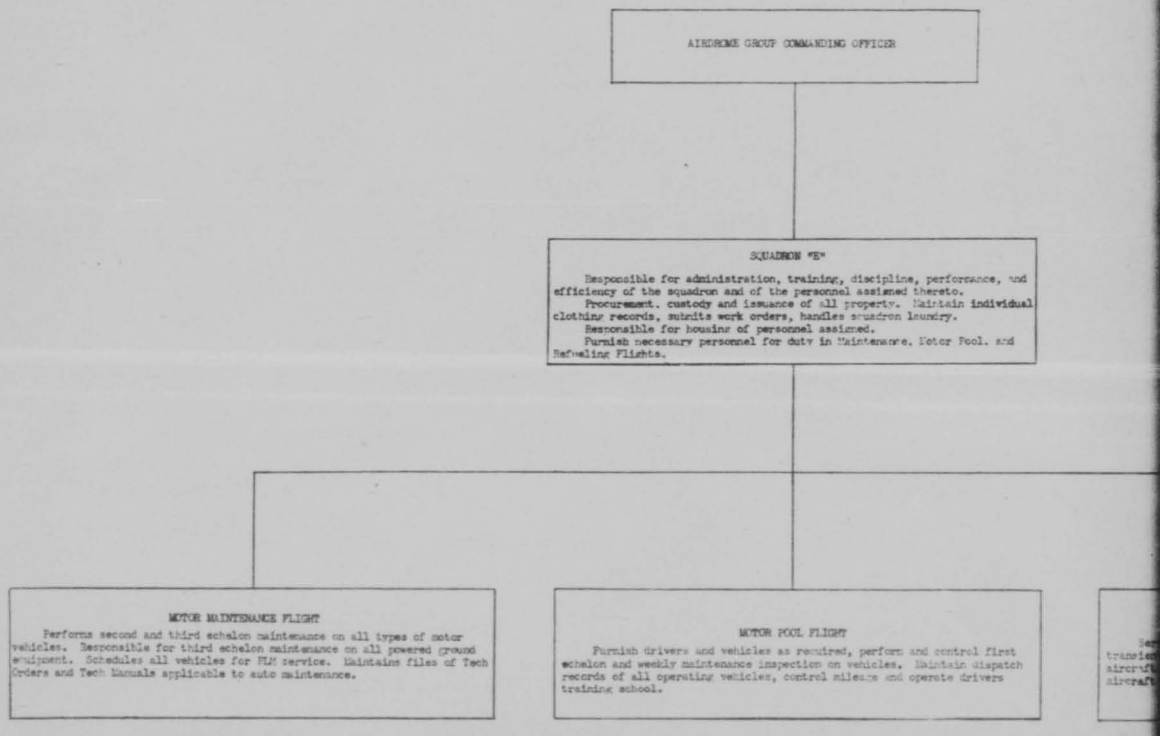

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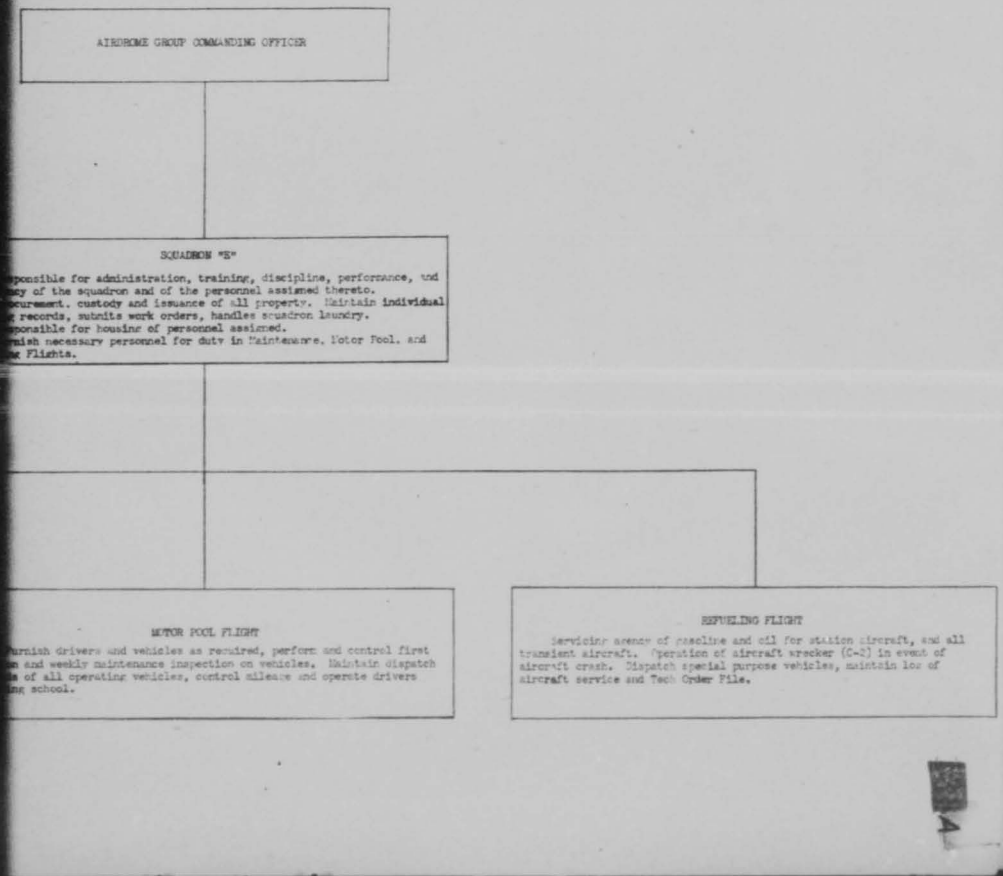

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UNITED STATES AIR FORCES
TABLE OF DISTRIBUTION
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HEADQUARTERS MAINTENANCE AND SUPPLY GROUP
Castle Air Force Base, Merced, California

15 March 1948

	1	2	3	4	5	6	7
1	UNIT	Specification serial No.	Grade	Total	Command	S - 1	Remarks
2	STRENGTH SECTION						
3	Colonel		Col	1	1		* Indicated personnel are performing dual functions in Headquarters Maintenance and Supply Group and in Bombardment Wing A-4.
4	Major		Maj	1	1		
5	Total commissioned			2	2		(a) - Military Personnel and S-1 Officer as additional duty Adjutant (S-1).
6	Master Sergeant		M Sgt	2	1	1	
7	First Sergeant		F Sgt	1	1		(b) - Wing A-4 Officer as additional duty Commanding Officer.
8	Technical Sergeant		T Sgt	5	2	1	
9	Staff Sergeant		S Sgt	6	3	3	
10	Sergeant		Sgt	2	1	1	
11	Corporal		Cpl	1	1		
12	Total enlisted			16	9	6	
13	Aggregate			17	11	6	
14	QUALIFICATION SECTION						
15	OFFICERS						
16	Adjutant S-1	2110	Maj	1	1	(a)	
17	Commanding Officer *	4010	Col	1	1	(b)	
18	ENLISTED MEN						
19	Clerk	055	Sgt	1		1	
20	Classification Spec	275	S Sgt	1		1	
21	Messenger	345	Cpl	1	1		
22	Clerk-typist	405	S Sgt	2	1	1	
23	Morning report clerk	405	S Sgt	1	1		
24	Message center typist	405	Sgt	1	1		
25	First Sergeant	502	F Sgt	1	1		
26	Sergeant Major *	502	M Sgt	1	1		
27	Chief Clerk	502	M Sgt	1		1	
28	Statistical clerk	502	T Sgt	1	1		
29	Pay roll clerk	502	S Sgt	1		1	
30	Service record clerk	502	T Sgt	1		1	
31	Duty NCO	566	T Sgt	1	1		
32	Message center clerk	667	S Sgt	1	1		

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93D MAINTENANCE & SUPPLY GROUP

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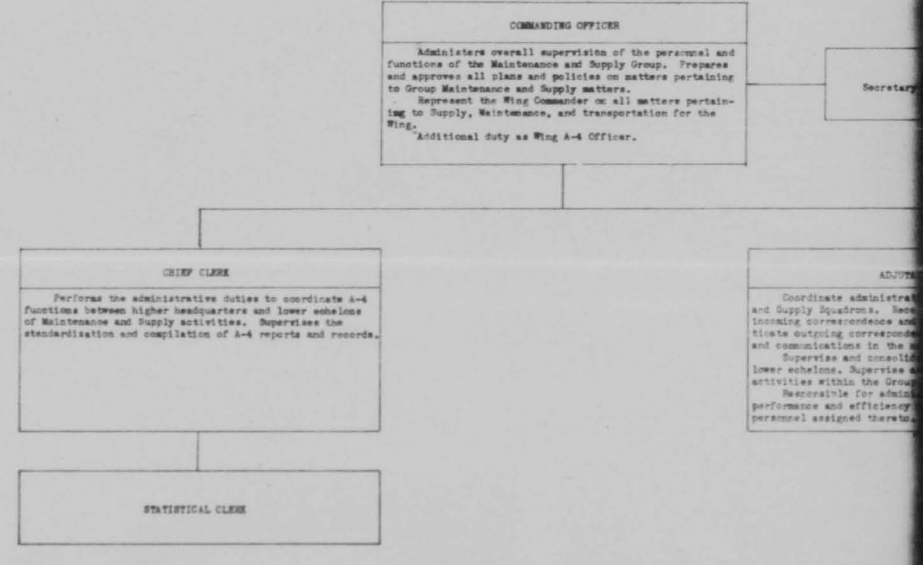

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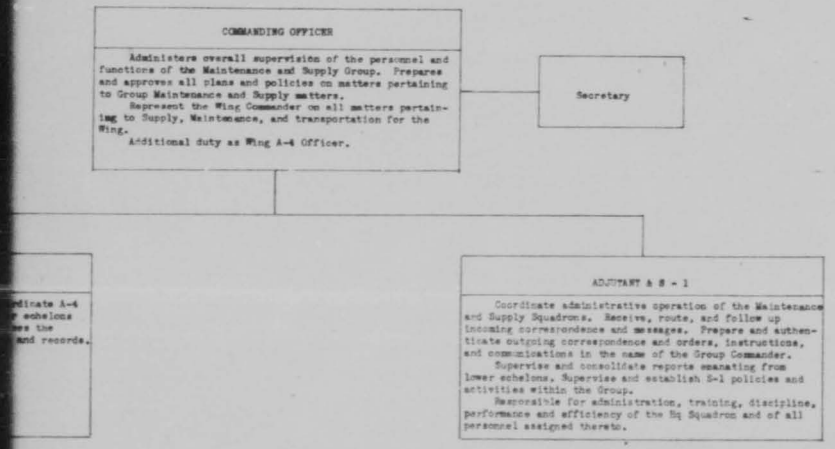
ORGANIZATION & FUNCTIONS



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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
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MAINTENANCE DIVISION, VHB
Castle Air Force Base, Merced, California

15 March 1948

1	UNIT	Specification serial No.	Grade	Total	Command	Base Flight	Aero Repair	Power Plant Section	Fabrication Section	Armament Maintenance	Communication Maintenance	Production Control	Maintenance Control	Maintenance Inspection	15
2	STRENGTH SECTION														(a) - Commands the
3	Lieutenant Colonel		LtCol	1									1		Maintenance Division as
4	Major		Maj	1									1		additional duty.
5	Captain		Capt	4		1		1			1	1			(b) - Supervises the
6	Total commissioned			6		1		1			1	1	2		Maintenance Inspection
7	Master Sergeant		M Sgt	9		1	1	1	1	1	1	1	1	1	as additional duty.
8	Technical Sergeant		T Sgt	15	1	4	2	2	1	1	2			2	(c) - Aircraft
9	Staff Sergeant		S Sgt	33	2	2	5	6	8	2	3		2	3	Maintenance Officer in
10	Sergeant		Sgt	61	2	8	10	11	14	6	5	2	3		charge of Maintenance
11	Corporal		Cpl	32		6	5	5	10	2	3	1			shops supervises the
12	Private & private 1 cl		Pfc	3		3									Aero Repair and the
13	Total enlisted			153	5	24	23	25	34	12	14	4	6	6	Fabrication Sections.
14	Aggregate			159	5	25	23	26	34	12	15	5	8	6	(d) - Base Flight
15	QUALIFICATION SECTION														Officer performs added
16	OFFICERS														duty as Armament
17	Radar maint & repair	0145	Capt	1							1				Maintenance Officer.
18	Supervisor of Maint	4823	LtCol	1	(a)								1	(b)	(c) Production
19	Asst Supervisor of Maint	4823	Maj	1									1		Control Officer
20	Aircraft maintenance	4823	Capt	5		1	(c)	1	(c)	(d)		1(e)			performs additional
21	ENLISTED MEN														duty as Property
22	Mail clerk	055	Sgt	1									1		Control Officer.
23	Draftsman	070	Sgt	1								1			
24	Machinist	114	S Sgt	2					2						
25			Sgt	3					2						
26	Toolroom keeper	242	Cpl	1					1						
27	Office machine service	282	Sgt	1					1						
28			Cpl	1					1						
29	Clerk-typist	405	S Sgt	1									1		
30			Sgt	3							1	1	1		
31			Cpl	2							1	1			
32	Administrative spec	502	S Sgt	2	2										
33	Airplane hydralic mech	528	S Sgt	1			1								
34			Sgt	2			2								
35	Communications Chief	542	M Sgt	1							1				
36	Fabric & Dope mechanic	548	S Sgt	1					1						
37			Sgt	1					1						
38	Airplane woodworker	550	Sgt	1					1						
39			Cpl	2					2						
40	Aoft sheet metal worker	555	S Sgt	2					2						
41			Sgt	5					5						
42			Cpl	5					5						
43	Aircraft welder	573	S Sgt	1					1						
44			Sgt	1					1						
45	Remote contl turret rep	575	Sgt	6						6					
46	Parachute rigger & rep	620	S Sgt	2					2						
47			Sgt	2					2						
48			Cpl	1					1						
49	Radio repairman, aoft	647	T Sgt	1							1				
50			S Sgt	1							1				
51			Sgt	1							1				
52			Cpl	1							1				
53	Radio repairman	648	Sgt	1							1				
54	Aoft power plant mech	684	T Sgt	1				1							
55			S Sgt	3				3							
56	Airplane electrical mech	685	S Sgt	1			1								
57			Sgt	1			1								
58			Cpl	2			2								
59	Airplane instrument mech	686	S Sgt	1			1								
60			Sgt	1			1								
61			Cpl	1			1								
62	Airplane propeller mech	687	S Sgt	1			1								
63			Sgt	1			1								
64			Cpl	1			1								
65	Airplane & engine mech	747	T Sgt	3			2	1							
66			S Sgt	5		1	1	3							
67			Sgt	21		8	2	11							
68			Cpl	12		6	1	5							
69			Pfc	3		3									
70	Airplane crew chief	750	T Sgt	6		4								2	
71			S Sgt	4		1								3	
72	Radio mechanic, AF	754	Sgt	1							1				
73	Supply technician	821	T Sgt	1	1										
74	Supply technician, AF	826	M Sgt	1									1		
75			S Sgt	1									1		
76			Sgt	1									1		
77	Supply clerk	836	Sgt	1									1		
78	Weapons repairman	903	T Sgt	1						1					
79			Cpl	2						2					
80	Airplane armorer	911	M Sgt	1						1					
81			S Sgt	2						2					
82	Aoft maint inspector	925	M Sgt	6		1	1	1	1			1		1	
83			T Sgt	1					1						
84	Special vehicle operator	932	Sgt	1			1								
85	Radar repairman, airborne	955	T Sgt	1							1				
86			S Sgt	1							1				
87			Sgt	2							2				
88			Cpl	1							1				
89	Aoft & Eng elect access	958	Sgt	2			2								
90	Radio operator & mech	2756	S Sgt	1							1				

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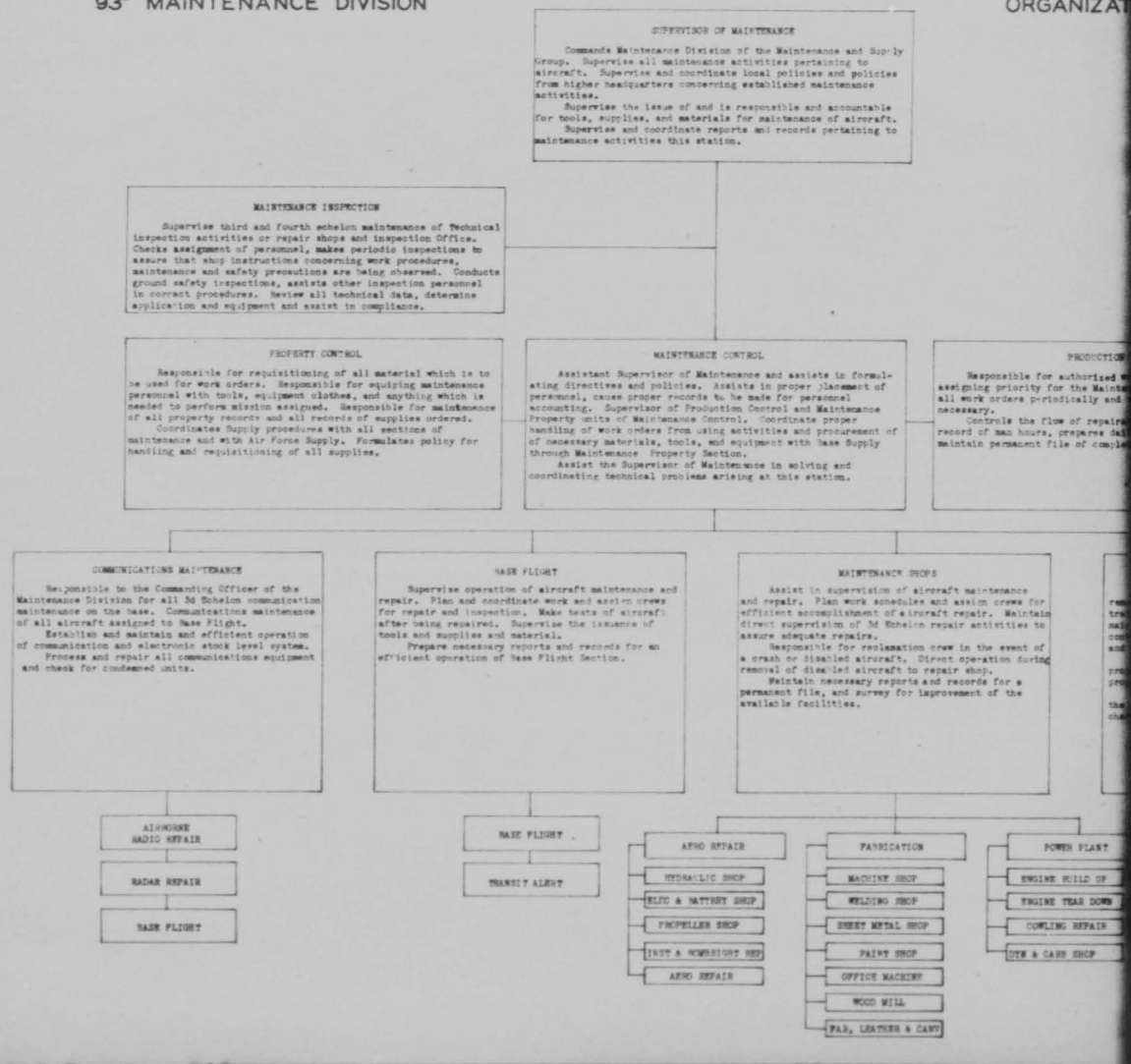
93D MAINTENANCE DIVISION ORGANIZAT



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ORGANIZATION & FUNCTIONS

SUPERVISOR OF MAINTENANCE

Commands Maintenance Division of the Maintenance and Supply Group. Supervise all maintenance activities pertaining to aircraft. Supervise and coordinate local policies and policies from higher headquarters concerning established maintenance activities.

Supervise the issue of and is responsible and accountable for tools, supplies, and materials for maintenance of aircraft.

Supervise and coordinate reports and records pertaining to maintenance activities this station.

MAINTENANCE CONTROL

Assistant Supervisor of Maintenance and assists in formulating directives and policies. Assists in proper placement of personnel, cause proper records to be made for personnel accounting. Supervisor of Production Control and Maintenance Property units of Maintenance Control. Coordinate proper handling of work orders from using activities and procurement of necessary materials, tools, and equipment with Base Supply through Maintenance Property Section.

Assist the Supervisor of Maintenance in solving and coordinating technical problems arising at this station.

PRODUCTION CONTROL

Responsible for authorized work orders requests and assigning priority for the Maintenance Control Officer, reviews all work orders periodically and reassigns priority when necessary.

Controls the flow of repairables from the warehouse, keeps record of man hours, prepares daily and weekly backlog reports, maintain permanent file of completed work orders.

BASE FLIGHT

...ration of aircraft maintenance and ...coordinate work and assign crews ...spection. Make tests of aircraft ...ed. Supervise the issuance of ...and material.

...ary reports and records for an ...n of Base Flight Section.

MAINTENANCE SHOPS

Assist in supervision of aircraft maintenance and repair. Plan work schedules and assign crews for efficient accomplishment of aircraft repair. Maintain direct supervision of 3d Echelon repair activities to assure adequate repairs.

Responsible for reclamation crew in the event of a crash or disabled aircraft. Direct operation during removal of disabled aircraft to repair shop.

Maintain necessary reports and records for a permanent file, and survey for improvement of the available facilities.

ARMAMENT MAINTENANCE

Direct and supervise personnel of the armament, remote control turret, and small arms shops, in training and maintenance. Responsible for the maintenance and repair of all armament, remote control turret, and small arms equipment this station and training attached thereto.

Responsible for inspection of equipment for proper maintenance and instruction of personnel in proper care and handling.

Maintain necessary reports and records to show the status, availability, operational and maintenance characteristics of equipment.

- BASE FLIGHT
  - TRANSIT ALERT
- AERO REPAIR
  - HYDRAULIC SHOP
  - ELEC & BATTERY SHOP
  - PROPELLER SHOP
  - INST & ...MENT SHOP
  - AERO REPAIR
- FABRICATION
  - MACHINE SHOP
  - WELDING SHOP
  - SHEET METAL SHOP
  - PAINT SHOP
  - OFFICE MACHINE
  - WOOD MILL
  - FAB, LEATHER & CANV
- POWER PLANT
  - ENGINE BUILD UP
  - ENGINE TEAR DOWN
  - COWLING REPAIR
  - DYN & CARB SHOP
- AIRCRAFT ARMAMENT
- SMALL ARMS REPAIR
- COMPUTER REPAIR

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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
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SUPPLY DIVISION, VHB
Castle Air Force Base, Merced, California

15 March 1948

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	UNIT	Specification serial No.	Grade	Total	Command	Purchasing & Contracting	Surplus Property	Commissary & Subsistence	Laundry	Salvage	Base Accountable Officer	Stock Control	Warehouse	Inspection & Inventory	Remarks
2	STRENGTH SECTION														(a) - Base Supply
3	Lieutenant Colonel		LtCol	1	1						1				as additional duty.
4	Major		Maj	1											(b) - Surplus
5	Captain		Capt	2				1				1			Property Officer as
6	Lieutenant		Lt	2		1							1		additional duty of
7	Total commissioned			6	1	1		1			1	1	1		Base Accountable
8	Master Sergeant		M Sgt	1				1				2	1		Officer.
9	Technical Sergeant		T Sgt	9				1				3	5		(c) - Salvage
10	Staff Sergeant		S Sgt	27	1			2	1			11	10	2	Officer as additional
11	Sergeant		Sgt	37				5				13	18	1	duty of Stock Control
12	Corporal		Cpl	25				4	1			13	7		Officer.
13	Private & private 1 cl		Pfc	23	2			8	2			1	10		(d) - Laundry
14	Total enlisted			125	3			21	4			43	51	3	Officer as additional
15	Aggregate			131	4	1		22	4		1	44	52	3	duty of Procurement
16	QUALIFICATION SECTION														Officer.
17	OFFICERS														(e) - Service
18	Supervisor of Supply	4010	LtCol	1	1(a)						1				Stock Officer as
19	Base Accountable Officer	4000	Maj	1			(b)								additional duty.
20	Stock Control	4000	Capt	1						(c)		1			(f) - Inventory
21	Sales Officer	4225	Capt	1				1							and Inspection Section
22	Procurement Officer	4320	Lt	1		1			(d)						one civilian in
23	Technical Supply, AF	4902	Lt	1									1(e)	(f)	charge.
24	ENLISTED MEN														
25	Butcher	037	Sgt	1				1							
26	Carpenter	050	Sgt	1									1		
27	Clerk	065	Sgt	4								1	2	1	
28			Cpl	2								2			
29			Pfc	1								1			
30	Parts clerk, automotive	348	Sgt	1									1		
31	Clerk-typist	405	Sgt	2				1					1		
32			Cpl	8				1				6	1		
33	Petroleum storage tech	485	T Sgt	1									1		
34	Administrative spec	502	M Sgt	1				1							
35	Ammunition supply tech	505	Sgt	1									1		
36	Communication supply	581	S Sgt	2								1	1		
37	Duty Soldier	590	Pfc	4	2				2						
38	Ordnance supply tech	815	T Sgt	1									1		
39			S Sgt	2								2			
40	Supply technician	821	T Sgt	2				1					1		
41			S Sgt	8	1			2				2	2	1	
42			Sgt	2									2		
43	Medical supply tech	825	S Sgt	1								1			
44			Sgt	1									1		
45	Supply technician, AF	826	M Sgt	3								2	1		
46			T Sgt	5								3	2		
47			S Sgt	11								4	6	1	
48			Sgt	5								4	1		
49	Supply clerk	835	S Sgt	3					1			1	1		
50			Sgt	16				3				8	5		
51			Cpl	14				3	1			5	5		
52			Pfc	15				8					7		
53	Parts clerk, armament	848	Sgt	1									1		
54	Chemical technician	870	Sgt	1									1		
55	Munitions worker	901	Cpl	1									1		
56			Pfc	3									3		
57	Special vehicle operator	932	Sgt	1									1		

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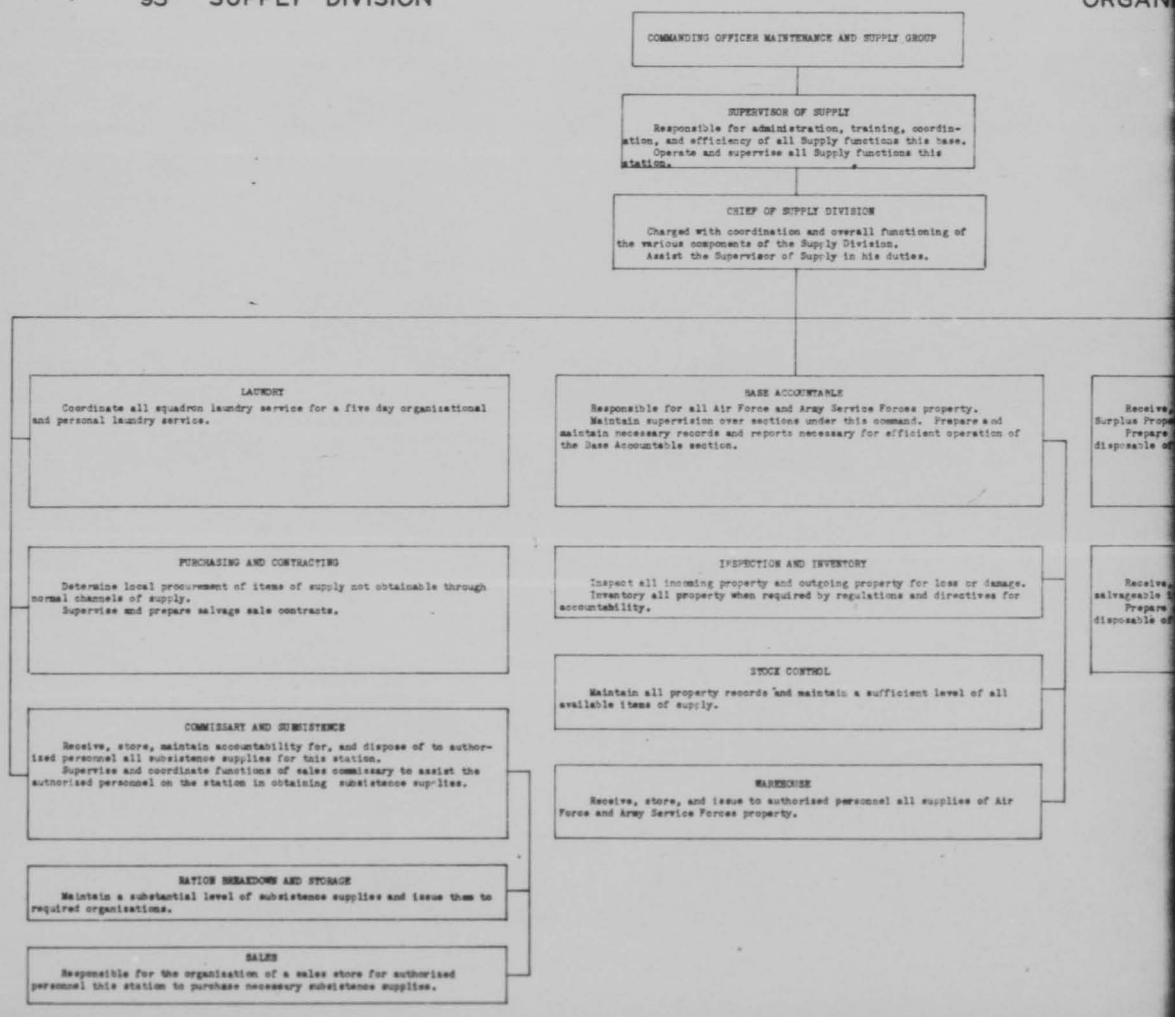
93D SUPPLY DIVISION ORGANI



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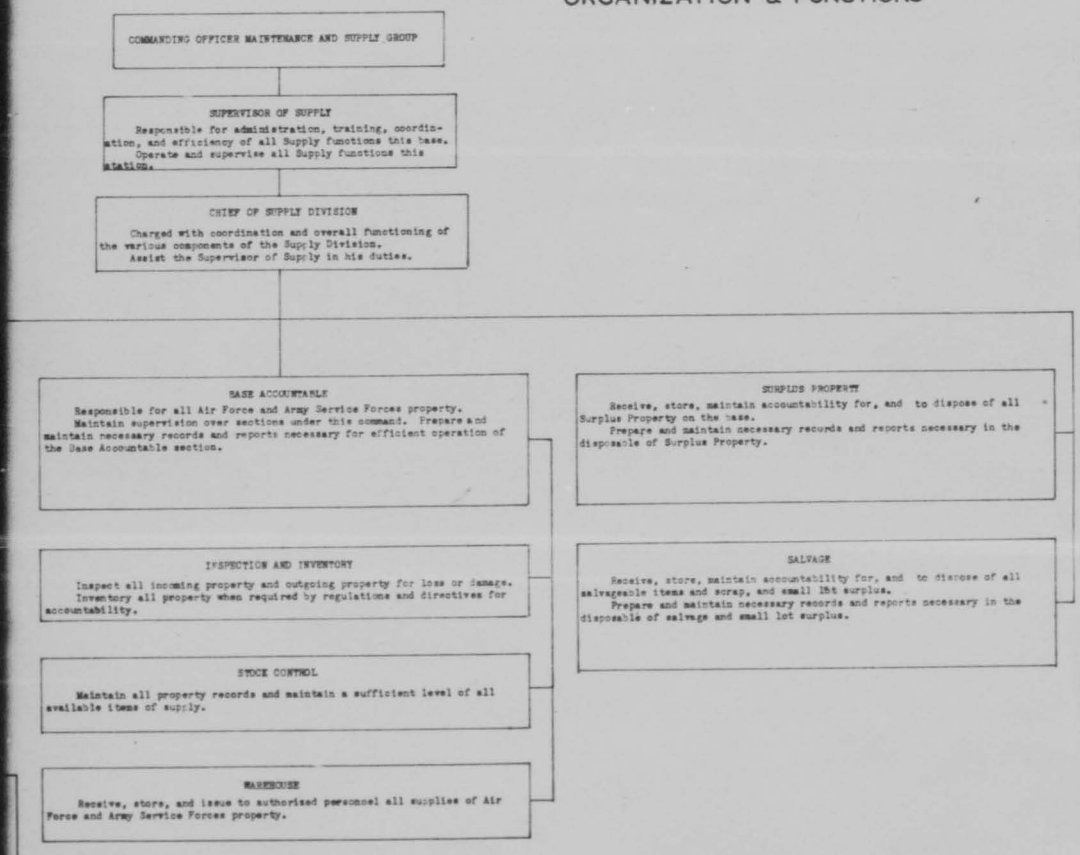
ORGANIZATION & FUNCTIONS



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UNITED STATES AIR FORCE
TABLE OF DISTRIBUTION
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STATION MEDICAL GROUP
Castle Air Force Base, Merced, California

15 March 1948

1	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	UNIT	Specification Serial No.	Grade	Total	Headquarters	Dental Service	Medical Service	Surgical Service	Flight Surgeon	Nursing Service	Medical Supply	Mess	Meat and Dairy Inspector	
2	STRENGTH SECTION													(a) - Supply and Mess
3	Colonel		Col	1	1									Officer as additional duty.
4	Major		Maj	5		1	1		1					(b) - Supervisor of
5	Captain		Capt	6	2	1	1	1		1				Detachment of 4 Units as
6	Lieutenant		Lt	2						2				additional duty
7	Total commissioned			12	3	2	2	1	1	3				(c) - Meat and Dairy
8	Master Sergeant		M Sgt	2	1						1			Inspector as additional duty
9	Technical Sergeant		T Sgt	3	1		1					1		Medical Officer.
10	Staff Sergeant		S Sgt	15	2		3	1	2		2	4	1	
11	Sergeant		Sgt	18	3	1	8	3	2			3		
12	Corporal		Cpl	16	3	3	3	3	1		2		1	
13	Private & private 1 cl		Pfc	12	2	2	7	1						
14	Total enlisted			66	12	6	20	8	5		5	8	2	
15	Aggregate			78	15	8	22	9	6	3	5	8	2	
16	QUALIFICATION SECTION													
17	OFFICERS													
18	Adjutant	2110	Capt	1	1						(a)	(a)		
19	Medical Registrar	2431	Capt	1	1 (b)									
20	Post Surgeon	3001	Col	1	1									
21	Flight Surgeon	3100	Maj	1					1					
22	Medical Officer, gen	3100	Capt	2			1	1					(c)	
23	Medical Officer, intern	3139	Major	1			1							
24	Dental Officer	3170	Major	1		1								
25			Capt	1		1								
26	Nurse, administrative	3430	Capt	1						1				
27	Nurse, operating room	3443	Lt	1						1				
28	Nurse, general duty	3449	Lt	1						1				
29	ENLISTED MEN													
30	Baker	017	Sgt	1								1		
31	Meat cutter	037	S Sgt	1								1		
32	Clerk	055	Cpl	3	1	1			1					
33	Cook, first	089	S Sgt	3								3		
34	Cook, second	060	Sgt	2								2		
35	Dental laboratory tech	067	Sgt	1		1								
36	Meat & dairy inspector	120	S Sgt	1									1	
37	Sanitary technician	196	Cpl	1									1	
38	Radiology technician	264	S Sgt	1			1							
39			Sgt	1			1							
40	Auto equip operator	345	Sgt	1	1									
41			Cpl	2	2									
42			Pfc	2	2									
43	Clerk-typist	406	Sgt	3	2				1					
44			Cpl	2			1				1			
45	Medical technician	409	S Sgt	2			1		1					
46			Sgt	4			2	1	1					
47			Cpl	2			1	1						
48	Medical Corpsman	657	Pfc	9		1	7	1						
49	Medical admin specialist	673	M Sgt	2	1						1			
50			T Sgt	1	1									
51			S Sgt	4	2				1		1			
52	Mess steward	824	T Sgt	1								1		
53	Medical supply tech	825	S Sgt	1							1			
54	Supply clerk	835	Cpl	1							1			
55	Dental technician	856	Cpl	2		2								
56			Pfc	1		1								
57	Medical lab technician	858	T Sgt	1			1							
58			Sgt	1			1							
59	Pharmacy technician	859	S Sgt	1			1							
60			Sgt	1			1							
61	Surgical technician	861	S Sgt	1				1						
62			Sgt	3			1	2						
63			Cpl	3			1	2						

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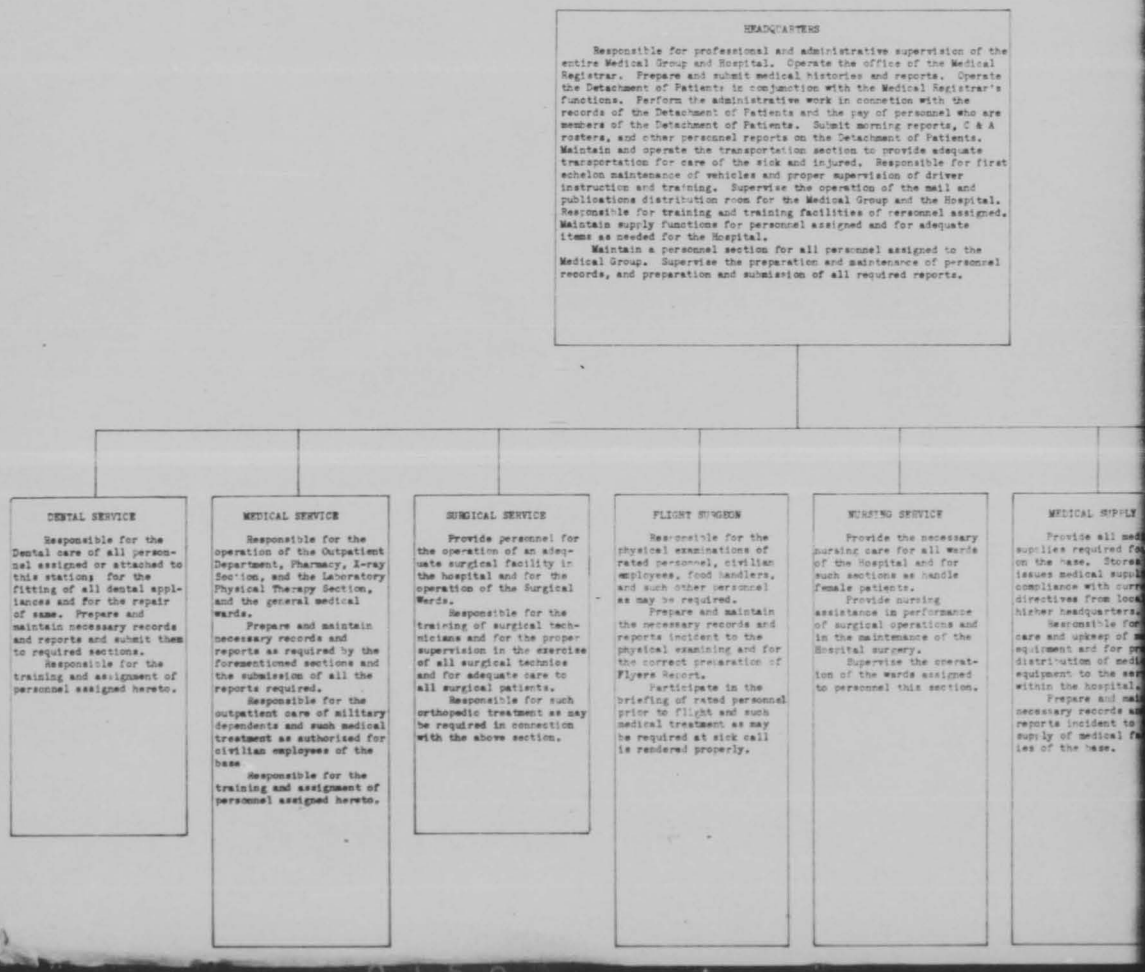
93D STATION MEDICAL GROUP



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ORGANIZATION & FUNCTIONS

HEADQUARTERS

Responsible for professional and administrative supervision of the entire Medical Group and Hospital. Operate the office of the Medical Registrar. Prepare and submit medical histories and reports. Operate the Detachment of Patients in conjunction with the Medical Registrar's functions. Perform the administrative work in connection with the records of the Detachment of Patients and the pay of personnel who are members of the Detachment of Patients. Submit morning reports, C & A rosters, and other personnel reports on the Detachment of Patients. Maintain and operate the transportation section to provide adequate transportation for care of the sick and injured. Responsible for first echelon maintenance of vehicles and proper supervision of driver instruction and training. Supervise the operation of the mail and publications distribution room for the Medical Group and the Hospital. Responsible for training and training facilities of personnel assigned. Maintain supply functions for personnel assigned and for adequate items as needed for the Hospital.

Maintain a personnel section for all personnel assigned to the Medical Group. Supervise the preparation and maintenance of personnel records, and preparation and submission of all required reports.

FLIGHT SURGEON

Responsible for the physical examinations of rated personnel, civilian employees, food handlers, and such other personnel as may be required.

Prepare and maintain the necessary records and reports incident to the physical examining and for the correct preparation of Flyers Report.

Participate in the briefing of rated personnel prior to flight and such medical treatment as may be required at sick call is rendered properly.

NURSING SERVICE

Provide the necessary nursing care for all wards of the Hospital and for such sections as handle female patients.

Provide nursing assistance in performance of surgical operations and in the maintenance of the Hospital surgery.

Supervise the operation of the wards assigned to personnel this section.

MEDICAL SUPPLY

Provide all medical supplies required for use on the base. Stores and issues medical supplies in compliance with current directives from local and higher headquarters.

Responsible for the care and upkeep of medical equipment and for proper distribution of medical equipment to the services within the hospital.

Prepare and maintain necessary records and reports incident to the supply of medical facilities of the base.

MESS

Responsible for the operation of the mess for patient personnel and all personnel assigned or attached to the medical group.

Responsible for the procurement and preparation of subsistance items for such special dietary care as required and prescribed.

Prepare and maintain necessary records and reports as required for an efficient operation of the mess section.

MEAT AND DAIRY INSPECTION

Perform routine inspections of meat and dairy products procured for use on the base, in the messes and for resale in the base commissary.

Perform necessary sanitary inspections and examine and treat small animals where and when advisable.

Make recommendations to the Wing Commander in regard to general sanitary conditions of the base.

Prepare and maintain necessary reports and records incident to this service as are required and prescribed for efficient operation of the section.

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UNITED STATES AIR FORCE

(2000 Manning Plan)

HEADQUARTERS, 93D BOMBARDMENT WING, VERY HEAVY
Castle Air Force Base, Merced, California

15 March 1948

CIVILIAN MANNING TABLE
(PERSONNEL AUGMENTATION LIST)

UNIT	NO.	JOB TITLE	TYPE	
			GRADED	UNGRADED
BOMBARDMENT WING HEADQUARTERS				
Wing Inspector	1	Clerk-Stenographer	X	
Wing Adjutant	1	Clerk-Stenographer	X	
Wing Commander	1	Clerk-Stenographer	X	
Wing A-1	1	Personnel Clerk	X	
	1	Clerk-Stenographer	X	
Civilian Personnel Office	1	Administrative Assistant (CPO)	X	
	1	Classification Analyst	X	
	1	Civilian Training Specialist	X	
	1	Placement Advisor	X	
	1	Personnel Clerk	X	
	1	Clerk-typist	X	
	2	Payroll Clerks	X	
Legal Office	1	Clerk-Stenographer	X	
Statistical Control	1	Clerk-Stenographer	X	
TOTAL	15		15	
HEADQUARTERS AIRDROME GROUP				
Command and Adjutant	1	Clerk-Stenographer	X	
Base Operations	1	Clerk-Stenographer	X	
Communications	1	Clerk-Stenographer	X	
Finance	2	Clerk-typists	X	
Budget and Fiscal	1	Cost Analyst	X	
	1	Clerk (FA and A)	X	
	1	Clerk (Commercial Accounts)	X	
Commercial Transportation	2	Traffic Clerks	X	
	1	Warehouse Foreman		X
	1	Clerk-typist	X	
TOTAL	12		11	1
AIR INSTALLATIONS				
Administration	1	Clerk (Air Installation)	X	
	1	Clerk (Air Installation Expendable Property)	X	
	1	Cost Clerk	X	
	1	Work Order Clerk	X	
	1	Clerk-Stenographer	X	
	3	Clerk-typists	X	
	1	Junior Warehouse Foreman		X
	1	Warehouseman		X
Engineer	1	Civil Engineer	X	
	1	Engineering Aide	X	
	1	Engineering Draftsman	X	
	1	Building Inspector		X
Carpenter Shop	1	Carpenter Foreman		X
	1	Senior Carpenter		X
	2	Carpenters		X
	5	Junior Carpenters		X
Paint Shop	1	Painter Foreman		X
	1	Painter (Sign)		X
	1	Painter		X
Plumbing and Sheetmetal	1	Plumber Foreman		X
	2	Plumbers		X
	1	Junior Plumber		X
	1	Evaporative Cooler Mechanic		X
Electric Shop	1	Plant Electric Foreman		X
	2	Plant Electricians		X
	1	Electrical Lineman		X
Air Conditioning and Refrigeration	1	Senior Air Conditioning and Refrigeration Servicer		X
Roads and Grounds	1	Senior Engineer Equipment Repairman		X
	2	Engineer Equipment Repairman		X
	1	Automotive Equipment Repairman		X
	2	Engineer Equipment Operator (Heavy)		X
	4	Engineer Equipment Operator (Medium)		X
	1	Road Surfacing Worker		X
Heating Shop	1	Senior Heating Operating Engineer		X
	1	Heating Equipment Mechanic		X
	1	Furnace Repairer		X
	2	Steamfitter		X
	8	Stationary Boiler Fireman		X

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UNITED STATES AIR FORCE

(2000 Manning Plan)

HEADQUARTERS, 93D BOMBARDMENT WING, VERY HEAVY
Castle Air Force Base, Merced, California

15 March 1948

CIVILIAN MANNING TABLE
(PERSONNEL AUGMENTATION LIST)

UNIT	NO.	JOB LIST	TYPE	
			GRADED	UNGRADED
Water and Sewage				
	1	Principle Operating Engineer (Water and Sewage)		X
	1	Senior Operating Engineer (Water and Sewage)		X
	1	Operating Engineer (Water)		X
	4	Operating Engineers (Water and Sewage)		X
Fire Department				
	1	Fire Chief	X	
	3	Firefighters	X	
TOTAL	71		15	56
MOTOR TRANSPORTATION				
Motor Maintenance				
	1	Painter		X
	8	Automotive Repairman		X
TOTAL	9			9
HEADQUARTERS MAINTENANCE AND SUPPLY GROUP				
Administration				
	1	Clerk-Stenographer	X	
TOTAL	1		1	
SUPPLY DIVISION				
	1	Administrative assistant	X	
	1	Administrative assistant (Stock Control)	X	
	1	Warehouse Foreman		X
	1	Chief Supply Inspection		X
	1	Clerk, Surplus and salvage	X	
	1	Butcher		X
	1	Carpenter		X
	7	Clerks		X
	3	Salvage Warehouseman	X	
	2	Clerk-Stenographers		X
	16	Clerk-typists	X	
	1	Aviation Fuel Operator	X	
	1	Clerk, Purchasing		X
	1	Communications Supply Clerk	X	
	1	Laborer	X	
	4	Clerk, Stock Control		X
	26	Warehouseman	X	
	1	Truck Driver		X
TOTAL	70		34	36
MAINTENANCE DIVISION				
	1	General Maintenance Foreman		X
	1	Senior General Machinist	X	
	2	General Machinist		X
	1	Clerk-typist		X
	2	Clerk-Stenographers	X	
	2	Aircraft Hydralic Installers	X	
	1	Radio Repairman		X
	1	Aircraft Paint and Dope Foreman		X
	1	Aircraft Woodworker		X
	1	Senior Aircraft Sheet Metal worker		X
	3	Aircraft Sheet Metal worker		X
	1	Senior Aircraft Welder		X
	1	Shoe Repairman		X
	1	Parachute and Cloth Repairman		X
	2	Aircraft Radio Repairman		X
	3	Aircraft Engine Installers		X
	1	Aircraft Welder		X
	1	Office Appliance Repairman		X
	1	Senior Aircraft Electrical Mechanic		X
	3	Aircraft Service Electrician		X
	1	Aircraft Electrical Assistant Repairman		X
	1	Aircraft Battery Servicer		X
	1	Aircraft Instrument Repairman Foreman		X
	1	Aircraft General Instrument Repairman		X
	1	Aircraft Gyroscope Instrument Repairman		X
	1	Senior Aircraft Propeller Repairman		X
	2	Aircraft Propeller Repairman		X
	1	Airframe Repairman Foreman		X
	1	Senior Airframe Repairman		X
	5	Airframe Repairman		X
	1	Aircraft Engine Repairman Foreman		X
	8	Aircraft Engine Installation Repairman		X
	1	Aircraft Carburetor Repairman		X
	1	Aircraft Material Dispatcher		X
	1	Junior Aircraft Material Dispatcher		X
	1	Principle Aircraft Material Dispatcher		X
	1	Senior Aircraft Maintenance Inspector		X
	3	Aircraft Maintenance Inspector		X
	1	Painter and Doper		X
TOTAL	63			X
STATION MEDICAL GROUP				
	3	Nurses (General Duty)	4	59
	5	Mess Attendants	X	
	2	Clerk-Stenographers		
	3	Clerk-typists	X	X
	2	Ward Attendants	X	
TOTAL	15			X
AGGREGATE	256		8	7
			88	168

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UNITED STATES AIR FORCE

(2000 Manning Plan)

93D BOMBARDMENT WING, VERY HEAVY
Castle Air Force Base, Merced, California

15 March 1948

RECAPITULATION

1	1	2	3	4		5
1	UNIT	OFFICERS	ENLISTED MEN	CIVILIANS		TOTAL
				GRADED	UNGRADED	
2	Headquarters and Headquarters Squadron 93d Bombardment Wing, Very Heavy	8	60	15		83
3	Headquarters Squadron 93d Bombardment Group, Very Heavy	9	28			37
4	Bombardment Squadron 93d Bombardment Group, Very Heavy	53	196			249
5	Bombardment Squadron 93d Bombardment Group, Very Heavy	53	196			249
6	Bombardment Squadron 93d Bombardment Group, Very Heavy	53	196			249
7	Headquarters Squadron 93d Maintenance and Supply Group	2	15	1		18
8	Maintenance Division 93d Maintenance and Supply Group	6	153	4	59	222
9	Supply Division 93d Maintenance and Supply Group	6	125	34	36	201
10	Headquarters and Headquarters Squadron 93d Airdrome Group	15	259	11	1	286
11	Squadron C (Air Installation) 93d Airdrome Group	2	120	15	56	193
12	Squadron E (Transportation) 93d Airdrome Group	2	109		9	120
13	93d Station Medical Group	12	66	8	7	93
	TOTAL	221	1523	88	168	2000

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GENERAL JOHNSON AND COL CORK
17 February 1948

C: Hello. How are you, Johnny?

J: Good

C: Say, its calling about this Castle deal. General "Mac" is a little unhappy about the fact that there was no reduction in officer personnel at all. And I just want to give you the advance notice on what's coming up. He wanted to get this started right away...to get those boys to expecting a little more drastic deal, especially as far as the officers go.

J: Well, you see the SAC ceiling is quite a little bit below the other.

C: That's right. But he's going by the SAC ceiling rather than the AF authorizations. He said...oh, at first he was talking around -- you know they have 259 --- and at first he was talking about knocking it down to 2000, but we've suggested that you knock it down on the same proportionate basis, i.e., 14.55 percent, and that would knock off 36 officers, leaving a balance of 221.

J: I see.

C: And that includes everything.

J: Bob, I can do it, of course, but I don't like to. I mean I'd like to leave it up to the Wing Commander. This was to be an experiment to see what he could do and now if we tell him exactly what to do we're not going to get the results we're after.

C: The only thing is, according to what General Macsays, they didn't follow the instructions. He says, well, to quote his letter, he stated that the percentage cut would apply to all aspects of the operation excepting the number of personnel assigned VHB crews, and he considers the officers, that is he might have said categories .... or anything like that, but he actually said that the cut should be roughly proportional.

J: Of course, we assumed we had already taken the officer cut.

C: No, everybody has taken that.

J: That's an assumption, I think, under the circumstances is perfectly justified.

C: Right. Well, that can be interpreted a lot of ways, but that's the way he meant it and he doesn't care much about the civilians

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he won't fight that -- for instance, if you cut officers and then substitute either enlisted or civilians to make up for the officers cut, why that's okay.

J. You've tossed me something that really is upsetting me quite a bit, because I have given quite a bit of thought to this thing.

C. I know you have, General.

J. And I'll go over the thing with Coats, but I don't like to go tell him how to do it. I selected Coats for the reason that I figured he has imagination and know what we were shooting at.

C. On the whole, I think he should be commended with what he has come up with, and General Mac certainly feels the same way, but since the final test is in the cost he wants that proportion of officers chopped down too.

J. This is a directive then?

C. Yes. We're drafting a letter now and I'm just giving you the pre-poop on it so that--

J. We're to cut 38 officers out of there?

C. Yes, Sir.

J. Well, Bob, I think you'd ought to think pretty carefully before you do that because there's a lot of cost business in there and men are doing different jobs and all, and what we've got to do is to keep the thing up so that when a man goes on leave and all, it doesn't fall flat on its face. And if he goes off to school we'll still be called for quotas.

C. Yes. I'll tell you what the General said, is that hell's bells, they should be able to run the base on about 14 officers.

J. We run into where these crews go away -- we're sending all this bynch to Japan, you see, for 3 months. And where that happens you just can't do it.

C. Well we're going to get away from these overages pretty soon, I understand, at all the bases. So I think the boys will be glad that they've had this forced ceiling put on them, because apparently they're going to chop this think down so it will be even lower than that the SAC ceiling are now - on everyplace.

J. I think we can come down, but I don't want to sacrifice efficiency and I hate to go out there and try to tell Coats who to do it. That worries me more than anything else.

C. That's right. I think - this isn't telling him how to do it - this is just reiterating the previous directive.

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J. Oh yes it is. I don't agree with that. Your directive said to run with approximately 2000.

C: I tell you, more in the line of telling him how to do it Johnny, is the General's suggestion, which I at least want to pass on to you whether you want to use it or not. I don't know whether you've ever talked organization with him, or not, but he has some pretty firmly established ideas on it. And especially at the Wing Level and so on, he doesn't believe they need a big Wing Staff. What he substitutes for a Wing Staff is the four dimensional outfit on all military activities, including the base, higher headquarters, and everything else. And his idea is that of course you have the operations - that the Wing Staff is one officer, that's the CO plus of course the Inspector you works directly for him, and then you have below that the combat group and the M&S group, and the Airdrome Group, then a unit which is the administrative section. And he'd throw a lot of these cats and dogs into that administration section and get them just as far away from the Commander as he possibly could. How maybe I'd beeter read a couple of things here to you. Well, here's the draft of our directive, or part of it - we haven't finished it yet.

* * * *

J: Well now you said approximately 2020, if you noticed on there.

C: Yes, Sir, I noticed that.

J: And I tried to get Coats to get that 20 off and he insisted he couldn't do it. So I read your letter again, and said "approximately so--

C: That's right. I imagine there was leeway for that, but the main thing is to get officers down. The General also made a comment on that 2020, that "maybe he was a little weak on his letter; that he shouldn't have said 'approximately'".

J: I went back and got the letter because I told them to get down and they've studied and studied and came up with this 2020, and I want an organization that will work. We <u>know</u> we can skeletonize the things down there, so it will do something, but it won't be satisfactory.

C: Naturally we all agree on that and--

J: I certainly hate to go back with this.

C: We're convinced that it can work with the fewer number of officers. When I say "we", why I mean this headquarters.

J: I am too, but so was Coats, but the more he goes into it, the more worries he's getting.

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C: I noticed in Coats' instructions that he was going to post on the bulletin boards, etc, that he used some of the exact phraseology that I know that I've used in talking to him; i.e., about making these high powered civilians and non-commissioned officers earn their pay, and that will require less officers, etc.

(Whole section lost due to faulty back record not recording while Record No. 1 was being changed)

(Col Cork said the SAC Surg said they would reduce medicos to save 9 officers as shown below)

C: ...be reduced to six Medical Corps - that's Medical officer authorization - two Dental Corps; two Medical Service Corps; and five ANC - this would affect a savings of nine officer personnel.

J: Are these army nurses counted as part of your 221?

C: Oh yes, they're included in your 259 because that's all officers, see?

* * *

J: I'm going to tell you what - you'd better be carefull because I might call for you to come command that outfit if Coats goes to school.

C: Fine stuff - I'll be all set!

J: I'll bet you wouldn't be cutting that as much, though.

C: I tell you what I would do - I'd reorganize more drastically.

J: We were told not to do it, you see - they told Grand Gardner to supervise it from over there and he said we had to stay with this other organization.

C: You can keep within it by the law and still go into this 4 department idea of General McMullen's, I think - that is actually your Wing staff then becomes this administration unit--

J: We don't have any Wing staff now to amount to anything.

C: I know it. There are sixteen officers though, I think.

J: They're doubling in brass in most cases, I think.

C: Your Group, of course, at that level duplicates a lot of stuff that would be done by the wing - and you can work the two in together. We've actually got this in effect in some of the Fighter outfits at Selfridge.

J: I saw that thing up there.

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C: Now here's the dope. The Personnel and Administrative Division, as he calls it, constitutes the activities (this is only suggestive, Johnny - I mean it's one way of doing it to cut down people, besides that old business of making them double in brass and putting the flying officers in some of those jobs which they can accomplish while they are on maneuvers) - the Personnel and Administrative Division constitutes the activities normally carried on within a Base Hq, i.e., personnel, secretariat activities, or AG, which includes the responsibility for receiving, dispatching, distributing and accounting for mail within the base and the maintenance of a central file; Judge Advocate activities; Welfare activities; Public Information activities and normal Boards and Courts. Now he throws all those things into the P&A Division and, of course, there are others that might be, i.e., I think personally it would be a good place for B&F and Fiscal, although there is some argument about that.

J: I want to get a Comptroller in there, see?

C: Yes, well it amounts to about the same thing. You need it on Base Level. But Stat Control and all those functions would be in there. The bookkeeping division is the second major division, which is the Airdrome Group. Now this activity is responsible for all housekeeping on the base, including the operation of base aircraft, transient aircraft, motor pool, B&U and -

J: I went over that thing up there, Bob.

C: Oh, you did? You know it included the Chaplain in that P&A Division, but the Medics and hospital in the Housekeeping Division.

J: Well, when you send your letter how about sending a copy of what you included in the thing?

C: Yes, well just send this as suggestion, but it's not directive at all.

J: No, that's all right. It might help them in reorganizing a bit there. But we're still under directive from Gardner, who is supervising that for the Secy of War, to stay on the Hobson Plan.

(conversation cut off)

C: Hello, Johnny? We were cut off.

J: Right.

C. I was about through...

* * * *

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J: Now, Im very worried over this whole setup because I think we're tying Coats' hands when we've given him a free rein here so far and said it's up to you to get down - and now we're going to tie his hands which will make him lose enthusiasm for the project. In other words, he's pushing it all out and saying "Yes, I can do it and do it well".

C: Yes, Sir, but I imagine he expects to get a little tied -

J: I don't think so. I mean that was the whole thing there - "we can run with 2000" was the statement and we asked for a complete free hand on the thing, and to cut out reports and everything also was the original plan - well, we've tried to keep all the reports in - and this way we are really tied. Now he can do it; there's no question in my mind he can do it, but I really feel that we're tying his hands and it will make it difficult for him to accomplish something he can be proud of and say, "Yes, I can continue to operate this way regardless whether I stay here or move out".

C: I agree with you generally, Johnny, but on the other hand is it a true test? That is, we could take, say, the ultimate (just hypothecating here a bit) - we could take 2000 officers and...

J: But he's still taking that same percentage out otherwise because of the SAC ceiling - he's taken more than that, you see? So as far as the Air Forces go, who have directed this test, we're making a cut that is proportionate all the way through. Now we're going to cut more officers and when these units pull out and take their people overseas, you've really tied their hands. And that's what Partridge hit me on the other day - he was giving me the devil about this whole thing. He sayd, "Uh huh, can you run on OTU when you pull out the unit that's there?" And he said, "That's what you birds are doing. You're putting in something that will run a Group, but it won't run the station."

C: They've been throwing that at us from across the river, too. They say--well they accuse us of not giving the thing a true test, but they are starting to cut down too - you know, on the regular authorization - because they're going to have to do it, so we're really in better shape than anyone else.

J: Oh yes, I think we'll be all right, but as I say, I didn't want to tie Coats' hands - I wanted him to have a free rein and we agreed we wouldn't keep the trained people - we'd keep some people untrained, and all, so we could really give an honest, straightforward test on this thing.

C: Not only Coats, but it's going to put a bigger job on you, too, because you've got to - or your A-1, at least, has got to make continual adjustments to try to keep him up to full strength, I should think, as much as possible. So if he sends anybody on TDY to schools, etc, you'll probably have to whip somebody out somewhere.

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J: Particularly with this other out out there, you see, and he's worried about schools, TDY and all those things he does receive now. This will make it much harder. Well, all right, I won't keep you any longer, Bob. Anything else new?

C: No, nothing exciting at all.....

(Col Cork said that 1 May would be the date to be to 2000, instead of 1 April).

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

8 March 1948

Colonel Lee B. Coats
93d Bomb Wing, VH
Castle Air Force Base
Merced, California

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Dear Lee:

Since receipt of the response from SAC wherein they failed to concur with your recommendations concerning the utilization of officer vacancies in the radar operator category, I have been hoping to get out to discuss the matter with you. I am deeply concerned over their decision in the matter and fully realize that it is a severe blow to the over-all plan. As you know, I have striven from the outset to permit you full freedom in the implementation of this plan, and have had full confidence in your ability to set it up and make it work.

I possibly could take steps that might, in the end, restore imposed reductions which have altered the plan beyond our original concepts. Such action, however, might, in the end, only tend to make our position more difficult. It is, in the end, then, desirable that you do the maximum possible, even under the additional limitations established by SAC. In your reports you will, of course, have the opportunity to set forth your findings and recommendations, and I do not wish to press you to alter those convictions to conform to existing directives. If you feel that, among other things, the officer ceilings are too low, the point should definitely be emphasized and your recommendations included as to where the minimum number should be set.

I personally feel confident that the test is very much worth while, and that the imposed reductions have not, in themselves, diminished the value of such a test. It falls upon you to do your utmost to make it a success, and I assure you that all members of my staff have been instructed to give special emphasis to your personnel problems.

I am leaving Sunday for Roswell for approximately a week, but hope to visit you as soon thereafter as possible.

Sincerely yours,

LEON W. JOHNSON
Major General, USAF
Commanding

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

9 March 1948

Colonel Lee B. Coats
93d Bomb Wing, VH
Castle Air Force Base
Merced, California

135

Dear Lee:

I am sorry that the situation has come up forcing you to reduce the number of officers on the test. I had been very anxious to see you have a free hand, as I knew that you were well aware of what we were trying to accomplish and I had every confidence that you would get the desired results. However, the decision has been made and you will have to do the best you can with the officers you are allotted.

Should you find, once the test is implemented, that you can't operate without additional officers and you are falling behind in your work, you should immediately submit a report to that effect; however, I believe we will have to do everything we can to make this work out and see if we can accomplish the job with the officers allotted.

I had planned to come out and see you but I am going to school for a week, leaving Sunday, and I didn't want to leave this week for that reason.

Please keep me informed as to how things are going, as you and I both know that everyone in the Air Force is watching this test you are running with keen interest and I know both of us want it to be a success.

Sincerely,

LEON W. JOHNSON
Major General, USAF

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3 March 1948

MEMORANDUM FOR: General McMullen

SUBJECT: Observations on Inspection Trip
23 through 28 February

Castle AFB. Like all the rest of our bases, Castle is over-strength and overcrowded but inasmuch as we are running an experiment there on cutting down the single VIB group station to 2,020 officers and men, we are not going to get the correct answers if we flood a lot of excess people in on Colonel Coates to take care of. Our cost data in this case will not be of much value and may even give us misleading information.

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* * * * *

Another thing that is interfering with our analysis at Castle Field as to the minimum strength needed to run the base is the constant turn-over of personnel. Castle is probably no different from any other of our bases, but Coates told me that his turn-over for the past 75 days has been 73 officers and 250 men. This continual drain of officers and rotating personnel in the various positions makes it extremely difficult to conduct the experiment that Coates is charged with. As far as possible, I believe that we should make an exception in the case of Castle Field and stop the flow of excess personnel as well as stabilize the personnel situation there.

* * * * *

Coates' combat crew at the present time has five officers in it. Our recent instructions about cutting down the number of officers at Castle Field stated that the combat crews were to be left intact. Actually, there are 26 Sergeants, former officer navigators, who are acting as radar observers in the group at the present time, so that at least in 26 of their aircraft there is no necessity for over four officers to an airplane. Coates should be told that he has 71 officers outside of his combat crews and leave it up to him to assign the personnel as best he can to do the job, instead of telling him that his complement of officers is 221. As long as the combat airplane is maintained with a combat crew in which each man is capable of taking care of his job, we should not be concerned whether the number of officers is 4 or 5.

As fast as 1037's can be trained, of course, we want to get that number down to 4.

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Subject: Observations on Inspection Trip #3 through 28 February.

In evaluating the success of the experiment now going on at Castle Field in regard to cutting personnel, we have got to watch the situation when the group leaves for Japan to see whether or not enough officers are going to be left to run the base. It looks rather questionable but I believe that we can only get the answer at that time.

* * * * *

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16 March 1948

MEMORANDUM FOR: General Kenney

The following comments are made on paragraphs 1 and 2 which I shall mark:

Reference paragraph 1, the procedure for the allocation of personnel in this command is as follows:

We are notified that some number of soldiers are available for transfer to SAC. This Hq allocates the numbers which will be sent to the separate commands. Then the subordinate commands are requested to submit station designation for the numbers of personnel allocated to that command. When this information arrives, we inform Hq AF of the desired distribution of the enlisted personnel. Thereupon, Hq AF issues orders assigning the personnel to our bases. Since they come in on Hq AF or Training Command orders, it may appear to group commanders that they have been ordered in to their stations without concurrence from their next Hq or from this Hq. Such is not the case. All personnel transferred to this command are transferred to stations by ourrequest. As previously explained to you, the Castle Field situation was the result of the length of time it takes for people to report to stations after orders have been issued for their transfer. It sometimes takes three months for personnel to comply with orders, since they may be granted furlough or leave en route between stations.

* * * *

CLEMENTS MCMULLEN
Major General, USAF
Deputy Commander

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Personnel Status at Certain SAC Installations

Deputy Commander

DATE 18 March 1948

COMMENT No 1

FROM AC/S, A-1 Col Aldridge/sas/2127

In compliance with the attached memorandum, the following comments are made as to the status of personnel at installations indicated:

1. Castle AF Base

a. The following action has been taken to effect reduction of surplus personnel at Castle AF Base:

(1) Per verbal authority, Chief of Staff, USAF, 15AF was granted authority to waive par 1d and 2d, AAF Reg 35-59 until 1 April 1948.

(2) All personnel inputs into Castle AF Base have been stopped.

(3) Recent large overseas commitments for both officers and enlisted men have aided in reduction.

(4) Surplus officer and enlisted personnel which could be absorbed within 15AF have been or are pending reassignment.

(5) Some 280 enlisted personnel were reported by 15AF to this headquarters as being either unauthorized or surplus to that command by SSN. Hq USAF has agreed to provide a special overseas project shipment for all those who are qualified for overseas duty. Remaining non-QDS will be reassigned within the command prior to 1 May 1948.

(6) Officer surplus which cannot be absorbed by 15AF will be reported to this headquarters for reassignment within the command or made available to Hq USAF.

(7) All surplus personnel will be reassigned or pending shipment by the new deadline of 1 May 1948.

* * * *

/s/ R. E. Seiker, for
RICHARD T. KING, JR.
Colonel, USAF
AC/S, A-1

SAC. Ft. Crook-2-21-49-5,000 O-0238

Hq SAC Form 10-71 (Rev. 16 Feb 48) PAGE ____ USE BOTH SIDES OF SHEET

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

22 APR 1948

AG 320 A5P

SUBJECT: Personnel Readjustment Plan - Castle Air Force Base

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. AUTHORITY: a. Letter SAC 320, your Headquarters, 6 January 1948, subject: Reduction of Personnel, to Commanding General, Fifteenth Air Force.

b. Letter SAC 320, your Headquarters, 18 February 1948, subject: Personnel Readjustment Plan - Castle Air Force Base, to Commanding General, Fifteenth Air Force.

2. REFERENCE: a. Letter AG 200 A3P, this Headquarters, 23 January 1948, subject: Personnel Readjustment Plan, to Commanding General 93d Bombardment Wing.

b. Letter, AG 200 A5P, this Headquarters, 13 February 1948, subject: Personnel Readjustment Plan, to Commanding General, Strategic Air Command.

3. In accordance with instructions contained in letter cited in par 1b above, a plan of reorganization was instituted at Castle Air Force Base on 20 February 1948. This plan will be completely in effect o/a 1 May 1948 upon reduction of personnel strength to 2000 personnel. This plan of reorganization contemplates the following recommended strength:

ORGANIZATION	OFFICERS	ENLISTED	CIVILIAN	TOTAL
Hq & Hq Sq 93d Bomb Wing	8	60	15	83
Hq 93d Bomb Group	9	28		37
328th Bomb Squadron	53	196		249
329th Bomb Squadron	53	196		249
330th Bomb Squadron	53	196		249
Hq 93d M & S Group	2	15	1	18
Maintenance Division	6	153	63	222
Supply Division	6	125	70	201
Hq & Hq Sq 93d Airdrome Gp	15	259	12	286
Squadron C	2	120	71	193
Squadron E	2	109	9	120
93d Station Medical Group	12	66	15	93
TOTALS	221	1523	256	2000

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AG 320 A5P
Subj: Pers Readjustment Plan, Castle AFB

A general description of the Plan is contained in page 1 of Inclosure Number 1.

4. The complete Plan has been published in booklet form, titled "2000 Plan" and contains Organization and Functional Charts, TDs, and PALs. 25 copies of the Plan are inclosed in accordance with instructions contained in par 9 of letter your Headquarters, referred to in par 1b above.

FOR THE COMMANDING GENERAL:

1 Incl
2000 Plan (25 cys)

D. T. HAMILTON
Lt Col, AGD
Asst Adjutant General

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SAC 320 (22 Apr 48) 1st Ind A5C

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 29 APR 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. The inclosed "2000 Plan," outlining the organization and function of the 93d Bomb Wing, VH is returned for further review and revision. It is believed that the functional organization indicated on page 2 of this proposed plan does not follow sound principles of management. A review of the 93d Bomb Wing organization indicates that a functional organization such as that indicated in inclosure 2 would be desirable at Castle Air Force Base.

2. In the functional structure outlined in inclosure 2, it will be noted that:

a. Commercial transportation has been divorced from the airdrome group and installed as an integral function of the supply squadron.

b. The base and transient flights have been transferred from the maintenance squadron to the airdrome group headquarters to form a separate flight under the base operations officer. The AACS and weather detachment should be attached to this flight as well.

c. The intelligence function of the wing will be performed within the combat group; while the security function of the base will be performed within the airdrome group. It will be noted that the provost marshal, as directed by AF Letter 20-4, will come under the supervision of the Wing Inspector General.

d. The maintenance personnel now carried in the maintenance squadron who are necessary to the operation of the communications organization will be attached for special duty with the communications squadron. This will give the communications squadron commander the full capability to operate all fixed base communications.

3. It is desired that the new functional organization be placed into effect prior to the departure of the 93d Bomb Wing on its overseas TDY mission.

BY COMMAND OF GENERAL KENNEY:

2 Incls
Withdrawn - 3 cys Incl 1
Added 1 Incl
2. Proposed Base Wing Functional Chart (6 copies)

CLEMENTS McMULLEN
Major General, U.S. Air Force
Deputy Commander

Originator
Phone

CG
DC
CS
D/PERS
Surg
Jud Advoc
D/INT
D/OPS
Ops
Trng
Elec
Ops Anal
D/MAT
Installations
D/PLANS
PIO
INSP GEN
Provost
COMP
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ADJ GEN

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HEADQUARTERS 93D BOMBARDMENT WING (VH)
Castle Air Force Base, Merced, California

A1 320 7 May 1948

SUBJECT: Organization of Castle Air Force Base (Director System)

TO: All Concerned.

1. Pending publication of Base Regulation, the provisions of this letter will govern organization at this station.

2. General: Effective 0001 10 May 48, the organization indicated in Inclosure #1 will be placed in effect at this station in accordance with the 2000 manning plan. This functional structure will replace the tentative functional structure now in effect at this station. The Director System is a functional structure whereby four officers are appointed as directors over various activities. All policies, directives, and correspondence emanating from the various sub-activities will be routed through the director concerned. The director is responsible for the supervision of all activities as indicated on the functional chart. The following is a brief description of the organization and personnel concerned.

3. Wing Commander: Commands the Bombardment Wing, including all attached units. Directs and supervises the execution of the station mission. Will have a staff comprised of six individuals:

a. Inspector General

b. Director of Personnel and Administration

c. Director of Base Services

d. Director of Operations and Training

e. Director of Maintenance and Supply

f. Wing Surgeon.

4. Insp. General: Responsible for planning, directing and supervision of all types of local inspections conducted at this station. Reviews and analyzes reports of inspection and investigations to insure corrective action where necessary. Responsible for the supervision of the Provost Marshal activity, a part of the Airdrome Group.

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A 1 320 7 May 1948
Subj: Organization of Castle AFB (Director System)

5. Director of Personnel and Administration: Responsible for the overall planning and implementation of all activities pertaining to personnel and administration. All functions normally performed by the Wing A-1 Section is transferred to the control of the Director of personnel and administration. Will establish policies pertinent to the operation of the activities under his supervision. Will advise the Wing Commander on all matters regarding personnel and administration. The following activities are under the supervision of the Director of Personnel and Administration:

a. Adjutant

b. Military Personnel

c. Civilian Personnel

d. Public Information

e. Legal and Claims

f. Statistical Control and Cost Analysis

g. Chaplain

h. Hq & Hq Sq 93d Bombardment Wing (VH)

6. Director of Base Services: The present Commanding Officer of the Airdrome Group will in addition to his other duties be appointed as Director of Base Service and is responsible for the supervision of all activities indicated on the inclosed functional chart. Will normally establish policies concerning the overall operations of all activities enumerated below. Will advise the Wing Commander on all matters regarding base services. The following activities are under the supervision of Director of Base Services:

a. Air Installations

b. Budget & Fiscal

c. Provost Marshal (this activity being an integral part of the Base Services will be under the supervision of the Inspector General, this station, and will be organized and will function in accordance with AF letter 20-4 dated 9 April 1948.

d. Motor Transportation (includes motor maintenance)

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e. Finance

f. Recruiting

g. Food Service

h. Post Exchange

i. Special Services (includes I & E, Service Club, Gymnasium, Library, Hobby Shop, and Theater)

j. Billeting and Officers' Mess

k. Base Operations (includes Base Flight and Transient Personnel, WACO and Weather)

l. Fixed communications

m. Ground Training (includes Training Aids)

n. Base Photo

o. Ground Safety.

7. Director of Operations and Training: The Commanding Officer of the Bomb Group will in addition to his other duties be appointed Director of Operations and Training, and is responsible for the supervision of all activities enumerated below. Charged with the overall functions within this command which pertain to operations (except Base Operations), combat training and combat intelligence. Wing A-2 staff agency will be discontinued and the responsibility of this activity will be transferred to the Director of Operations and Training. Will establish policies governing the overall operation of the activities listed below and the combat unit as a whole. Will advise the Wing Commander in all matters regarding operations and combat training. Responsible for the following activities:

a. Combat Training

b. Operations (does not include Base Operations)

c. Intelligence

8. Director of Maintenance & Supply: The Commanding Officer of the Maintenance & Supply Group will in addition to his other duties be appointed Director of Maintenance & Supply and is responsible for the supervision of all activities enumerated below. Responsible for the overall

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AI 320 7 May 1948
Subj: Organization of Castle Afb (Director System)

supervision of all activites within this command which pertain to the maintenance of all aircraft and supply of all classes of property for the entire station. Will establish policies pertinent to the activities concerned. Will advise the Wing Commander in all matters regarding maintenance and supply. Responsible for the following activities:

a. Supply (includes purchasing and contracting, salvage, and surplus property, shipping and receiving, and commissary).

b. Aircraft Maintenance (includes reclamation).

9. Wing Surgeon: The Commanding Officer of the Station Medical Group will in addition to his other duties be appointed as Wing Surgeon and is responsible for the professional and administrative supervision of the Medical Group and Hospital.

10. Organizational Structure: Inclosure "2 indicates the organizational structure for the command purposes of all units assigned this station.

a. Hq & Hq Sq 93d BOMBARDMENT WING (VH) --- All personnel assigned to duty with Director of personnel and Administration and Inspector General.

b. AIRBASE GROUP -- All personnel assigned to duty with the Director of Base Services.

(1) Hq & Hq Sq: Personnel assigned to duty with Budget & Fiscal, Provost Marshal and Security, Finance, Recruiting, Food Services, Post Exchange, Special Services, Billeting, Base Operations and Base Flight, Fixed Communications, Ground Training, Base Photo, and Ground Safety.

(2) Squadron C: Personnel assigned to duty with Air Installations.

(3) Squadron S: (Motor Vehicle): Personnel assigned to duty with Motor Transportation and Motor Maintenance.

c. COMBAT GROUP: -- All personnel assigned to the Bombardment Unit.

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AI 320 7 May 1946
Subj: Organization of Castle AFB (Director System)

d. MAINTENANCE & SUPPLY GROUP —

(1) Hq Maintenance & Supply Group: All personnel assigned to duty with the Director of Maintenance & Supply

e. MEDICAL GROUP: All personnel assigned to duty with the Hospital and Dispensary.

11. PERSONNEL ADJUSTMENTS: Necessary orders transferring affected personnel will be accomplished by this Headquarters.

12. PERSONNEL AUTHORIZATIONS: In view of the new functional structure, changes will be necessary in the present tables of distribution. These changes will be accomplished by this Headquarters, coordinated with the units concerned.

13. ASSIGNMENTS: Orders being issued appointing the following officers to duties indicated:

a. Colonel Arthur J. Nelsenson -- Primary duty Inspector General.

b. Major Stanley F. Jacobs -- Primary duty Commanding Officer 93rd Airdrome Group, additional duty Director of Base Services.

c. Lt Colonel Platt L. Walker -- Primary duty Commanding Officer 93rd Airdrome Group (VH), additional duty Director Base Services.

d. Lt Colonel John G. Thrift -- Primary duty Commanding Officer 93rd Bombardment Group (VH), additional duty Director of Operations and Training.

e. Major William Campbell -- Primary duty Commanding Officer 93d Maintenance & Supply Group, additional duty Director of Maintenance & Supply.

f. Lt Colonel Richard L. Schannon -- Primary duty Commanding Officer 93d Station Medical Group, additional duty Wing Surgeon.

/s/t/ WILLIAM G. GILLESPIE
Lt Colonel, USAF
Acting Wing Commander

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HEADQUARTERS 93D BOMBARDMENT WING (VH) 320/A1
Castle Air Force Base, Merced, California

A1 320 20 May 1948

SUBJECT: Organization of Castle Air Force Base (Director System)

TO: Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

1. In compliance with first indorsement AAC 320 (22 April 1948), ASC, to Commanding General Fifteenth Air Force, Colorado Springs, Colorado, to letter Headquarters Fifteenth Air Force, reference 2000 Plan, inclosed herewith directive and functional charts outlining the organization and functions of the 93d Bombardment Wing(VH).

2. The following action has been completed:

a. Effective 0001 10 May 1948, this station was reorganized in accordance with inclosure #1 this letter.

b. Special Orders appointing the Director of Personnel and Administration, Director of Base Services, Director of Operations and Training, Director of Maintenance & Supply, were issued 11 May 1948, confirming assignment as of 10 May 1948.

c. Personnel assigned to the Base and Transient Flights have been transferred to Headquarters & Headquarters Squadron of the Airdrome Group and were formed into a separate flight under the Base Operations Officer.

d. The Wing "A" Staff has been discontinued and all functions transferred in accordance with the inclosed chart.

e. Commercial Transportation has been divorced from the Airdrome Group and is functioning as an integral function of the Supply Squadron, known as the Shipping and Receiving Section.

f. The Inspector General this station assumed supervision of Provost Marshal activities in accordance with Air Force Letter 20-4, 9 April 1948.

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A1 320
Subj: Organization of Castle AF Base (Director System)

g. The intelligence function of the Wing has been integrated within the combat group.

h. Reference paragraph 1d of above cited indorsement regarding communications personnel assigned to the Maintenance Squadron: All maintenance personnel necessary to the operation of the communications organizations had been previously assigned to the Communications Squadron. No additional personnel is required for special duty with the Communications Section. This matter was discussed with A-5, Headquarters Strategic Air Command and approved.

i. Reference consolidation of Ground Training with Training Aids: After a discussion with A-5, Headquarters Strategic Air Command, it was deemed feasible to retain the Ground Training activity, including Training Aids, within the Airdrome Group.

3. In view of the new functional structure, changes will be necessary in the present Tables of Distribution previously forwarded your headquarters under the 2000 plan. Personnel authorizations to conform with the new organization are being accomplished. Copies of revised Tables will be forwarded your headquarters upon completion.

4. The following organizations, previously reduced to a minimum strength of one officer and one enlisted man, for reporting purposes, were not affected in this change: Squadron A (Communications), Squadron B (Guard), Squadron D (Food Service), Maintenance Squadron, Supply Squadron. In order to retain the identity of the organization outlined in Air Force Regulation 20-15, and to further comply with the spirit of that organization, the previous commanding officers of the above units have been disignated Flight Commanders, and have been granted various prerogatives within existing regulations.

1 Incl
Orgn Directive (including Functional & Organizational Charts)

WILLIAM G. GILLESPIE
Lt Colonel, USAF
Acting Wing Commander

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Incl 1

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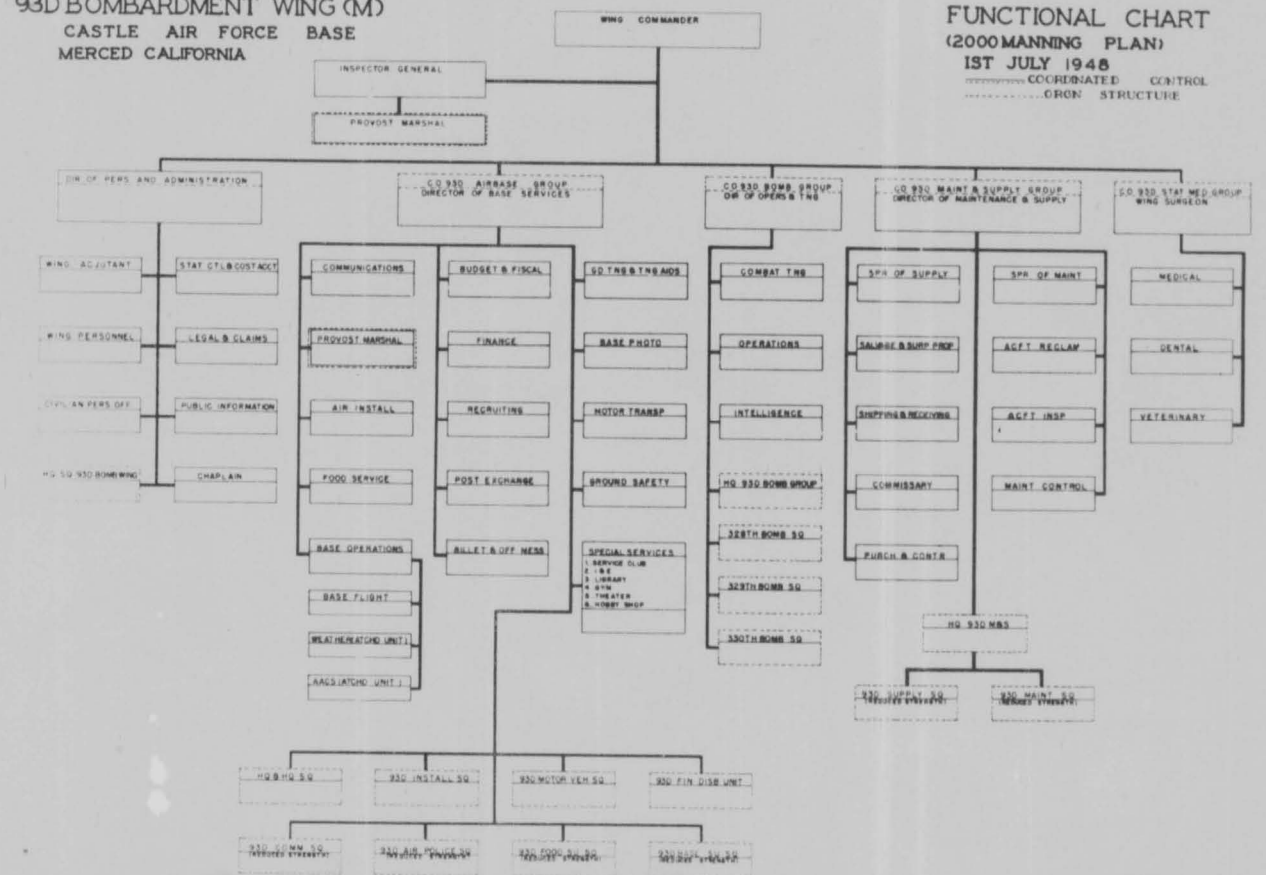
93D BOMBARDMENT WING (M)
CASTLE AIR FORCE BASE
MERCED CALIFORNIA

FUNCTIONAL CHART
(2000 MANNING PLAN)
1ST JULY 1948
COORDINATED CONTROL
ORGN STRUCTURE



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[illegible]
Castle Air Force Base, Merced, California

[illegible] 15 Feb 1948

SUBJECT: Reorganization of Castle Air Force Base

TO: All members of this command

SECTION I : General and Objective
SECTION II : Reorganization
SECTION III : Strength Authorizations
SECTION IV : Disposition & Assignment of [illegible] Personnel
SECTION V : Personnel Utilization
SECTION VI : Mobility

1. Included herein data concerning the Personnel Readjustment [illegible] being placed into effect at this station on 1 April 1948.

2. A copy of this directive will be distributed to all officers, section heads, and unit commanders assigned this station. A copy of this directive will be placed on all Bulletin Boards.

3. This directive will be read to all personnel at the next [illegible] lecture.

/s/ Lee D. Coats
LEE D. COATS
Colonel, USAF
Commanding

1 Incl
1-Chart

A TRUE COPY:

Terry W. Ady
TERRY W. ADY
WOJG, USAF

Incl 2

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[redacted]

b. Surplus personnel can be granted 1 day passes.

c. Surplus personnel are considered Duty when they are reported, therefore cannot apply for refund on subsistence for passes. Action is directed to approval by A-1 Section, this headquarters.

d. Personnel concerned can travel by contribution by their own private conveyance.

e. A-1 Division will be informed as to status of [illegible] personnel, i.e., hospital, confinement, etc.

f. Upon [illegible] personnel from higher headquarters, [illegible] will be given duties of like character as possible.

g. Group personnel officers and [illegible] commanders will take [illegible] and [illegible] action to bring all personnel [illegible] to all surplus personnel.

h. The A-1 Section, Miscellaneous Affairs, will coordinate with each group on the selection of [illegible] for movement.

i. [illegible] as possible, [illegible] not less than 3 days prior to date of departure.

j. Efficiency reports as directed by Army Regulation 600-11 are not required to be prepared on this surplus personnel.

The following message applies to all officers, enlisted men and civilians who will have a part in this Service Test.

Each of you are going to play a highly important part in this Service Test. We, as a smaller unit, are going to be required to maintain the high degree of efficiency as we have in the past. This degree of efficiency can be maintained only through good personnel administration and management. Therefore, I charge each of you, officer, enlisted man and civilian with the responsibility of applying yourself effectively during your entire hour of duty. This Service Test is not a difficult task. It merely requires each of us to work for the daily pay we receive. Many man hours are wasted through tardiness, illness and leaving the job before time. Such acts will not be condoned. Section heads, Unit Commanders and Group Commanders will be responsible for the application of the following principles:

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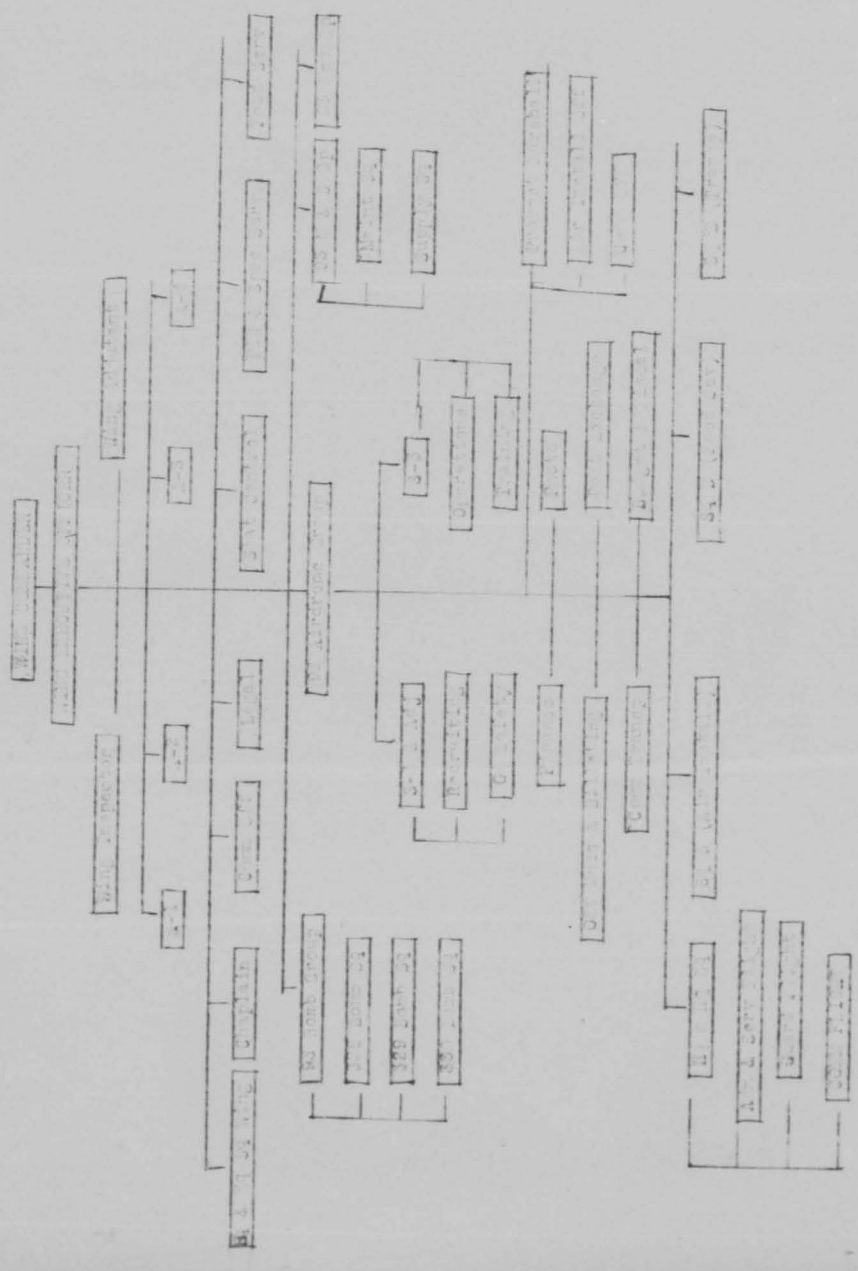

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9 August 1948

MEMORANDUM FOR: General McMullen

SUBJECT: Notes on Recent Inspection Trip - July 23 - August 2 48

* * * * *

2000 strength, including 250 civilians, not tested enough yet but in case of a sudden call to alert, general opinion is that it will be risky to guarantee 30 planes ready for movement.

* * * * *

GEORGE C. KENNEY
General, United States Air Force
Commanding

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HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

At Castle Air Force Base
Merced, California
20 August 1948

SUBJECT: MANPOWER SURVEY - CASTLE AIR FORCE BASE

THRU: COMMAND CHANNELS

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTENTION: AFOOR

1. USAF Manpower Survey Team consisting of:

Colonel Walton E. Noceto
Lt Colonel Jack W. Kittrell
Major William J. Lamek
Major Gilbert T. Perry

arrived this station 16 August 1948 and conducted usual briefing conference with Wing Commander (Colonel Glendon P. Overing), key members of his staff and unit commanders, exclusive of combat group which is now on TDY at Okinawa.

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2. This base is one of the most compact within the Strategic Air Command - meticulously neat - discipline outstanding and morale high. There are no tenant units other than normal Weather and AACS detachments. Station activity, due to absence of combat group, consists solely of base administration, housekeeping, maintenance of base assigned aircraft, and transient servicing.

3. Service test is in progress to determine feasibility of operating within a total personnel authorization of 2000, including 250 civilians. The plan became effective 1 May 1948 but actually there has been no valid test due to absence of the combat group since 14 May 1948.

4. In the process of implementing the plan, the Maintenance and Supply Squadrons have been reduced, for reporting purposes, to a strength of one officer and one enlisted man and the formerly assigned personnel are functioning as flights within the Headquarters of the M&S Group. Similarly, the Headquarters Squadron Air Base Group, the Communications, Police, Food Service, Base Service Squadrons and the Finance Disbursing Unit, have been reduced for reporting purposes and function as flights of the Headquarters Air Base Group.

5. The Wing Headquarters is set up on the "Director" plan and the following indicates the multiple duty assignments, exclusive of Courts, Boards and Councils, etc:

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Colonel Thrift (absent)	(*CO Combat Group (Director of Operations
Colonel Walker	(*CO Air Base Group (Wing Executive (Wing Intelligence
Major Campbell	(*CO M&S Group (Director of Supply & Maint (CO M&S Squadrons
Major Jacobs	(*Director of Pers & Admin (Wing Adjutant)
Lieut Serpento	(*CO Wing Hq Squadron (Wing Personnel (Civilian Personnel)
Lieut Mahar	(*Base Photo (Public Information
Lieut Vick	(*S-1 Air Base Group (Asst Wing Personnel (Ground Safety (Recruiting
Capt Mills	(*CO Installations Squadron (Air Installations Officer
Capt Evans	(*Base Accountable Officer (Surplus Property Officer (Administration & Stock Control
*Combat Crew Members	(Group S-2 (Adjutant (Personal Equipment (Communications (Radar (Technical Supply

*Indicates primary assignment.

6. The form of organization developed under the so-called "2000 plan" brings about the following variances from plan contemplated in USAF Reg 20-15:

a. Denies company grade officers unit command experience.
b. Forms excessively large command units.
c. Destroys the concept of functional career development.
d. Multiple assignment in some cases so time consuming that neither primary nor secondary jobs being performed adequately.

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e. Mobility and effectiveness of the wing is seriously compromised by multiple assignments due to limited personnel ceilings, both officers and enlisted.

f. Officer personnel spread so thinly that it was necessary in some cases to deny leave requests to maintain station operation. As result several officers lost an aggregate of some 150-200 days leave.

7. The police squadron, by SAC directive, has been reduced to one officer and twenty-nine (29) men. To fulfill the guard requirement it is necessary to draw a total of 32 men daily from other units, thereby reducing the effectiveness of such units.

8. Personnel which would normally be assigned to the Base Service Squadron is dispersed throughout the Wing.

9. The basic reorganization letter (USAF 28 May 1948) authorizes personnel on basis of Column 5 and equipment on basis of Column 6 of appropriate T/O&E's. Question has arisen as to whether 15 additional crews and maintenance personnel will be authorized.

10. Attached as Inclosure 1 is a comparative tabulation of the "2000 plan" authorized, assigned and Manpower Survey Team recommended strengths for all elements of the 93d Bomb Wing, exclusive of combat and medical personnel.

11. Attached as Inclosure 2 is a detailed breakdown indicating the recommendations of the Manpower Survey Team for personnel requirements in excess of thos authorized by appropriate T/O&E's.

12. This report is to be considered the basis for adjustments of personnel authorizations to the Strategic Air Command pending justification of any disagreements with the findings of the Manpower Survey Team.

/s/t/ WALTON E. NOCETO
Colonel, USAF
Chief, Manpower Survey

2 Inclosures
#1 - Comparative strength chart
#2 - Detailed breakdown of augmentation recommended.

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BASIC: Ltr from Col. Noceto, Hq USAF to Chief of Staff USAF, Subj: Manpower Survey - Castle AFB dtd 20 Aug 48 (Thru Command Channels)

CG 1st Ind

HEADQUARTERS 93D BOMBARDMENT WING (M), Castle Air Force Base, Merced, California, 26 August 1948.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. Noted.

2. The undersigned wishes to emphasize that should an emergency involving movement on short notice arise during the test period of the 2000 Plan, the 93d Bomb Wing would be unable to carry out its assigned mission without a personnel augmentation.

3. The undersigned has just returned from three weeks TDY with the 93d Bomb Group on Okinawa and observed the operational effects of inadequately manned squadron and group staffs. In many cases combat crews had to be rearranged to provide personnel to perform required and important everyday functions.

4. It is not known how the Many Power Survey Team arrived at the detailed breakdown on personnel requirements for the housekeeping units remaining at Castle Air Force Base with the Combat Group absent from the Station. It is believed that such a breakdown of personnel requirements will produce artificial results until the problem can be surveyed with the combat group present and in operation. It is recommended that detailed personnel requirements not be submitted until service test has been completed on the 2000 manning plan approximately 1 December 1948.

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/s/t/ ROBERT H. TERRILL
Colonel, USAF
Commanding

2 Inclosures
1 Comparative strength chart
2 Detailed breakdown of augmentation recommended.

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Hq USAF 20 Aug 48
Subj: Manpower Survey - Castle Air Force Base

AG 200 A5P 2d Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado, 16 Sep 48

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Concur in paragraph 4, 1st Indorsement.

2. It is not believed that the 2000 Plan has had a fair test to date, since reduction of personnel at Castle Air Force Base was not accomplished until immediately prior to departure of the 93d Bomb Group for Okinawa. The Group did not return until approximately 1 September 1948. It is considered that a true test of the 2000 Plan requires operation of the Bomb Group at Castle for a period of at least 3 months. Recommend that the Plan continue in effect until 1 December 1948.

2 Incls
N/C

/s/t/ LESLIE G. MULZER
Colonel, USAF
Commanding

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COMPARATIVE RECAPITULATION OF "2000 PLAN" RECOMMENDED, ASSIGNED
AND MANPOWER SURVEY TEAM RECOMMENDED STRENGTHS FOR THE 93D BOMB WING AT CASTLE AF BASE, CALIFORNIA

UNIT	UNIT	AUTHORIZED				ASSIGNED				RECOMMENDED			
		OFF	EM	CIV	TOTAL	OFF	EM	CIV	TOTAL	OFF	EM	CIV	TOTAL
*93D Wing Hq		8	60	15	83	21	141	9	171	26	72	9	107
Hq M&S Gp		4	15	1	20)	12	262	136	410	4	12	1	17
	Maint Sq	4	128	63	195)					10	190	60	260
	Supply Sq	5	128	74	207)					9	179	73	261
Hq Air Base Gp		12	154	5	171	15	278	12	305	23	156	32	211
	Comm Sq	2	37	1	40	1	1	1	3	4	61	1	66
	Police Sq	1	29	-	30	1	1	-	2	4	80	-	84
	Installations Sq	3	120	71	194	2	99	68	169	4	133	62	199
	Food Service Sq	1	58	-	59	1	1	-	2	4	132	-	136
	Motor Vehicle Sq	2	109	9	120	3	102	9	114	4	132	9	145
	Base Service Sq	-	-	-	-	1	1	-	2	2	64	-	66
	Finance Disb Unit	1	-	2	3	1	1	2	4	2	11	2	15
AGGREGATE		43	838	241	1122	58	887	237	1182	96	1222	249	1567

*NOTE: The assigned strengths include those not joined.

Inclosure /1

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

AG_____ INTEROFFICE MEMORANDUM Sheet No. 1

Classification or Subject:
(Identify attached papers, if any)

This paper forms a permanent part of the File Copy of this correspondence, and is not to be removed therefrom. This I.O.M. will not be used when loaning or transmitting these papers to anyone outside these headquarters.

TO:	REMARKS (Number each separate entry in a single series beginning with "1," and encircle the number. Draw a line completely across the sheet immediately below each entry.)	FROM (DATE, NAME, SECTION OR BRANCH)
	(1) FOR ACTION. AG Log No. 2099	27 Aug 1948
COMP thru C/S	Copies required to complete AG Files: Basic (B) B	AG Dist.Ctr
	Ind. By No. 1	J
DC/S P&A DC/S Intell DC/S Op DC/S M Compt	(2) For comments and/or recommendations to be included in indorsement to 3rd. P. D. WYNNE, JR Lt Col, USAF Actg Comptroller	3 Sep 48 Capt Whipple A5PT jh 105
In Turn		
DC/S Int	(3) Concur with recommendation of the USAF Manpower Survey Team. Col Mulzer has positive ideas about this. Suggest he see it before final action is proposed. JSH	3 Sep Col Hardy
DC/S Op	(4) Comments of USAF Manpower Team do not include any augmentation of intelligence personnel - a vital group under operational conditions. The only officers now provided for this function are the A/B Group CO and a crew member - both as additional duty. It is ridiculous to expect such an authorization to provide the necessary briefings, etc and to perform the various intelligence functions if the unit has to fight. It would be physically impossible for the above officers to handle de-briefing alone for a group much less accomplish their primary duties. Recommend the following additions to USAF recommended augmentation: Wing A-2: Add 1 Lt Col 9301, 1 Capt 9301 Group S-2: Add 1 Maj 9301, 1 Lt 9301 P.D.WYNNE, JR Lt Col, USAF Dep C/S, Int	Wynne 7 Sep 48

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado Sheet No. 2

INTEROFFICE MEMORANDUM

DC/S M	(5)	I concur with the comments of the USAF Manpower Survey Team, and with par 2 of Col Terrill's indorsement. I strongly non-concur with the present reduction in the wing operations staff and the Bomb Group and the resultant requirement of additional duties for combat crew members. I concur in principle (but not necessarily in the numbers) with Note 4 by the DC/S, Int. Par 4 of Col Terrill's indorsement indicates the 2000 Plan is to be continued until 1 Dec 48. I do not concur in continuing the plan until that date, and recommend it be terminated as early as possible to enable the wing to become combat operational at the earliest date. W. P. BRETT Col, USAF DC/S, Opns	Brett 9 Sep 48
Compt	(6)	1. I concur in comments of the Manpower Team, especially paragraph 6 of the basic letter, and concur in item 5. 2. I recommend that the copies of the first indorsement which are not in accord with the signed original first indorsement be withdrawn prior to forwarding to SAC. C. J. BONDLEY, JR. Colonel, USAF Deputy C/S, Materiel	13 Sep 48 Col Bondley A-4, 40
CG AG	(7)	1. For signature of Colonel Mulzer. 2. For dispatch. WAYNE S. CONNORS Major, USAF Actg Comptroller	15 Sep 1948 A W Holderness A5F/53

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado
INTEROFFICE MEMORANDUM

Sheet No. 1

AG

Classification or Subject: Reduced Manning Test at Castle AFB
(Identify attached papers, if any)

This paper forms a permanent part of the File Copy of this correspondence, and is not to be removed therefrom. This I.O.M. will not be used when loaning or transmitting these papers to anyone outside these headquarters.

TO	REMARKS (Number each separate entry in a single series beginning with "1," and encircle the number. Draw a line completely across the sheet immediately below each entry.)	FROM (DATE, NAME, SECTION OR BRANCH)
C/S CG THRU: A-3 A-5	(1)	25 Mar A-1 Col Manzo/lO

1. This week Castle AFB was requested to nominate officers for attendance at the next 4 month class of the Air Tactical School beginning e May 48, and for the 19 Jul 48 class of the Air Command and Staff School which will last 5 months, students at both courses attending on temporary duty status. In replying to both requests, Castle AFB asked for permission not to send any officers to either school. The reasons for requesting a negative quota for each class as given by Castle are as follows:

a. The combat unit of that station is slated to proceed overseas on temporary duty during the month of May.

b. The base is undergoing reorganization.

c. (for the Air Command and Staff School) All officers listed are occupying key positions in the bomb group and service units and are critically needed.

2. In spite of Castle's objection, 2 officers from that station were nominated by this Hq for the July class at the Air Command and Staff School. It is believed that even though the officers' services will be required during the temporary duty period, it should be possible to make these officers available about the first of July for attendance at the July class. This will permit their use during the first 2 months of the temporary duty period.

3. This is the first concrete evidence that we have had that officers, and probably enlisted men as well, will suffer from a professional standpoint because of the test to be conducted at Castle AFB. It is believed that it is unfair to the personnel concerned to completely restrict them from attendance at school because of the test. More important than that, if this is to be a true test of the ability of Castle AFB to function efficiently under normal operating conditions, and with normal requirements

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado
INTEROFFICE MEMORANDUM

to be met, then Castle should be required to meet a proportional percentage of the requirements placed on any of our wing stations. This Division believes that we should continue to reduce the requirements and administrative workload at Castle until that station has had an opportunity to reorganize and shake down, about 1 May 48. After that date, it is believed that no special consideration should be given Castle AFB that is not given any other station. If this test is to be a true one, then we must find out whether or not the new manning ceiling and organization will be successful under normal operating conditions. It would be better to have the test fail now under normal conditions than to have it be a success with all of the special considerations given during the testing period, which are not the normal situation. The result might well be misleading to the point where the reduction may be put into effect possibly at all wing stations of the 15AF, when we would not be in a position to grant special favors to everyone, and the result would be obvious.

4. It is recommended that A-3 and A-5 comment on this problem to the C/S with the intent that this Hq determine a definite policy concerning our relations with Castle AFB after 1 May 48. It is further recommended that this policy provide for no undue considerations being given Castle in meeting the normal operating and administrative requirements incident to the functioning of this Air Force.

S. E. MANZO
Colonel, USAF
Asst C/S, A-1

A-5	(2)	Concur with policy recommended in Par 4, Note 1. W P BRETT Col, USAF Asst CofS, A-3	29 Mar 48 It Col Gaff A3R/28
C/S	(3)	Concur RENDLE COL AI	30 Mar Rendle

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado
INTEROFFICE MEMORANDUM

A-1 (4) Special consideration will be given to favoring the 93d Wg, Castle AFB, in holding DS and TDY details to a minimum until after return of the 93d Gp on or about 1 Aug 46. After that time they will be called upon for their share of commitments in proportion to their strength.

30 Mar
Briggs
C/S

JAMES M. BRIGGS
Colonel, USAF
Chief of Staff

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Typed 8 Oct 1948
Col Grey/mjw/3179

AAG2

SAC 320 (11 Oct 48) 11 October 1948

SUBJECT: Discontinuance of "2000 Plan" - 93d Bomb Wing

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. It is desired that effective 1 December 1948, the 93d Bombardmend Wing be reinstated to the standard base wing organization similar to that in effect in other Fifteenth Air Force wing units.

2. The T/O&E ceiling for the 93d Bombardment Wing will be substantially as outlined in Inclosure #1, hereto. It is contemplated that the non-T/O&E authorization for subject unit will be revised upward from its current allotment, thus placing it on an equitable basis with comparable units of this command.

3. Request that a complete report be submitted covering the operation of the "2000 Plan" from the date of its inception to 30 November 1948, to reach this headquarters by 1 January 1948. The report will include advantages and disadvantages in the plan, the training of individuals in multiple duties which resulted, and the affect on the combat element of the 93d Bombardment Wing.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

1 Incl
93d BW T/O&E Manning
Ceiling, dtd 1 Dec 48
(in dup)

Originator

Phone

CG
DC
CS
D/PERS
Surg
Jud Advoc
D/INT
D/OPS
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D/MAT
Installations
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TABLE OF ORGANIZATION MANNING CEILING FOR 93d BOMBARDMENT WING, MEDIUM
Effective 1 December 1948

	AF OFF	MED OFF	CHAP	AF ENL	MED ENL	AGGREGATE
Hq & Hq Sq, 93d Bomb Wing, M	13		2	51		66
Hq, 93d Bomb Gp, M	12*	2		28		42
328th Bomb Sq, M	44*			198		242
329th Bomb Sq, M	44*			198		242
330th Bomb Sq, M	44*			198		242
Hq, 93d Maint & Sup Gp	4			8		12
93d Maintenance Sq, Bomb, M	8			172		180
93d Supply Sq, Bomb, M	5			85		90
Hq & Hq Sq, 93d Air Base Gp	9			58		67
93d Comm Sq, Bomb, M	2			50		52
93d Air Police Sq, Bomb, M	2			71		73
93d Installations Sq, Bomb, M	2			82		84
93d Food Service Sq, Bomb, M	2			129		131
93d Motor Vehicle Sq, Bomb, M	2			128		130
93d Base Service Sq, Bomb, M	2			64		66
93d Fin Disbursing Unit, Bomb, M	2			9		11
93d Station Medical Group		4			24	28
TOTAL FOR 93d BOMB WING, M	197	6	2	1529	24	1758

* The position of squadron adjutant, and two positions in Bomb Gp Hq will be filled by warrant officers. If warrant officers are not available, these positions will not be filled, and ceiling will be reduced by these numbers.

NOTE: The above unit manning ceilings are imposed against authorized T/O&E for each unit. To the totals for the base will be added the T/D-A, as designated by separate Personnel Augmentation Voucher, to establish the total manning ceiling for the 93d Bomb Wing, Medium

Substitution of one (1) each 1034, 1035, and 0142, in lieu of two (2) 1037's is authorized, providing 1037's are not available.

Incl #1

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SAC 320 (11 Oct 48) 11 October 1948
Subject: Discontinuance of "2000 Plan" - 93d Bomb Wing

320 3d Ind 31 DEC 1948

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. This Headquarters concurs in the attached report on operation of the "2000 Plan", as submitted by the Commanding Officer, 93d Bombardment Wing.

2. It is desired to emphasize the following effects of the "2000 Plan":

a. The additional duties required of combat crew members because of base wide shortages of personnel to accomplish necessary functions materially reduced primary mission training and combat potential. The withdrawal of personnel necessary to make the 93d Bombardment Group mobile for overseas temporary duty seriously crippled the operation of the base during the absence of the bombardment group. The "2000 Plan", it is believed, is not workable where the mission is to maintain immediate combat operational readiness as a strategic striking force.

b. The reduction in qualified administrative personnel and the supervision of such duties by combat crew officer personnel resulted in lowering of standards of administrative practices. A recent audit of personnel records and reports at Castle Air Force Base revealed that practically all administrative deficiencies could be attributed to lack of qualified administrative personnel, both officer and enlisted.

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c. As a result of the personnel limitations of the "2000 Plan", intelligence activities within all elements of the 93d Bombardment Wing suffered critically. At the time the test was terminated, there was no intelligence program or correlated activity being conducted at Castle Air Force Base. It is believed that, from the standpoint of intelligence training and indoctrination, the 93d Bombardment Group was totally unprepared for combat.

3. No attempt was made in the attached report to indicate the exact savings in cost achieved under the "2000 Plan". However, study of cost reports for Castle Air Force Base during and preceding the test period reveals little of significance beyond the obvious reduction in cost for pay of personnel.

4. During the period of the test, operations at Castle Air Force Base were near normal only during the months of September

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and October. The 93d Bombardment Group was on temporary duty in Okinawa during the months of May, June, July, and August. By the middle of November, personnel strength had already begun to climb well above the ceiling of 2000. It is not believed that valid conclusions can be drawn from cost figures covering a period as short as 2 months, since temporary conditions will have an excessive influence on the average of expenditures.

5. The following comparison of the average costs for January, February, and March 1948 and September and October 1948 is presented as a matter of interest:

	Jan, Feb, Mar Average	Sep, Oct Average
Payrolls	$442,619.00	$370,742.00
Travel and Miscellaneous	10,130.00	29,402.00
Contractual Services	15,932.00	13,035.00
Supplies and Materials (Including Fuel and Lubricants)	302,492.00	267,747.00
	$771,173.00	$680,926.00

6. Aside from a reduction of $71,877.00 in payrolls, there is little of significance in the above tabulation. The increase of $19,272.00 in Travel and Miscellaneous is accounted for primarily by lump sum payments of reenlistment bonuses. The decrease of $34,745.00 in Supplies and Materials is primarily accounted for by discontinuance, in March 1948, of the costing of recoverable supplies. It would appear, however, that the reductions in efficiency and ability to carry out the strategic mission of airpower greatly outweigh the savings achieved in terms of dollars and cents.

FOR THE COMMANDING GENERAL:

/s/ E. S. Wetzel
E. S. WETZEL
Brigadier General, United States Air Force
Chief of Staff

1 Incl
Operation of the "2000 Plan" (in quad)

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SAC REGULATIONS)
AC 38-4)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Field, D. C., 7 April 1947

Changed to 38-4

GROUND SAFETY

SAC Ground Safety Program

1. PURPOSE. To provide for the establishment and administration of an effective and comprehensive ground safety program at all installations under the jurisdiction of Headquarters Strategic Air Command, in accordance with AAF Regulation 38-1.

2. SCOPE. The ground safety program applies the science of engineering to the elimination and prevention of accidents to all personnel and equipment. It has as its objective the conservation of manpower and the reduction in expenditure of appropriated funds for repair of material resulting from unnecessary ground accidents. An accident is defined as any event which interrupts orderly and productive processes.

3. RESPONSIBILITIES OF SUBORDINATE COMMANDS. The establishment and development of an aggressive and comprehensive AAF ground safety program is a command responsibility. Administration of the program will be a responsibility of each commander, who will appoint a ground safety director to execute the mission of the AAF ground safety program. The ground safety director will be provided with adequate assistance, technical, and other-wise, necessary for the successful prosecution of the program. The ground safety director, on behalf of the commander, will:

a. Supervise the establishment of plans, policies, and procedures and direct and coordinate all safety activities within the command.

b. Assist commanding officers of subordinate installations in selecting qualified safety personnel.

c. Maintain and provide safety engineering consultation service.

d. Provide for the distribution of posters, films, and other safety educational and promotional materials.

e. Assemble, analyze, summarize, and disseminate data concerning the accident experience of subordinate commands and installations, and prepare summaries of accident experience and reports of progress of safety activities required by higher authority.

f. Implement AAF and SAC directives as occasion requires.

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g. Perform periodic staff and field visits to all installations to assure proper performance, including technical and administration sufficiency of the safety program, and compliance with War Department, AAF, and command policies, criteria, procedures, plans, and projects.

h. Institute appropriate corrective action at installations where reports indicate serious upward trends in accident frequencies, where unsatisfactory accident frequencies prevail, or where hazardous conditions or inadequate safety programs are known to exist.

i. Represent and advise the commanding general on matters pertaining to ground safety.

j. Establish and maintain liaison with other staff offices to insure maximum cooperation on matters of mutual concern.

k. Initiate action to insure adequate safety coverage of all activities at each installation, including hazards incident to specialized operations.

4. RESPONSIBILITIES OF INSTALLATIONS. In accordance with the responsibilities prescribed in paragraph 5, AAF Regulation 38-1, dated 6 January 1947, the following will be established:

a. The establishment of an aggressive and comprehensive ground safety program is the responsibility of commanding officers of installations.

b. In addition to prescribed members, the Executive Ground Safety Council will include the motor pool officer, claims officer, and director of training

c. It is desired that:

(1) The commanding officer of the installation, or his representative, be present to preside at the meeting of the Exutive Ground Safety Council.

(2) The council meet at the call of the president not later than the first day of each month to consider the accident experience of the reporting period ending on the twentieth day of each month.

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(3) Each major air force materiel accident, fatal or critical injury, and others deemed to be of sufficient importance, be the subject of a special meeting of the Executive Ground Safety Council. The testimony of respective commanding officers, supervisor of the materiel, or the victim or victims of the accident, and the witnesses thereto, shall be heard. The responsibility for the accident shall be fixed, and recommendations made to the commanding officer for disciplinary and/or corrective preventative action.

(4) The Executive Ground Safety Council consider lost time and first aid injury cases and damage to air force property. That commanding officers require members of the council to take positive action within their respective sections to insure elimination of accident hazards and correction of unsafe work practices. Also that they require subordinates to immediately investigate causes of accidents and to determine how future accidents are to be prevented.

(5) Only subjects relating to prevention of ground accidents be discussed during the council meeting proper. Experience has proven that ground accidents can and are prevented by aggressive action on the part of all Executive Ground Safety Council members.

(6) Exact minutes of each council meeting will be recorded by a person other than ground safety personnel. The minutes will show, in detail, corrective action taken by the various members. The presence of all persons, detailed as members of the council, is considered necessary at each meeting for proper control of accidents. One copy of the council minutes will be forwarded through channels to this headquarters.

b. Motor vehicle spotters will be appointed at each installation and will take an active part in the elimination of motor vehicle accidents. At each monthly meeting of the Executive Ground Safety Council, spotters traffic tickets will be checked to determine if command action against accident-prone and careless vehicle operators is indicated.

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c. Safety checks of operations containing an inherent health hazard will be made in the company of the Industrial Medical Officer. Ground safety personnel will maintain close liaison with the fire marshal and will immediately report to him all fire hazards, condition and misuse of fire extinguishment equipment noted in the course of their inspections.

5. MINIMUM PERSONNEL REQUIREMENTS. To implement the provisions of AAF Regulation 38-1, it is recommended that the following minimum standards be used as a guide for efficient manning of ground safety sections:

a. Bases under 1000 military and civilian personnel: 1 part time safety director.

b. Bases of 1000 to 2000 military and civilian personnel: 1 part time ground safety director and 1 full time safety inspector.

c. Bases of 2000 to 4000 military and civilian personnel: 1 part time ground safety officer; 1 full time ground safety engineer; and 1 noncommissioned officer, SSN 486.

d. Bases over 4000 military and civilian personnel: 1 part time ground safety officer; 1 full time ground safety engineer; and 2 full time noncommissioned officers, SSN 486.

e. The ground safety director will be an officer having the qualifications required for Safety Officer, Ground, SSN 7422, or a civilian qualified for Civil Service employment as safety engineer. Where qualified officer personnel are not available for assignment, qualified civilian safety engineers may be appointed directors of ground safety.

6. The ground safety director will be authorized to stop an activety if imminent hazards to life or limb are observed, and to remove unsafe and/or defective equipment. When this course of action is taken, a report stating the circumstances will be immediately furnished the commanding officer of the installation concerned with a copy of the report to the air inspector.

7. Where safety engineering problems exist, despite locally developed measures of a remedial nature, safety engineering service or a command visit will be requested from this headquarters.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Army,
Chief of Staff.

OFFICIAL:

/s/D. S. Huber
D. S. HUBER
Major, Air Corps
Acting Adjutant General.

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
MacDill Air Force Base, Tampa 8, Florida

MINUTES OF SPECIAL AIR GROUND SAFETY COUNCIL MEETING

The meeting was called to order at 1000, 29 September 1948, in compliance with paragraph 12, Special Orders No. 17, Headquarters MacDill Air Force Base, dated 3 August 1948, pursuant to SAC Regulation 32-4.

Members Present:

Col Vernon C. Smith AO-17051, USAF (President)
Col Alan J. McCutchen O-17093, CE
Col Aubrey L. Jennings O-17673, MC
Lt Col Orville H. Behmann AO-23383, USAF
Lt Col Charles R. Heffner AO-32614, USAF
Lt Col Guy B. Burnette AO-885423, USAF
Major Wilson E. Burrill AO-53353, USAF
Major George R. Salisbury AO-32483, USAF
Major Bernardino C. Tortora AO-4148, USAF
Captain Kenneth R. Miller AO-40482, USAF (Recorder)

Members Absent:

Col Clifford J. Heflin AO-22617, USAF
Lt Col Ermanno D. Grana AO-472283, USAF
Lt Col Virgil B. Culberson AO-51940, USAF
Major Harold A. Wilging AO-45954, USAF

Substitutes:

None

1. Discussion:

a. Ground Safety Director reported that motorcycles and motor scooters operated on the station were properly licensed and insured, and that operation of these vehicles on the base, therefore, could not be prohibited, under present regulations, as a means of reducing the accident rate. Close observance of the accident rate of these vehicles will be effected, however, and excessive rates will be reported to the Council.

b. A-3 Officer stated that because season of thunderstorms accompanied by high winds was over, and because adequate advance notice of possible hurricanes now was obtained, publishing of a proposed directive requiring tie down and revised chocking of aircraft was not practical or desirable at this time.

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c. Ground Safety Director reported that Unit Safety Officers have been directed to appoint safety representatives in all sections in which accident exposure warranted designation of safety personnel, in addition to required Unit Safety Officer and Unit Safety Noncommissioned Officer.

d. Commanding Officer, 307th Air Base Group reported that new equipment, including new safety guards for machinery and goggles had been purchased for the Hobby Shop, and is being installed. Wall plugs are being eliminated and control switches are being installed for machinery. In addition, report was made that Hobby Shop activities are now supervised.

e. August military vehicle accidents were analyzed relative to cause, etc.

f. Injury analysis contained in AF Form 122A for August was discussed. Predominant activities and agencies involving injuries were reviewed. Separate reports of injury (AF Forms 122) were then discussed relative to adequacy of corrective action taken.

g. Ground Safety Director informed the Council that required Ground Safety Inspection Reports and Monthly Progress and Activity Reports were being submitted late and/or were not being submitted at all by several organizations. In addition, Ground Safety Director advised the Council that Group Traffic "Spotters" activities and action taken on "Spotters" traffic violations was inadequate and must be re-energized. Unit Safety Officers were not currently designated by several organizations. In addition, weekly safety meetings were not being held by all organizations, safety bulletin boards had not been installed by all organizations, injury reports were not being submitted or were being submitted late and/or incomplete and inaccurate. In general, provisions of Wing Regulation 32-1 were not being complied with, nor were all Unit Safety Officers and Group Commanders sufficiently familiar with substance and requirements of this regulation.

h. Ground Safety Director reviewed cost, by severity and frequency, of all accidents at MacDill Air Force Base during first six months of 1948.

2. Recommendations:

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a. That absent members be reminded by a letter, submitted through Wing Adjutant, of responsibility relative to required attendance by themselves or designated representatives at all meetings of Executive Ground Safety Council.

b. That analysis of cost of accidents at MacDill Air Force Base during first six months of 1948 be publicized for information of all personnel.

c. That Ground Safety Director report at next meeting the number of non-registered civilian vehicles involved in accident with military vehicles, in order to determine whether or not spot checks relative to safe operating condition of civilian vehicles, and checks relative to driving qualifications of operators of civilian vehicles, is warranted.

d. That road block be erected at appropriate location for conducting of spot checks of military vehicles by members of Traffic Section of Air Police Squadron.

e. That informational letter be prepared and distributed by Ground Safety Director to re-familiarize all concerned, by listing required ground safety reports and due dates, as well as basic ground safety activities required to be conducted continuously within each orgaization.

f. That Wing Special Orders, designating members of Executive Ground Safety Council, be amended to include the Wing Legal Officer.

g. That Group Commanders initiate appropriate action to insure complete, accurate, and prompt submission of all required ground safety reports by their organization commanders, and, in addition, that action be taken by all Group Commanders to insure that a continuous and adequate ground safety program is conducted in all of their organizations in accordance with Wing Regulation 62-1.

h. That command action at Wing level be taken on all approved recommendations of the Executive Ground Safety Council to be contained in monthly directive for distribution to and compliance by all organization commanders, and that Ground Safety Director prepare and coordinate subject monthly directive for command approval on recommendations of Executive Ground Safety Council.

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i. That directive be published in May 1949, prior to next thunderstorm season, requiring tie down of all parked aircraft (including transient aircraft), with the exception of B-29's, and, in addition, requiring manufacture and use of higher type aircraft chocks.

/s/ Wilson E. Burrill
WILSON E. BURRILL, Major, USAF
Member

/s/ Vernon C. Smith
VERNON C. SMITH, Colonel, USAF
President

/s/ Kenneth R. Miller
KENNETH R. MILLER, Captain, USAF
Recorder

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

AIB6

SAC 729 (6 Mar 48) 6 March 1948

SUBJECT: Ground Accident Cost Study

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. The prohibitive figure of $1,092,333.67 loss through fatal, disabling and vehicle ground accidents within Strategic Air Command for the period 1 January to 31 December 1947 invites an analytical study by all commanders with the view of a drastic reduction in ground accidents in the year 1948.

2. Costs are of vital interest both to the Air Force and to the taxpayer, whose funds we expend. The cost of an accident, including as it does the loss of man-hours and equipment, as well as funds expended, lowers efficiency and raises the cost of operation. A monthly survey of ground safety activities by commanders, senior officers, and ground safety personnel is indicated.

3. Attention is directed to the fact that the new reporting procedure will comprehensively indicate the costs of an accident and thereby show a more truthful, but an increased reporting figure of loss.

4. An analysis of the loss of personnel, man-hours, vehicle hours, and funds will point out the need of an aggressively vitalized Ground Safety Program at all levels of command.

5. It is of paramount interest to all commanders that the 1948 accident rate shall not exceed an allowable maximum of 3.50.

BY COMMAND OF GENERAL KENNEY:

/s/ Montie Thompson, Jr.
/t/ MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

1 Incl
Cost Study for
the year 1947

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PDC3C
SAC 729 (8 Oct 48) 8 October 1948
SUBJECT: Unsatisfactory Ground Safety Program

TO: Commanding General
311th Air Division, Reconnaissance
Topeka Air Force Base
Topeka, Kansas

1. Your attention is invited to the following pertinent facts:

a. The Strategic Air Command ground accident experience for the year of 1947, shows 42 fatalities, 921 disabling injuries and 638 vehicle accidents with a total cost of $1,092,033.87. The first six months of 1948 shows 33 fatalities, 815 disabling injuries and 534 vehicls accidents with a total cost of $1,111,006.00. The Strategic Air Command had a greater loss of $18,972.13 for the first six month period of 1948 than we experienced for the entire year of 1947.

b. In considering these figures, your attention is also directed to the fact that the cost of military man days lost plus the cost of equipment out of service for repair is not included in the foregoing figures and should be given consideration when loss in dollars to the command is being considered.

c. The report of the Strategic Air Command Ground Safety engineer's supervisory staff visit to Topeka Air Force Base, week of 15 September 1948, indicates the Ground Safety Program most unsatisfactory. Visits are made with a purpose of rendering aid to the command and to help correct deficiencies in the Ground Safety Program.

d. It is of the utmost necessity that the commander take personal interest in the Ground Safety Program and that the appointment of Ground Safety personnel be given the upmost consideration and study, keeping such personnel in close personal contact at all times.

e. Air Force Regulation 32-5 directs that a Ground Safety Council be in operation at each base, with the commanding officer as president. You will find that such a council through its activities and interest in correcting the existing deficiencies in the operation of the Ground Safety Program on the installations under your command will be a mirror reflecting your interest and efforts.

P_____T until _____ N _____
(Date)

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PDC3C 729 8 Oct 48
Subj: Unsatisfactory Ground Safety Program

f. As the situation now stands at Topeka Air Force Base, there appears to be no liaison between your Ground Safety Unit and your commands at McGuire Air Force Base, the Aero Chart Services at St. Louis and Gravelly Point, the 10th Photo Tech Squadron at Bolling Air Force Base, the 6th Photo Tech Unit at Wright Air Force Base and the 4201st Motion Picture Squadron at Long Island. No reports on AF Forms 122 have been sent to the Ground Safety Branch of the Strategic Air Command from the sub-commands; this seems to indicate that they are not reporting to you. Your attention is directed to the fact that Strategic Air Command Regulation 15-4 directs that a consolidated report of all installations under your command reach this headquarters, attention: Ground Safety Branch, not later than the ninth of each month.

g. Air Force Regulation 32-5 directs that there be a full time Ground Safety Officer with the qualification of MOS 7422 and/or a civilian Safety Engineer of the required qualifications and experience. Military personnel with the required qualifications are practicality non-existent and the importance to any command of eliminating this waste in dollars, manpower and equipment would indicate that it would be advisable that in your planning this position be allotted to a highly qualified civilian Ground Safety Engineer. Our Ground Safety Engineer, on the supervisory, visit, found some conditions which were alarming in their severity and which Colonel Kalberer was made cognizant of. It might be of interest to note that the Ground Safety Unit of Topeka Air Force Base, as the date of the staff supervisory visit, had neither inspected nor visited the numerous activities where the most hazard conditions were found, since the activation of this office, and were unaware of the existing conditions and their responsibility in requesting or supervising corrective action.

2. With the taxpayer, dollar conscious as he is today, the loss of over a million dollars, 12,271 military man days plus equipment losses over a period of six months is prohibitive and it is of the upmost imterest to each commander to activate and promote a proficient Ground Safety Program to stop this unnecessary and wasteful expenditure.

BY COMMAND OF GENERAL KENNEY:

RICHARD T. KING
Colonel, USAF
DCofS, Personnel & Administration

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COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFPSG-30 27 July 1948

SUBJECT: Employment of Civilian Doctors and Dentists

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.
(ATTENTION: Surgeon)

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1. Necessary arrangements have been made whereby civilian doctors and dentists, full-time and part-time, can be employed in Air Force medical activities. A certain number of graded civilian personnel authorizations have been made available for this purpose.

2. Each station Surgeon should determine the positions which can be filled by civilian doctors or dentists. The salary that can be paid for each position should then be determined in accordance with Civil Service classification specifications for the P 640-0 series for doctors and the P 510-0 series for dentists. When the foregoing has been accomplished and the Surgeon is in a position to make a definite offer to a civilian doctor or dentist, he should then contact likely prospects for the available positions. When a doctor or dentist has agreed to accept employment at the military establishment, the surgeon should contact the Medical Personnel Division of the Office of theAir Surgeon by telephone and supply the pertinent information in the case. A graded civilian personnel authorization will be made available, verbally, for the hire of the individual concerned. This verbal authorization will be confirmed in writing.

3. Part-time doctors and dentists will be hired in accordance with Schedule A, a(1)(XV) of Civil Service Rules, and full-time doctors and dentists will be hired in accordance with the regular appointment procedures utilized in the employment of any full-time Civil Service employee.

4. If necessary Medical and Hospital Department, Army,Funds are not available within the command, money for the pay of the civilian doctors and dentists, that can be employed, will be made available from this Headquarters.

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AFPSG-30 ltr to SAC, 26 Jul 48, subj: Employment of Civilian Doctors and Dentists

5. Attention is invited to the fact that one graded civilian personnel authorization is for one full-time employee. If part-time personnel are utilized, one civilian authorization will cover eighty hours of employment for one pay period regardless of the number of individuals that perform duty. Reporting of such part-time personnel on AF Form 134 will be in accordance with instructions contained in AF Letter 15-10.

6. Prior to making any commitments on part-time or full-time appointments, arrangements will be made with the servicing civilian personnel officer for the establishment of positions and necessary Civil Service Commission authorization for appointments.

7. In view of the current and projected shortages of Medical Corps and Dental Corps personnel, every effort should be exerted to obtain the services of civilian doctors and dentists on a part-time or full-time basis.

BY COMMAND OF THE CHIEF OF STAFF:

JOHN HARGREAVES
Brigadier General, USA
Deputy The Air Surgeon

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STATION HOSPITAL
28TH BOMBARDMENT WING (M)
Rapid City Air Force Base
Weaver, South Dakota

FCK/ld

MD 701.2

3 August 1948

SUBJECT: Survey of Medical and Dental Personnel

TO: Commanding General
Strategic Air Command
Washington 20, D. C.
ATTENTION: Surgeon

171

In compliance with TWX C64, Strategic Air Command, subject as above, a survey of all medical and dental personnel of Rapid City, South Dakota, was completed with the following results:

a. Twenty-four doctors were contacted, and twenty-three were not interested in full or part time employment.

b. The only doctor interested is seventy-four years old, and it is my opinion that he would not be acceptable.

c. The consensus of opinion of the doctors contacted is that the pay scale is too low, but the salary desired was not stated.

d. Seventeen dentists were contacted, and sixteen were not interested in Civil Service employment.

e. The one dentist who was interested is seventy-five years old, and in my opinion would not be acceptable.

f. The consensus of opinion of the dentists contacted is that the pay scale as stated is adequate.

s/t/ PATRICK H. HOEY
Major, MC
Surgeon

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D R A F T

SANITATION

1. Housing

a. Housing was generally adequate. Occasional crowding, usually resulting from malassignment of existing barracks was in most instances promptly rectified. A space of at least three (3) feet between adjacent beds was required. Where necessity did not permit at least five (5) feet between beds, individuals were required to sleep with the head of one individual opposite the feet of two (2) adjacent individuals.

b. Unsatisfactory housing was reported by the following bases:

(1) The barracks of Smoky Hill Air Force Base, long considered unfit for occupancy, were the subject of lengthy reports. Residing of barracks with imitation brick asphalt material improved the appearance and weather-worthiness; however, the lining of the interior walls and rehabilitation of floors remain to be accomplished.

(2) Monthly and special sanitary reports rendered to this and higher headquarters and reports of supervisory staff visits by personnel this section, attest to the fact that housing and sanitation at McGuire Air Force Base were substandard. This situation arose as a result of reactivation of this

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COMMAND - By Air Force and Station

	Hospital Bed Capacity 72 Hr. Ft.	Strength Served	Bed Authorizations Station	Bed Authorizations per 100 Strength	Beds Occupied Definitive	Beds Occupied Per 100 Auth
Total SAC 1,2,3,4,5,6,7,8	2875	42846	950	2.3	473	.49
Andrews 1	142	3627	50	1.4	16	.32
Selfridge 2	162	2534	50	2.0	16	.32
MacDill 3	678	5847	150	2.5	89	.59
Grenier 4	254	1604	33	2.1	9	.27
Offutt 5	172	1414	72	5.3	20	.27
Eighth Air Force	728	15217	296	1.8	166	.56
Davis-Monthan	289	4456	85	1.9	56	.66
Carswell	209	5062	100	2.0	54	.54
Walker	125	4748	60	1.3	34	.57
Kearney	125	1931	50	2.6	22	.44
Fifteenth Air Force 3,4,6,7	993	12860	373	2.9	181	.49
Castle	101	2102	62	2.9	17	.27
Rapid City	209	2293	75	3.3	49	.65
Smoky Hill	308	4017	100	2.5	45	.45
Ft. Geor e Wright 6	571	4399	100	2.3	78	.78
7	192	3407	125	3.7	60	.48
Spokane 8	250	1649	50	3.0	11	.21
311th Tec. Hsp	250	1649	50	3.0	11	.21
Topeka 8						

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BED STATUS - 1948 Annual 53 week mean.

(1) Andrews became a dispensary in October

(2) Selfridge included for report period January thru November only.

(3) MacDill directly under SAC thru November; During December under 15th AF.

(4) Grenier directly under SAC thru November; During December under 15th AF.

(5) Offutt reported under SAC October thru December; initial report October.

(6) Fort George Wright reported January and February; final in February.

(7) Spokane initial report in March; reported March thru December.

(8) Initial report for 311th Rec. Wing and Topeka in August.

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REPORT OF THE VENEREAL DISEASE CONTROL COUNCIL, DAVIS-MONTHAN FIELD TUCSON, ARIZONA

SCS-MDGPA-89 2 January 1948

1. The monthly meeting of the V.D. Control Council was held at 1500 on 2 January 1948.

2. Members Present:

Lt Col C. C. Pulliam, Acting President
Major E. E. Hinchliff, CO Sq F, 43d Airdrome Gp
Captain J. B. Metcalf, Special Services
Captain L. E. Jackson, 64th Bomb Sq
Captain J. R. Yraceburn, Provost Marshal
Captain I. L. Bruce, Chaplain
Captain A. T. Willoughby, 43d Maintenance & Supply Group
Captain H. H. Harris, 43d Station Medical Group
1st Lt J. I. Ball, V.D. Control Officer
1st Lt P. J. Burgdorf, 63d Bomb Squadron
1st Lt. R. E. Hailes, 96th Bomb Squadron

3. The minutes of the last meeting were read by Captain Harris. Paragraph 7 of the minutes of the meeting held on 2 December 1947 was amended to read "The Provost Martial reported that an attempt to promote organized prostitution in Tucson, Arizona, had been stopped."

4. The Venereal Disease Report for the month of December 1947, was read by Captain Harris. A copy of this report is included with the minutes of this meeting.

5. Colonel Pulliam read a letter from Headquarters Eighth Air Force, Fort Worth, Texas, addressed to the Commanding Officer of the 43rd Bomb Wing, dealing with the unusually high venereal disease rate at this field as compared with other stations of the Strategic Air Command. He supplemented this letter with an extract from the 8th Air Force Statistical Report and Strategic Air Command Statistical Report dealing with the venereal disease rates at other fields of Strategic Air Commands during the past months. Almost without exception this field had one of the highest rates in both white and colored personnel, if not the highest rate.

6. A discussion was held concerning the reasons for the consistently high venereal disease rate at this field, and the reasons for the recent increase in the venereal disease rate. The Provost Marshal reported that there was no organized prostitution in Tucson, Arizona, and that the contact histories from soldiers who had contracted venereal disease in Tucson was further evidence that the

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usual source of venereal disease here was from transient contacts, and non-prostitutes. Nogales, Mexico, has consistently accounted for one-half to one-third of the venereal disease at this field. Placing Nogales, Mexico, off limits would not solve this problem because soldiers in civilian clothing could easily enter Mexico, and it can hardly be hoped that the fear of being caught off limits would prevent them from crossing the border. There has been a large increase in the personnel assigned to this base, and approximately one-third of all of the venereal disease cases treated during the past month occurred in the personnel recently assigned to this base.

7. A discussion was held concerning the effectiveness of the present venereal disease program. At the last meeting, it was recommended that the Venereal Disease Control Officer contact the Base Commander and point out the alarming increase in the venereal disease rate at this base and the fact that adequate cooperation from the unit commanders in carrying out their phases of the control program was not being obtained. As a result of this action, the Base Commander sent a letter to each unit commander requesting that he reply by indorsement stating what he personally had done to control venereal disease in his unit. It cannot be hoped that action taken by the Unit Commanders at that time would be reflected in the December venereal disease rate, but some indication may be obtained in the rate during the month of January. Adequate cooperation is being obtained in keeping all men restricted for venereal disease on the post, and seeing that they attend lectures given by the Chaplain and Medical Department Officers. However, with the exception of Squadron F, 43d Airdrome Group, 43d Bomb Wing, there is still no carefully planned orientation being given to men who have not yet contracted venereal disease by high ranking NCO's of the various squadrons, nor has there been any attempt to make these men feel responsible for the venereal disease rate in their unit. In order to correct these faults, it was suggested that this Council submit a letter to the Base Commander with specific recommendations of how each unit should conduct its venereal disease control program in accordance with the above suggestions. A discussion was held concerning lectures by the Chaplain and Medical Department Officers. The suggestion was made that in order to facilitate a more complete orientation in venereal disease particularly to troops recently assigned to this base that permission be obtained to give lectures to large groups of men by the Chaplain and Medical Department Officers, and these men be shown colored slides of patients with venereal disease.

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8. A discussion was held concerning how each unit could be made more conscious of its own venereal disease rate as compared to other units of this base. The council recommended that a graph showing the monthly rate of each squadron be prepared and posted on the unit bulletin board.

RECOMMENDATIONS:

1. That a letter be submitted to the Base Commander suggesting ways in which control measures with the various units can be made more effective.

2. That orientation by the Chaplain and Medical Department Officers be given to large number of troops to supplement the control program already in effect if approved by higher headquarters.

3. That graphs showing the monthly rate in each unit be prepared and posted on the unit bulletin boards in order to promote inter-squadron competition in lowering the venereal disease rate.

/s/ C. C. Pulliam
/t/ C. C. PULLIAM
Lt Colonel, USAF
Acting President

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Lt. Col. Smith/mrf/2280
21 Jan 48

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SAC 726 (21 Jan 48) 21 January 1948

SUBJECT: Recommended Changes in the Treatment of Syphillis and Gonorrhea

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado
ATTENTION: Surgeon

1. The following information has been received from the Medical Consultants Division, Office of the Surgeon General, and is based upon the latest recommendations of the Venereal Disease Subcommittee of the National Research Council.

"1. Pending publication of new TB Med 198 (Management of Syphilis), the following schedule is recommended for the treatment of sero-negative and sero-positive primary, secondary and latent syphilis:

4,800,000 units crystalline penicillin G given in 96 consecutive intramuscular injections of 50,000 units at 2-hour intervals day and night for 8 days.

"2. Pending publication of new TB Med 196 (Management of Gonorrhea), the following schedule is recommended for the treatment of gonorrhea;

Single intramuscular injection of 300 units of crystalline penicillin G in oil and wax (P. O. B.)."

2. It is requested that the above information be disseminated throughout your command and that treatment schedules of newly developed syphilis and gonorrhea be adjusted accordingly.

BY COMMAND OF GENERAL KENNEY:

/t/ MONTIE THOMPSON, JR.
1st Lt., AC
Actg. Asst. Adj. Gen.

SAME LETTER TO:
CG 8th AF

CG MacDill
CG Andrews
CO Selfridge

P_____T until _____ N _____
(Date)

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SAC 726 (23 Jul 48)

DC
23 July 1948

SUBJECT: Venereal Disease Eradication

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TO: Commanding General
307th Bombardment Wing, VH
MacDill Air Force Base
Tampa 8, Florida

1. If it were possible to simultaneously treat every person in the United States with penicillin, venereal disease could be entirely eliminated. The Government of the United States is not as yet in a position to order such drastic methods but at the present time the United States Public Health Service and the District of Columbia Health Authorities are cooperating in the first intensive campaign to eradicate venereal disease in any American community utilizing modern medical, public relations, and educational methods. Basically the plan works as follows:

Any local public health organization can apply through the state health organization to the Surgeon General of the USPHS, Venereal Disease Control Division, for assistance in initiating the program. The USPHS, after preliminary survey, determines the approximate cost of the total project and arranges, in conjunction with the local health officer, to inaugurate the campaign for which it furnishes 49% of the cost. 51% of the cost is furnished by the community involved. From the 49 % furnished by the USPHS, is deducted the value of the penicillin which is furnished free of charge to the local clinics as well as to any private physician in the community participating in the program. Patients may consult their family doctors, paying the usual fees, less the cost of penicillin or obtain free treatment at clinics established by the local health authorties.

2. It has been found that an intensive radio and newspaper campaign is necessary to properly bring the matter to the attention of all the local citizenry. USPHS public relations men have had extensive experience in dealing with the press and radio on such matters and it is anticipated that time on radio stations and space in newspapers will be donated, although any such costs may be deducted from the 51% total cost which the community is required to bear.

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3. There is no compulsion involved in this program and therefore it becomes a matter of education and public relations. Your venereal disease council should contact the local civilian authorities and urge them to institute such a campaign while funds are still available.

4. Dr. P. T. Bauer, in the Venereal Disease Division, USPHS, Washington D.C., is in charge of the program. Direct communication with him is authorized.

5. It is the desire of this headquarters that the communities adjacent to our bases be as free from venereal and other infectious diseases as modern methods will allow, since it is now possible to elimination venereal disease. Hence, the necessary action to implement such a program in the communities adjacent to bases of your command will be initiated without delay and will be energetically followed up.

6. A report will be submitted, by indorsement hereon, to reach this headquarters by 15 December 1948, setting out the current status of the above program in all communities adjacent to bases of your command.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, U.S. Air Force
Deputy Commander

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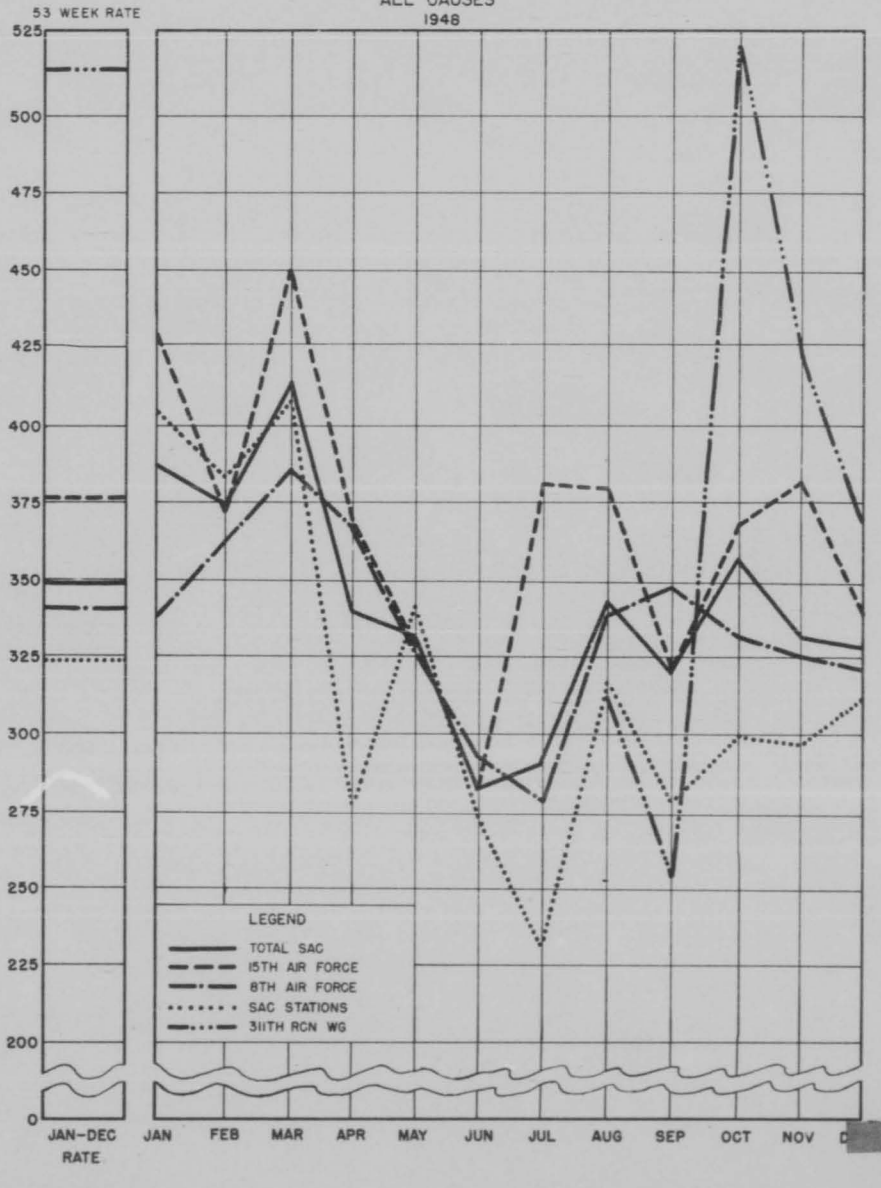
HOSPITAL ADMISSION RATES

ALL CAUSES
1948



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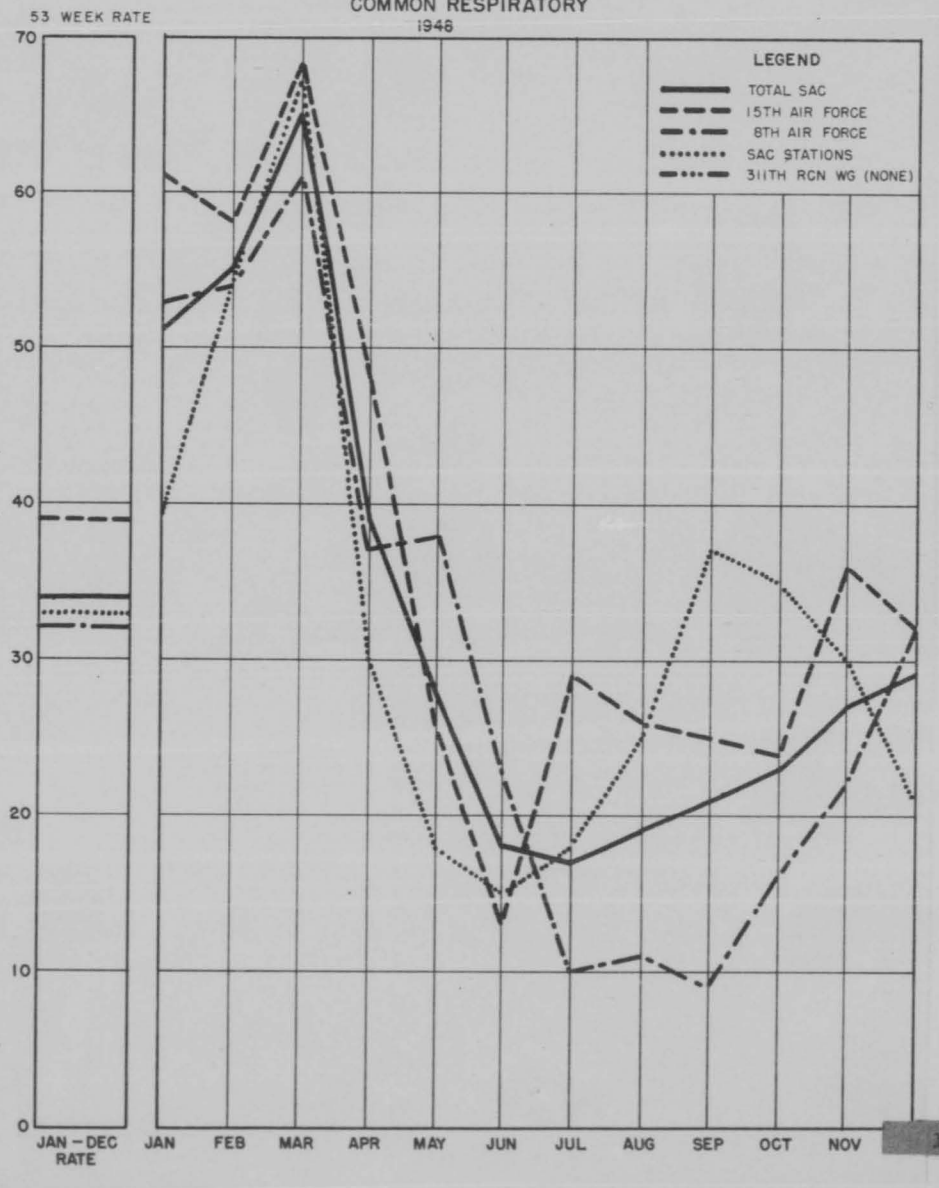
HOSPITAL ADMISSION RATES

COMMON RESPIRATORY
1948



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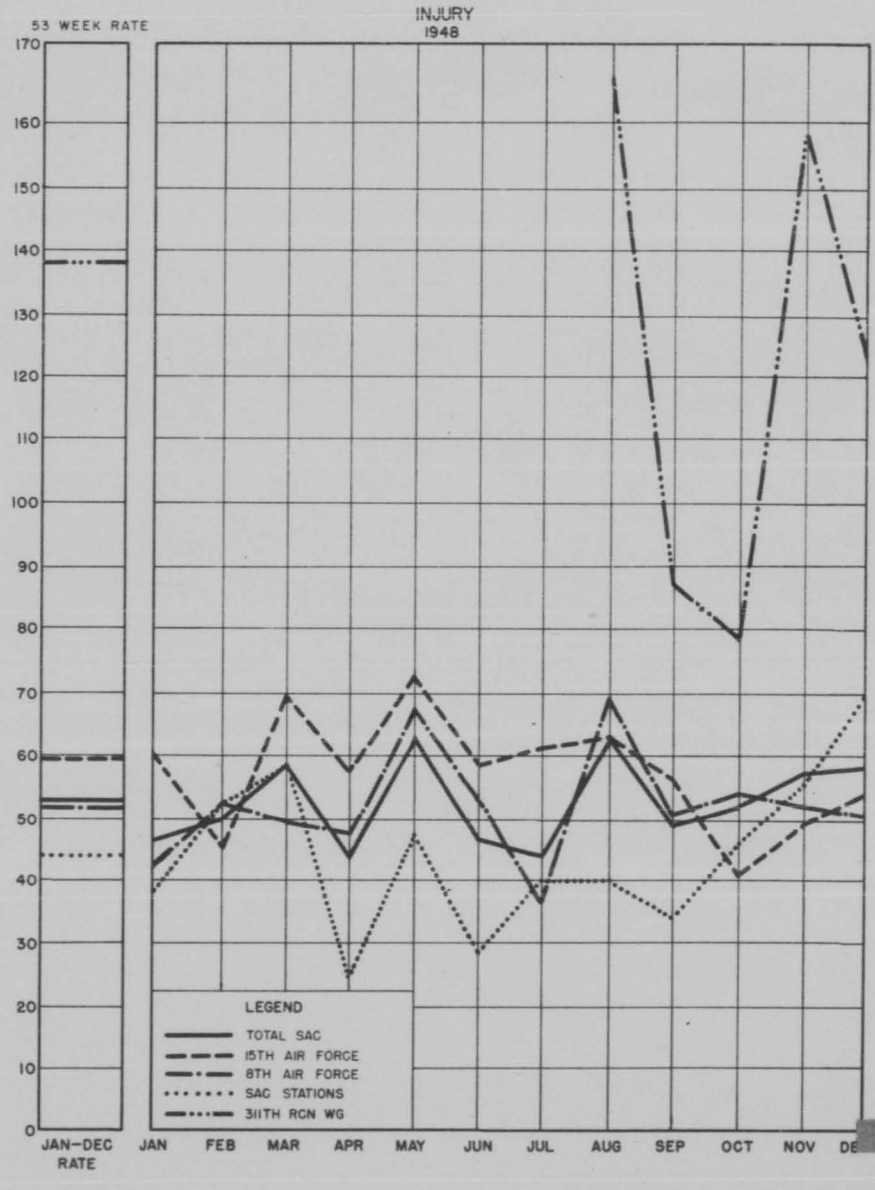
HOSPITAL ADMISSION RATES



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HOSPITAL ADMISSION RATES

DIARRHEA & DYSENTERY

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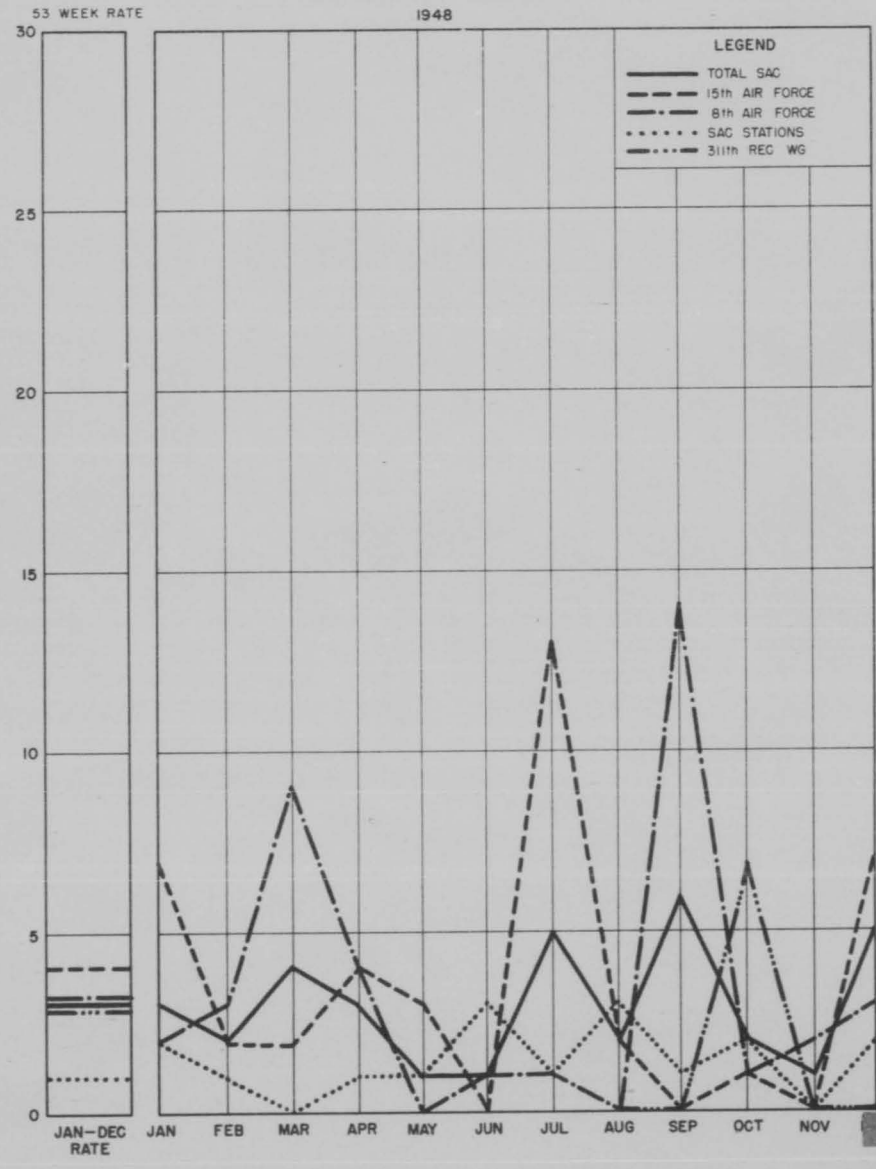

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HOSPITAL ADMISSION RATES

ALL PNEUMONIA

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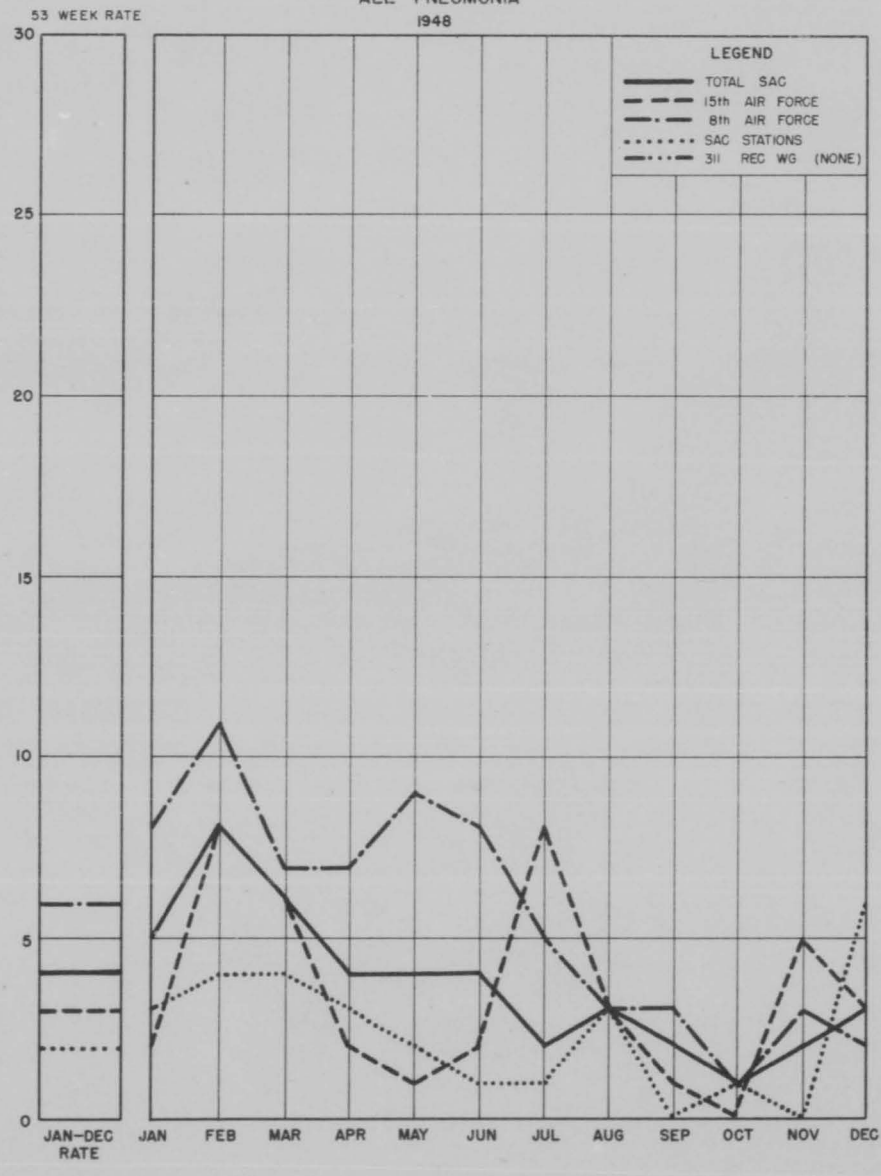

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24 December 1948

REPORT OF DYSENTERY OUTBREAK WITHIN THE 98TH BOMBARDMENT GROUP ON RETURN FROM OKINAWA TDY MISSION

1. The Appearance of Dysentery Cases.

Shortly prior to the departure of the 98th Bombardment Group from Okinawa an outbreak of diarrhea occurred among the personnel of the unit. This was similar in character and severity to the many other outbreaks of diarrhea which had occurred previously within the 98th Bombardment Group and other military installations on Okinawa. Most of the diarrhea victims remained afebrile and showed no other toxic symptoms. The more acutely ill patients of these outbreaks were hospitalized at the 37th Station Hospital, where stool examinations and cultures were performed. Of the 98th Bombardment Group personnel who were hospitalized on Okinawa for diarrhea, only two were ever found to have dysentery bacilli (Shigella paradysenteriae) in their stools. These two patients were both completely cured clinically and by stool culture before being released for duty.

During the homeward trip it was noted that the diarrhea cases of the recent outbreak were not responding very promptly to the usual simple anti-diarrheal therapy and that new cases were continuing to crop up. By this time a few of the personnel had begun to notice the presence of blood and mucus in their stools, which strongly suggested the presence of a dysentery infection. However, the majority of diarrhea cases remained very mild in nature.

At Barbers Point Naval Air Station, Hawaii a number of men turned in at the Base Infirmary and were seen by the local Flight Surgeon since the Group Surgeon was on the last flight and had not yet arrived. Those patients who were considered to be too ill to continue flying were hospitalized at Tripler General Hospital, where complete laboratory studies were performed. At this hospital a high percentage of the diarrhea cases were found to have Shigella bacilli in the stools. In the light of the clinical and laboratory findings at Hawaii, it was necessary that the entire 98th Bombardment Group be interrogated and screened for all existing and recent cases of diarrhea in order that stool cultures be performed on all persons who might be carrying dysentery organisms. Since many of the non-hospitalized personnel had already continued on their homeward flight, Spokane Air Force Base and all alternate fields of the West Coast were notified of the situation by wire. These above-mentioned precautionary procedures were initiated by the AF Medical Department on Hawaii and were already well under way by the time the Group Surgeon arrived with the last flight. Although the 344th Bombardment Squadron had already departed before the screening was instituted, the 345th and 343rd Bomb Squadrons were interrogated and screened for dirrhea cases prior to their departure from Hawaii. All personnel with diarrhea or a recent History of such were hospitalized at Tripler

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General Hospital for observation. Those persons with negative stool cultures were released promptly following return of the laboratory reports. At Hawaii a total of twenty-four (24) men were found to have Shigella organisms in the stools. These personnel were retained and treated with oral streptomycin. At the time the Group Surgeon visited the Tripler General Hospital all the dysentery cases were responding well to therapy and none were in serious condition.

2. Factors Suspected as Contributing to Outbreak.

From the standpoint of sanitation, the area and facilities assigned to the 98th Bombardment Group were substandard in a number of respects. The latrine and mess hall sewage systems, which were of the septic tank and cesspool types, caused much difficulty by frequently filling beyond capacity or becoming obstructed. Consequently, the overflow of raw sewage upon latrine floors and upon the ground was not an uncommon event. The Base Air Installation Services were often greatly delayed and repairs were generally of only a temporary nature.

The water supply for Kadena Air Force Base and other military installations of Okinawa showed greatly fluctuating contents of free chlorine, which frequently dropped below the minimum level for adequate water purification. On many occasions the qualitative Orthotoluene Test showed no evidence whatever of free chlorine in the tap water. Consequently, throughout the stay on Okinawa the Bomb Group personnel were repeatedly advised to treat all drinking water (by Halozone or Calcium Hypochlorite methods) as a standard procedure before consumption.

The water pressure at Kadena Air Force Base was frequently cut off by failure of the central pumping system. On some occasions this lack of running water persisted for up to several days at a time and thereby caused a definite hazard to the health of the Group, as well as much inconvenience. In such instances water was carried in by tank trailers to cover minimum needs. However, this measure was not sufficient to provide for adequate flushing of toilets and washing of hands.

In general, the outbreaks of diarrhea which occurred on Okinawa did not seem to bear any relation in distribution to the mess facilities. On the other hand, the increases and decreases of diarrhea cases of the various military organizations within and near Kadena Air Force Base seemed to follow a rather parallel course. These organizations were supplied by the same central water system.

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Report of Dysentery Outbreak Within the 98th Bombardment Group on Return From Okinawa TDY Mission, dtd 24 December 1948

The above mentioned sanitation hazards and recommended corrections were repeatedly brought to the attention of the Base Air Installations Service by the 98th Bomb Group Surgeon as well as by the other surgeons at Kadena Air Force Base. Moreover, the monthly sanitary reports of the 98th Bombardment Group and other organizations at Kadena Air Force Base invariably described the unsanitary conditions which existed and suggested corrections. However, the response was not gratifying.

3. Conclusions.

a. The state of sanitation at Kadena Air Force Base was definitely substandard, especially with respect to sewage systems and water supply.

b. The high frequency of gastro-intestinal infections within the various military organizations on Okinawa was very likely, at least in part, due to the water supply which was often found to be inadequately chlorinated.

c. Although all personnel of the 98th Bombardment Group were repeatedly advised to treat all tap water before consumption, it seems very possible that "leaks" may have occurred in this procedure through oversight or frank carelessness. The possibility of ice being made from inadequately purified water would also seem quite likely as a factor in the dissemination of intestinal pathogens.

d. The outbreak of dysentery within the 98th Bombardment Group was probably initiated by one of the following factors (in order of liklihood): (1) Contaminated water supply (2) Contamination of chilled drinks by ice made from inadequately purified water (3) Direct contamination of food or beverage from hands of Okinawan food handlers and bartenders. (4) Spread of organisms from Okinawa personnel by means of contact vectors.

R. V. ROSE
Captain, M.C. (USAF)
Group Surgeon, 98th Bombardment Gp

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STATION HOSPITAL
92D STATION MEDICAL GROUP
Spokane Air Force Base
Bong, Washington

21 December 1948

REPORT ON OUTBREAK OF BACILLARY DYSENTERY

At 0800 on 14 December 1948, a message was received at the 92d Station Medical Group Hospital that thirty-two (32) personnel of the 98th Bombardment Group had been hospitalized in Hawaii with a diagnosis of bacillary dysentery of the Shigella type. At the time of receipt of the message, one squadron had already arrived at Spokane Air Force Base of a total 794 men expected to arrive.

Emergency procedures were immediately initiated. All members of the 98th Bombardment Group were restricted to the base until each had been interviewed by a medical officer. Public health authorities in Spokane were notified since some of the personnel already returned were known to have been in Spokane. Assurance of assistance, in the form of advice and technical aid, was obtained from the Spokane Department of Health. All dependent care and elective surgery were discontinued for the duration of the emergency; and the various services of the hospital were consolidated on two wards, thereby providing three vacant wards for possible cases of dysentery. A meeting of the Mess Officer and all Mess Sergeants was held and addressed by two medical officers and instructed in necessary precautions, e.g., proper cleansing and use of latrines, sterilization of utensils, personal hygiene of food handlers. Orders were issued to scrub all latrine seats on the base three times daily with boiling soapy water. Directives were issued for general distribution concerning personal hygiene and care of mess halls and latrines.

At 1300, 14 December 1948, all members of the 98th Bombardment Group, who had returned, were interviewed by a medical officer and arrangements made for immediate examination of other members as soon as they returned to the base. All food handlers attached to the 98th Bombardment Group were restricted from work in mess halls for a period of one month and all reported to the hospital infirmary for stool cultures.

All men who had symptoms of diarrhea, abdominal cramps, fever, nausea or vomiting or had had these symptoms since 1 December 1948, were hospitalized, stool cultures obtained and started on a four-day course of sulfadiazine. By 2400 hours 14 December 1948, forty-seven (47) patients had been admitted to the hospital.

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Rpt on Outbreak of Bacillary Dysentery, dtd 21 Dec 48, cont'd:

At 0800 hours 15 December 1948, a meeting of all the medical officers was held and it was decided that since such an alarming percentage of the men had, or had had symptoms, that prophylactic sulfadiazine (four (4) day course) should be given to all men returning from Okinawa and to hospitalize only those with symtoms at present or since 1 December 1948. Several social gatherings were cancelled. These included an Officers' Club dance, an NCO Club Dance to be held on 16 December 1948 and a Children's Christmas party on 18 December 1948. The post nurseries were closed and all large social gatherings were discouraged.

All mess halls and latrines (with emphasis on those used by food handlers) were inspected by a medical officer as they had been on the previous day and recommendations as to further improvement made to the Commanding Officer.

By 2400 hours 15 December 1948, twenty-six (26) more men had been hospitalized; by 2400 hours 16 December 1948, fifteen (15) more and one (1) on 17 December 1948, making a total of eighty-nine (89) cases hospitalized. Of these five (5) were members of the 92d Bombardment Group who had not been on Okinawa. Twenty-eight (28) of the patients had active symptoms at the time of admission; the remainder had had symptoms since 1 December 1948.

Due to the occurrence of symptoms in men not having been to Okinawa, prophylactic sulfadiazine was offered to all dependents of those personnel from Okinawa who so desired. This measure was strongly urged and given wide publicity.

Thirteen (13) positive cultures were obtained and these men were kept in the hospital for further culture studies. The remainder of the patients were discharged on completion of the course of sulfadiazine and after their clothing had been sterilized. Of these thirteen (13) positive cases, seven (7) had active symptoms at the time of hospitalization. Of these, five (5) were members of the 98th Bombardment Group and two (2) members of the 92d Bombardment Group and, not having been on Okinawa, were considered as new cases infected at Spokane Air Force Base.

Emergency restrictions were lifted on 21 December 1948, but publicity of symptoms, dangers, etc., were continued and the policy of admitting anyone with symptoms to the Hospital for stool culture and sulfadiazine therapy.

The whole-hearted participation and cooperation of all personnel of the 92d Station Medical Group, medical officers, nurses, administrative

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officers, enlisted men and civilian employees, Wing CO and his Staff, most of whom worked overtime and untiringly, undoubtedly had much to do in stemming what may have been a serious and widespread epidemic of bacillary dysentery of the Shigella type.

4 January 1948

Continuation of Report:

Four (4) additional patients were admitted to the hospital on 19 December 1948, making a total of ninety-three (93) cases. No further positive cultures were obtained. Treatment was instituted on all patients with positive cultures and they were subsequently discharged from the hospital when negative cultures had been obtained.

SUMMARY

A total of Ninety-three (93) cases of suspected bacillary dysentery were admitted to the hospital. These included patients who were having, or had had, symptoms of bacillary dysentery since 1 December 1948. Of these, thirteen (13) had positive cultures. Of these thirteen (13), seven (7) had active symptoms at the time of hospitalization and were considered active cases, whereas, the remaining six (6) were considered carriers. All patients responded to treatment with sulphadiazine.

CONCLUSIONS & RECOMMENDATIONS

1. This was a mild epidemic of basillary dysentery of Shigella type.

2. It was promptly controlled with sulphadiazine and emergency control measures.

3. Medical clearance from Okinawa was not adequate to determine if the personnel were free of a communicable disease, especially in view of the fact that many cases of diarrhea had been present prior to departure and two (2) known cases of dysentery were discovered.

4. Prompt cooperation of all concerned insured rapid control of a potential serious epidemic.

/s/ E. J. Smith
/t/ EDWARD J. SMITH
Captain, MC (USAF)
Chief of Medicine

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VENEREAL DISEASE SUMMARY 1948 - Based on 53 weeks

(a) JANUARY
1 Gonorrhea white reported at Wendover but charged to Fort Wright rates.
1 Syphilis white reported at Selfridge not chargeable to command.
1 Gonorrhea white reported at Carswell but not chargeable to command.

(b) FEBRUARY
1 Gonorrhea colored reported at MacDill but charged to Smoky Hill rates.
1 Gonorrhea colored reported at Selfridge not chargeable to command.
1 Gonorrhea colored reported at Carswell not chargeable to command.
Final report Fort George Wright AFB.

(c) MARCH
1 Gonorrhea white reported at MacDill but charged to Colorado Springs rates.
1 Gonorrhea white reported at Davis-Monthan not chargeable to command.
1 Gonorrhea colored reported at Carswell not chargeable to command.
2 Gonorrhea colored reported at Selfridge not chargeable to command.
Initial report Spokane AFB.

(d) APRIL
1 Syphilis colored reported at Smoky Hill not included in rates EPTS.
1 Gonorrhea colored reported at Selfridge not chargeable to command.
1 Gonorrhea white reported at Selfridge not chargeable to command.
1 Gonorrhea white reported at Carswell, not included in rates EPTS.

(e) MAY
1 Gonorrhea white reported at Selfridge not chargeable to command.
1 Other Venereal colored reported at MacDill not chargeable to command.

(f) JUNE
1 Gonorrhea white & 1 Syphilis white reported at Carswell not chargeable to command.
Biggs AFB initial report; reported for 3 weeks of June.
Weaver AFB changed name to Rapid City AFB.

(g) JULY
2 Gonorrhea white reported at Castle not chargeable to command.
1 Gonorrhea white reported at Grenier not chargeable to command.
1 Gonorrhea white reported at Selfridge not chargeable to command.
Initial report for Topeka, under SAC Stations.

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VENEREAL DISEASE SUMMARY 1948 - Based on 53 weeks

(h) AUGUST
1 Gonorrhea white reported at Davis-Monthan not chargeable to command.
1 Syphilis white reported at Spokane not chargeable to command.
1 Syphilis white reported at Carswell not chargeable to command.
3 Gonorrhea white reported at Carswell not chargeable to command.
Initial reporting 311th Rec. Wing; Topeka transferred from SAC Stations to 311th Rec. Wing.

(i) SEPTEMBER
1 Syphilis white reported at MacDill not chargeable to command.
2 Gonorrhea white reported at Carswell not chargeable to command.
1 Gonorrhea white reported at Rapid City not chargeable to command.
McGuire Initial report, reported for 2 week period under 311th Rec. Wing.

(j) OCTOBER
2 Gonorrhea white reported at Carswell not chargeable to command.
1 Gonorrhea colored reported at Carswell not chargeable to command.
1 Syphilis white reported at Carswell not chargeable to command.
2 Gonorrhea white reported at Davis-Monthan not chargeable to command.
1 Gonorrhea colored reported at Selfridge, charged to McGuire rates.
Initial report for Offutt, reported 4 weeks of 5 week period.

(k) NOVEMBER
1 Syphilis white reported at Carswell not chargeable to command.
Final reports for Andrews and Selfridge.
Otis Initial and Final, reported 4 weeks of November only.

(l) DECEMBER
1 Syphilis white reported at MacDill charged to Castle rates.
1 Gonorrhea white reported at Carswell charged to Grenier rates.
1 Gonorrhea white reported at Carswell not chargeable to command.
1 Gonorrhea colored reported at Smoky Hill not chargeable to command.
1 Gonorrhea white reported at Offutt not chargeable to command.
1 Chancroid (other VD) white reported at Carswell not chargeable to command.
1 Chancroid (other VD) white reported at Offutt not chargeable tocommand.
Grenier and MacDill included in SAC Stations for 3 weeks (thru Dec. 17); last 2 weeks being included in 15th AF.
Initial report for Mountain Home, reporting 4 weeks of 5 week period under 311th Rec. Wing.

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VENEREAL DISEASE SUMMARY BY STATION

STATION	STRENGTH			WHITE AND COLORED						WHITE						
				ALL TYPES		GONNORHEA		SYPHILLIS		ALL TYPES		GONNORHEA		SYPHILLIS		ALL T
	TOTAL	WHITE	COLORED	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES
Total SAC Command	44843	41911	2932	1470	32	1184	26	212	5	880	20	728	17	139	3	590
SAC Stations	13009	11726	1283	644	48	510	38	81	6	235	19	197	16	36	3	409
Andrews	3137	3067	70	60	19	50	16	10	3	44	14	36	12	8	3	16
Grenier	1604	1604		31	19	30	19	1	1	31	19	30	19	1	1	
MacDill	5897	4696	1201	514	86	391	66	71	12	125	26	98	21	26	5	389
Selfridge	2295	2242	53	44	15	41	14	3	1	36	14	33	13	3	1	8
Offutt	359	316	43	27	70	23	61	2	6	6	16	5	13			21
Total 8th AF	17223	16224	999	490	27	393	22	80	4	377	22	305	18	63	4	113
Carswell	5113	4676	437	212	38	163	29	37	6	148	28	116	22	27	5	64
Davis-Monthan	4480	4196	284	148	32	116	25	26	6	118	27	93	21	23	5	28
Kearney	1931	1931		19	10	16	8	3	2	19	10	16	8	3	2	
Walker	4761	4497	264	88	18	74	16	14	3	67	15	57	13	10	2	21
Biggs	890	875	15	25	28	23	26			25	29	23	26			
Otis	39	39														
Total 15th AF	13391	12814	577	314	23	265	20	47	3	246	19	209	16	36	3	68
Castle	2102	2102		24	11	21	9	3	2	24	11	21	9	3	2	

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NEREAL DISEASE SUMMARY
BY STATION

FOR WEEK ENDING FRIDAY, 2 [illegible] 1948 Annual - 53 Week basis

ORED			WHITE						COLORED						DAYS LOST DUE TO V.D.		
A	SYPHILLIS		ALL TYPES		GONNORHEA		SYPHILLIS		ALL TYPES		GONNORHEA		SYPHILLIS				
E	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	WHITE	COLORED	REMARKS
3	212	5	880	20	728	17	139	3	590	198	456	153	73	25			ABCDEFGHIJKL
7	81	6	235	19	197	16	36	3	409	313	313	239	45	35			ABCDEGIJKL
1	10	3	44	14	36	12	8	3	16	230	14	202	2	29			K
1	1	1	31	19	30	19	1	1									GL
1	71	12	125	26	98	21	26	5	389	322	293	243	45	37			BCEIL
1	3	1	36	14	33	13	3	1	8	56	85	56					ABCDEGJK
1	2	6	6	16	5	13			21	485	18	416	2	46			JL
1	80	4	377	22	305	18	63	4	113	110	67	84	17	17			ABCDEFHIJKL
9	37	6	148	28	116	22	27	5	64	140	47	101	10	23			ABCDFHIJKL
5	26	6	118	27	93	21	23	5	28	99	23	81	3	11			CEJ
	3	2	19	10	16	8	3	2									
	14	3	67	15	57	13	10	2	21	80	17	64	4	15			
6			25	28	23	26											F
																	K
1	47	3	246	19	209	16	36	3	68	116	56	97	11	17			ABCDFGHIL
1	3	2	24	11	21	9	3	2									GL

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VENEREAL DISEASE SUMMARY BY STATION

STATION	STRENGTH			WHITE AND COLORED						WHITE							
				ALL TYPES		GONNORHEA		SYPHILLIS		ALL TYPES		GONNORHEA		SYPHILLIS		ALL TYPES	
	TOTAL	WHITE	COLORED	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE
Colorado Springs	587	587		12	21	12	21			12	21	12	21				
Fort George Wright	747	747		15	21	15	21			15	21	15	21				
Spokane	2828	2828		31	11	20	7	11	4	31	11	20	7	11	4		
Smoky Hill	4017	3531	486	124	31	104	26	19	4	81	23	68	19	12	3	43	86
Weaver (Rapid City)	2294	2294		70	30	62	27	8	3	70	30	62	27	8	3		
Wendover	360	360		6	14	6	14			6	14	6	14				
311th Rec Wing	1194	1130	64	26	23	22	19	4	3	26	23	22	19	4	4	-	16
Topeka	803	801	2	26	32	22	27	4	5	26	32	22	27	4	5		
McGuire	463	403	60	-	2	-	2									-	17
Mountain Home	3	3															

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VENEREAL DISEASE SUMMARY
BY STATION

FOR WEEK ENDING FRIDAY, 1948 Annual - 53 week basis

AND COLORED				WHITE						COLORED						DAYS LOST DUE TO V.D.		
GONNORHEA		SYPHILLIS		ALL TYPES		GONNORHEA		SYPHILLIS		ALL TYPES		GONNORHEA		SYPHILLIS				
CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	CASES	RATE	WHITE	COLORED	REMARKS
12	21			12	21	12	21											C
15	21			15	21	15	21											AB
20	7	11	4	31	11	20	7	11	4									CH
104	26	19	4	81	23	68	19	12	3	43	86	36	74	7	12			BDL
62	27	8	3	70	30	62	27	8	3									IF
6	14			6	14	6	14											A
22	19	4	3	26	23	22	19	4	4	-	16	-	16					GHIL
22	27	4	5	26	32	22	27	4	5									GH
-	2									-	17	-	17					IJ
																		L

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SAC 726 (12 Feb 48) 12 February 1948

SUBJECT: VD Rate for Month Ending 30 January 1948

TO; Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. The VD rate for Wendover for the white troops for the month ending 30 January 1948 was 52. This is the highest of any station within the command. The VD rate for Smoky Hill for that same period was 47. This rate is third from highest of any station in this command. The rate for white personnel for the entire command for the above period was 29.

2. It is desired that immediate and stern action be taken to bring Smoky Hill and Wendover in line with the other stations of the command.

BY COMMAND OF GENERAL KENNEY:

/t/ CLEMENTS MCMULLEN
Major General, U. S. Air Force
Deputy Commander

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

COST STUDY - 1948

ACCIDENT COST PER CAPITA - $39.70

Based on Unit and Personnel
status report, dated 15 Jan.
1949 SAC

VEHICLE ACCIDENTS - - - - 608

Special purpose equipment - - - - - - - - - - - - - - - - - -			$	5,927.00
Passenger cars, motorcycles, jeeps, etc. - - - - - - - - -			$	19,803.00
Trucks and busses -			$	41,077.00
		TOTAL - - -	$	66,807.00

MILITARY

NON-DISABLING - - - - - - - - - - - - -	7514 x $	4.25	= $	31,934.50
DISABLING - - - - - - - - - - - - -	1546 x $	441.00	= $	681,786.00
FATAL - - - - - - - - - - - - - - -	55 x $	19,565.00	= $	1,076,075.00

CIVILIAN

NON-DISABLING - - - - - - - - - - - - -	1037 x $	4.25	= $	4,407.25
DISABLING - - - - - - - - - - - - -	80 x $	119.00	= $	9,520.00

COST OTHER PROPERTY DAMAGE - - - - - - - - - - - - - - - - - - by vehicles (excl of acft)	$	42,263.00
USAF PROPERTY DAMAGE SUMMARY - - - - - - - - - - - - - - - - -	$	175,122.00
CUMULATIVE TOTAL - - - - - - -	$	2,007,915.00

SAC, Ft. Crook-2-14-49-100

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

COST BY INSTALLATION OF MILITARY INJURIES AND FATALITIES 1948

	INJURIES & FATALITIES				COST			
	Injuries		Fatalities		Injuries		Fatalities	
	On Duty	Off Duty	On Duty	Off Duty	On Duty	Off Duty	On Duty	Off Duty
DAVIS-MONTHAN (12 mo. period)	59	131	-	6	$ 26,019	$ 57,771	$ -	$ 177,390
CARSWELL (12 mo. period)	35	142	-	5	15,435	62,622	-	97,825
[illegible]R [illegible]o. period)	75	166	-	5	33,075	73,206	-	97,825
KEARNEY (12 mo. period)	18	34	-	-	7,938	14,974	-	-
BIGGS (12 mo. period)	5	10	-	2	2,205	4,410	-	39,130
CASTLE (12 mo. period)	11	39	1	5	4,851	17,199	19,565	97,825
COLO. SPRINGS (12 mo. period)	6	16	-	-	2,646	7,056	-	- -
SMOKY HILL (12 mo. period)	48	92	-	-	21,168	40,492	-	-
SPOKANE (12 mo. period)	37	81	1	8	16,317	35,721	19,565	156,520
[illegible] CITY [illegible]o. period)	55	85	-	8	24,255	37,485	-	156,520
WENDOVER (12 mo. period)	10	8	2	-	4,410	3,528	39,130	-
SQ BASES (12 mo. period)	1	-	-	-	441	-	-	-

SAC, Ft. Crook-2-14-49-100

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USAF GROUND ACCIDENT EXPERIENCE SUMMARY AND ANALYSIS

Page 1 of 5

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STAFF GROUND ACCIDENT EXPERIENCE SUMMARY AND ANALYSIS

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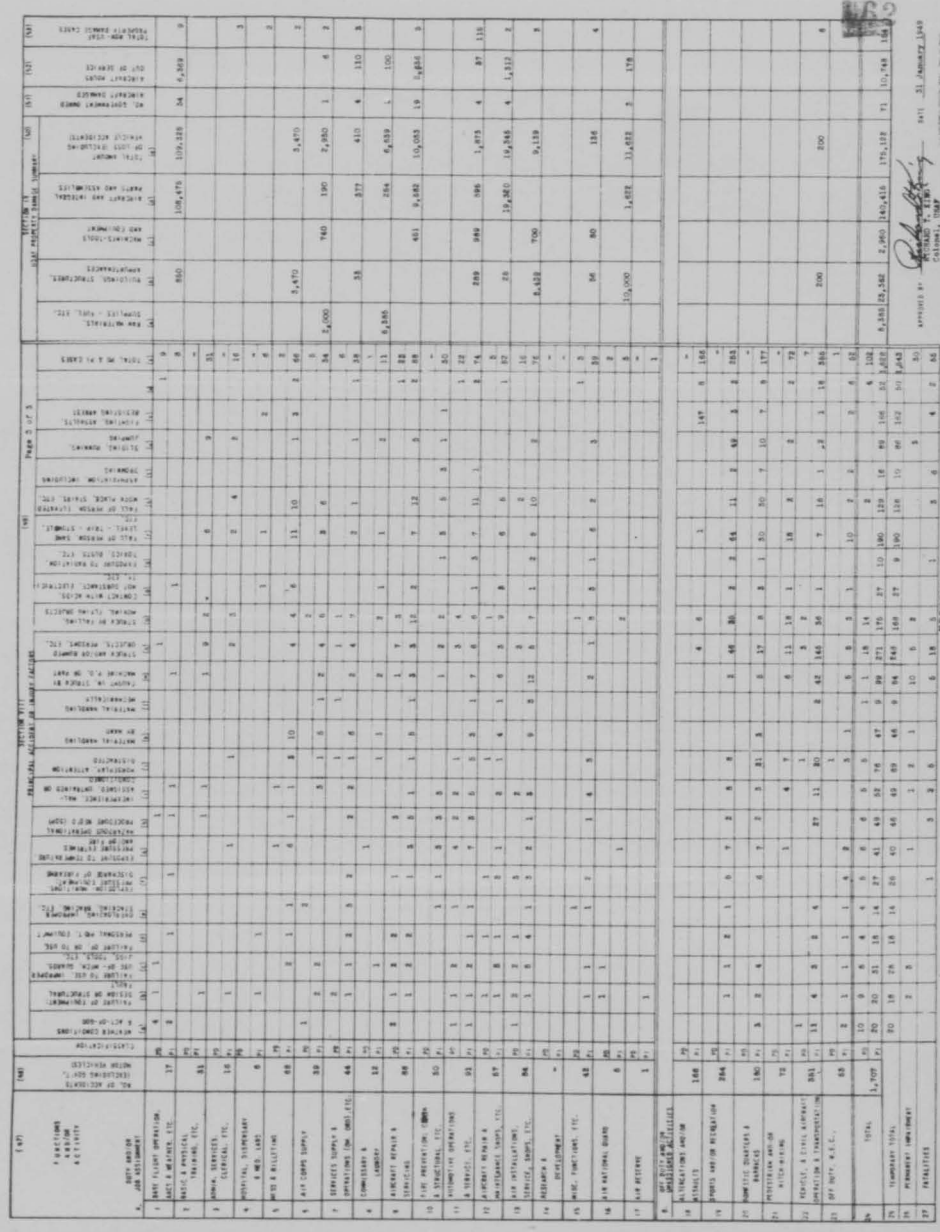

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SAC 729 (17 Aug 48) 17 August 1948

SUBJECT: Ground Safety Accident Report

TO: Commanding Officer
56th Fighter Wing
Selfridge Air Force Base
Selfridge Field, Michigan

1. The attention of the Commanders and all Ground Safety personnel is directed to the six month cumulative Ground Safety Accident Report, 1 January thru 30 June 1948.

2. The motor vehicle report is particularly high due to the new reporting system and the new reporting forms, AF Forms 122 and 122A. The AF Forms 122 and 122A show accidents and costs that, while existing, were not shown on the 1947 report.

3. The comprehensive and complete reports of each Command are a necessity. The conditions exist, the remedies exist and the knowledge of the cause of waste makes possible the elimination of that waste.

4. The high average of off duty and off base accidents is particularly of interest of the Commanders and Ground Safety personnel.

5. With information supplied by this six month accident experience, also the cooperation of all concerned, the next six months of 1948 should and will show results of an intensified and comprehensive application of the necessary corrective measures.

6. A reduced ground accident rate is a necessity and a must in the Strategic Air Command.

BY COMMAND OF GENERAL KENNEY:

1 Incl
1. Six month accident report.

MONTIE THOMPSON, JR.
1st Lt. USAF
Asst. Adj Gen

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

26 February 1948

MEMORANDUM TO COLONEL BULLA:
Medical Personnel Division
Office of the Air Surgeon

1. For planning purposes it is believed appropriate to review the acute dental officer personnel situation which is fast developing and which will reach rock bottom between September and December 1948.

2. Based on those dental officers presently considered retainable, the Air Force expects to have on duty, both in the U. S. and overseas, about 150 such officers at the end of the present calendar year. This figure has been tentatively set by the Office of the Surgeon General as the Air Force share of retainables, after those dental officers who are at present in Category V are separated. As of this date, retainables on Air Force duty in December 1948 total 165, of which 105 are Regular Army and 60 in categories which will retain them in the service for some time beyond December 1948.

3. Should additional dental officers be secured as a result of the Department of the Army Circular No. 51, of 1947, or otherwise, such as recall of former officers, the Air Force will be allotted its proportionate share of the number received and proper adjustments will be made. It is not possible at this time to estimate the number expected to be secured by these means by December 1948.

4. Based on what is known at present as to the projected strength of Air Force commands, both overseas and continental U. S., it appears to me that as of the coming December, the 150 dental officers then expected to be available should be distributed approximately as follows:

OVERSEAS -(Based on 115,000 projected strength)

Alaska	7
Europe	5
ATC Overseas	7
Caribbean	4
F. E. A. F.	19
Pacific Air Cmd	2
Total	44

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CONTINENTAL U. S. (Based on 285,000 projected strength)

Bolling Field Cmd	3
Strategic Air Cmd	19
Air Transport Cmd	11
Air Defense Cmd	13
Air Materiel Cmd	6
Air University	5
Air Training Cmd	35
Tactical Air Cmd	13
Office of the Air Surgeon	1
Total	105

5. The above figures have been computed on the basis of 1 dental officer for approximately 2600 military strength, both in the U. S. and overseas. Information from the Office of the Surgeon General indicates that that office intends shortly to recommend that the present dental provisions of POR and POM be rescinded and that all military personnel be authorized to proceed overseas if they are classified dentally for full military duty. Furthermore, the SGO plans to recommend within the near future that "Others" (i. e. dependents and civilians) be limited to emergency dental treatment both in the U. S. and overseas. Thus, dental service everywhere in the Air Force should be on the same basis as regards distribution of available personnel if and when these changes become official.

6. Information copies of this memorandum will be mailed informally to each AF command surgeon and subordinate command surgeon, including overseas.

GEORGE R. KENNEBECK
Colonel, Dental Corps

INFORMATION COPY

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ANNUAL REPORT OF DENTAL ACTIVITIES, HEADQUARTERS STRATEGIC AIR COMMAND
CALENDAR YEAR, 1948

General Statement

The attached Form 8-98 and the Statistical Report includes figures for dental services performed during October, November and December of 1948.

The Report is limited to the final quarter of the year because prior to October this Base served as Headquarters to the 10th Air Force. When the transfer of this organization was accomplished in September all records and dental personnel accompanied the move to the new base in Indianapolis, Indiana. Figures shown in this report are those compiled from the final three months of dental service at Offutt Air Force Base by the newly arrived Dental Surgeon.

Great changes occurred during October and November. Many organizations departed and arrived and there was the usual activity and confusion incident to the moving of a large command headquarters into a station. On 15 November, 1948, the Strategic Air Command formally began operations at Offutt Air Force Base.

Personnel

A shortage of personnel to staff the clinic and to perform the dental mission to the accomplishment of the dental mission in the initial phase was a serious handicap. With only one officer to staff the clinic and no laboratory technician, no trained administrative assistants, and with the few assigned enlisted personnel in a poor state of training, difficulties were many.

Every effort was made to eliminate the handicaps mentioned and establish a well-functioning clinic for the Base. Civil service positions for two full-time dentists and one clerk-typist were established and filled by 1 December. A well-trained laboratory technician was transferred in and on the job type training for the chair assistants was given.

Special problems

The principal problem of the dental service is to secure the services of a competent oral hygienist. A civil service position has been established. Correspondence and personal efforts are being employed to find a person qualified for the vacancy.

Additional Staff Duties of the Dental Surgeon

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By December the personnel shortage problem had been solved and the Dental Surgeon was able to begin to fulfil more adequately the additional administrative duties as Dental Surgeon to the Strategic Air Command. Official staff visits to each base of the Command were begun. Three

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stations, McGuire, Grenier, and MacDill Air Force Bases were visited in December. While the dental officer is absent on official duties the base dental service is supervised by the senior civilian dentist.

Equipment and Supply

Facilities were excellent for the dental service. Three complete operating rooms containing Ritter chairs, units, operating lights and modern cabinets were available as well as a dental laboratory and reception room.

Supplies were adequate and of good quality.

Dental Surveys

With the coming of additional personnel and the stabilization of personnel assigned to the Base, it became possible to conduct dental classification surveys. This work began in December and was completed in January 1949. As a result of these surveys personnel could be assigned their proper treatment priorities at the clinic.

Dental Identification Records

Another task of great importance which was begun in December was the review of the Dental Identification Records of all personnel on a flying status. These examinations required a great deal of time and effort but are of such value that it was considered time well-spent to re-examine all flying personnel whose cards were over 6 months old.

Dependent Service

Dental attendance for dependents was limited to emergency treatment only as required by current directives.

A special clinic for children of military personnel assigned to the Base was begun in December. Time is volunteered by the dentist and sodium flouride treatments are available for children between ages 3 to 14. Operative dentistry necessary is completed by civilian dentists before sodium flouride treatments are given.

It is felt that this clinic has accomplished something toward improving the morale of the military personnel and developing a friendly attitude toward the medical services. The time required was short, children received attention and dental preventive treatments which otherwise would be neglected.

Dental Processing

All personnel processed into or out of the base were given clearance dental examinations. Personnel clearing the station were treated to eliminate any Class I conditions which had developed since their last survey. Personnel arriving were given immediate treatment for Class I

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conditions. Other classification entries were made on the rosters to establish treatment priorities and maintain current rosters. As signatures on processing or clearance papers include one by the dentist the system enables the clinic to maintain effective control.

Summary of Dental Attendance

Dental services at Offutt Air Force Base, despite initial difficulties due to personnel problems, were established and reduced to a routine basis in the final quarter of 1948. The maintenance of the highest standards of quality service and the establishment of proper treatment priorities based upon dental classification surveys have been the prime objectives of the dental service.

/s/ Kenneth R. Elwell
/t/ KENNETH R. ELWELL
Major D.C.
Base Dental Surgeon

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WD AGO FORM 8 AUG 1944 8-98
(Old WD MD Form No. 87, 14 May 1942)

Control Approval MCD-2

REPORT OF DENTAL SERVICE

(See AR 40-1010)

MEAN STRENGTH: 1635

1. 3502d AIR FORCE HOSPITAL OFFUTT AIR FORCE BASE OMAHA, NEBRASKA
(Station or command, with location and strength)

2. CALENDAR MONTH OF FOURTH QUARTER 1948.
(Give beginning and end of period, if less than the calendar month)

3. GENERAL SUMMARY OF DENTAL SERVICE

	Military	Others
Admissions, routine	1112	2
Admissions, emergency	138	46
Sittings given	2321	83

4. CLASSIFICATION OF MILITARY PERSONNEL

See AR 40-510

Class I	Class II	Class III	Class IV
72*	626*	305*	711*

Uncl: 347*

Obtain figures from survey of command and modify in subsequent months by estimating changes from cases treated.

5. DUTY PERSONNEL

A. Officer Personnel

Name	Rank	Component	Duty (Use terms from AR 330-40)

B. Other Personnel

(1) ENLISTED

Grades	Number on Duty With Dental Service
Master sergeants	
Technical sergeants	
Staff sergeants	
Sergeants	
Corporals	
Technicians, 3d grade	
Technicians, 4th grade	
Technicians, 5th grade	
Privates, 1st class	
Privates	

(2) CIVILIAN EMPLOYEES

Occupations	Number Assigned to Dental Clinic

SUMMARY:
Number of dental officers assigned 1 *Monthly averages
Total days of duty 73
(Assigned and attached)
Number of Civilian Dentists average: .75
(Over) Days duty Civ. Dentists 48

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CASES DIAGNOSED AND OPERATIONS PERFORMED

6. CASES DIAGNOSED

Diagnoses (Use standard terms from AR 40-1010)	Military	Others
...ess Periapical	20	10
...ess Parietal	17	6
...lace defective	7	
...ld, loose	3	
Calculus	19	5
Caries	370	
Crown defective	4	
Crown loose	1	
Denture defective	29	3
Erosion	3	
Filling defective	53	
Fracture, mandible	1	
Gingivitis	13	4
Inlay loose	1	
Malocclusion	2	1
Mandible edentulous	6	
Maxilla edentulous	4	
Osteitis	2	
Pericoronitis	13	1
Periodontoclasia	39	9
Pulpitis	110	29
...e Irregular	10	1
...Residual	9	
...usitis	4	1
Stomatitis Vincents	4	4
Tooth Impacted	19	1
Tooth Exfoliating	1	4
Tooth malposed	10	
Tooth Fracture of	9	
Tooth Missing	87	
Tumor, benign	2	

7. OPERATIONS PERFORMED

Nature of Operations	Number Military	Number Others
RESTORATIONS		
Amalgam	228	
Gold, foil	2	
Inlay		
Oxyphosphate and amalgam	128	
Root canal		
Silicate	90	
Sil & Oxy.	15	
Inlay recom.	1	
PROSTHESES		
Bridge (all types)		
Bridge, repaired	7	
Crown (all types)		
Crown, repaired	4	
Denture (full)	10	
Denture (partial)	17	
Denture, rebased		
Denture, repaired	10	
Dtr. adj. of	19	4
Brdg. Recom.	3	
Crown Recom.	1	
OTHER OPERATIONS		
Abscess, incision of	7	1
Anesthesia, general	1	1
Anesthesia, local	716	33
Calculus, removal of	19	5
Examination	2822	53
Fracture, reduction of	1	
Gums, treatment of	93	17
Post-operative treatment	83	5
Prophylaxis	9	
Pulp, extirpation of		
Sequestrum, removal of		
Tooth, extraction of	169	40
Tooth, treatment of	56	19
X-ray exposure	386	78
Alveolectomy	10	1
Apicoectomy	2	
Gums, resection of	1	
Occl. Adjm of.	9	1
Osteitis, Treat of	1	
Sinusitis, " "	4	1
Tumor, excision of	2	

8. GENERAL REMARKS

I CERTIFY that the foregoing report is correct. /s/ Kenneth R. Elwell

/t/ KENNETH R. ELWELL, D. C., U. S. Army.

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ANNUAL REPORT OF DENTAL ACTIVITIES

STRATEGIC AIR COMMAND

1948

MISSION

The mission of protecting the dental health of personnel in the Strategic Air Command during 1948 was accomplished in keeping with the highest professional standards of the Dental Corps. Despite the increasingly critical shortage of dental officers, the interest and industry of all assigned dental personnel served to maintain a relatively high state of dental health throughout the Command.

GENERAL STATEMENT OF DENTAL SERVICES

The attached consolidated Annual Report of Dental Service and the Consolidated Annual Statistical Report indicate the scope of Command dental accomplishments for the past year.

Attention is invited to the following facts as shown by the detailed data reports:

The mean monthly strength of Strategic Air Command in 1948 was thirty-eight thousand eight hundred and forty-five (38,845). The total number of military admissions for dental services was forty-four thousand six hundred and forty-eight (44,648). Military personnel admitted to Command dental clinics required one hundred ninety-five thousand nine hundred and eight (195,908) dental operations of various types to complete treatments indicated by the eighty-five thousand five hundred and one (85,501) diagnoses.

In addition to serving the active service personnel, dental clinics admitted fifteen hundred and forty-one (1541) patients of non-military status, including dependents and others. In general, attention for patients in this status was limited to emergency treatments although some bases reported small amounts of definitive dentistry. Close restriction of dependent dental care was directed by Medical Letter 44 Hq S.A.C., dtd 23 August 1948 to remind command bases of provisions concerning patients of non-military status.

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CONSOLIDATED ANNUAL REPORT OF DENTAL SERVICE

This consolidation includes figures for all dental installations serving the Strategic Air Command in December, 1948. Totals for Andrews and Selfridge Air Force Bases have not been included as these bases were transferred from the Strategic Air Command and their annual dental reports forwarded through another headquarters. Figures for the Headquarters Strategic Air Command and the 311th Air Division include only Offutt and Topeka Air Force Bases. Totals for these two bases represent three and four months service respectively; Offutt Air Force Base began operations for Strategic Air Command in October while Topeka Air Force Base Dental Service was established late in August.

CONSOLIDATED STATISTICAL REPORTS

The statistics in this report show the compilation of services by command. An analysis of averages attained based upon days present for duty in relationship to various services is given.

PERSONNEL:

The average strength per month in 1948 of assigned dental officers was 39.7; during the final quarter of the year this average dropped to only 34 officers. Enlisted personnel were generally available in sufficient numbers to staff the clinics. At some bases, however, there were difficulties in obtaining and developing skillful dental clinic staffs.

The principal personnel problems were (1) to replace losses of dental officer personnel (2) to obtain the services of skilled oral hygienists. The solution to these problems is through the augmentation manning program utilizing civilian personnel. Until December only three civilian dentists were employed, but by the end of 1948, six full-time dentists or their equivalent in part-time practitioners had been obtained by various bases. The swift expansion of professional men under the present augmentation manning program is an effective interim solution to the critical shortage of service dentists, pending procurement of sufficient dental officers.

Oral hygienists have been as difficult to find as civilian dentists at most bases. The benefits of having an oral hygienist on the clinic staff are important at the time when dental officers must devote all, their efforts to restorative and definitive service. Her services are essential to maintaining morale and to carry out a preventive dental plan.

As hygienists are in short supply and the service requirements are limited to staff personnel who are able to clean teeth and apply simple gum treatments, under supervision, it would possibly be advisable to have selected personnel trained for such assignments at service schools similar to those now provided for laboratory technicians.

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A SUMMARY OF GRAND TOTALS OF STATISTICAL FIGURES BY SEPARATE COMMANDS FOLLOWS

COMMAND	MEAN STRENGTH	ROUTINE ADMISSIONS	EMERGENCY ADMISSIONS	SITTINGS	EXAM-INATIONS	CASES DIAGNOSED	ALL TYPES OPERATIONS
15th AIR FORCE	18,686	25,068	2,555	63,082	33,671	36,033	90,556
8th AIR FORCE	16,740	15,105	1,542	46,231	30,594	47,342	96,025
311th 1 DIV (FEAF)	1,784	582	39	2,738	2,140	1,149	4,202
HDT SAC (OFFUTT)	1,635	1,114	184	2,912	2,875	957	5,125
U. A. C. TOTALS	38,845	41,869	4,320	114,963	69,280	85,501	195,908

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DENTAL CONSULTANTS:

No cases requiring the special services of dental consultants were reported by bases of the Command in 1948. This fact speaks well of the skill and general competence of Dental Corps personnel when consideration is made of the large volume of oral surgery, fracture cases and other traumatic injuries handled by the Command in a year.

UNUSUAL INCIDENCES OF DENTAL DISEASE

Although the number of Vincent's Stomatitis cases was quite low, there appears to have been a somewhat high incidence of Gingivitis, in the Command during the year. Several factors have been considered in a determination of the probable causes: (1) Officer shortages preclude a routine prophylaxis program for all personnel by dentists of the command (2) Hygienist scarcities make the staffing of clinics inadequate to offer more than incomplete prophylactic care of all personnel (3) Assigned personnel are prone to grow careless in proper care of their mouths. This seems true especially of flying personnel assigned for long periods temporary duty at foreign stations where dental facilities are very limited.

Remedial measures now in effect include (1) attempts to augment through civil service channels every base dental staff to include at least one oral hygienist (2) the inclusion of oral hygiene advice in medical briefings of flying personnel departing for foreign temporary d duty (3) lectures on oral hygiene by dental personnel at each base.

DENTAL IDENTIFICATION RECORDS

Efforts are continually made throughout the Command to insure the maintenance of current, accurate and complete Dental Identification Records for all personnel assigned to flying status. Thorough inspections of these records at each base are conducted when supervisory staff visits are made by this headquarters.

The value of these records was demonstrated in the Command in 1948 when dental records were used to establish positive identification of sixty-four (64) aircraft crash victims. In two crashes overseas, dental information sent by radio proved effective in definitely identifying the deceased personnel.

OVERSEAS DUTY OF ASSIGNED PERSONNEL

Ten bomb groups were assigned for periods of overseas duty for training purposes during the year. In addition, a large number of individual replacements were sent overseas. Dental priorities were given personnel departing for overseas Bases.

In only a few cases have dental officers been assigned to accompany bomb groups on their foreign service training missions. It is believed that such assignments would be of benefit to the groups and the dental

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officers. However, with the present critical shortage it has been necessary to keep dental personnel at their ZI stations.

EQUIPMENT AND SUPPLIES

A. ESSENTIAL FIELD EQUIPMENT: Efforts have been made to insure the maintenance of an M. D. Chest No. 60, complete and in readiness for movement with each medical group.

Request is being made under the provisions of Par 53 (d) AFM 67-1 for a change in the T O & E of medical groups to permit the addition of a field type surgical operating lamp to the dental allowances. This is an obvious necessity for proper dental services as well as for the surgical services.

Another useful addition to the field essential dental equipment will be the small dental operating motor with a foot control, Item No. 5-254-175 attached to the present foot-engine. Such an item was developed and used to excellent effect by the German Army in World War II. The German model mounted a ball motor of about 7 inches diameter in the center of the base tripod; the usual wheel for foot-pedal action was attached to the side of the upright.

B. BASE TYPE EQUIPMENT: Base Type equipment has been excellent in most stations. Maintenance of equipment has been facilitated by the splendid repair teams of the Medical Depots. They are well-trained and interested in giving prompt service to the bases.

C. SUPPLIES: Most supplies have been adequate in quality and quantity. The principal need, as expressed by most Command dental clinics, has been for a modest supply of denture teeth and bridge facings to be added to the supply table. While it is recognized that complete laboratory service at base level would adversely affect the efficient central dental laboratory plan, it is also true that there are important local considerations indicating benefits to having a limited supply of teeth and facings available at station level.

CENTRAL DENTAL LABORATORY SERVICE

Reports from component bases of the Command indicate that a superior type of dental service is performed by the central dental laboratories. Uniformly well-planned and excellent cases sent out by the central laboratories include modern vitallium and splendid gold skeleton partial dentures and immediate denture services comparable to the best work of any civilian laboratory.

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FUNCTIONING OF AR 40-15 IN THE COMMAND

Separate dental detachments permitted by Par 4, AR 40-15, dated 27 September 1948, have not been organized in the Command. The subject has been discussed personally with station dental surgeons at a number of supervisory staff visits. It is the opinion of nearly every dental surgeon that a separation of a dental detachment would serve only to increase the administrative work-load.

At the three stations not operating under T O &E 1-9012 the small number of personnel concerned and the inevitable administrative requirements have led base dental surgeons to desire the continuation of the present efficient unity with medical units.

SUMMARY OF RECOMMENDATIONS

The following recommendations are offered as a result of a study of the factors discussed in this Report.

(1) That consideration by given the establishment of service schools courses to train WAF personnel as oral hygienists in sufficient numbers to develop routine prophylaxis plans at each air base.

(2) That modest tooth and bridge facing repair packages be placed on supply tables for issue at station level.

(3) That a change in dental essential equipment allowances for field service be made to include an operating light for use in conjunction with the M D Chest No.60.

/s/ Kenneth R. Elwell
/t/ KENNETH R. ELWELL
Major, Dental Corps
Dental Surgeon, S.A.C.

2 Incls:
(1) Consolidated Report of Dental Service
(2) Consolidated Statistical Report

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WD AGO FORM 8 AUG 1944 8-98
(Old WD MD Form No. 57, 14 May 1942)

1948
CONSOLIDATED MED-23

Central Approval MCD-2

REPORT OF DENTAL SERVICE

(See AR 40-1010)

MEAN STRENGTH 38,845

1. * STRATEGIC AIR COMMAND, UNITED STATES AIR FORCE
(Station or command, with location and strength)

* Includes 15th AF, 8th AF, 311th Air Div., and Hdq SAC (Offutt)

2. CALENDAR MONTH OF CALENDAR YEAR 1948, 19
(Give beginning and end of period, if less than the calendar month)

3. GENERAL SUMMARY OF DENTAL SERVICE

	Military	Others
Admissions, routine	41,506	363
Admissions, emergency	3,142	1,178
Sittings given	112,382	2,581

4. CLASSIFICATION OF MILITARY PERSONNEL

See AR 40-510

Class I	Class II	Class III	Class IV
697	10,429	639	25,167

UNCLASSIFIED: 1493

Obtain figures from survey of command and modify in subsequent months by estimating changes from cases treated.

* Classification as of 31 Dec. 1948

5. DUTY PERSONNEL

A. Officer Personnel

Name	Rank	Component	Duty (Use terms from AR 230-40)

B. Other Personnel

(1) ENLISTED

Grades	Number on Duty With Dental Service
Master sergeants	
Technical sergeants	
Staff sergeants	
Sergeants	
Corporals	
Technicians, 3d grade	
Technicians, 4th grade	
Technicians, 5th grade	
Privates, 1st class	
Privates	

(2) CIVILIAN EMPLOYEES

Occupations	Number Assigned to Dental Clinic

SUMMARY:
Number of dental officers assigned MONTHLY AVERAGE 39.7
Number attached from other units
Civilian Dentists 0.8 (Full time or equivalent)

* Total days of duty 9957
(Assigned and attached)

*Includes officers and civilian dentists

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CASES DIAGNOSED AND OPERATIONS PERFORMED

6. CASES DIAGNOSED

Diagnoses (Use standard terms from AR 40-1010)	Military	Others
Alveolar Ridge, Irreg	206	18
Bridge Defective	466	8
Calculus	12,079	208
Caries	40,423	482
Cellulitis	14	2
Crown defective	85	4
Cyst, Dentigerous	6	
Cyst, Radicular	25	
Dentine, sensitive	43	35
Denture defective	1372	16
Erosion	161	14
Filling defective	3721	115
Fracture, mandible	21	1
Gingiva, hypertrophied	5	
Gingivitis	2108	83
Hemorrhage	11	2
Hypercementosis	1	
Inlay defective	39	4
Occlusion	268	5
Mandible Edentulous	212	
Maxilla Edentulous	227	
Operculum	3	
Osteitis	11	1
Palate, cleft	1	
Pericoronitis	780	67
Periodontoclasia	3431	74
Pulpitis	5719	580
Root Residual	43	6
Sequestrum	44	2
Shrapnel	1	
Sinusitis	4	1
Stomatitis Apthous	56	6
Stomatitis Vincent's	513	19
Tooth Missing	6908	2
Tooth deciduous	40	35
Tooth Erupting	41	5
Tooth Fracture	137	7
Tooth Impacted	370	29
Tooth Malposed	577	30
Tooth Pulpless	26	
Tooth Supernumery	24	
Tumor Benign	6	

7. OPERATIONS PERFORMED

Nature of Operations	Number Military	Number Others
RESTORATIONS		
Amalgam	28,445	322
Gold, foil	12	
Inlay	280	4
Oxyphosphate and amalgam	8,618	164
Root canal	26	
Silicate	6,341	104
Oxy-Silicate	448	3
Inlay recomented	39	4
PROSTHESES		
Bridge (all types)	262	1
Bridge, repaired	333	5
Crown (all types)	149	1
Crown, repaired	50	2
Denture (full)	509	
Denture (partial)	1,399	1
Denture, rebased	67	
Denture, repaired	513	6
Bridge recomented	133	3
Crown rscomented	3	2
Denture Reconstr.	6	
Denture Adjusted	796	10
OTHER OPERATIONS		
Abscess, incision of	143	18
Anesthesia, general	13	8
Anesthesia, local	11,134	967
Calculus, removal of	12,079	208
Examination	67,871	1,409
Fracture, reduction of	21	1
Gums, treatment of	7,558	299
Post-operative treatment	3,608	227
Prophylaxis	10,879	185
Pulp, extirpation of	23	
Sequestrum, removal of	44	2
Tooth, extraction of	9,807	960
Tooth, treatment of	3,363	255
X-ray exposure	13,158	1,445
	286	18
Apicoectomy	11	
	19	2
Cyst, Rem of	31	
Erosion, Treat of	137	14
Gums, excision of	9	1
Hemorrhage, Treat	11	2
Obturator Occlusion, Adj. of	268	5
Operculum, Rem of	3	
Osteitis, Treat of	20	2
Shrapnel, Rem. of	1	
Sinusitis, Treat of	4	1
Tumor, Rem. of	6	

8. GENERAL REMARKS

/s/ Kenneth R. Elwell

I CERTIFY that the foregoing report is correct. /t/ KENNETH R. ELWELL, Major D.C., Command Dental Surgeon, D. C., U. S. Army.

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CONSOLIDATED STATISTICAL REPORT

COMMAND	Mean Strength	Mean Strength Dental Officers	Days Duty Dental Officers Civilian Dentists	Restorations (Fillings Only)	Average Restorations	Dentures Full and Partial	Dentures Average	Bridges	Average Bridges	Extractions	Average Extractions	Number Cases Periodontitis	Prophylaxis	Average Prophylaxis	Calculus Removal	Average Calculus Removals
15th AIR FORCE	18,686	19	4,253	16,768	3.9	985	.23	136	.03	5,091	1.1	306	5,432	1.2	5,901	1.3
8th AIR FORCE	16,740	17.6	5,401	26,959	4.99	1,251	.23	117	.02	5,279	.97	194	5,455	1.0	6,194	1.1
*311th AIR DIVISION (Topeka)	1,784	1.3	182	591	3.24	13	.07	10	.05	188	1.0	21	168	.92	168	.92
*HDQ. S.A.C. (Offutt)	1,635	1.7	121	423	3.5	27	.22	0		209	1.7	8	9	.07	24	
GRAND TOTALS STRATEGIC AIR COMMAND	38,845	39.6	9,957	44,741	4.49	2,276	.22	263	.02	10,767	108	529	11,064	1.1	12,287	1.2

Note: Totals for Topeka and Offutt Air Force Bases are for four (4) and three (3) months respectively. No other Air Bases in the 311th Air Division or S.A.C. Hdq. are included in this report.

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D R A F T

JANUARY 1942

	Authorized			Assigned		
	Off	Enlisted	Civilians	Off	Enlisted	Civilians
Hq 8th AF, Tex	3	2	2	2	2	2
Hq 15th AF, Colo	9	22	7	5	22	7
Andrews, Wash, D.C.	22	65	5	26	65	13
MacDill, Fla	36	86	26	47	120	51
Grenier, Wash,D.C.	31	65	6	22	64	27
Selfridge, Mich	31	67	6	25	71	12
Davis-Monthan, Ariz	35	74	34	29	116	30
Ft. Worth, Tex	31	69	30	34	117	25
Kearney, Neb	30	84	4	21	100	16
Roswell, N.Mex	35	74	31	32	110	21
Castle, Calif	31	69	6	34	93	10
Rapid City, So.Dak	31	67	6	24	109	18
Smoky Hill, Kansas	31	80	47	30	95	26
TDY Mile 26, Alaska	22	65		8	27	
Spokane, Wash	37	91	44	35	174	9
311 RCN Wg (Dispersed) Kansas	7	4	2	2	4	2
Wendover, Utah	5	22	5	5	22	5

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D R A F T

DECEMBER 1948

	Authorized			Assigned		
	Off	Enlisted	Civilians	Off	Enlisted	Civilians
Hq SAC	5	9	7	5	9	7
Offutt 3902d	23	66	21	16	82	21
Hq 8th AF	2	2	2	2	2	2
Carswell 7th Bomb	33	176	29	24	134	28
Walker	31	114	27	19	80	26
Davis-Monthan	32	114	31	21	102	34
Biggs	8	39		7	48	
Kearney	20	64	22	11	69	22
Hq 15th A F	7	22	2	5	22	2
Smoky Hill	30	114	25	24	106	25
MacDill	39	176	58	39	171	57
Castle	30	114	15	17	77	14
Grenier	6	53	19	3	51	18
Dendover	1	3	5	1	3	5
Rapid City	26	93	21	21	86	24
Spokane	20	77	51	26	115	47
Hq 311th	2	2	2	2	2	2
Topeka (55th)	22	77	21	14	80	25
McGuirs	6	39	17	7	30	9

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base prior to rehabilitation of sufficient buildings and fixtures; the overcrowding of usable buildings; shortage of funds and delay in receipt of requisitioned items.

(3) At Kearney Air Force Base, Airmen's barracks are considered unsatisfactory during the cold winter months due to deterioration and temporary nature of the structures. Inadequate heating facilities, concrete floors and thin composition hard walls provide inadequate protection against severe cold. Separate outside latrines and bath houses add additional discomfort.

(4) The latrine and bathing facilities one (1) for all male occupants and one (1) for all female occupants at the Biggs Air Force Base

Trailer camp area reported small, drafty and inadequate.

2. Insect and Rodent Control

a. The usual routine control measures against rodents, mosquitos and other insects were conducted at various stations of the command during the period. During the past season, it was noted that insect control activities, in several instances, had been retarded due to lack of control supplies and equipment. Coordination should be effected during the winter months to assure adequate insect and rodent control activities at all bases in this command for the coming season. This includes necessary survey work, assignment of trained personnel and procurement of adequate and proper transportation,

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supplies and equipment.

b. Due to geographical locations and climatic conditions an extensive aggressive mosquito and insect control program is conducted all twelve months of the year at MacDill Air Force Base.

None of the mosquitos taken in light-trap and biting collections were known vectors of disease. No Aedes Aegypti (Yellow and Dengue Fever), or Anopheles Quadrimaculatus, vector of malaria in the Southeastern United States were captured.

The mosquitoes that did infest MacDill, while classified solely as pests, appeared in such numbers and were so voracious at times as to seriously interfere with personnel performing duties outdoors. For example: Small arms practice was seriously interfered with on occasion, and engineers constructing the golf course were forced to wear head nets and use repellants. The examples mentioned were isolated instances since an adequate adult control program was in force during the year.

The three principal mosquito pests were: Aedes sollicitans (salt marsh), Aedes taeniorhynchus (salt marsh), and Psorophora Confinnis (Florida Glades mosquito). By far the worst in numbers were the strong flying, long distance (flight range up to 40 miles) Aedes sollicitans. As is characteristic with this species, they migrate in countless numbers after becoming adults and attack the nearest warm blooded creatures in their path. Frequently, this was MacDill Air Force Base personnel. All three species are especially vicious biters, biting in full daylight and with a strong wing blowing.

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The great majority of the breeding areas were located off the Reservation, on private land and covered such large areas that the Air Force could not attempt control. Civilian agencies and Health Departments had no funds for a mosquito control project of such magnitude. Consequently, the mosquito control program for MacDill consisted of space spraying to control adults and very little larviciding, since the breeding areas off the Reservation could not be treated for political as well as economic reasons.

Specifically, the following was accomplished during 1948: A total of 16,900 gallons of 5-8 percent DDT was sprayed on the base by means of C-47 Aircraft. Nineteen (19) missions in all were flown and many more were needed. Unavailability of aircraft and a shortage of fuel oil and kerosene at times prevented more flights. Night flights were authorized and proved more effective at this location than did daylight spraying. The safety angle was thoroughly considered before this program was put into effect; however, with experienced pilots and no obstructions to aircraft, the experiment was deemed a success. Certainly, a higher kill resulted due to the fact the great majority of mosquitoes were on the wing at night.

To supplement the aircraft spraying, a continuous ground spraying program was in effect. This was accomplished by means of an 800 gallon tank wagon equipped with a Briggs & Stratton Pressure Sprayer which enabled mosquito control crews to spray 5 percent DDT on ponds, canals, and under buildings. A fog generating jeep (home made) was effective in throwing a DDT fog in small areas or confined spaces and in fogging the interior of buildings. A Todd fog insect-

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cidal applicator was acquired late in 1948 and immediately proved its worth. This machine generates a tremendous fog of insecticide; either wet or dry. Water soluble insecticides can be used as effectively as petroleum soluble types. This piece of equipment mounted on a Weapons Carrier, 3/4 ton, is very mobile, can reach very inaccessible places, and is especially efficient at night when the weather is cool and damp. A saving on insectides is possible by use of a machine of this type. While constructed to use forty gallons per hour, it was found that half that amount was sufficient. Some municipalities, especially those on the Gulf Beaches, use similar machines successfully.

In addition to the mobile spraying and fogging apparatus used, twenty-eight, fifty gallon, steel oil drip drums for larviciding were installed at strategic locations on the Base - in canals and low areas where rain water accumulated. A total of 865 acres of brush was cleared to eliminate daylight resting stations for mosquitoes.

The acquisition of the Fog Applicator greatly simplified insect control in the interior of buildings. Previously control of insects in buildings consisted of long, laborious dusting, spraying, or using cyanide discoids. The method used during the latter months of 1948 was as follows: The building to be treated was closed as tightly as possible with the exception of one door or window. The applicator was placed before the opening and a "dry" fog of DDT in kerosene was introduced under pressure. As soon as a concentration sufficient to prevent seeing articles of furniture not more than a foot away was reached, the applicator was cut off and the opening

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shut. Buildings were allowed to remain tightly closed for minimum of four hours, then they were opened safely and allowed to air out. There was no visible residue or mess, just the bodies of dead or drying insects remained to be swept up.

Principal control was directed against roaches. One hundred sixty-one buildings were sprayed with 5 percent DDT in kerosene, sixty-four were dusted with 10 percent DDT in talc and twenty-six were treated with the fog applicator. In addition to the work done in buildings, 942 garbage racks and catch basins were sprayed with 5 percent DDT in kersene to control flies and roaches, and eight buildings and crash boats were treated with HCn gas where the application of DDT was not practicable.

Termite infested buildings were found at isolated intervals. Prompt treatment with 25 percent DDT emulsion and creosote eliminated the termite beds and the buildings were repaired.

c. Although located in a comparatively dry region, Mosquito Control at Carswell Air Force Base was a major item. Excellent cooperation was received from the Tarrant County Unit of the U. S. Public Health Service in controling mosquito propagation in areas adjacent to the military reservation. Two (2) light traps and four (4) diurnal resting stations were operated during the season. Specimens were identified by the U. S. Public Health Service Laboratory and by the Fourth Army Laboratory, Fort Sam Houston, Texas. The anophelese quadrimaculatus count should

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a slight decrease when compared with that of the previous year. This can probably be attributed to the dryness of the last season. Mosquito control at Carswell would be a minor item if the following items were corrected:

(1) Drainage: Degrading and cleaning of the surface drainage system has been recommended in the Annual Supplement to the Monthly Sanitary Reports for 1946, 1947 and 1948. Todate very little has been accomplished to alleviate the impounding of mosquito breeding waters.

(2) Waste Water from Air Conditioners: Due to the extremely hot summers, numerous desert type coolers are employed in most offices, barracks and quarters. The surplus water from these coolers is permitted to pool beneath and about buildings, thus producing ideal mosquito breeding conditions. It has repeatedly been recommended that the excess water from these air conditioners be conducted into the sanitary sewer system to eliminate the mosquito breeding nuisance and potential health hazard inherent to the propagation of the malarial carrying anopheles mosquito.

3. Water Supplies.

a. The various Medical Departments conducted routine supervision of the water supplies including chlorine residual determination and submission of samples to laboratories for bacteriological determin-

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ations. Maintenance of a chlorine residual of at least 0.4 p.p.m. after a thirty minute contact period was considered necessary throughout the command. Due to the threat of potential contamination inherent to faulty construction, age and deterioration of systems or as a result of opening mains as a result of repairs or new construction, such minor contamination of the water supplies as did occur were, in most instances, readily corrected.

b. At Spokane Air Force Base, where 85 percent of the water system consists of badly worn wooden stave mains, a number of major and minor breaks were reported each month. Constant surveillance on the part of the Medical Department assured a safe supply at all times; replacement of the wooden system has been recommended.

c. Topeka Air Force Base experienced inadequate chlorine concentration in the active parts of the system. The presence of coloform organisms were periodically detected. An automatic Wallace and Tiernan Cl_2 gas injecting chlorinator has been obtained and will be installed at a point where the water main enters the field. Proper chlorination will assure a potable water supply at this base.

d. Two years of persistent effort on the part of the Medical Inspector at Carswell Air Force Base terminated in complete repair of the water tower, automatic chlorination equipment with a complete stock of essential reserve supplies. An inexpensive gas heater installed in the tower protected the delicate measuring devises from freezing which had repeatedly occurred during previous winters.

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e. Unpotable water was reported at Grenier Air Force Base during August. This was due, primarily, to introduction of materials into the water system for purposes of cleaning the pipes and lack of adequate chlorine residuals in the system. Immediate increase in the chlorine concentration of the water was effected and a potable supply resulted.

4. Sewage and Waste Disposal:

a. Sewage disposal throughout the command presented no major problems. Such minor problems as did arise were readily corrected.

b. Trash was satisfactorily disposed of through incineration and/or burial in properly conducted sanitary fills.

c. Garbage was, in most instances, disposed of through civilian contract. Proper sanitation at garbage collection areas and of garbage cans generally left much to be desired. Vigorous efforts by the Medical Department at Carswell Air Force Base resulted in the construction of sanitary concrete garbage can wash racks, convenient to all messing facilities. Ideal can washing facilities along with cooperation from the Food Service Personnel resulted in proper sanitation. Construction of sanitary garbage collection platforms and can washing facilities remains to be accomplished at many of the bases.

5. Special Sanitary Problems:

a. Bacillary Dysentery: In December, an outbreak of bacillary dysentery occurred in a Bombardment Group returning to Spokane Air Force Base from Okinawa. The epidemic was fully controlled in about five days by prompt sanitary control measures and prophylactic sulfadizine given to all personnel returning from Okinawa. Ninety-

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three (93) patients were admitted to the hospital, twenty-eight (28) of whom had active symptoms at the time of admission, the remainder having had symptoms within two weeks prior to time of admission. All cases recovered promptly on routine therapy without complications.

b. Mess Sanitation:

(1) Precooked Frozen Meal: To provide for greater variety and acceptability of inflight meals during prolonged missions, the Assistant Medical Inspector and Food Service Supervisor at Carswell Air Force Base studied equipment and methods of inflight feeding aboard Naval Aircraft at Corpus Christi Naval Air Base. A similar study was conducted of inflight feeding as conducted aboard the various aircraft operating out of the International Air Port, Washington, D.C. Although beset with numerous problems, the precooked frozen meal appeared worthy of consideration. Two (2) Maxon hot air ovens and sufficient meals for a two (2) months test period were leased from the Department of the Navy. The Maxon ovens and precooked frozen meals are being tried aboard B-36 type aircraft on prolonged missions.

(2) Mess Sanitation: The various Medical Departments conducted frequent inspections of the messing facilities. It was noted by this section that the overall sanitary mess standards and food service

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operations in this command had been adversely effected due to lack of qualified and adequate numbers of mess personnel, improper maintenance of mess facilities (including repair of dishwashing machines), inadequacy of hot water of 180° F for final sterilization rinse, and other necessary mess hall repairs, and lack of certain mess equipment. In some instances lack of interest in the messes was demonstrated by the responsible administrative agencies. Food intoxications were reported by the following bases:

(a) An outbreak of gastro-enteritis involving eighteen (18) enlisted men was reported by Carswell Air Force Base. These cases of food poisoning resulted from substandard mess sanitation with improper handling of prepared foods.

(b) An outbreak of gastro-enteritis involving (14) enlisted men was reported at Dendover Air Force Base. Substandard mess sanitation and improper handling of prepared foods were given as the causative factors.

(c) During the period 21 September thru 25 September an outbreak of forty-five (45) cases of diarrhea were reported by Davis-Monthan Air Force Base. The cause of these cases was attributed to improper sterilization of mess equipment.

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During the calendar year most of the SAC hospitals were visited by the Modernization Committee of the Surgeon General's Office and submitted their recommendations for modernizing the equipment presently in use at the various stations, and also the replacement of various items with modern equipment better suited for use in these installations. The program is progressing satisfactorily as equipment becomes available on an automatic issue basis.

[redacted]

Also, during the year in order to comply with current immunization requirements, authorization was obtained for Bomb Wings (Very Heavy) and Fighter Wings (Long Range) to requisition vaccines, especially Yellow Fever, without quoting movement orders, direct from the depots.

In July, a group aid dispensary intact, less beds and mattresses, was obtained and delivered to the 307th Station Medical Group, MacDill Air Force Base, in case it was deemed necessary in support of the movement on temporary duty in the United Kingdom of the 307th Bomb Group (M) at that particular time. Dispensary (intact) is still in storage at the home station.

During the year, several changes in T/O&E equipment for field use by Strategic Air Command units on overseas and duty training missions were recommended and approved.

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska SUV

SUBJECT: Annual Veterinary History, 1948

TO: The Surgeon
Headquarters Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. In accordance with paragraph 4f (11) AR 40-1005, 17 November 1947, the following Annual Veterinary Report is submitted for inclusion in the "Annual Report of Medical Department Activities":

a. Animal Hygiene

(1) No public animals were located in this command.

(2) Rabies control through preventive innoculation, systematic removal of stray pets with quarantine and observation of rabies suspects was a Veterinary function at all bases. At MacDill and Carswell Air Forces Bases, located in rabies enzootic areas, particularly aggressive control measures were effected. Throughout this command approximately 1,828 pets were immunized against rabies. At Carswell 37 rabies suspects were placed in isolation for observation. No positive rabies diagnosis was reported.

(3) Small Veterinary Dispensaries were operated by most of the Veterinarians, as time and conditions permitted. Veterinary Medical treatment was provided for approximately 5,949 pets of military personnel. At most bases this service placed but a small demand on the Veterinarian's time; yet, yielded a large return in better relationship with other departments and added to the morale of service personnel, especially those in the lower pay scale.

b. Meat and Dairy Hygiene

(1) All subsistence of animal origin was inspected at source, at delivery, in storage and again at issue.

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SUV
Subj: Annual Veterinary History

(2) Some spoilage and damage of perishables existed but was not excessive. The most common cause of spoilage was power failure or mechanical failure in refrigerator plants.

(3) Approximately 117,500,000 of products of animal origin of all classes was inspected by the Veterinary Service of this command.

(4) Logarithmic averages of bacterial plate counts of pasteurized milk and other dairy products were compiled monthly at the various bases. Occasionally high counts were investigated and correction in sanitation obtained. All products are reported as complying with the Federal Specifications governing their purchase.

c. Veterinary Personnel and Activities

(1) Throughout the year the shortage in Veterinarians progressively became more acute. Effort was exerted to provide Veterinary service at all bases through assigning one or more highly qualified Meat and Dairy Hygienist Technicians (WOS-120) to each station to which an officer was not directly assigned. This enlisted personnel was supervised by attending Veterinarians.

(2) Functional shortages in Meat and Dairy Hygienist Technicians was partially alleviated through On-The-Job-Training of Meat and Dairy Hygienists at base level. Especially screened personnel received additional training at the Chicago Quartermaster Depot School for Meat and Dairy Hygienists. Due to the limited quotas allotted this command, many highly qualified O.J.T. trainees were unable to receive the course of training at Chicago Quartermaster Meat and Dairy Hygiene School.

(3) At most bases the Veterinarian, in addition to his other duties, was appointed Assistant Medical Inspector or Sanitary Officer. Most Veterinarians, due to their background in basic sciences and general and/or specialized training in sanitation proved well qualified for this additional duty. At those bases where the Veterinarian was

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Subj: Annual Veterinary History

not required to conduct Class (3) Inspections, the additional duty of Assistant Medical Inspector did not interfere with his primary duty. In his dual capacity the Veterinarian in most instances combined the Veterinary and Sanitary offices and personnel and effected an economy in the utilization of scarce technicians, i.e. MOS 196 and MOS 120. Training of a limited number of highly qualified Technicians in the dual MOS 120-196 met with excellent results.

(4) Col. James C. Barta, VC, served as Chief of the Veterinary and Preventive Medicine Section until 8 November 1948 when the Command Headquarters transferred to Offutt Air Force Base, Omaha, Nebraska. While on duty with this Headquarters, Col. Barta conducted numerous supervisory staff visits at the various bases in the Command. During this period he served in an additional capacity as Veterinary Advisor to The Air Surgeon.

JOSEPH H. BEAVER
Major, VC (USAF)
Chief, Veterinary & Sanitary Division

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EXECUTIVE ORDER 10007

Organization of the Reserve Units of the Armed Forces

WHEREAS it is the traditional security policy of the United States to place great reliance in organized citizens' forces supporting regular armed forces of the minimum size consistent with national defense; and

WHEREAS the national security requires that reserve components of appropriate strength and maximum effectiveness exist throughout the Nation; and

WHEREAS it is essential that the trained citizens who have completed a period of service in the armed forces continue to be available to the Nation:

NOW, THEREFORE, by virtue of the authority vested in me by the Constitution and statutes, and as President of the United States and Commander in Chief of the armed forces, it is hereby ordered as follows:

1. The Secretary of Defense, and the head of each department in the National Military Establishment, shall proceed without delay, utilizing every practicable resource of the regular components of the armed forces, to organize all reserve component units, and to train such additional individuals now or hereafter members of the active reserve, as may be required for the national security; and to establish vigorous and progressive programs of appropriate instruction and training for all elements of the reserve components, including the National Guard.

2. The Secretary of Defense shall within 60 days after the date of this order submit to the President a report showing the action which has been taken by the National Military Establishment in respect hereof, and any proposed legislation or other measures deemed necessary or appropriate in the interest of the armed forces.

3. Every citizen is urged to do his utmost in aiding the development of effective reserve components of our armed forces, and every person who is a member of a reserve component of the armed forces or who is qualified to become one is urged to take an active part in building up the strong and highly trained reserve forces which are so vital to the defense of the United States.

Harry S. Truman

The White House
October 15, 1948

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DEPARTMENT OF THE AIR FORCE
Office of the Chief of Staff
United States Air Force
Washington, D. C.

26 Nov 1948

SUBJECT: The Reserve Forces

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. The traditional national security policy of the United States derives from the concept of a small regular military establishment supported by organized citizens' forces. This policy was reiterated by the President in Executive Order 10007 of 15 October 1948, in which he directed the Secretary of Defense and the heads of each of the departments of the National Military Establishment to proceed with minimum delay in the establishment of vigorous and progressive programs of training for all elements of the reserve components.

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2. In the letter to the Secretary of Defense with which the President transmitted the Executive Order several suggestions were made with respect to revitalization of the reserve forces programs. Among these was a suggestion for the assignment of an active, capable, high-ranking officer to head the reserve programs of each of the Departments. Pursuant to this suggestion, Lt. General Elwood P. Quesada has been appointed Special Assistant to the Chief of Staff for Reserve Forces, Department of the Air Force. The Civilian Components Group of the Office of the Deputy Chief of Staff, Operations, has been redesignated the Office of the Special Assistant to the Chief of Staff for Reserve Forces and will provide personnel and facilities to assist General Quesada in the discharge of his reponsibilities.

3. General Quesada has been charged with:

a. General staff supervision of the programs for the United States Air Force Reserve, the Air National Guard, the Air ROTC and the Civil Air Patrol, as well as of Air Force participation in the Air Scout program of the Boy Scouts of America.

b. Formulation, coordination, monitoring and promulgation through the appropriate Air Staff agencies of policies, plans and procedures pertaining to the United States Air Force Reserve, the Air National Guard, the Air ROTC and the Civil Air Patrol, and Air Force participation in the Air Scout program.

c. Providing the Chief of Staff with such advice and information as may be necessary in the prosecution of his responsibilities for the reserve forces.

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d. Maintaining liaison between the Office of the Chief of Staff and those agencies charged with field implementation of the reserve forces program.

4. Current Air Force Regulations establish for each of the major commands certain responsibilities with respect to the United States Air Force Reserve Program. It is my desire that throughout all echelons of the Air Forces commanders and their staffs develop full awareness of these responsibilities.

/s/ Hoyt S. Vandenberg
/t/ HOYT S. VANDENBERG
Chief of Staff, United States Air Force

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HEADQUARTERS STRATEGIC AIR COMMAND A5C
ANDREWS FIELD
WASHINGTON 20, D. C.

18 Mar 46

SUBJECT: Mobilization Assignment for Air Force Reserve Personnel at all AAC bases.

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Reference is made to the personal letter from the Deputy Commander, Strategic Air Command on the subject of inactive Air Reserve assignments, dated 18 February 1946 and the inclosures thereto; namely, AF letter 20-32, 3 February 1946 and letter "M-Day Manning", dated 22 January 1946.

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2. The objective of the plan outlined in AF letter 20-32 is to provide a source of trained or partially trained personnel for the augmentation of AAF units in the event of a national emergency. The successful implementation of this plan is of vital national importance in effecting the tactical deployment of units during the early stages of an emergency.

3. The peacetime strength of all echelons of the military establishment is by necessity less than the wartime strength. In implementing their part of the Air Reserve Plan, commanders should strive first to augment their units' current strength by assigning inactive Air Reservists in such numbers and SSN's to bring the units' strength up to the wartime level for M-Day deployment.

4. Considerable thought is being given to a proposal to add to each VHB group for wartime deployment a fourth tactical squadron. In anticipation of the inauguration of such a plan and to assure each VHB group commander a full four-squadron complement of personnel on M-Day, it is desired that, where feasible, there be organized on paper in each VHB group an unnumbered squadron at war strength. Manning of these squadrons will be entirely by inactive Air Reservists. Training of this personnel can be accomplished by attaching them to other squadrons. At the time of mobilization, group commanders may redistribute their personnle to equalize the level of training and experience among the several squadrons. In addition to the above, commanders should also increase the number of authorized combat crews by fifty percent with assigned Air Reservists.

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Subj: Mobilization Assignment for AF Reserve Personnel at all SAC Bases.

5. Assigned Air Reservists must be given every opportunity to visit the station and keep abreast of new techniques and equipment and to participate in such training as they desire in their inactive status. Privileges which are in keeping with current regulations will be extended to assigned Air Reserve personnel consistent with the capacity of the base facilities. By giving this program their energetic support, base commanders will render a great service both to their units and to their country.

* * * * *

BY COMMAND OF GENERAL KENNEY:

/s/t/ CLEMENTS McMULLEN
Major General, USAF

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1. Ch 2 to T/O&E 1-167R (25 copies)
2. Ch 2 to T/O&E 1-112R (10 copies)

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

1 Nov 48

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20 October 1948

SUBJECT: Mobilization Assignment of Air Force Reserve Personnel

TO: See Distribution

1. Reference TWX 156, this Headquarters, 13 Sep 48, concerning report SAC-PA-SP56, 15AF Ltr 45-1, 7 Apr 48, subj: Mobilization Assignments of AF Reserve Personnel to Headquarters Fifteenth Air Force and 15AF Stations; and AFL 20-32, 3 Feb 48, subj: Mobilization Assignments for AF Reserve Personnel at all USAF Bases. To present date, your reports SAC-PA-SP56 and SAC-PL-P1 concerning mobilization assignments and training of air reservists reflect little or no activity in regard to mobilization assignments.

[redacted]

2. Direct you submit a report to this Headquarters outlining reasons for noncompliance with AFL 20-32 and 15AF Ltr 45-1. Also include a report of your efforts thus far, and of difficulties encountered in organizing the program. Your comments and recommendations are invited. Report will be classified "Confidential" and will be forwarded to this Headquarters by 1 November 1948.

3. Reports Control Symbol assigned this one-time report is 15AF-A1-SP30.

BY COMMAND OF MAJOR GENERAL O'DONNELL:

/s/ John T. Allen
/t/ JOHN T. ALLEN
Major, USAF
Adjutant General

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CONFIDENTIAL

HEADQUARTERS 28TH BOMB WING (M)
RAPID CITY AIR FORCE BASE
BEAVER, SOUTH DAKOTA

OT 220 1 November 1948

SUBJECT: Mobilization Assignment of Air Force Reserve Personnel

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Reference your letter 220, subject: Mobilization Assignment of Air Force Reserve Personnel, 20 October 1948, a conscientious effort has been made by this Headquarters to comply with AFL 20-32 now superseded, and 15AF Letter 45-1. The Reserve unit from Rapid City is composed of personnel from Eastern Wyoming, North-Western Nebraska, Western South Dakota, and Western North Dakota. As a result of the distance involved and lack of remuneration for the time spent participating in this program, the reservists have shown a complete lack of interest in Mobilization Day assignments.

2. A Board of Officers was appointed in compliance with paragraph 3a, AFL 20-32. The recommendations of this board were approved as follows:

a. Associate membership in the Officers Club and NCO Club were extended to reservists participating in the Mobilization Day program.

b. Facilities of the base hospital have been made available to inactive Reserve Flight Surgeon in an effort to expedite physical examinations for reservists.

c. Transient BOQ and barracks privileges, including messing, have been extended to out of twon personnel desiring accomodations while participating in this program.

d. Stag parties are to be held in base Officers Club and NCO Club as a means of forming a closer bond between the base personnel and reservists.

e. Distribution of a news letter to the reservists, at specific times, to keep them informed of latest developments and progress made in the Mobilization Day program.

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OT 220 (Cont'd)

3. Three (3) meetings of the local reserve unit have been attended by officers from the operations and training section this Headquarters. During these meetings, the Mobilization program and its benefits were thoroughly explained and eligible reservists urged to participate. A definite lack of interest was shown in this program until inactive duty training pay was authorized by AFR 45-10. This regulation was brought to the reservists attention and said reservists are now showing a great deal of enthusiasm for the program. To date, ten (10) applications have been received for training in this program. One (1) applicant has completed two (2) hours OJT training.

a. Delays in communication between Headquarters 2470th AFTC, SCWA, Sioux City and this Headquarters have served to retard this program. In an effort to expedite this program for the Sioux City Reservists, our Academic Training Officer is attending a conference to be held 3 and 4 November at Sioux City for the purpose of coordinating and accomplishing as many Mobilization Day assignments as possible during this meeting.

4. A Reserve Section has been established in the Academic Training Section to handle reserve forms and to serve as a liaison center for reservists participating in Mobilization Day training. This Reserve Section is contacting all eligible reservists by letter and urging them to return completed applications to this Headquarters if they have not done so.

5. Reports Control Symbol assigned this one-time report is 15AF A1-SPP30.

FOR THE COMMANDING OFFICER:

/s/t/ MARSHALL D. NELSON
Major, USAF
Acting Director of
Operations and Training

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HEADQUARTERS 93D BOMBARDMENT WING (H)
CASTLE AIR FORCE BASE
MERCED, CALIFORNIA

FLM/OMS/res

DMSe 220

Oct 26 1948

SUBJECT: Mobilization Assignment of Air Force Reserve Personnel (Reports Control Symbol 15AF A1-S7P30)

TO: Commanding General
Headquarters Fifteenth Air Force
Colorado Springs
Colorado

1. With reference to letter 220, your Headquarters, dated 20 October 1948, subject: "Mobilization Assignment of Air Force Reserve Personnel", the following information is submitted.

a. This station has been and at present is operating under the 2000 Plan. It was not considered feasible under this Plan to train inactive mobilization day officers due to shortage of supervisory personnel. It is desired to point out that should mobilization day assignment of officers be made at this station, they cannot be properly trained or supervised unless augmentation of both officer and enlisted personnel on the applicable TO & E's authorized. It is believed that in order to undertake a training program for reserve officers at station, it would be necessary to set up a separate section or unit to maintain the records, progress charts and reports that are necessary in the successful operation of same.

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2. At present this station is training twenty (20) reserve officers that were ordered to active duty for a period of two weeks. Another twenty-five (25) officers will be given two (2) weeks active duty training during the third quarter. It is felt that this is the maximum amount of reserve training that can be undertaken unless personnel augmentation is made to operate a larger program.

FOR THE COMMANDING OFFICER:

STANLEY F. JACOBS
Major, USAF
Adjutant

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

A3 220 29 October 1948

SUBJECT: Mobilization Assignment of Air Force Reserve Personnel (RCS 15AF-SPP30)

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

In compliance with Par 2, 220, your Headquarters, 20 October 48, Subject: Mobilization Assignment of Air Force Reserve Personnel, the following report is submitted.

a. Reasons for noncompliance with AFL 20-32 (Superseded by AFR 45-3) and 15AF Ltr 45-1.

(1) No actual mobilization assignments have been made to this Station by the Air Defense Command.

(2) Roster submitted in our TT Sal A1P 0031, 1 October 48, does not include sufficient number of personnel to warrant complaince with 15 AFL 45-1.

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(3) This Station was visited by representative of the 10th AF, ADC, relative to coordination of matters pertaining to subject. This Station will not be able to ascertain training or other problems until such time as this Headquarters obtains information as to reporting schedules and the approximate number of personnel which will be furnished.

b. Recommendations and Plans.

(1) It is recommended that no further action for commitments to this Station be taken by your Headquarters other than to secure assignments as requested in our TT Sal A3 0344, 20 September 48. Upon completion of TDY missions by the Bomb Groups, this station will be able to train all additional personnel previously requested.

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CONFIDENTIAL

A3 220 29 October 1948
Subject: Mobilization Assignment of Air Force Reserve Personnel
(RDS 15AF-A1-8FP30)

(2) Upon completion of assignments by 10th AF in compliance with AFR 45-3, this station will then plan a projected training schedule. Such schedule will be dependent on overseas TDY commitments of the Bomb Groups.

(3) It is recommended that this station be authorized to postpone organization of the two (2) Reserve Squadrons required by 15th AFL 45-1 until all mobilization day assignments have been received by this station, as organization depends on increments of personnel.

(4) Due to TDY commitments, it is recommended that this station not be required to augment the presently authorized number of combat crews per squadron by 50 per cent.

(5) It is recommended that this station be excused, on account of the shortage of personnel, from manning a typical wartime OTU (-). In lieu of this, recommend that we be authorized to substitute therefor any available facilities at this base, including Troop Schools.

FOR THE COMMANDING OFFICER:

/s/t/ CHARLES S. MANGAN
Major-U.S.A.F.
Adjutant

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HEADQUARTERS 92D BOMBARDMENT WING (H)
SPOKANE AIR FORCE BASE
SPOKANE, WASHINGTON

AFF 220 29 Oct 1948

SUBJECT: Mobilization Assignment of Air Force Reserve Personnel

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. In compliance with Par 2, Ltr, Hq 15th Air Force, file 220, dtd 20 October 1948, subject, same as above, RCS 15AF-A1-5PP30, the following report is submitted.

2. Reports per request contained in AFL 20-32 and 15th AFL 45-1, were not forwarded for the following reasons:

a. Apparent conflicting directive information in the two above cited letters, and in two TWX's received this station.

b. The 2345th Air Reserve Training Center did not supply the necessary information upon our request.

c. Oral information received from the 2345th Air Reserve Training Center, McChord Air Force Base, Washington, stating their organization was not authorized to submit names to Spokane Air Force Base.

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3. Explanation of Par 2 a, above, is submitted:

a. Par 2b, AFL 20-32 dtd 3 February 1948, indicated the Air Force Base Unit (Reserve Training) nearest this installation would furnish names by MOS upon request, whereas Headquarters, Fifteenth Air Force TWX AIPS 155 implies that all requests for mobilization assignments will be forwarded to Headquarters, Strategic Air Command, Attn: C 2 A.

b. The interpretation by this Headquarters, of Par 4d, 15th AFL 45-1, dtd 7 April 1948, is that this station would contact the nearest Air Force Base Unit (Reserve Training) to implement the plan as outlined in the subject letter, while 15th AF TWX PDCPS 267 states that SAC will furnish lists of available reservists upon completion of administrative details.

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Basic, AAR 220, Hq 92d Bomb Wing, (M), subj: Mobilization Assignment of Air Force Reserve Personnel

4. Report of action as required by 15th AFL 45-1, and explanation of par 2b, above, as follows:

a. Per instructions contained in Par 4d, 15th AFL 45-1, this station first contacted the 445th Bomb Group (RT), Spokane, Washington, in April 1948, who in turn contacted the 2345th Air Reserve Training Center (RT), McChord Air Force Base, Washington, for the purpose of obtaining the necessary information. Since the original request was placed, repeated attempts have been made by this Headquarters to obtain the information from both the 445th Bomb Group (RT) and the 2345th ARTC (RT), but to no avail.

b. In a personnel conference between Major McClatchy, this station, and Capt Cameron, McChord Air Force Base, the information was received that the 2345th ARTC (RT) could not release the names of reservists for M-Day assignments until authorized to release same by Hq, 4th Air Force.

5. Your attention is invited to our TWX AAF 5-747, dtd 27 Sep 48, requesting lists of available reservists be forwarded this station. Conditions have not changed, this station has laid the groundwork by preparing the necessary formats, and upon receipt of the rosters in question, subject report can be completed.

FOR THE COMMANDING OFFICER:

/s/t/ WYLIE C. SIANIS
Major USAF
Adjutant

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PDC2A1

SAC 210.3 (18 Nov 48) 18 November 1948
SUBJECT: Mobilization Assignments for Air Force Reserve Officers

TO: Commanding General
311th Air Division, Reconnaissance
Topeka Air Force Base
Topeka, Kansas

Commanding General
307th Bombardment Wing, Medium
MacDill Air Force Base
MacDill Field, Florida

Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

Commanding Officer
56th Fighter Wing
Selfridge Air Force Base
Selfridge Field, Michigan

Commanding General
EighthAir Force
Carswell Air Force Base
Fort Worth, Texas

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1. Reference is made to Air Force Regulations 45-10, 45-5 and 45-3 which establish the procedures for assigning United States Air Force officers to specific Mobilization Assignments.

2. Due to the limited funds made available to the Air Force for inactive duty training pay it became necessary for Headquarters United States Air Force to limit the number of Mobilization Assignments which could be made. The Strategic Air Command has been allocated a quota of 1,035 officers which is broken down as follows:

Colonel	Lt Col	Major	Captain	1st Lt	2d Lt	Total
7	17	60	198	367	386	1,035

This quota has been divided among the units of this command in proportion to the Mobilization Day requirements of those units. (See Inclosure 1.)

3. In computing necessary funds for inactive duty pay for the above personnel, the following factors were used: P_____T until _____ (Date) N_____

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PDC2A1 210.3 18 November 1948
Subj: Mobilization Assignments for AF Reserve Officers

a. 24 drill periods per individual for Fiscal Year 1949.

b. 60% of personnel in each grade to be rated.

c. 40% of personnel in each grade to be non-rated.

d. Longevity:

(1)	Colonel	12 years
(2)	Lt Colonel	9 years
(3)	Major	9 years
(4)	Captain	6 years
(5)	1st Lt	6 years
(6)	2d Lt	6 years

Commanders are authorized to readjust their quotas among the various grades, providing such adjustment does not involve an increased obligation of funds.

4. It should be noted that the preceding quota is only tentative and a quota may be forthcoming in the near future, based on reports submitted to Headquarters United States Air Force, on the training capabilities of this command and its ability to fill the existing quota. It is desired that commanders take aggressive action to fill their allotted quotas of M-Day Assignments. In order to realize the full benefit of the allotted quotas, this headquarters will readjust the schedule shown in Inclosure 1 from time to time.

5. The rosters submitted per teletype PDC2A1 307, this headquarters, in many cases exceeded the allotted quotes. It is, therefore, requested that commanders review their rosters prior to requesting assignment of personnel in order to ascertain that only the most qualified personnel are selected to fill the quotas authorized.

6. Unit commanders are authorized direct communication with the local reserve units and the command of the appropriate Air Defense Command Air Force serving their locality. USAFR personnel presently assigned to United States Air Force Reserve T/O&E units may be reassigned to a mobilization assignment. All requests for such reassignment should be submitted by the individual concerned to the appropriate Air Defence Command Air Force for action. All such personnel will be identified in personnel requests forwarded to this headquarters for action. Headquarters United States Air Force has indicated that a supplemental quota may be forthcoming, provided the existing quotas can be filled.

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PDC2A1 210.3 18 Nov 48
Subj: Mobilization Assignments for AF Reserve Officers

In order that this command may receive a proportionate share of any additional M-Day assignments you are requested to use all the means at your disposal in filling your current quota at the earliest possible date.

7. All requests for personnel to fill allotted quotas will be referred to this headquarters for action. Requests for personnel will include name, rank, AFSN, duty SSN, station of assignment (for mobilization) and present address of officer. In the event unit commanders are unable to fill assigned quotas by personal selection from known resources, personnel to fill such vacancies will be requested from Air Defense Command by this headquarters on receipt of such a request from the unit commander.

8. Your attention is invited to paragraphs 3, 6 and 6a of Air Force Regulation 45-3, date 8 October 1948. It is the intent of this headquarters to delegate the administrative responsibility to the unit commanders. This headquarters will requisition and make distribution of the Air Defense Command blank forms mentioned in paragraph 3 of the above cited regulation.

9. Headquarters United States Air Force has indicated that funds in the amount of $261,458 will be allocated to the Strategic Air Command for inactive duty training pay and will be distributed in the near future. Until such distribution of funds is made, no orders will be issued for Mobilization Assignments. This should in no way preclude the recruiting of selected reservists for Mobilization Assignment.

10. Your attention is invited to paragraphs 5 and 6, Air Force Regulation 45-10. Personnel should be requisitioned to fill training assignments under the provisions of cited paragraphs. Such personnel will be in excess of the quota cited in Inclosure 1. In the event of an increased allocation of funds for inactive duty training pay, personnel training without pay will be given top priority for the newly created payable assignments. Every effort will be made by units of this command to provide maximum training facilities for all available USAFR officers desirous of holding Mobilization or Training Assignments with Strategic Air Command.

11. Personnel currently holding Mobilization Assignments as authorized under Air Force Regulation 20-32 will be screened and reassigned under the provisions of either paragraph 2 or 5 of Air Force Regulation 45-10. Thus there will be two distinct categories of reservists:

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PDC2A1 210.3 18 Nov 48
Subj: Mobilization Assignments for AF Reserve Officers

a. Those holding Mobilization Assignment with pay.
b. Those participating in active duty training without pay.

All requests for personnel will properly identify each individual with regard to the type of assignment he will fill. The fact that funds for inactive duty training pay are limited shall not be interpreted to limit the amount of training that may be authorized or conducted without pay or remuneration of any kind.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl
Almt of "M"-Day Asgmts
in SAC Comd

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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Allotment of [illegible] Day Assignments in S. A. C. Command

	Col.	Lt Col.	Maj.	Capt.	1st Lt.	2d Lt.	Total
SAC	3	5	15	14	2	0	39
8TH	2	5	25	93	152	166	443
19TH	2	5	13	60	109	116	305
307TH	-	1	2	10	30	32	75
311TH Air CON	-	1	5	15	32	32	85
4TH FTR	-	-	-	3	21	20	44
56TH FTR	-	-	-	3	21	20	44
TOTAL	7	17	60	198	367	386	1035

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base PDC2B
Fort Crook, Nebraska

SAC 326 (22 Dec 48) 22 December 1948

SUBJECT: Fifteen Day Active Duty Tours for USAFR Officers

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. The following quotas for 15 day active duty tours for inactive reserve officers are hereby established for the third and fourth quarters FY 1949. Attention is invited to Messageform PDC2B 782 dated 13 December 1948, this headquarters and Letter this headquarters, file 210.455 Subject, Active Duty Tours for Inactive Reservists dated 19 September 1948:

8th Air Force	100 tours
15th Air Force	100 tours
311th Air Division	42 tours
Hq SAC	25 tours

2. It is the policy of this command that only those Reserve Officers who are actively participating in the SAC reserve program by virtue of holding a Mobilization Assignment or by training in an inactive status without pay, will be eligible for 15 days' active duty with a SAC unit.

3. Active duty tours will be monitored by the Air Force or the Air Division Headquarters concerned. Subject headquarters will be responsible for the equitable distribution of the 15 day active duty tours among the units of its command.

4. A report will be submitted to this headquarters monthly, as of the last day of each month beginning with the month of January, to reach this headquarters not later than the tenth work day of the following month, Attention: Reserve Branch, Military Personnel Division, which will include the name, rank, AFSN of officer performing the active duty tour and the unit and the type of Mobilization Assignment held in that unit by the reservist. Reports Control Symbol SAC-PA-P17 is assigned to this report.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/t/ MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base PD02B
Fort Crook, Nebraska

SAC 326 (30 Dec 48) 30 December 1948

SUBJECT: United States Air Force Reserve Training Program

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. The following policy regarding civilian employees holding United States Air Force Reserve commissions has been announced by Headquarters United States Air Force:

"a. No mobilization assignments will be tendered to USAFR personnel holding Civil Service appointments in the Armed Forces where it is determined that the type of work to be performed in event of mobilization will remain essentially unchanged. This determination will be made by the immediate military supervisor of the employee in his Civil Service capacity. Such employees, however, will be entitled to the same number of credits in the USAFR as is now or hereafter granted enlisted personnel in the USAF holding commissions in the USAFR.

b. Mobilization assignments may be tendered to USAFR personnel holding Civil Service appointments in the Armed Forces where it is determined either that the employee's Civil Service position will cease to exist in event of a mobilization or that the employee concerned is better suited for an unrelated position established as a definite mobilization requirement. Evidence of this determination in the form of a certificate to that effect, signed by the immediate military supervisor of the employee in his Civil Service capacity, will be offered by the employee at the time he makes application for such assignment."

2. It is requested that the above stated policy be disseminated to all interested personnel at the earliest possible date.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/s/t/ WONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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Notice for Daily Bulletin

17 Sept 1948
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Secretariat

Col King:sjp 2121

DC/S, Personnel and Administration

1. Request the following item be put in the Daily Bulletin for three days, starting with today, 17 September 1948.

"For information and guidance of all concerned, in furtherance of the planned airman program announced for informational purposes in AFL 35-39, effective immediately, all enlisted personnel of the Department of the Air Force will be known as "airmen".

"The term "airman" will be used to distinguish enlisted personnel of the Department of the Air Force in the same manner as enlisted personnel of the Department of The Army are known as "soldiers" and enlisted personnel of the Department of the Navy are known as "sailors." The habitual use of the term "airmen" should aid in distinguishing the enlisted personnel of the Air Force from those of the other services, identifying them more closely with their chosen service in the structure for National defense". Col King, Ext. 2121.

RICHARD T. KING
Colonel, USAF
DC/S, Personnel and Administration

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SAC 220.2 (26 Oct 48) 26 October 1948

SUBJECT: Promotion of Airmen to Master Sergeant and Technical Sergeant

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

Identical letter to:
CO, Hq & Hq Sq, SAC
Andrews AFB
CO, 56th Ftr Wg
Selfridge AFB

Commanding General
311th Air Division, Reconnaissance
Topeka Air Force Base
Topeka, Kansas

Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. The purpose of this letter is to implement the special airmen grade promotion program authorized by Headquarters United States Air Force in Air Force Letter 39-9 dated 21 September 1948 (distribution to major air commands only) by reallocating vacancies allotted to Strategic Air Command and to prescribe the procedure that will be effected in filling the vacancies allotted herein.

2. In accordance with this promotion plan the Strategic Air Command was allotted one hundred master sergeant vacancies and two hundred technical sergeant vacancies to be filled as prescribed below.

a. Promotions filling no more than fifty per cent in each grade will be made on 1 December 1948 and only on that date. Promotions filling the remaining vacancies will be made on 1 February 1949 and only on that date.

b. Vacancies are allotted without regard to Table of Organization and Equipment, Table of Distribution and Table of Distribution Augmentation vacancies.

c. All individuals regardless of their assignment, including those on duty with the Department of the Army, will be considered.

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PDC2C 220.3 26 Oct 1948
Subj: Promotion of Airmen to M Sgt and T Sgt

d. Promotions will be offered primarily to individuals in the skilled technical fields and to some outstanding individuals in the administrative fields.

e. The promotion policies contained in Air Force Regulation 35-54, as amended, except for the provision requireing Table of Organization and Equipment vacancies, will apply for these promotions.

3. Your command is allotted the following vacancies and is authorized to fill these vacancies in accordance with the policies contained in paragraphs 2 and 5:

(Vacancies of all units on separate letter)

4. a. The following method was used to determine what portion of the total number of master sergeant and technical sergeant vacancies that can be allotted to each unit or station on the basis of total airmen assigned in the technical sergeant and staff sergeant grade. Example:

Air Force Allotment for 1 December 1948 in grade of M Sgt = Command percentage
Total command strength in gradt of technical sergeant =

b. The percentage as determined above was multiplied by the total strength of airmen in grade of technical sergeant of each unit in this command and the product was the quota of the Air Force allotment for 1 December 1948 for master sergeant vacancies for that unit.

5. The following procedure will be followed in filling these vacancies:

a. The wing commander of each wing will be the final approving authority. A dual wing bases the commander of each wing will consider and approve promotions for his respective wing or group.

b. The allocation of vacancies to specific units as contained herein will not be changed by any headquarters.

c. All technical sergeants and staff sergeants assigned to a wing or a unit not under a wing, regardless of departmental status, and who are qualified under the provisions of Air Force Regulation 25-54, as amended, will be considered for promotion.

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PDC2C 220.3 26 Oct 1948
Subj: Promotion of Airmen to M Sgt and T Sgt

d. Promotions will be offered primarily to individuals in the skilled technical fields and to some outstanding individuals in the administrative fields.

e. The promotion policies contained in Air Force Regulation 35-54, as amended, except for the provision requiring Table of Organization and Equipment vacancies, will apply for these promotions.

3. Your command is allotted the following vacancies and is authorized to fill these vacancies in accordance with the policies contained in paragraphs 2 and 5:

(Vacancies of all units on separate letter)

4. a. The following method was used to determine what portion of the total number of master sergeant and t tednical sergeant vacancies that can be allotted to each unit or station on the basis of total airmen assigned in the technical sergeant and staff sergeant grade. Example:

Air Force Allotment for 1 December 1948 in grade of M Sgt = Command percentage
Total command strength in gradt of technical sergeant =

b. The percentage as determined above was multiplied by the total strength of airmen in grade of technical sergeant of each unit in this command and the product was the quota of the Air Force allotment for 1 December 1948 for master sergeant vacancies for that unit.

5. The following procedure will be followed in filling these vacancies:

a. The wing commander of each wing will be the final approving authority. A dual wing bases the commander of each wing will consider and approve promotions for his respective wing or group.

b. The allocation of vacancies to specific units as contained herein will not be changed by any headquarters.

c. All technical sergeants and staff sergeants assigned to a wing or a unit not under a wing, regardless of departmental status, and who are qualified under the provisions of Air Force Regulation 25-54, as amended, will be considered for promotion.

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PDC2C 220.2 26 Oct 48
Subj: Promotion of Zirmen to M Sgt and T Sgt

d. The unit commander of each squadron of a group will initiate the promotion action by recommending to his next higher headquarters the qulaified personnel he recommends be considered to fill the vacancy. An efficiency report (similar to that form inclosed with letter, subject, Non Commissioned Officers, Headquarters Strategic Air Command, dated 16 August 1948) will be prepared for each individual recommended. To further substantiate the recommendation additional information should be furnished on a form prescribed by the wing commander and/or unit commander not associated with a wing.

e. A separate board of officers will be established by each command to whcih vacancies have been allotted.

f. The board will consider all recommendations submitted to it for consideration and will interview each applicant to insure selecting the best individuals for promotion.

g. The commander to which a vacancy has been allotted will issue the necessary orders promoting the airmen and/or enlisted men selected by the board. Air Force Letter 29-9 dated 21 September 1948 will be quoted in the promotion orders as the promotion authority.

h. The name, grade, serial number, organization and the grade to which promoted for each individual will be submitted to this headquarters where warrants will be prepared and returned for distribution.

i. It is reiterated that all promotion action for the first increment will be completed prior to 30 November 1948 and promotions made on 1 December 1948 and no other date. The second increment will be completed prior to 31 January 1949 and promotions made on 1 February 1949 and no other date.

6. It is anticipated that the current restriction on promotions to technical sergeant to fill Table of Organization and Equipment vacancies which was imposed b y this headquarters will be rescinded when overage is depleted.

7. Numerous directives have been issued expressing to commanders the prerequisites that must be considered when promoting an individual to the first three grades.

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PDC2C 200.2 26 Oct 1948
Subj: Promotion of Airmen to M Sgt and T Sgt

It is believed that all commanders are in accord with these prerequisites and will select for promotion only those individuals who meet these prerequisites.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

RICHARD T. KING
Colonel, USAF
DCof S, Personnel and Administration

1 Incl
SAC Form 35-2-107

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SAC 220.2 (26 Oct 48) 26 October 1948

Vacancies Allotted Strategic Air Command (Par 3a Ltr. 220.2, dtd 26 Oct 48, Subj: Promotion of Airmen to M Sgt and T Sgt

	First Increment		Second Increment	
Unit	M Sgt	T Sgt	M Sgt	T Sgt
Hq & Hq Sq, 15th AF	1	1	1	1
28th Bomb Wing	3	6	3	6
301st Bomb Wing	3	6	3	6
22d Bomb Wing	2	4	1	3
73d Bomb Wing	3	5	2	5
92d Bomb Wing	4	6	3	6
98th Bomb Wing	1	2	1	2
4th Fighter Wing	2	4	2	4
Topeka AF Base	3	5	2	5
McGuire AF Base	1	2	1	2
4203d Photo Tech Sq	-	1	1	-
Hq & Hq Sq, 8th AF (Includes 18th Comm Sq)	1	2	1	2
7th Bomb Wing	6	10	6	9
97th Bomb Wing 2	2	6	2	6
43d Bomb Wing	4	8	4	9
2d Bomb Wing	1	3	1	3
27th Fighter Wing	1	3	1	3
509th Bomb Wing	3	10	3	10
33d Fighter Wing	1	2	1	1
Hq & Hq Sq SAC	1	1	2	3
56th Ftr Wg	2	3	2	3

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CRM

SAC 250 (28 Oct 48) 28 October 1948

SUBJECT: Report of Offenses and Criminal Investigation Activities, RCS: AF-SC-U6, 30 September 1948

TO: Commanding Officer
56th Fighter Wing
Selfridge Air Force Base
Selfridge Field, Michigan

CG 8AF
CG 15AF
CG 307 Bm Wg
CG 4th Ftr Wg
CG 311ADR

Originator

Phone

CG
DC
CS
D/PERS
Surg
Jud Advoc
D/INT
D/OPS
Ops
Trng
Elec
Ops Anal
D/MAT
Installations
D/PLANS
PIO
INSP GEN
Provost
COMP
Manp
Fisc
Stat
ADJ GEN

1. Analysis of charts similar to that attached hereto, prepared during the Calendar year 1948, will reveal an approximate forty-five per cent decrease in the overall rate of unauthorized absentees in the Strategic Air Command. From the top figure of 686 absentees reported during the month of April, the total number of absentees has decreased to 393 during the month of September. This, it is believed, is the result of an intensified interest on the part of commanders to ascertain and eliminate the primary causes for unauthorized absence. There is a normal tendency to relax interest when favorable results are being achieved; however, further decreases may be expected, with continued application of the methods utilized to attain the present rate of unauthorized absence.

2. The attached chart indicates an upward trend in the number of accidents occurring on installations of this command. MacDill, Smoky Hill, Rapid City, and Castle AF Bases and the Hq Fifteenth Air Force Area, have reported notable increases in the number of accidents during the month of September. Smoky Hill and Rapid City AF Bases report a comparably poor enforcement index. Of special conern are Genier, Kearney, and Topeka AF Bases, which submitted negative reports in Item No. 113 of subject report, "Moving Traffic Violations". It is essential that effective traffic enforcement programs be inaugurated immediately at the bases cited above. Andrews, Selfridge, Walker, Davis-Monthan, and Spokane AF Bases have reported Exceptionally good traffic enforcement indexes. As a result, the number of accidents occurring at Andrews, Davis-Monthan, and Spokane AF Bases materially decreased during the month of September.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl:
Comparison Chart

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

0-0010

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COMPARISON CHART
of
REPORT OF OFFENSES AND CRIMINAL INVESTIGATIVE ACTIVITIES
RCS: AF-SC-U6, 30 Sep 48

INSTALLATION & OFFENSES	SEP	AUG	INCREASE	DECREASE
ANDREWS AF BASE				
No. Going AWOL	38	36	2	
No. Returned	42	37	5	
Uniform Violations	8	8	0	
Drunk & Disorderly	4	4	0	
Accidents	2	5		3
Traffic Violations	21	20	1	
SELFRIDGE AF BASE				
No. Going AWOL	28	43		15
No. Returned	23	43		20
Uniform Violations	16	12	4	
Drunk & Disorderly	8	4	4	
Accidents	1	0	1	
Traffic Violations	35	6	29	
MacDILL AF BASE				
No. Going AWOL	52	51	1	
No. Returned	49	47	2	
Uniform Violations	9	6	3	
Drunk & Disorderly	12	19		7
Accidents	9	5	4	
Traffic Violations	66	31	35	
GRENIER AF BASE				
No. Going AWOL	17	30		13
No. Returned	11	34		23
Uniform Violations	0	0		0
Drunk & Disorderly	0	0		0
Accidents	2	1	1	
Traffic Violations	0	4		4
CARSWELL AF BASE				
No. Going AWOL	36	49		13
No. Returned	35	51		16
Uniform Violations	3	8		5
Drunk & Disorderly	10	5	5	
Accidents	2	3		1
Traffic Violations	6	10		4

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DAVIS-MONTHAN AF BASE	SEP	AUG	INCREASE	DECREASE
No. Going AWOL	33	23	10	
No. Returned	28	28	0	
Uniform Violations	11	15		4
Drunk & Disorderly	20	18	2	
Accidents	4	7		3
Traffic Violations	43	71		28
KEARNEY AF BASE				
No. Going AWOL	17	13	4	
No. Returned	15	14	1	
Uniform Violations	1	9		8
Drunk & Disorderly	12	17		5
Accidents	1	0	1	
Traffic Violations	0	0	0	
WALKER AF BASE				
No. Going AWOL	51	59		8
No. Returned	51	48	3	
Uniform Violations	15	60		45
Drunk & Disorderly	35	39		4
Accidents	4	4		0
Traffic Violations	54	42	12	
HQ 15AF AREA				
No. Going AWOL	0	2		2
No. Returned	0	1		1
Uniform Violations	2	3		1
Drunk & Disorderly	1	1		0
Accidents	4	3	1	
Traffic Violations	22	15	7	
CASTLE AF BASE				
No. Going AWOL	13	15		2
No. Returned	13	13		0
Uniforms Violations	7	16		9
Drunk & Disorderly	3	4		1
Accidents	3	0	3	
Traffic Violations	23	34		11
SPOKANE AF BASE				
No. Going AWOL	43	70		27
No. Returned	42	69		27
Unform Violations	12	13		1
Drunk & Disorderly	28	13	15	
Accidents	3	5		2
Traffic Violations	38	106		68

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SMOKY HILL AF BASE	SEP	AUG	INCREASE	DECREASE
No. Going AWOL	33	27	6	
No. Returned	18	35		17
Uniform Violations	4	5		1
Drunk & Disorderly	21	11	10	
Accidetns	6	1	5	
Traffic Violations	8	10		2
RAPID CITY AF BASE				
No. Going AWOL	17	15	2	
No. Returned	17	12	5	
Uniform Violations	8	2	6	
Drunk & Disorderly	20	22		2
Accidents	5	1	4	
Traffic Violations	10	2	8	
WENDOVER AF BASE				
No. Going AWOL	2	19		17
No. Returned	2	19		17
Uniform Violations	5	7		2
Drunk & Disorderly	3	5		2
Accidents	0	0		0
Traffic Violations	5	6		1
TOPEKA AF BASE				
No. Going AWOL	13	9	4	
No. Returned	13	7	6	
Uniform Violations	0	0	0	
Drunk & Disorderly	0	1		1
Accidents	0	2		2
Traffic Violations	0	0		0
OVER-ALL SAC RATE				
No. Going AWOL	393	450		57
Nol Returned	359	440		81
Uniform Violations	101	162		61
Drunk & Disorderly	177	169	8	
Accidents	45	36	9	
Traffic Violations	331	371		40

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
FORT CROOK, NEB.

CPV

SAC 320 (29 Nov 48) 29 November 1948

SUBJECT: Air Force Police Within the Strategic Air Command

TO: Commanding General
311th Air Division, Reconnaissance
Topeka Air Force Base
Topeka, Kansas

1. Since assuming command, General LeMay has expressed the explicit desire that the activities and personnel assigned to all Air Force Police Squadrons and those Wing Air Provost Marshals assigned in the Offices of Inspectors General within the Strategic Air Command be so selected, trained and apprised of their responsibilities that the enforcement of security and the state of discipline within this command will be of the highest caliber.

2. It is considered highly advisable that you give your personal attention to the matter of ascertaining the qualifications and ability of the personnel you have assigned, and that, where necessary, reassignment be effected in order that the duties and responsibilities assigned Air Provost Marshals and Air Police Squadrons be executed with high efficiency. Particular emphasis should be placed upon military neatness, bearing, courtesy and application to duty among the personnel referred to above.

3. The new concept of the functions and duties of Air Provost Marshals at station level, forwarded to each subordinate command by letter, this Headquarters, file SAC 320, dated 2 November 1948, Subject: Functions and Responsibilities of Air Provost Marshals at Base Level, indicates the organization desired at station level by this headquarters. Only personnel competent and adapted to handle such duties as outlined should be assigned.

4. This command may expect to be justly criticized regarding security, the enforcement thereof, and of any responsibility or duty of the Air Provost Marshals or of personnel assigned to the Air Police Squadrons, should standards or performance be found to be other than superior.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

THOMAS S. POWER
Brigadier General, USAF
Deputy Commander

cc - C/S, USAF
CG, 3d Division

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CONFIDENTIAL

STRATEGIC AIR COMMAND

EXTRACTS

HISTORY OF SAC 1948

NARRATIVE: Prs 146-148 & 153-181
EXHIBITS: 1 & 2 and 6 thru 28

HEADQUARTERS
STRATEGIC AIR COMMAND

Offutt Air Force Base, Nebraska

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.

1 MAY 1973

REPLY TO ATTN OF: XOX

SUBJECT: Clearance of Document (Your ltr, 3 May 1973)

TO: AF/CHO

A review of extracts from the SAC histories for the years 1947, 1948 and 1949 has been made, and it has been determined that these extracts can be declassified in accordance with DOD 5200.1-R and AFR 205-1.

Jerry W. Osgood

JERRY W. OSGOOD
Lt Colonel, USAF
Executive
Directorate of Plans, DCS/P&O

3 Atch
Extracts from SAC histories
for 1947, 1948 & 1949 (C)

The classification of this document
standing by itself is: UNCLASSIFIED

Unless otherwise marked - Part II Subcategory Bonds

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HISTORY

STRATEGIC AIR COMMAND

1948

VOLUME IV

SUPPORTING DOCUMENTS

Chapter 3

OPERATIONS AND TRAINING

Exhibits 1 thru 88

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Chapter 3

OPERATIONS AND TRAINING

Exhibits 1 thru 88

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HEADQUARTERS STRATEGIC AIR COMMAND

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ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	1

SUBJECT: Historical Information

Historical Section

DATE 18 Aug 1949

COMMENT No 2
Maj Marchesi/rlj/3108

FROM: Director of Operations

The following answers are submitted to questions submitted in comment 1.

a. The Strategic Air Command was alerted verbally by Hq USAF.

b. Reasons for alerting in so far as is known ~~was~~ were political.

c. Action taken by Strategic Air Command was to send teletypes to subordinate units placing them on alert and preparation for immediate movement to anywhere this hq may have directed.

d. Alert was relaxed from 3 to 10 days after initiation.

e. Alert was relaxed when we had two bomb groups in place in England and one in Germany.

England	307th Bomb Group 28th Bomb Group
Germany	301st Bomb Group

/s/ Raymond B. Holden, Maj, USAF
FOR /t/ J. B. MONTGOMERY
Brig General, USAF
Director of Operations

OPR SEC Holstrom

TOB M. FWE

UNCLASSIFIED
AFHRX ltr 18 May 77
ST 25 Jan 73

[redacted]

SAC, Ft. Crook-2-21-49-5,000 O-0238

Hq SAC Form 10-71 (Rev. 16 Feb 48) PAGE 2 USE BOTH SIDES OF SHEET

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Historical Information

TO: Director of Operations
ATTN: Operations Section

DATE: 12 Aug 49

COMMENT No 1

FROM: Historical Section

McMullen/jh/2245

1. It has been noted from the A-3 Daily Diary for 28 June 1948 that the 301st Bomb Group was ordered immediately to Europe and that other SAC groups were placed on alert status. Since this sudden activity was an abrupt departure from the normal routine rotation of units to the various overseas theaters, it is essential that a historical treatment of SAc operations in 1948, now in preparation, include the background for this out-of-the-ordinary incident.

2. It would be helpful, therefore, if the Directorate of Operations could furnish answers (and any pertinent documentation) to the following questions:

a. Who ordered this wholesale alerting of the strategic bombing potential of the United States? U.S.A.F. - Verbally

b. Why, so far as is known in SAC, was it done? Political

c. What action was taken by SAC? (More specific information than is provided by the skeletonized statements in the Daily Diary is desired.) TWX Sent

d. When was the alert relaxed?

e. Why, so far as is known in SAC, was it relaxed?

3. Since the preparation of a portion of the 1948 history cannot be begun until this information is obtained, an early reply would be appreciated.

/s/ Richard McMullen
RICHARD McMULLEN
Historian

SAC, Ft. Crook-2-21-49-5,000 O-0238

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

13 JUL 1948

Major General Clements McMullen
Deputy Commander, Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

Dear General McMullen:

Recorded below are excerpts of a letter dated 2 July 1948 that Colonel Brett, my A-3, received from Lt Colonel Ellis, commanding the 301st Bomb Group in Furstenfeldbruck, that I thought would be of interest to you:

"I feel that this operation has been quite successful so far and believe you would be satisfied with it. Major Goyt said yesterday that everyone at USAFE was very pleased.

"We were put on a three hour alert at Goose Bay. The movement order came in shortly after midnight and said, 'immediately'. We took off with the first eight about three hours later. Takeoff time for the remainder was, of course, governed by their arrival time at Goose Bay.

"I was delighted at the opportunity to bring the group over here and the prospect the trip holds. My spirits were dampened by the news of my father's death. I was very close to him and have remembered the many times he has done so much for me.

"I am gaining much valuable experience. This is an opportunity not to be passed by lightly.

"All but two of our airplanes are here now. One of the two will be here today. One is in Goose Bay and one in Paris. We presume that the one in Paris took off from Greenland with a light gas load and had to refuel. We could put up all but one of those here on a mission now.

"USAFE said we were to fly nothing but test hops until after the 7th of July. I am almost certain that they will try to catch us unaware with a surprise mission before the 7th. We keep the ships gassed and are pulling progressive maintenance.

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The flight crews report to the ships at 0800 and 1300 to help with the maintenance and be available. When there is nothing to do at the ship we do what other training we can. We have them on a two hour alert at night. We have made up a formation, flimsies, and distributed maps, etc. I can't outguess them on the bomb load or we would move bombs to the hand stands. Their bomb delivery is quite efficient here, however. I have thought this problem through backwards and forwards and we must be prepared for any eventuality. I believe that if they give us a mission with no warning, and I think they will, we could get off two hours sooner than they might reasonably expect us to.

"We almost got into the coal hauling business, but that project is probably off.

"The weather has been rainy and cold much as it is back home in late November. I am wearing a wool shirt, blouse and trench coat. At night we have log fires in the Officers' Club. There is a string orchestra playing there now. It's pleasant."

With personal regards.

Sincerely,

/s/ Leon W. Johnson
LEON W. JOHNSON
Major General, United States Air Force
Commanding

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HEADQUARTERS STRATEGIC AIR COMMAND A5D
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

SAC 373 (12 Feb 48) 12 February 1948

SUBJECT: Return of Squadron on TDY with FEAF to ZI via Ceylon.

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. This Command proposes to return the bombardment squadron now on TDY with Far East Air Forces to the ZI via the Philippine Islands, Ceylon, Saudi Arabia, Germany, and the Azores.

2. Units of this Command have received area training in the Pacific, Atlantic, Arctic, and Europe. Approval of this plan and its accomplishment on a continuing basis will serve to acquaint Strategic Air Command units with the Indian Ocean area and bring this Command to a higher state of preparedness to carry out its global mission.

3. Logistics required will be as follows:

a. Fuel and oil.

Station	Gasoline	Oil
FEAF	38,000 gal.	800 gal.
Clark Field	66,000 gal.	1300 gal.
Negombo	62,000 gal.	1200 gal.
Dhahran	57,000 gal.	1100 gal.
Furstenfeldbruck	40,000 gal.	800 gal.
Lagens	55,000 gal.	1100 gal.

b. Quarters and rations for 220 men.

4. It is requested that necessary diplomatic and logistical action be taken to clear this and succeeding flights. The first squadron scheduled for this flight is to depart Japan approximately 12 March; therefore, it is requested that priority action be taken on this letter.

FOR THE COMMANDING GENERAL:

/s/ Clements McMullen
CLEMENTS McMULLEN
Major General, U.S. Air Force
Deputy Commander

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B/L fr SAC to C/S, USAF, 12 Feb 48, subj: Return of Squadron on TDY with FEAF to ZI via Ceylon

1st Ind 1 March 1948

DEPARTMENT OF THE AIR FORCE, Hq, USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. The proposed flight for the return of a bombardment squadron now on TDY with the Far East Air Force to the ZI via the Philippine Islands, Ceylon, Saudi Arabia, Germany and the Azores is not favorably considered at this time.

2. It is desired that the flight of three B-29 aircraft requested in a letter to this Headquarters, subject: "Maintenance of South Atlantic Air Routes" dated 5 November 1947, be completed prior to additional flights by aircraft of squadron strength over subject route. A letter was forwarded to the Department of State dated 11 February 48 (inclosure1) informing them of the proposed plan to conduct training flights through the East and Middle East. Upon receipt of reply from the Department of State, your Headquarters will be advised of the desired action.

3. Present plans are to gradually increase size of subject flights over the route requested from three aircraft per flight to flights of squadron strength.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ W. Bagstad
W. BAGSTAD
Lt Colonel, USAF
Executive, Operations Division

1 Incl
Cy ltr to State Dept
dtd 11 Feb 48

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Feb 11 1948

The Honorable Norman Armour

The Assistant Secretary of State

Dear Mr. Armour:

The Department of the Air Force has discussed informally with officials of your department a proposal to dispatch a special training flight of three B-29 aircraft accompanied by an escorting service C-54 from the United States to Japan and return via the following route: Borinquen Field, Puerto Rico; Roberts Field, Liberia; Farouk Field, Egypt; Dhahran Airfield, Saudi Arabia; Karachi Airfield, India; Calcutta (Dum-Dum), India; Okinawa and Japan.

It is understood that your department has now indicated approval of the proposed flight, providing that it be conducted primarily as a training mission instead of a good-will tour and that care be exercised in obtaining diplomatic clearances, special attention being given to any restrictions or reservations which might be imposed by any sovereign nation over whose territory the flight may pass.

In order to prevent possible public embarrassment and misunderstanding, would you agree to coordination of the public relations plan between the public relations agencies of our respective departments? It is not contemplated that the proposed flight will take place until this action has been accomplished.

If you concur in the foregoing procedure, we intend in the future to conduct occasional training missions of this nature in a similar fashion, coordinating informally in each instance with the State Department.

Sincerely,

For the Secretary of the Air Force:

/s/

C. V. WHITNEY

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

A3B3

SAC 373 (8 Jun 48) 8 June 1948

SUBJECT: World Routes for Strategic Air Command Aircraft

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. It is requested that three (3) B-29 aircraft per month be authorized to participate in flights to Okinawa via Lagens Field, Azores; Roberts Field, Liberia; Eastleigh Field, Nairobi, Kenya, Africa; Negombo Field, Ceylon and Clark Air Force Base, Luzon.

2. Aircraft will RON at Okinawa and return to the ZI by way of Alaska or Hawaii.

3. If this request is favorably considered request this headquarters be advised at an early date so that necessary logistic requirements may be submitted.

FOR THE COMMANDING GENERAL:

/s/ D. W. Hutchison
D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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B/Ltr fe Hq SAC, Wash 20, D.C. to C/S USAF, Wash 25, D.C. dtd 8 Jun 48, Subj: World Routes For Strategic Air Command Aircraft.

1st Ind 14 July 1948

Department of the Air Force, Hq., USAF, Washington 25, D.C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D.C.

1. Approved.

2. The proposed route has been changed, for operational reasons, to the following: Lagens Field, Azores; Wheelus Field, Tripoli; Khormaksar Field, Aden; Negombo Airfield, Ceylon; Clark AFB, P.I.; Okinawa and return via Alaska or Hawaii. Aircraft will take precautions to avoid overflight of Egypt.

3. These flights will be officially regarded as "long distance routine training flights" and will retain a "Secret" classification until a press release is made. The release of information will be in accordance with the policy contained in Tab "A".

4. All personnel must comply with current regulations concerning inoculations before departure overseas.

5. The following information should reach this Headquarters fourteen (14) days prior to departure of each flight:

a. Exact itinerary showing estimated time of arrival at, and departure from, each station.

b. Serial number of each aircraft participating in the flight.

c. Rand and name of flight leader.

d. Composition of crew, showing number of officers, non-commissioned officers, and basics.

6. Clearance and arrangements for subject flight will be in accordance with WD Circular 319, 1946 and Tab "B", Upon receipt of information enumerated in paragraph 4, above, this Headquarters will obtain diplomatic clearance through Department of State for flight over Siam and Ceylon.

7. POL requirements will be submitted to the Air Material Command after coordination with this Headquarters.

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Subj: World Routes for SAC Aircraft (1st Ind Cont'd)

8. Direct communication, with information to this Headquarters, is authorized with appropriate commands in the preparation and execution of these flights.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Wiley D. Ganey
WILEY D. GANEY
Colonel, USAF
Asst Chief, Operations Division
Directorate, Plans and Operations

2 Incls
Tabs "A" and "B"

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18 June 1948

PROPOSED PUBLIC RELATIONS PLAN

1. The proposed monthly flights of three B-29's will be officially regarded as "long distance routine training flights" for which State Department clearance has been obtained. They will be noted as merely extensions of the long-range training flights already being conducted both to the ETO and the Far East.

2. Hqs. AF will make the first announcement regarding the first in the series of flights, this announcement to be made simultaneously with departure of the aircraft from the U.S.

3. SAC will be responsible for all public relations aspects of all flights after the initial announcement.

4. The initial announcement will state that the flight is a "routine training flight which has received the concurrence of the State Department."

5. Points of intended landing will be announced in the initial statement from this Headquarters.

6. No news media correspondents will accompany the initial flight or any portion of it.

7. There is no objection to routine reports being released on the progress of the flight providing these announcements to not attach any undue significance to the flight.

8. Announcement of subsequent flights will be made by SAC after Hqs. AF concurrence.

/s/ Wm. P. Nuckols
WILLIAM P. NUCKOLS
Colonel, USAF
Director, Air Information Div.

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PROCEDURES REGARDING STRATEGIC AIR COMMAND WORLD ROUTES

1. The following information contains procedures and arrangements to follow in flying proposed around-the-world flights of B-29 aircraft:

a. Lagens Field, Azores: Normal flight plan procedures.

b. French North Africa: Overflight of French North Africa does not presently require advance notice other than filing usual flight plan.

c. Wheelus Field, Tripoli: Normal flight plan procedure.

d. Anglo-Egyptian Sudan: Overflight of the Anglo-Egyptian-Sudan has been cleared with the British authorities for proposed monthly flights of B-29's.

e. Khormaksar Field, Aden: RAF has approved use of facilities at Khormaksar for monthly flight of three (3) USAF B-29's. Notification of ETA of flight should be forwarded to RAF authorities at Castel Benito, Tripoli, for relay to Khormaksar.

f. Negombo Airfield, Ceylon: Diplomatic clearance will be obtained by Hq USAF from the Government of Ceylon. The RAF has approved use of facilities at Negombo for monthly flight of three (3) USAF B-29's. Notification of ETA of flight should be forwarded from Khormaksar. Flight leader should contact the American Consul at Colombo, Ceylon, upon landing, to determine arrangements regarding fuel and to cable notification of proposed overflight to the U.S. Embassies of countries concerned.

g. Andaman Island, India: Overflight of the Andaman Islands may be accomplished on the basis of forty-eight (48) hours advance notification to Air Hq, New Delhi, India.

h. Burma: Flights of U. S. military aircraft, transiting, Burma, require prior notification through the U. S. Embassy, Rangoon, and must be flown in such manner as to be inconspicuous. Authorized routes and airports are as follows:

(1) Daylight flights will be at such altitude as to be inconspicuous.

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(2) Flight in area 18° North and 15° 30' North, and 94° East, and 98° East must maintain altitude in excess of 3,000', save for stress of weather or for landing and takeoff.

(3) Night flights between Bangkok and Calcutta must remain ten (10) miles seaward of Burmese coast, and cross coastline only at Mergui.

i. Siam: Diplomatic clearance for overflight of Siam will be obtained by Hq USAF. Prior notification of overflight should be cabled to the USMA, American Embassy, Bangkok.

j. French Indo-China: Overflight of French Indo-China may be accomplished in the same manner described in paragraph b, above.

k. Clark Field, Philippine Islands: Normal flight plan procedure may be followed.

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HEADQUARTERS
371st BOMBARDMENT SQUADRON VH
307th BOMBARDMENT GROUP VH
MacDill Air Force Base, Tampa, Florida

CS/ebe

COEY 353 (10 Feb 48) 10 Feb 48

SUBJECT: Report of forty-five (45) day Maneuver in European Theatre

THRU: Commanding General
307th Bombardment Wing VH
MacDill Air Force Base
Tampa, Fla.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Camp Springs, Md.

1. Pursuant to authority contained in Strategic Air Command Field Order #37, dated 2 December 1947, and Administrative Order #4, dated 13 October 1947, the 371st Bomb Sq., 307th Bomb Gp., completed a forty-five day maneuver at Furstenfeldbruck Air Force Base, Furstenfeldbruck, Germany.

a. In accordance with instructions outlined in aforementioned Field Order and Administrative Order, the following report is submitted.

2. ADMINISTRATION

a. Section Heads. During the period of the maneuver, the following named personnel were commanding the sections as indicated.

SQUADRON COMMANDER	- Major Leo C. Lewis
ADJUTANT	- Capt. Charles Spieth, Jr.
INTELLIGENCE OFFICER (IAOD)	- 1st Lt Henry K. Williams III
OPERATIONS OFFICER	- Capt. Charles D. Pell
ENGINEERING OFFICER	- Capt. James S. Kouba
COMMUNICATIONS OFFICER (IAOD)	- Capt. Robert A. Hockin

b. Personnel Strength. The Squadron strength for the maneuver consisted of 48 officers and 151 enlisted men.

(Incl filed in SAC Special Inclosure file as Incl #23)
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COBY 353 10 Feb 48
Subject: Report of forty-five (45) day Maneuver in European Theatre

(1) It is believed that on a maneuver of 30 to 45 days, the strength should be 55 officers and 155 enlisted men, with the breakdown by sections as follows:

COMMAND SECTION
1 - 1093 Squadron C.O.
1 - 2110 Adjutant
1 - 3110 Flight Surgeon
1 - 502 Administrative Specialist
1 - 405 Clerk Typist

OPERATIONS SECTION
1 - 1093 Operations Officer
10- 1093 Airplane Commander
10- 1093 Pilot
10- 0142 Radar Observer
10- 1034 Navigator
10- 1035 Bombardier
10- 580 Turret Mechanic Gunner
10- 611 Aerial Gunner
10- 612 Airplane Armorer Gunner
10- 737 Flight Engineer
1 - 791 Air Operations Specialist
10- 1685 Electrical Mechanic Gunner
10- 2756 Radio Operator Mechanic

ENGINEERING SECTION
1 - 4823 Engineering Officer
1 - 405 Clerk Typist
1 - 548 Dope & Fabric Mechanic
2 - 555 Sheet Metal Worker
1 - 573 Aircraft Welder
2 - 594 Personal Equipment Technician
3 - 683 Bombsight & C-1 Mechanic
20- 684 Airplane Power Plant Mechanic
3 - 685 Airplane Electrical Mechanic
2 - 686 Airplane Instrument Mechanic
2 - 687 Airplane Propeller Mechanic
20- 747 Airplane & Engine Mechanic
14- 750 Airplane Crew Chief
1 - 754 Radio Mechanic
1 - 826 Supply Technician
1 - 835 Supply Clerk
1 - 852 Radar Mechanic, R. C. M.
10- 867 Radar Mechanic
1 - 911 Airplane Armament Inspector
1 - 925 Airplane Maintenance Inspector
1 - 941 Camera Technician
3 - 957 Airplane Electrical Instrument Mechanic
1 - 960 Remote Control Turret Mechanic

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(2) The total personnel compliment as recommended for maneuvers is 210, 200 of which should travel by B-29 aircraft, with the remainder equally distributed between the two (2) supporting aircraft (C-54's).

(3) The personnel in the first supporting aircraft should be dispatched sufficiently in advance so that they, as key men in their sections, can establish their sections at the base of operations. In addition, their services can be used to unload the aircraft.

(4) The second supporting aircraft should carry maintenance personnel, who, as part of the rear echelon, can assist with any maintenance problems enroute to the base of operations.

c. Orderly Room. The orderly room staff accomplished routine duties and also acted as liaison among the staff sections of the squadron.

(1) Personnel records were not included because of the planned duration of the maneuver; however, the possibility of the period of the maneuver being extended necessitates carrying these records. Suggest this requirement be entered in administrative order.

d. Additional recommendations for improvement of administrative functions are included in inclosure #14, par. I.

3. INTELLIGENCE

a. This classified report has been forwarded under separate cover.

4. OPERATIONS AND TRAINING

a. For the period of the maneuver at Furstenfeldbruck, Germany, Squadron Operati ns worked in close cooperation with the Base Operations. Their assistance was readily available as completely as the limited facilities would permit.

b. A complete report of the operational accomplishments and recommendations is contained in inclosures #1 through #13 and inclosure #14, par. III.

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COBY 353 10 Feb 48
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5. SUPPLY

a. Fly-A-Way Kits. The fly-a-way kits carried on the maneuver proved to be satisfactory; however, the cold weather operation did highlight those items most needed which were not in the fly-a-way kits in sufficient quantity or were lacking entirely. The following is a synopsis of the supply flow of items which the fly-a-way kits did not cover.

(1) Class 0313, Stock #4836-RD6100S, Pump Assembly, Fuel Transfer, (not interchangeable), none in fly-a-way kits. Six (6) needed for repairs. Recommend that one (1) be added to each kit with fuel transfer system.

(2) Class 01F, Stock #0108-9-3552-3, Valve Assembly, Brake Metering (not interchangeable), none in fly-a-way kits. One (1) needed for repairs. Recommend that one (1) be added per squadron.

(3) Class 03D, Stock #4305-135087-7 (left hand) and 4305-135088-7 (right hand) Pump Assembly, Fuel Injection (not interchangeable). Four (4) in fly-a-way kits (2 left and 2 right); 13 needed for repairs. Recommend that 10 left and 10 right be carried in squadron aircraft.

(4) Class 11E, Stock #5915-32R200 and 32R400 Compressor Assembly (not interchangeable). None in fly-a-way kits. Eight (8) needed for repairs. Recommend that 5 32R200 and 5 32R400 Compressor Assembly be carried in squadron aircraft.

(5) Class 01F, B-29 Domes and Blisters Assemblies. One (1) complete set in fly-a-way kits. Recommend that 2 complete sets of Domes and Blisters be maintained in supply essential equipment list at bases where B-29 maneuvers are anticipated.

(6) Class 05C, Stock #6040-657070, Indicator Assembly, Gyro, Horizon. Six (6) in fly-a-way kits which are not applicable for B-29 type aircraft. Recommend that 10 stock #6022-JH-6500 be carried in the squadron fly-a-way kits, Type AN5736-1.

(7) Nuts, Bolts, and Washers. The method of storing nuts and bolts by stock numbers in fly-a-way kits is unsatisfactory. Recommend that 4 each per aircraft, Case, Class 22, stock #7200-0322, be

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carried, filled with sufficient numbers of all types of nuts, bolts, washers, etc., needed for B-29 type aircraft.

(8) Class 03A, stock #4006-110002-20, Synchronizer, Master Assembly. None in fly-a-way kits. One (1) needed for repairs. Recommend that 1 Master Assembly be carried per Electric Prop Aircraft.

(9) The supply of API and Fluxgate Transmitters was inadequate. It is recommended that one(1) of each be an integral part of each fly-a-way kit.

b. Unsatisfactory reports are forthcoming on all items deemed essential that should be included in fly-a-way kits. Copies of these UR's will be mailed to SAC Hq., Att. A-4.

c. Recommendations:

(1) A limited supply of essential B-29 parts be carried by station accountable officer, Lagens Field, Azores, and all other bases used as intermediate stops.

(2) Recommend that Furstenfeldbruck Air Force Base be equipped with a complete T.O. & E. essential equipment list for a VHB Group. This equipment should include only such special equipment as is necessary for the assigned mission but not included as fly-a-way kit property or such other property as may be carried by the squadrons.

(3) A study be made of fly-a-way kit items to determine the actual need of quantities per item carried.

(4) All Class 17-B hand tools be removed from fly-a-way kits.

(5) Class 11 and Class 16; various essential items be included as an integral part of the fly-a-way kits.

d. Utilization of Parts. Approximately 34% of essential parts utilized in performing the required maintenance on squadron aircraft was obtained from the fly-a-way kits. The remaining 66% was procured from other sources.

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e. Refer to inclosure #14, par. VI, for additional comments on supply.

6. MAINTENANCE

a. The maintenance difficulties encountered in compiling 1584:15 hours of flying time from 12 Dec 47 through 28 Jan 48 were as follows:

(1) Hangar space at Furstenfeldbruck, Germany, was available for only one (1) B-29 aircraft at a time, thereby hindering maintenance output and contributing to the loss of many man-hours. All daily and 25 hour checks were performed in the heated hangar on a rotation basis of twelve hours duration, completing a cycle of ten (10) aircraft every fifth day.

(2) The Tractor, Track Laying, Type M-2, is entirely inadequate for moving B-29 Type aircraft over snow and ice. A Caterpillar, Type D-7, was borrowed from the Base Installations for this purpose.

(3) Fluid in pressure instruments froze.

(4) Fuel shut-off valves leaked due to temperature changes.

(5) Fuel Injection Pumps leaked due to temperature changes.

(6) Nose Wheel Struts leaked due to temperature changes, and from the rough runways where ice and snow had built ridges, creating a washboard affect.

(7) Excessive amount of time used in ground warm-up of engines.

(8) Two (2) aircraft propellers had to be replaced.

(9) No difficulties were experienced on aircraft batteries due to cold weather.

(10) No B-29 Aircraft Maintenance Shelters were available for out-of-doors maintenance.

(11) Two (2) Squadron Aircraft developed fuel cell leaks due to temperature changes.

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(12) For the entire tour, it was found necessary to change only two (2) engines, and these for internal failure. This good fortune can be contributed directly to permanently assigned air crews per aircraft and to exceptionally good maintenance and trouble shooting prior to all flights.

(13) On the one aircraft assigned having Curtiss Electric propellers, it was found necessary to change a master synchronizer unit. No other difficulties were experienced with this aircraft.

(14) In cold weather the Hamilton propellers showed a definite tendency to become sluggish. It was necessary to pull some propeller domes for cleaning purposes. However, pulling of propeller domes should be kept at an absolute minimum. Sluggishness was less noticeable on aircraft where the propeller had a complete pitch change several times during the dilution process.

(15) The maintenance problems encountered included the unusual working conditions and the extreme changes in temperature as compared to those to which the crews were ordinarily accustomed. Maintenance personnel, in addition to routine inspections and the regular checks, were also subject to guard duty, thereby weakening all maintenance crews. Personnel were required to assist one another according to the amount of maintenance necessary, and at times worked exceedingly long hours to prepare aircraft for the next mission.

b. The relative difference between the amount of maintenance while on Tdy in the E.T. as compared to being at the Home Station was slight, depending solely on the flying time and length and number of missions scheduled. However, a great amount of additional maintenance was necessary due to fuel leaks on Injection Pumps and Fuel Cell Tanks. This was due to temperature changes. Other maintenance was routine in nature, consisting of daily checks and required inspections. It was found necessary to change one (1) cylinder and two (2) engines during the entire tour of Tdy.

c. The maintenance facilities at Furstenfeldbruck, Germany, are by far inadequate to support a VHV Group of B-29 Type Aircraft; the discrepancies are as follows:

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(1) No shelters were available for out-of-doors maintenance necessary for winter operation.

(2) Refueling Service was handicapped by the need of additional refueling units, both gas and oil.

(3) Additional transportation needed for minimum operation.

(4) Hangar lighting was inadequate for twenty-four (24) hour maintenance.

(5) Third Echelon Shops were not available for instrument, electrical, and sheet metal work. Additional personnel needed having the required M.O.S. to supervise these shops.

(6) Hangar equipment, such as propeller dollies, engine build-up stands (Whitting Type), aerostands (Type B-2), and oxygen trailer servicing units, were not available and were badly needed to perform the assigned mission.

(7) The facilities available were not adequate to support one (1) VHB Group, due to lack of essential maintenance equipment as noted above. Adequate parking facilities for thirty (30) aircraft were under construction, with completion date approximately 1 March 1948.

d. Recommendations.

(1) A liaison officer with maintenance experience be permanently assigned to Furstenfeldbruck, Germany, as a special project officer. This officer should also be in charge of an R-3350 Engine Build-up Section maintaining a total of sixteen (16) engines, four (4) for each position to be kept up at all times.

(2) Recommend that ten (10) each refueling trailers, Type F-1, with five (5) each tractors be available to service one (1) squadron, and that the refueling dispensing pits be so modified as to expedite the reservicing of the refueling trucks.

(3) Additional recommendations are listed in inclosure #14, par. IV.

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e. Fuel and Oil Consumption Report. Refer to inclosure #15.

7. TRANSPORTATION

a. Transportation at Furstenfeldbruck, Germany, was very unsatisfactory during the entire tour of Tdy. Only one (1) six-by-six (6x6) truck and one (1) jeep were assigned to the entire squadron. The truck was utilized by Supply, Engineering, Radar, Communications, and Armament Section; and in addition was also utilized for personnel transportation. Repeated requests for transportation accomplished nothing. One Cletrac was available in the Base Hangar, but due to ice and snow its operation was limited. One (1) shop mule (tug) was utilized by both Base Shops and the 371st Bomb Squadron. The one (1) jeep assigned was dispatched for use by the Squadron C.O. and Squadron Operations.

b. The Base Refueling Section was by far inadequate to properly service one (1) each VHB Squadron. Immediately upon return of the squadron aircraft from a scheduled maximum effort mission, refueling of aircraft would commence, and it took approximately 12 hours to completely refuel ten (10) B-29 Aircraft.

c. The handicap confronting the Refueling Section was the fuel dispensing unit; that is, from storage pits to the truck. Gas was dispensed from a three (3) inch hose which took approximately 45 minutes to completely service a trailer of 4000 gallons, and only one (1) trailer could be refueled at a time.

d. A large amount of base vehicles was deadlined for parts that were not available. Through personal contact with the Base Transportation Officer at Furstenfeldbruck Air Force Base, it was learned that parts had been on requisition for six (6) months and longer, and had not been received at the time of this squadron's departure.

e. Fire-fighting vehicles were too inferior to be able to combat a large gasoline fire, which could occur in the event of an aircraft crash. Nearly all the vehicles utilized were converted water decontamination units carrying water as an extinguishing fluid. One (1) truck, Type 155, La France Unit, was in need of repairs consisting of one (1) each starter Bendix Spring, of which none was available in the E.T.

f. Transportation should be provided to properly operate a B-29 Maintenance Section, with minimum transportation needed as follows:

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COBY 353 10 Feb 48
Subject: Report of forty-five (45) day Maneuver in European Theatre

2 each - Jeeps for maintenance officer, line chief, etc.
1 each - Weapons Carrier for supply.
1 each - Tug (heavy duty).

8. COMMUNICATIONS

a. Refer to inclosure #14, par. VII.

9. CONCLUSIONS

a. Flying conditions were consistently unfavorable, requiring the very best capabilities of the crew members in executing a successful mission.

b. A great wealth of experience was gathered by the entire squadron as a result of the maneuver. Personnel had the opportunity to work under conditions dissimilar from those at the home station, thus presenting many problems never before encountered.

c. The personnel assigned to Furstenfeldbruck Air Force Base materially assisted the 371st Bombardment Squadron in the accomplishment of its mission, making all of their facilities available, although many were limited or critical items.

15 Incls
1. Summary of Flying Time on Maneuver in ET (Quint) w/2 Incls (Quint)
2. Consolidated mission report of Dhahran flights (Quint)
3. Mission #1 (Quint)
4. Mission #2 (Quint) w/3 Incls (Quint)
5. Mission #3 (Quint) w/2 Incls (Quint)
6. Mission #4 (Quint) w/2 Incls (Quint)
7. Mission #5 (Quint) w/2 Incls (Quint)
8. Mission #6 (Quint) w/2 Incls (Quint)
9. Mission #7 (Quint) w/2 Incls (Quint)
10. Mission #8 (Quint) w/3 Incls (Quint)
11. Mission #9 (Quint) w/2 Incls (Quint)
12. Mission #10 (Quint) w/2 Incls (Quint)
13. Mission #11 (Quint) w/3 Incls (Quint)
14. Recommendations on Operation of B-29 Squadron in ET (Quint) w/2 Incls (Quint)
15. Consolidated Fuel and Oil Consumption Report (Quint)

s/ t/ JOEL A. CARROLL, JR,
Lt Col, USAF
Commanding

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COB 353 (10 Feb 48) 1st Ind SBH/hbp

SUBJECT: Report of Forty-Five (45) Day Maneuver in European Theatre

Hq. 307th Bomb Gp VH, MacDill AF Base, Tampa, Fla, 11 Feb 48

TO: CG, 307th Bomb Wg VH, MacDill AF Base, Tampa, Fla.

1. Noted.

2. Classified report referred to in Par. 3 was prepared and forwarded by 307th Bomb Wg A-2.

15 Incls
n/c

CLIFFORD J. HEFLIN
Colonel, USAF
Commanding

COPY

A-3 353 2nd Ind CRH/jep

HEADQUARTERS 307TH BOMBARDMENT WING VERY HEAVY, MacDill Air Force Base, Florida.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Noted.

15 Incls
n/c

D. R. HUTCHINSON
Brigadier General, U. S. Air Force
Commanding

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717th BOMBARDMENT SQUADRON (VH)
28th BOMBARDMENT GROUP (VH)
Weaver Air Force Base
Weaver, South Dakota

11 March 1948

SUBJECT: Report of 717th Bombardment Squadron (VH), 28th Bombardment Group (VH), pertaining to 30 days TDY at Furstenfeldbruck, Germany

TO: Commanding Officer, 28th Bombardment Group (VH)
Weaver Air Force Base, Weaver, South Dakota.

The following report relative to the 30 days TDY at Furstenfeldbruck Air Base, Germany, of the 717th Bombardment Squadron (VH), 28th Bombardment Group (VH), pertaining to the instructions given in administrative Order #4, Andrews Field, Strategic Air Command, dated 13 October 1947, is hereby submitted:

I-OPERATIONS:

1. This Squadron departed Weaver Air Force Base, Weaver, South Dakota, on 22 January 1948 for 30 days TDY at Furstenfeldbruck Air Base, Germany. Two aircraft flew the northern route via Westover and Keflavik, and the eight remaining aircraft flew the southern route via MacDill Field, Tampa, Florida, and Lagens Field, Terciera, Azores. Eight aircraft arrived at destination on 26 January 1948. One aircraft had engine trouble in the Azores and arrived at destination on 27 January. One aircraft had prop trouble in Keflavik and landed at Prestwick, Scotland, with engine trouble after departing Keflavik so it did not arrive at Furstenfeldbruck until 6 February 1948. The aircraft clearing from the Azores were delayed twenty-four (24) hours due to insufficient weather information for the European Theatre.

2. The following is a breakdown of accomplishments for the Squadron in the European Theatre:

A. Total Hours Flown: 675:00
B. Hours Formation: 118:25
   (1) Above 20,000: 53:00
   (2) Below 20,000: 65:25
C. Hours Instruments: 195:00
D. Hours Night: 192:00
E. Number of 3450 N.M. Missions: 12
F. Number of Gunnery Missions: 7
   (1) Rounds of Ammunition Fired: 13,875
   (2) Feet of Gun Camera Film: 500

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G. Total Bombs Dropped: 47
(1) Visual: 13
(2) Radar: 34
(3) All Bombs Dropped From Above 20,000 Feet.

H. One Bomber-Fighter Interception Mission Flown over England with British Jet Fighters Attacking the Bomber Formation.

3. Ten aircraft departed Furstenfeldbruck for the ZI on 29 February 1948, two going the northern route and eight going the southern route. Permission was granted by Strategic Air Command to fly non-stop from Lagens Field, Azores, and Meeks Field, Keflavik, to Weaver Air Force Base via the Great Circle Course, but due to direct headwinds of a high velocity it was impossible for any aircraft to make the flight as planned.

A. The following was the dispersal of aircraft for re-servicing:
(1) 2 aircraft: Gander, Newfoundland.
(2) 3 aircraft: Selfridge Field, Michigan.
(3) 3 aircraft: Westover Field, Massachusetts
(4) 1 aircraft: Bangor, Maine.
(5) 1 aircraft: Goose Bay, Labrador.

B. All ten aircraft arrived at Weaver Air Force Base on 2 March 1948.

4. A breakdown of the total time over and back is as follows:

A. From ZI to ET:
(1) Total time - 307:20
(2) Total instruments - 142:50
(3) Total night - 137:50

B. From ET to ZI:
(1) Total time - 305:10
(2) Total instruments - 107:30
(3) Total night - 130:15

5. Total flying time for the entire mission was 1287:30 hours; average time per aircraft was 128:45 hours.

6. The following report on operational facilities at Furstenfeldbruck follows:

A. FIELD FACILITIES:

(1) It is considered that the runway and hardstands now being used would be satisfactory for the operation of thirty (30) B-29 aircraft. With the present construction in progress on the runway it is impossible

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to keep the taxi-ways as clean as desired but from information gathered it was learned that all construction should be completed by 1 April 1948.

B. LIGHTING FACILITIES:

(1) At the present time a high intensity lighting system is being installed on the runway. This system is very desirous for operation of B-29 type aircraft and will be adequate upon completion of installation.

C. GROUND CONTROLLED APPROACH (GCA):

(1) Varying commendations and complaints have been received by this office regarding GCA at Furstenfeldbruck Air Base, Germany. At the present time a new type of overhead approach is being tested by the GCA unit. This approach has not been found suitable for B-29's. In the event that a B-29 Group is stationed there, it is suggested that the rectangular pattern be used at all times.

D. RADIO AIDS:

(1) Radio Range Stations:

a. The experience of this Squadron in the ET has shown that the radio ranges are not too reliable and not to be trusted under actual instrument conditions.

(2) VHF/DF:

a. The VHF/DF stations of "Racecard", "Gunpost, and "Cornbeef" have been checked and found reliable.

II-ENGINEERING:

1. The following is a report of abnormal maintenance encountered by the 717th Bombardment Squadron from 22 January 1948 to 2 March 1948.

A. Maintenance.

(1) Engine Changes.

a. Aircraft #44-84086
Position-# 4 Engine
Engine time - 348:40
Cause - Internal Failure
Changed at Prestwick, Scotland

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b. Aircraft #44-86294
Position-#2 Engine
Engine Time - 289:00
Cause - Low Compression
Changed at Furstenfeldbruck Air Base

c. Aircraft #44-86294
Position-#1 Engine
Engine Time 364:20
Cause - Low Compression
Changed at Furstenfeldbruck Air Base

d. Aircraft #44-84110
Position-#3 Engine
Engine Time - 426:30
Cause - Low Compression
Changed at Furstenfeldbruck Air Base

e. Aircraft #44-84076
Position - #1 Engine
Engine Time - 421:15
Cause - Internal Failure
Changed at Furstenfeldbruck Air Base

f. Aircraft #44-84076
Position - #3 Engine
Engine Time - 424:00
Cause - Blown cylinder and prop ran away
Changed at Breman Air Field

g. Aircraft #44-84076
Position - #3 Engine
Engine Time - 21:40
Cause - Internal Failure
Changed at Dharhan, Arabia

h. Aircraft #44-84080
Position - #4 Engine
Engine Time - 491:55
Cause - Low Compression
Changed at Furstenfeldbruck Air Base

i. Aircraft #44-84080
Position - #2 Engine
Engine Time - 491:55
Cause - Low Compression
Changed at Furstenfeldbruck Air Base

j. Aircraft #44-96246
Position - #3 Engine
Engine Time - 557:40
Cause - Internal Failure
Changed at Tripoli

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k. Aircraft #44-27308
Position - #4 Engine
Cause - Low Compression
Engine Time - 451:40
Changed at Furstenfeldbruck Air Base

l. Flyaway Kit Engine
Flyaway Kit Engine was installed on #2 engine position on Aircraft #44-86294. After installing, sumps were drained and roller bearings were found in the rear sumps. Engine was removed and Unsatiffactory Report was made out.

m. Recommend that all engines that have over 300 hrs engine time since overhaul be changed prior to departure for overseas flight.

(2) Supercharger Changes.

a. Aircraft #44-84086
Position - #3 Engine
Engine Time - 395:10
Cause - Bucket Wheel Cracked
#2 Setting

b. Aircraft #44-84114
Position - #2 Engine
Engine Time - 360:25
Cause - Bucket Wheel Cracked
#2 Setting

c. Aircraft #44-84076
Position - #3 Engine
Engine Time - 482:20
Cause - Changed due to Engine Failure
#2 Setting

d. Aircraft #44-84076
Position-#3 Engine
Engine Time - 482:20
Cause - Due to Engine Failure
#1 Setting

e. Aircraft #44-86246
Position #3 Engine
Engine Time - 557:40
Cause - Change due to Engine Change
#2 Setting

f. Aircraft #44-84080
Position - #2 Engine
Engine Time - 526:20
Cause - Bucket Wheel Cracked
#1 Setting

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g. Aircraft #44-84110
Position - #3 Engine
Engine Time - 567:45
Cause - Bucket Wheel Cracked
#2 Setting
Changed at MacDill Field, Florida

h. Aircraft #44-84114
Position * #3 Engine
Engine Time - 535:45
Cause - Bucket Wheel Cracked
#2 Setting

(3) Propeller Changes

a. Aircraft #44-84086
#2 Engine Prop Changed
Cause - Damaged by snow bank in Iceland

b. Aircraft #44-84122
#1 Engine Prop Changed
Cause - Damaged by gravel on taxi strip

c. Aircraft #44-84076
#3 Engine Prop Changed
Cause - Blade bushing damaged, caused by over heating when prop ran away and unable to feather.

d. Propellers thatwere slightly damaged by the gravel on taxi strip on the following aircraft but not changed.
Aircraft #44-27308
Aircraft #44-86246
Aircraft #44-84124
Aircraft #44-84110

(4) Tire Changes.

a. Aircraft #44-84122
Two (2) tires and two (2) tubes, Two (2) wheel assemblies and two (2) brake assemblies changed due to left brake locking on landing.
Two (2) tires changed due to normal wear.
One (1) tire changed due to damage by incline block when in process of pulling the airplane on the incline block.

b. Aircraft #44-84086
Two (2) tires changed which blew out on landing.

c. Aircraft #44-84114
Two (2) tires changed due to being damaged on landing.

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d. Aircraft #44-27308
One (1) tire changed due to normal wear.

e. Aircraft #44-84080
Three (3) tires changed due to normal wear.

(5) Cylinder Changes.

a. Aircraft #44-27308
Position - #1 cylinder - #4 Engine
Cause - Low Compression
Time - 324:55

b. Aircraft #44-27308
Position - #2 Cylinder - #4 Engine
Cause - Swallowed exhaust valve
Time - 442:25

c. Aircraft #44-84110
Position #4 cylinder - #3 Engine
Cause - Swallowed exhaust valve
Time - 309:40

d. Aircraft #44-84080
Position - #2 cylinder - #4 Engine
Cause - Low Compression
Time - 434:40

(6) Time lost on cylinder and engine changes due to one (1) set of Propeller tools.

a. Engine change on aircraft #44-84110 was delayed from 19 February 1948 to 24 February 1948.

b. Engine change on Aircraft #44-84080 was delayed from 21 February 1948 to 24 February 1948.

c. Cylinder change on Aircraft #44-27308 was delayed from 7 February 1948 to 16 February 1948. (Old type ring cowling).

d. Aircraft #44-84122 was standing by for prop tools to return from Tripoli which were used on Aircraft #44-86246 engine change from 22 February 1948 to 24 February 1948.

(7) Time lost due to weather conditions

a. The amount of work accomplished is believed to be not more than 60% of what might have been done with adequate facilities, such as covered maintenance stands, hanger facilities, and more favorable weather.

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(8) Recommendations

a. That type A-1 Herman-Nelson heaters be used in place of D-1. D-1 heaters are inadequate for pre-heating engines on B-29 type aircraft.

b. Recommend maintenance docks or twelve (12) each stands, Engine maintenance on B-29 type aircraft be procured because it is impossible to do maintenance on cold and rainy days without some kind of shelter.

c. Recommend in addition to one (1) six by six truck, a tug, jeep or weapons carrier be furnished for light hauling and supplying airplanes on the hardstands with parts.

d. Recommend that one (1) hanger be used exclusively for B-29 maintenance. Considerable time was wasted moving B-29's in and out of the hanger to permit the Base to move smaller aircraft into the corners of the hanger for 3rd echelon maintenance. With Base aircraft in the hanger, crowded conditions existed which created a certain amount of confusion and resulting loss of time.

B. Base Shops.

(1) Electrical Shop.

a. Electrical shop, machine shop and sheet metal shop considered adequate for single Squadron operation.

(2) Welding Shop.

a. Welding shop is adequate for single Squadron operation except for facilities to weld aluminum tubing and to do ordinary blacksmithing.

(3) Prop Shop.

a. Prop shop should be equipped to perform 3rd echelon maintenance on 24F60 props.

b. Recommend prop tools be procured for 2nd and 3rd echelon maintenance on 24F60 props. Reference to T.O. 00-30-206B.

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(4) Hanger & Facilities.

a. One hanger is available for maintenance which accommadates only one (1) B-29 type aircraft, which was also used by the Base for maintenance on other aircraft.

b. Recommendations.
To install six (6) additional outlets in the hanger, 110 A.C. Volts for extension cords and lights.

C. Ground Equipment.

(1) The following items are required for maintenance on B-29 type aircraft based on one (1) Squadron of ten (10) aircraft. Since present plans call for additional B-29 units to be rotated through this Base, it is recommanded they be stocked at this station.

1 ea 8200-227000 Dolly assy, propeller type C-1A (Modify for B-29 props)
30 ea 8200-336100 Heater, gasoline burning portable ground type, Herman-Nelson (to be used in place of type D-1 Heaters).
1 ea 8200-857320 Stand assy, Aircraft Maintenance Type B-2.
12 ea 8200-870495 Stand assy, Engine maintenance, B-29.
6 ea 8200-871560 Stand assy, Nacelle Servicing, Whiting, R-3350.
3 ea 8200-938000 Trailer, 4 wheel, 2 wheel steerage.
1 ea 8200-953520 Trailer, Oxygen Servicing type E-2.

D. Recommendation of Supplies.

(1) List of Parts Recommended for Addition to Flyaway Kits.

10 ea 0232-127742 Gasket Fuel Injection Pump.
2 ea 4305-135087-7 Pump assy, LH Fuel Injection
2 ea 4305-135088-7 Pump assy, RH Fuel Injection
2 ea 4805-2R16002 Cooler assy Oil (B-29)
2 ea 4805-6E10281 Valve assy, Auto Flap Control
2 ea 4832-2E763A Pump assy, Fuel Booster
3 ea 348591050 Generator Motor PU-7

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Cooler assy, Oil (B-29) and Valve assy, Auto Flap Control authorized in Flyaway kits are adequate for two (2) engine changes with internal failure. This should be increased to take care of four (4) possible engine failures.

Recommend ET be supplied with 10 ea R-3350-57 serviceable engines. All serviceable R-3350-57 engines in ET were used by 717th Bomb Squadron at Furstenfeldbruck Air Base, Germany.

Recommend one (1) additional set of prop tools for 24F60 props be authorized per Squadron on over-seas flight; When airplanes have standard Hamilton Propellers installed.

This organization lost approximately 5 to 10 hrs per airplane because of having only one set of Prop Tools and the necessity of having Engine and Cylinder changes at the same time at Furstenfeldbruck Air Base, Breman Air Base, Arabia, and Tripoli.

III-MESS AND BILLETING FACILITIES FOR B-29 GROUP:

1. The following report on Mess and Billeting facilities at this station for a B-29 Group is submitted for your information:

A. It is the plan of the Base Mess Supervisor to convert the present Consolidated Mess #2 into a mess for B-29 enlisted personnel. Personnel from other units at present eating in this mess will be fed at other messes. The B-29 mess will be able to seat 600 men at one time, service being cafeteria style and without seprate service for first three and lower four grades. Since in all probability a B-29 Group would necessarily have a staggered work shift in various departments, a midnight meal would be served thus making a 600 man mess adequate for approximately 700 men of a Group, Mess personnel would be provided by the Group, augmented by Base personnel for advisory purposes only.

Twenty additional civilian persons would be hired in the Officers Mess to care for the approximate 155 officers of the Group. The Officers Mess would then be considered adequate.

B. The present building (U-4) used for housing B-29 enlisted personnel will house 180 men comfortably. It would be necessary to double deck this barracks increasing the capacity to 360 men. It would still be necessary to acquire another building this size to house the remaining enlisted men of the Group. At the present time this building is not available. Latrine facilities are adequate for the number of men at present housed in building U-4 but would not be for 360 men. Hot water outlets are

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especially critical, there being a total of five. There are nine showers with hot water which are adequate for the present number of men, however the hot water tanks are evidently small since the hot water supply in this building is inadequate to supply all the showers for a reasonable length of time.

There are twelve commodes which are considered adequate.

The present rooms for officers which house two officers would have to house four. Due to the size of these rooms they would be considered adequate for four officers with the addition of some furniture. There would also be available some additional rooms which are not now in use. Officers housing would be adequate.

IV-PERSONAL EQUIPMENT:

1. Due to the limited amount of space the Personal Equipment Section would be unable to operate properly for a group of B-29s (30 Aircraft). At the present time there is one room, 20 feet by 25 feet, in which to care for all equipment.

2. The addition of two rooms would enable the Personal Equipment Section to operate properly. Two of these rooms would be to handle the parachutes, life rafts, type E-2, and the life vests, type B-4 or B-5, while other rooms would be needed to inspect these rafts and vests every thirty days.

3. Parachute racks are badly needed at the present time. Since none are available, all parachutes must be stacked on the floor.

4. The parachute department is unable to repack ten parachutes per day as they have a very limited amount of experienced personnel in their section.

5. All Air Force equipment pertaining to Personal Equipment can be obtained in a matter of a few days if necessary.

V-TRANSPORTATION:

1. It is the opinion of the Base Motor Pool Officer that the Base could not handle a Bomb Group because of the number of deadlined vehicles and they do not have enough vehicles assigned to take care of another unit.

2. The Motor Pool has its T.O. of vehicles for the units stationed at Furstenfeldbruck but more would have to be requisitioned to take care of another unit. The new unit would have to furnish drivers and enough personnel to assist in the maintenance of vehicles.

3. It is believed that the refueling unit would be able to take care of the servicing required for one (1) B-29 Group. They anticipate having twelve (12) to fifteen (15) gas trucks in operation at all times. Post Storage of gasoline is 65,000 gallons.

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This combined with having three (3) to four (4) cars on the siding to be unloaded would enable them to take care of a B-29 Group. Reservicing has three (3) oil servicing trucks that can be used to reservice B-29 aircraft.

VI-NUMBER OF PERSONNEL FROM ENGINEERING SECTION BY MOS ON FLIGHT:

960	1 Man	852	1 Man	687	1 Man	555	1 Man
941	1 Man	826	1 Man	686	2 Men	405	1 Man
925	1 Man	754	1 Man	685	2 Men		
911	1 Man	750	12 Men	684	15 Men		
867	5 Men	747	30 Men	683	2 Men		

VII-NUMBER OF FLYING PERSONNEL BY MOS ON FLIGHT:

1093	20 Officers
1035	6 Officers
1034	8 Officers
1028	5 Officers
2756	10 Enlisted men
1685	9 Enlisted men
737	5 Enlisted men
612	10 Enlisted men
611	10 Enlisted men
580	9 Enlisted men

No recommendations for modifications relative to the above listed MOS's.

JAMES S. CONNELL
Captain, USAF
Commanding

1 Incl:
Photostatic copy of daily accomplishments chart while at Furstenfeldbruck Air Base, Germany.

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HQ 28TH BOMBARDMENT GROUP (VH), Weaver Air Force Base, Weaver, South Dakota. 15 March 1948

TO: Commanding General, 28th Bombardment Wing (VH), Weaver Air Force Base, Weaver, South Dakota.

1. Basic report is forwarded in compliance with Fifteenth Air Force Field Order No. 30 dated 24 December 1947, and Strategic Air Command Administrative Order No. 4 dated 13 October 1947, for your approval and forwarding to Headquarters Fifteenth Air Force, Colorado Springs, Colorado.

2. The undersigned accompanied the 717th Bomb Squadron (VH), during the thirty days TDY at Furstenfeldbruck Air Base, Germany.

3. The following comments and recommendations are made pertaining to this thirty days TDY:

a. The twenty-four (24) hour delay at the Azores was caused due to insufficient weather information for the European Theater. The weather office at Lagens Field in the Azores had not received any weather reports from Rhein-Main Weather Central for over six hours prior to the scheduled departure from the Azores on 25 January 1948. Previous weather reports indicated low ceiling with fog in many parts of the European Theater; therefore, the flight was cancelled. On the Twenty-Sixth of January, the operations at Lagens Field would not clear the flight to Furstenfeldbruck due to heavy fog, but agreed to clear the flight to Orly Field, Paris, France, with Rhein-Main Airport as an alternate. Upon arrival at Paris much difficulty was experienced in obtaining the weather for Furstenfeldbruck and a clearance to that station. It is recommended that subsequent organizations, upon arrival at Lagens Field in the Azores, notify the Commanding Officer of Furstenfeldbruck as to the estimated time of departure from Lagens and the estimated time of arrival at Furstenfeldbruck. The Commanding Officer of Furstenfeldbruck to then forward the forecasted weather by TWX for Furstenfeldbruck and an alternate, to reach Lagens Field two (2) hours prior to take-off time with his opinion as to the desirability of the flight taking off.

b. Upon arrival at Furstenfeldbruck, the squadron was furnished a jeep and a two and one-half ton truck for the use of the operations and engineering sections. At times the jeep and truck were deadlined for minor repairs, and the motor pool was unable to furnish a replacement. This tended to slow up the maintenance, particularly with reference to supplying parts, ground equipment, etc., to the airplanes which were dispersed on hard

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stands considerable distance from the hangar and source of supply. These two vehicles were considered the absolute minimum, and it is the opinion of the undersigned that a light vehicle such as a jeep or weapons carrier should be assigned to the engineering section in addition to a two and one-half ton truck for the hauling of spare parts, ground equipment, etc., leaving one jeep free for the use of operations and personal equipment.

c. A number of propellers were damaged by loose gravel that had been spilled on the taxiway by trucks hauling gravel. One propeller had to be changed as a result of picking up loose gravel. To remedy this situation, airplanes were run up on the hardstand which were kept free of gravel by the crews, thereby eliminating almost all of this trouble.

d. Based on the experience of this squadron of having to change a total of twelve (12) engines during the period spent in the theater, it is recommended that engines with over three hundred (300) hours since overhaul be changed prior to departure for extended overseas flights. This would enable the unit to obtain more taining in the theater, decrease the number of engines to be stocked in the theater and eliminate the necessity of using old engines for extended over water flights. Informal information obtained from a squadron commander in the Eighth Air Force indicated they were presently doing this prior to going to Germany.

e. It is highly recommended that each squadron when operating independently, be authorized a minimum of two sets of propeller tools for the 24F60 propellers when the aircraft are so equipped to eliminate the delays experienced by this unit.

4. The entire mission was considered successful and both ground and air crews obtained excellent experience. In most part, the missions set up by the USAFE at Wiesbaden were well planned and afforded good training for the crews. In a few instances, field orders were late in arriving which did not allow sufficient time for planning and execution at the base level.

5. The Commanding Officer of Furstenfeldbruck and his staff were very cooperative and assisted materially during the period the squadron was at that station.

EVERETT W. BEST
Lt. Col., USAF
Commanding

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CG 353 2d Ind TJG/aml

Hqs 28th Bombardment Wing, VH, Weaver Air Force Base, Weaver, South Dakota, 17 March 1948.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

Basic report is forwarded with suggestion that particular attention be paid to shortages of equipment experienced by this squadron. It is further suggested that notice be taken of comments in reference to facilities available for operation of a complete Bombardment Group at Furstenfeldbruck.

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THOMAS J. GENT, JR.
Colonel, USAF
Commanding

CC: CG, 15th AF, Colorado Springs, Colorado

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

18 Feb 1948

SUBJECT: Rotation of VHB Groups

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. It is desired that the CG, SAC rotate VHB groups to Europe commencing on or about 1 April 1948 and continuing indefinitely.

2. Each group will remain in the theater for approximately three (3) months.

3. Upon arrival in the theater, the TDY VHB group will be placed under command of the CG, USAFE. The delineation of functions of SAC-USAFE will be as agreed upon in letter from Headquarters, SAC, subject: "Proposed Delineation of Functions for SAC Units on TDY at Bases in USAFE" dated 19 November 1947 and its indorsements by Headquarters, USAF and Headquarters, USAFE.

4. CG, USAFE, will designate the airbase to be utilized. Present indications are that Furstenfeldbruck will be utilized and CG, USAFE, will provide the following:

a. Housing: to include bed and bedding.

b. Motor transportation; except CG, SAC will provide vehicle drivers and personnel necessary to perform first and second echelon maintenance.

c. Messing facilities: except mess personnel.

d. Field and depot (third and fourth echelon) motor and airplane maintenance personnel.

e. All heavy maintenance equipment to include fuel servicing units, maintenance stands, engine stands, hoists, etc.

f. Replacement engines and spare parts. SAC units will carry normal spare parts less engines, as provided for in the SAC Mobility Plan.

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Ltr to CG, SAC, subj: Rotation of VHB Groups

5. Number of personnel to be taken with each VHB group will be determined by the CG, SAC. Initially, this number should not exceed a total of approximately nine hundred (900).

6. Movement will be by air utilizing integral aircraft assigned to SAC.

7. Direct communication is authorized between CG, USAFE and CG, SAC on detailed matters pertaining to this operation.

8. It is further desired that CG, SAC, continue to rotate VHB squadrons to the Far East. Plans for rotation of groups to the Far East have not been finalized at the present time.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ O. P. Weyland
O. P. WEYLAND
Major General, USAF
Director, Plans & Operations

cc - CG, USAFE

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

A5C

SAC 373 x 322 (1 Mar 48) 1 Mar 1948

SUBJECT: Rotation of VHB Groups

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. Reference letter your Headquarters, subject: Rotation of VHB Groups dated 18 February 1948.

2. Paragraph 4d, subject letter, states that the Commanding General, United States Air Forces in Europe will provide field and depot (third and fourth echelon) motor and airplane maintenance personnel. Letter, this Headquarters, subject: Proposed Delineation of Functions for SAC Units on TDY at Bases in USAFE dated 19 November 1947, which was approved by both Headquarters, United States Air Force and Headquarters , United States Air Forces in Europe, provided that the Commanding General, USAFE furnish operational third echelon VHB maintenance equipment and facilities for the use of the VHB unit personnel. It is planned that SAC will furnish third echelon personnel to work in the Furstenfeldbruck third echelon shop and will supplement the base third echelon complement of personnel in order to perform SAC third echelon maintenance.

3. Paragraph 4f states that Strategic Air Command units will carry normal spare parts less engines. It will be necessary for Strategic Air Command units to carry spare engines as provided in the Mobility Plan for replacement while enroute.

4. Due to the limited number of C-54 aircraft in the 1st Air Transport Unit, a shuttle movement will be necessary to accomplish air lifting approximately 300 personnel.

5. The 301st Bomb Group, VH will inaugurate this program and is scheduled to depart the United States 5 April 1948. A VHB group will be continually on TDY with USAFE after 8 April 1948. The 98th and 307th Bomb Groups, VH will be deployed in July and October respectively.

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A5C
Subj: Rotation of VHB Groups

6. Concurrently with the deployment of the 301st Bomb Group, VH Strategic Air Command will discontinue squadron missions to Europe.

FOR THE COMMANDING GENERAL:

/s/ Alan Marceau
ALAN MARCEAU
CWO, USAF
Asst Adj Gen

1st Ind 17 Mar 1948

DEPARTMENT OF THE AIR FORCE, Hq, USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D.C.

This Headquarters approves proposed method of implementing rotation of Strategic Air Command VHB units to Europe as outlined in basic communication.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ John R. Richards,
JOHN R. RICHARDS,
Lt. Colonel, USAF
Assistant Executive, Operations Division

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01

HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

ST/28

1 March 1948

FROM: CG USAFE WIESBADEN GERMANY EAFDF

TO: CS USAF WASH DC

INFO: CG SAC ANDREWS AFB MD

NOW COMES QUERY TO UNCLE ROGER ABLE DOG ABLE FOX OBOE PETER OBOE ONE SIX FOUR NINE DATED ONE NINE FEB FOUR EIGHT AND LETTER HQ USAF DTD ONE EIGHT FEB FOUR EIGHT TO CG SAC SUBJ CLN ROTATION OF VHB GPS PD IN ORIGINAL PLANS THREE ZERO DASH DAY CYCLE WAS AGREED UPON PD IN OUR ORIGINAL AGREEMENT WITH YOUR HQ AND SAC BASED ON ABLE THREE ZERO DASH DAY ROTATION CYCLE CMA IT WAS ESTIMATED THAT FIVE TWO FOUR MILITARY PERSONNEL WOULD BE REQUIRED FOR FURSTENFLEDBRUCK TO AUGMENT THE COMBAT GP COMING TO THIS THEATER IF THIS WAS TO PROVIDE ONLY ABLE BASE COMPLEMENT PD THIS PROVIDED NO THIRD ECHELON MAINT AND SUPPLY PERSONNEL PD IN NOVEMBER FOUR SEVEN THE PROPOSED MANNING TABLE FOR THE UTILIZATION OF FIVE TWO FOUR TROOP SPACES AT FURSTENFLEDBRUCK WAS PRESENTED TO SAC BY REPRESENTATIVES OF THIS HQ PD SAC AT THAT TIME INDICATED CMA EVEN THOUGH THIS ROTATION CYCLE HAD BEEN INCREASED TO NINE ZERO DAYS CMA THAT THE PERSONNEL PROVEDED WERE SUFFICIENT TO SUPPORT THE COMBAT UNIT FOR OPERATIONS IN THIS THEATER PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

1 March 1948

PAR FOUR DOG CMA EASY CMA AND FOX OF ABOVE CITED LETTER ARE INDICATIONS OF USAFE CAPABILITIES PD IT IS BELIEVED THAT THESE INDICATIONS ARE MISLEADING TO SAC CMA IN VIEW OF THE FACT THAT THIS COMD IS NOT PREPARED TO FURNISH THIRD ECHELON SUPPLY AND MAINT PERSONNEL CMA AS WE HAVE NEITHER THE TROOP BASIS AUTHORIZATION OR QUALIFIED PERSONNEL TO PERFORM SUCH SUPPLY AND MAINT ON BAKER DASH TWO NINE ACFT PD FURTHER CMA AS ABLE RESULT OF NOV AGREEMENTS AND SUBSEQUENT CORRESPONDENCE HQ AMC WAS INSTRUCTED BY YOUR HQ TO SHIP ABLE SIX ZERO DASH DAY LEVEL OF BAKER DASH TWO NINE SPARES TO THIS THEATER PD ALSO CMA HQ SAC WAS TO CODE THE EQUIP SECTION OF THE VHB TARE SLANT OBOE AND EASY INDICATING HEAVY EQUIP THAT WOULD BE BROUGHT TO THIS THEATER BY THE VHB GP CMA FORWARD CODED LIST TO HQ AMC WHO WOULD CODE AND FURNISH EQUIP PECULIAR TO BAKER DASH TWO NINE ACFT TO THIS THEATER AND FORWARD COMPLETELY CODED TARE SLANT OBOE AND EASY SO THAT THIS HQ COULD PROVIDE BALANCE OF ITEMS FROM SUPPLIES ON HAND WITHIN THIS THEATER PD IN SPITE OF REPEATED FOLLOW DASH UPS THESE SUPPLIES AND EQUIP HAVE NOT BEEN RECEIVED NOR HAS ANY INDICATION BEEN RECEIVED BY THIS HQ THAT SUCH SUPPLIES AND EQUIP HAVE EVER BEEN SHIPPED TO THIS

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51f and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

1 March 1948

THEATER PD NEITHER HAS THE CODED TARE SLANT OBOE EASY BEEN RECEIVED FROM HQ AMC PD IN VIEW OF THE FOREGOING CMA PROPER SUPPORT OF VHB GP AT FURSTENFLEDBRUCK IS CONSIDERED IMPRACTICABLE UNDER CONDITIONS STATED IN ABOVE CITED LETTER AND RADIO PD REQUEST THAT SAC INCLUDE NECESSARY THIRD ECHELON MAINT AND SUPPLY PERSONNEL IN ROTATING GPS AND FURNISH THIS HQ WITH NBR AND QUALIFICATIONS OF PERSONNEL WHICH WILL COMPOSE THE ROTATING GP IN ORDER THAT DEFINITE PLANS FOR RECEPTION AT FURSTENFLEDBRUCK MAY BE MADE PD FURTHER CMA REQUEST IMMEDIATE ACTION TO INSURE ARRIVAL OF SUPPLIES AND EQUIP IN THIS THEATER PRIOR TO ONE APRIL FOUR EIGHT PD REPRESENTATIVES OF SAC HQ WHO HAVE VISITED FURSTENFEEDBRUCK INCLUDING COL WHEELESS ARE FAMILIAR WITH THE PLANNED CAPABILITIES OF THIS COMD PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51f and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

ST/129

FROM: AFOPO SIGNED AFCCS

5 March 1948

TO: CG USAFE WIESBADEN GERMANY

INFO CG SAC ANDREWS AFB MD

REURAD UNCLE ABLE XRAY SEVEN ONE THREE TWO DATED ONE MAR FOUR EIGHT PD PAR ONE PD SAC ADVISES THAT THIRD ECHELON MAINT AND SUPPLY PERSONNEL WILL ACCOMPANY VICTOR HOW BAKER GPS ON ROTATION TO EUROPE PD THIRD ECHELON PERSONNEL WILL USE EQUIP AND FACILITIES FURNISHED BY YOU PD PAR TWO PD CODED ORGANIZATIONAL EQUIP LIST FORWARDED TO SAC BY AMC EIGHTEEN FEB FOR DETERMINATION OF ITEMS PECULIAR TO BAKER TWO NINE ACFT WHICH WILL NOT BE CARRIED BY UNITS AS UNIT ESSENTIAL EQUIP PD PECULIAR ITEMS ORGANIZATIONAL EQUIP NOT CARRIED BY UNIT WILL BE FORWARDED YOU BY AMC AS SOON AS DETERMINED PD TABLE TWO ITEMS PLACED ON AIR FORCE SPECIAL PROJ SEVEN ONE FIVE FIVE ZERO DASH HOW OBOE FOR SHIPMT TO PORT PD CG AMC BEING REQUESTED TO EXPEDITE SHIPMT OF EQUIP AND SUPPLIES PD PAR THREE PD SAC DESIRES TO IMPLEMENT ROTATION OF VICTOR HOW BAKER TO EUROPE ONE APR AS PLANNED AND CONTEMPLATES USING SUPPLIES CARRIED IN ACFT TO SUSTAIN FIRST MONTH OPNS PD IT IS REALIZED THAT SOME DIFFICULTIES WILL BE ENCOUNTERED UNTIL ALL REQUIRED SUPPLIES ARRIVE

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

ST/129

IN YOUR COMD HOWEVER IT IS DESIRED TO ORDER UNIT TO PROCEED ONE APRIL RATHER THAT POSTPONE IMPLEMENTATION OF ROTATION PD PAR FOUR PD SAC WILL FORWARD INFORMATION RELATIVE TO NUMBER AND QUALIFICATIONS OF PERSONNEL IN ROTATING GP PD PAR FIVE PD REQUEST YOUR COMMENTS PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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14 APR 48 MSG REF NR AFOPO 6006

FROM AFOPO SGD AFCCS WASH D C

TO: CG SAC AAFB MD

CG USAFE WIESBADEN GERMANY

REURAD ABLE THREE BAKER THREE DASH FIVE ZERO FOUR EIGHT DATED SEVEN APRIL FOUR EIGHT AND FIRST IND TO SAC LTR CMA SUBJ ROTATION VHB GPS CMA DATED THREE MARCH CMA WHICH APPROVED ROTATION OF SAC VHB GPS TO EUROPE FOR NINE ZERO DAYS TDY PD PART ABLE PD UPON DEPARTURE OF THE FIRST TWO BAKER DASH TWO NINE SQDNS ON OR ABOUT TWO ZERO APR AND COMPLETION OF THE THREE ZERO DAY TDY OF THE THIRD BAKER DASH TWO NINE SQ ON OR ABOUT ONE THREE MAY FOUR EIGHT CMA ROTATION OF THE VHB GPS TO EUROPE IS TERMINATED PD PART BAKER PD AUTHORITY IS HEREBY GRANTED TO RESUME SAC VHB SQUADRON ROTATION FOR THREE ZERO DAYS TDY PERIODS IN EUROPE PD DELINEATION OF FUNCTIONS FOR SAC UNITS ON TDY AT USAFE BASES OUTLINED IN PREVIOUS CORRESPONDENCE BETWEEN SAC AND USAFE STILL APPLICABLE PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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352D BOMBARDMENT SQUADRON
301ST BOMBARDMENT GROUP (VH)
Smoky Hill Air Force Base
Salina, Kansas

10 June 1948

SUBJECT: Report of 352d Bombardment Squadron, 301st Bombardment Group (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany

TO: Commanding Officer
301st Bombardment Group (VH)
Smoky Hill Air Force Base
Salina, Kansas

In accordance with Field Order No. 35, Headquarters Fifteenth Air Force, 16 March 1948, pertaining to 30 days TDY of the 352d Bombardment Squadron at Furstenfeldbruck Air Base, the following report is submitted:

I. GENERAL:

The 352d Bombardment Squadron flew a total of 991:00 hours, plus 80 hours flown by the F-13 aircraft, while in Germany. A total of 10 missions were flown by each crew, comprising navigation of all types; visual, radar and camera bombing; camera gunnery and actual firing; and formation and instrument flying. The training accomplished by this mission was invaluable and our stay at Furstenfeldbruck Air Base can be termed as highly successful. All missions flown by the 352d Bombardment Squadron were as prescribed by Field Order from USAFE, copies of which are included as inclosures to this report. Also attached are the pilots' flimsy. The total time flown by this organization from time of departure from Smoky Hill Air Force Base to time of return was 1466:25 hours.

II. MOVEMENT TO FURSTENFELDBRUCK AIR BASE:

1. This Squadron departed Smoky Hill Air Force Base, Salina, Kansas, on 13 April 1948 for 30 days TDY at Furstenfeldbruck Air Base, Germany. One aircraft flew the northern route via Westover and Keflavik, and the remaining nine aircraft flew via Westover and Goose Bay, Labrador. Nine aircraft arrived Furstenfeldbruck on 15 April, the other remaining aircraft arrived 17 April 1948. Total time en route from ZI to ET was 259:20 hours.

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Subj: Rpt of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

2. All ten aircraft of this organization made the trip from Smoky Hill Air Force Base to Furstenfeldbruck Air Base without maintenance difficulties of any nature. The move of the 352d Bombardment Squadron was accomplished with the move of the 301st Bombardment Group.

III. OPERATIONS AT FURSTENFELDBRUCK AIR BASE:

4. The following is a breakdown of the accomplishments of the 352d Bombardment Squadron while in Germany:

a. Total hours flown: 991:00.

b. Hours formation: 166:25
(1) Above 20,000 feet: 25:50.
(2) Below 20,000 feet: 140:35.

c. Number of Dhahran and Aden missions: 10.

d. Number of gunnery missions: 29
(1) Rounds of ammunition fired: 40,800.
(2) Feet of gun camera film exposed: 5,000.

e. Total bombs expended: 170
(1) Number of 500lb GP: 130
(2) Number of 2,000 lb GP: 40

f. Number of bombs dropped visually: 70

g. Number of bombs dropped by radar: 100

h. Number of camera bombing missions: 10.

i. Number of radar camera bombing missions: 10

j. Total instrument time: 367:45.

k. One bomber-fighter interception mission flown over England at 30,000 feet, with British jet fighters intercepting. Ten aircraft of the 352d Bombardment Squadron participated. One fighter-bomber mission flown with P-47's from Nuebiburg, with nine aircraft of the 352d Bombardment Squadron participating.

l. During the training period at Furstenfeldbruck Air Base, this organization had only one abort. This was due to internal failure of one engine two hours out from the base, and aircraft returned to station. One aircraft

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also made an emergency landing in England due to internal failure on return flight to ZI. These are the only two cases in 1466:25 hours of flying that aircraft failed to complete mission.

IV. ENGINEERING AT FURSTENFELDBRUCK AIR BASE.

The following is a report of abnormal maintenance encountered by the 352d Bombardment Squadron during stay in Germany:

a. Engine Changes:

(1) Aircraft 44-61909:
Position: No.3 Engine.
Engine Time: 160:40.
Cause: Low compression on 8 cylinders.
Changed at Furstenfeldbruck Air Base.

(2) Aircraft 44-61909:
Position: No.2 Engine.
Engine Time: 169:40
Cause: Internal failure.
Changed at Tangmere, England.

(3) Aircraft 44-61885
Position: No. 3 Engine.
Engine Time: 421:00
Cause: Low compression on 10 cylinders.
Changed at Furstenfeldbruck Air Base.

(4) Aircraft 44-61885
Position: No. 4 Engine.
Engine Time: 361:50
Cause: Internal failures.
Changed at Furstenfeldbruck Air Base.

(5) Aircraft 44-61584
Position: No. 4 Engine.
Engine Time: 136:40
Cause: Internal failure.
Changed at Furstenfeldbruck Air Base.

(6) Aircraft 44-61710:
Position: No. 2 Engine.
Engine Time: 329:15
Cause: Internal failure.
Changed at Furstenfeldbruck Air Base.

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Subj: Report of 352d Bomb Sq, 301st Bobb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

(7) Aircraft 44-61710:
Position: No. 3 Engine
Engine Time: 235:25
Cause: Internal failure.
Changed at Furstenfeldbruck Air Base

(8) Aircraft 44-61710:
Position: No. 4 Engine.
Engine Time: 318:00.
Cause: Internal Failure.
Changed at Furstenfeldbruck Air Base.

(9) Aircraft 44-62090:
Position: No 1 Engine
Engine Time: 56:45.
Cause: Internal failure
Changed at Furstenfeldbruck Air Base.

(10) Aircraft 44-62090:
Position: No. 2 Engine.
Engine Time: 265:55
Cause: Internal failure.
Changed at Furstenfeldbruck Air Base

(11) Aircraft 44-61834:
Position: No. 2 Engine.
Engine Time: 214:05
Cause: Internal Failure
Changed At Furstenfeldbruck Air Base

(12) Aircraft 44-61834:
Position: No. 4 Engine.
Engine time: 231:10.
Cause: Low compression on 7 cylinders.
Changed at Furstenfeldbruck Air Base.

(13) Aircraft 44-61510:
Position: No. 4 Engine;
Engine Time: 115:50
Cause: Internal failure
Changed at Furstenfeldbruck Air Base

(14) This organization used six (6) flyaway kit engines, with the balance drawn from Furstenfeldbruck supply.

b. Turbo Changes:

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

(1) Aircraft 44-61710:
Position: No. 1 Engine, inboard.
Turbo Time: 670:25
Cause: Excessive crack.
No. 2 setting.

(2) Aircraft 44-61710:
Position: No. 2 Engine, outboard.
Turbo Time: 731:20.
Cause: Improper clearance.
No. 1 setting.

(3) Aircraft 44-61710:
Position: No. 2 Engine, inboard.
Turbo Time: 731:20
Cause: Excessive crack.
No. 2 setting.

(4) Aircraft 44-62090:
Position: No. 3 Engine, outboard.
Turbo Time: 338:35
Cause: Excessive crack.
No. 2 setting.

(5) Aircraft 44-61893:
Position: No. 2 Engine, outboard.
Turbo Time: 578:45.
Cause: Excessive crack.
No. 1 setting.

(6) Aircraft 44-61893:
Position: No. 3 Engine, inboard.
Turbo Time: 595:45.
Cause: Excessive crack.
No. 1 setting.

(7) Aircraft 44-61893:
Position: No. 4 Engine, outboard.
Turbo Time: 595:45.
Cause: Excessive crack.
No. 2. setting

(8) Aircraft 44-61510:
Position: No. 3 Engine, outboard.
Turbo Time: 782:45.
Cause: Excessive crack.
No. 2 setting.

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

(9) Aircraft 44-61713:
Position: No. 4 Engine, outboard.
Turbo Time: 513:55.
Cause: Excessive crack.
No. 2 setting.

(10) Aircraft 44-61909:
Position: No. 2 Engine, inboard.
Turbo Time: 421:30.
Cause: Excessive crack.
No. 2 setting.

(11) Aircraft 44-61885:
Position: No. 4 Engine, inboard.
Turbo Time: 476:55.
Cause: Excessive crack.
No. 2 setting.

c. Tire Changes:

(1) Aircraft 44-61710:
Position: 4 Main Tires.
Cause: Normal wear.

(2) Aircraft 44-61510:
Position: 1 Main Tire.
Cause: Normal wear.

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(3) Aircraft 44-62090:
Position: 1 Main Tire.
Cause: Normal wear

(4) Aircraft 44-61577 (Photo Ship)
Position: 1 Main Tire.
Cause: Normal wear.

d. Consumption of parts used from flyaway kits during TDY at Furstenfeldbruck, Germany:

Amount	Stock & Part No.	Nomenclature
6	0108-AAF457625	Panel Assy-Ring Cowl
5	0108-AAF457600	Panel Assy-Ring Cowl
2	0108-14-3377-52	Hood Assy-Supercharge Flight
1	0108-14-3377-64	Hood Assy-Supercharge Flight
2	0108-14-3377-70	Hood Assy-Supercharge Flight
13	0200-3350-57	Engine Assy-R335-57A
60	0232-117236	Gasket-Rocker Box Cover
2	0232-117757	Pipe-Intake Front Cylinder
1	0232-1236H65	Stud-Stopped Plain $\frac{1}{2}$"-28 x 5/16"-18 xl 17/64" OS

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbuuck, Germany, 10 Jun 48

1	0232-126505	Nut-Push Rod Housing Connection
1	0232-127777	Gasket
3	0232-129014	Hose
2	0232-2182D2	Ring-495" ID Packing Fuel Injection Nozzle Screw
1	0232-420024	Cover & Bushing Assy-R-3350
2-	0232-890809A	Cylinder & Piston Assy-Complete Front
5	0232-890810A	Cylinder & Piston Assy-Complete Rear
14	4013-3G8055M	Governor Assy-Propeller Control
1	4013-573754	Gasket-Governor Mounting
6	4111-3-101M1W	Wheel Assy-56"
2	4212-6002-203	Motor Assy-Defroster Blower 24-V KBF
3	4220-3GTR7284A	Switch Assy-Reverse Current Relay
2	4223-36023	Brush Assy-Inverter
7	4213-1042-6A	Regulator Assy-Generator Control 24-V
2	4213-914-23A	Generator Assy-Engine Driven Modified Type P-2
1	4224-2000	Generator Assy-Engine Driven Type
1	4224-2000-3	Generator Assy-Engine Driven Type
2	4305-135088-1	Pump Assy & Control Assy-R.H.
3	4305-135077-3	Pump Assy & Control Assy-L.H.
1	4305-135087-1	Pump Assy-Fuel L.H.
30	4305-135494	Strainer-Fuel
1	4400-G1056A5	Selector-Turbo
2	4400-G1057A4	Governor Assy
8	4400-G16A2	Pressuretrol-Induction System
2	4400-G303AY2	Motor Assy
5	4400-8467170-1	Supercharge Assy-Type B-31
6	4400-8467170-2	Supercharge Assy-Type B-13
1,273	4708-LS88	Plug Assy-Spark LS88
13	4861-30868	Element-Filter
2	6500-013450	Bolt-Drilled Head 1/4"-24 x 43/64"
4.	6500-017390	Bolt-Drilled 3/8"-24 x 3 5/64"
10	6500-032132	Bolt-Plain 10-32 x 3 1/32"
50	6500-032430	Bolt-Plain 1/2"-28 x 25/32"
40	6500-514175	Nut-1/2"-28
40	6500-985400	Washer-Plain Steel Light 1/4" x .032"
6	3900-344500	Casing-Smooth Contour 56" Type 1 16 Ply Nylon Non-Skid
6	3900-758000	Tube-Inner Smooth Contour 56" Type 1 Class 1 Style D Valve TR-93 w/72 Degree Bend
1	6215-1776	Clock Assy
7	6234-12002-1B	Transmitter
1	6234-12003-1A	Amplifier
1	6234-12005-1DA1	Indicator Assy-Master Gyro Fluxgate Compass
5	6022-JH6500-A	Indicator Assy

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

1	6025-671BK-010	Altimeter
3	6119-2CM5ABW	Generator Assy-Tachometer
6	6119-2CM5BAL	Generator Assy-Tachometer Type E9A
3	6119-8DJ19AAX	Indicator Assy-Tachometer
1	6119-8DJ19AAW	Indicator Assy-Tachometer
1	6124-32600-2PL	Transmitter Assy-Fuel & Oil Pressure
2.	2327-EA48-17T	Indicator Assy-Electric Fuel Gage
40	8800-466930	Lamp-Bulb SC Bayonet Base GE 28-V 21-CP S-8
10	8800-466950	Lamp-Bulb Bayonet Candle Base 28-V 21-CP S-8
70	6700-394950	Pin-Cotter
30	6700-395002	Pin-Cotter Corrosion Resistant
20	6700-395300	Pin-Cotter Corrosion Resistant 1/8" x 1"
20	6700-400750	Pin-Cotter Corrosion Resistant
75	6700-725606-932	Screw-RH Steel Recessed Head 10-32

V. FACILITIES AT FURSTENFELDBRUCK AIR BASE:

a. Billeting: The quarters of both officers and enlisted personnel were considered adequate.

b. Messing: The messing of all personnel in this organization was excellent. Mess personnel gave excellent cooperation in the preparation of meals for odd as well as normal feeding hours. In general, the inflight lunches were very poor and it is believed considerable improvement could be made.

c. Special Services: This section operated in an excellent manner and cooperated to the fullest degree in arranging special sightseeing tours for the personnel of this organization which were greatly appreciated.

d. Transportation: The transportation furnished this organization was sufficient for operations, however, an additional number of vehicles could have been utilized to a good advantage. With the amount of transportation assigned to the base and the difficulties encountered in maintenance, it is felt that this organization was furnished its rightful amount of transportation. The cooperation received from this section was excellent.

e. Photo: The photo section was considered inadequate. The length of time taken to process film is excessive due to lack of personnel and equipment. All processing of gun camera film had to be performed away from Furstenfeldbruck Air

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

Base and the time element involved was such that crew members failed to see any of their exposed film. Gunnery film should be shown to crews as soon as possible after exposure, otherwise the desired effect is lost.

f. Engineering: The base engineering section had on hand enough crew chief stands and power units to service an entire bomb group. No B-29 airplane jacks were available, and it is recommended that a set be procured. B-29 airplane jacks were brought with this organization from home base, but these jacks are very heavy and consume valuable space on supporting C-54 aircraft. Present base engine change equipment is considered satisfactory. B-29 airplane engines were being received at Furstenfeldbruck Air Base, therefore, an engine build-up section should be organized. Bomber squadrons in training at that station have neither the time, personnel, or equipment to do this job.

g. Refueling: This section was operated in a superior manner. No difficulties were encountered in refueling of aircraft.

h. Air Corps Supply: Slight trouble was encountered with this section due only to the fact that the section is closed for business during the noon period and did not remain open standard hours during the afternoon.

i. Radar: Maintenance of this equipment was difficult without a test stand, of which there was none on the base. For maximum efficiency in use of B-29 aircraft sets, it is recommended that test equipment be procured.

j. Communications: This section operated in an efficient manner and rendered all possible assistance.

k. Armament and Ordnance: Both of these sections operated in a superior manner. No difficulty was encountered in the procuring or delivery of ammunition or bombs.

l. AACS: This section cooperated in every respect by monitoring frequencies used by the B-29 aircraft and furnishing the Commanding Officer with all position reports received during performance of missions. Arrival messages from Dhahran and Aden were very slow in coming through, and in some cases were never received. This also applies to messages sent to Cairo and Malta for relay. In view of the type of terrain, distances involved and lack of emergency fields on these two flights, it is recommended that a more efficient method of communications be set up. At the time of the accident of Aircraft No. 1510, three days elapsed before any information was

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

received at Furstenfeldbruck. Tower and GCA facilities were operated efficiently, although it appears that GCA is unfamiliar with the operating difficulties of larger aircraft. Excessively large corrections were consistently given on final and in several cases the aircraft were required to pull up and go around.

m. Crash Facilities: Crash facilities are considered inadequate, although since the B-29 aircraft accident on 3 May 1948, more equipment has been added to this section. At the time of the B-29 aircraft accident, the crash crew conducted themselves in an efficient and courageous manner.

VI. NUMBER OF PERSONNEL BY MOS ON TRAINING PERIOD IN GERMANY:

MOS	Number of Personnel
2161	1 Officer
1093	21 Officers
1034	10 Officers
1035	10 Officers
0142	3 Officers 7 Enlisted Men
4823	1 Officer
3100	1 Officer
8219	1 Officer
2756	10 Enlisted Men
1685	10 Enlisted Men
960	2 Enlisted Men
957	1 Enlisted Man
955	1 Enlisted Man
925	1 Enlisted Man
911	1 Enlisted Man
867	3 Enlisted Men
835	2 Enlisted Men
826	1 Enlisted Man
791	1 Enlisted Man
754	2 Enlisted Men
750	16 Enlisted Men
747	12 Enlisted Men
737	10 Enlisted Men
687	1 Enlisted Man
686	3 Enlisted Men
685	2 Enlisted Men
684	30 Enlisted Men
683	2 Enlisted Men
612	10 Enlisted Men
611	10 Enlisted Men
594	1 Enlisted Men
580	10 Enlisted Man
555	1 Enlisted Man
542	1 Enlisted Man

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

528 1 Enlisted Man
502 1 Enlisted Man
405 1 Enlisted Man
1 Press Representative

VII. RETURN TO ZI:

The return of the 352d Bombardment Squadron to the ZI was spread over a period of six days for the following reasons:

a. The 32d Bombardment Squadron arrived Furstenfeldbruck Air Base before the completion of operations of the 352d Bombardment Squadron. This imposed a burden on the base housing facilities, which the Base Commander was desirous of relieving as soon as possible. Therefore, as soon as an aircraft was made ready, it was dispatched to the U.S.

b. The long delay in the return of the last few aircraft was due to necessary engine changes picked up during 100-hour inspections. All engines changed during this period had to be built up from box by members of this organization.

c. Permission was obtained from SAC to fly great circle route from Azores to Smoky Hill Air Force Base, but due to the reasons shown below, all aircraft were unable to comply with flight plans.

d. The following is dispersal of aircraft in U. S., reasons for landing, dates of departure Furstenfeldbruck Air Base and arrival Smoky Hill Air Force Base:

(1) One aircraft departed Furstenfeldbruck 15 May via Iceland and arrived Smoky Hill Air Force Base 17 May.

(2) Two aircraft departed Furstenfeldbruck 16 May via Azores and arrived SHAFB 18 May. One aircraft landed Selfridge for fuel and other completed flight into SHAFB non-stop.

(3) One aircraft departed Furstenfeldbruck 17 May and made emergency landing at Tangmere, England, where one engine was changed. This aircraft departed England on 25 May and arrived SHAFB 27 May. The flight from Azores to Salina was completed without any additional stops.

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

(4) Two aircraft departed Furstenfeldbruck on 20 May. One arrived SHAFB on 22 May and the second arrived on 23 May. Each aircraft landed for fuel, one at Lockburn AFB and one at Chanute AFB.

(5) Two aircraft departed Furstenfeldbruck on 21 May and arrived SHAFB 23 May. Both aircraft landed at Westover as directed by Flight Service for customs inspection.

VIII. RECOMMENDATIONS:

1. That more radar bombing and gunnery be included in training, and since these are practice missions to develop proficiency, it is recommended that time flown to and from target area be held to a minimum.

2. That the success of the B-29 organization's training at Furstenfeldbruck be determined by what has been accomplished, i.e.; number of bombs dropped, ammunition fired, and not by total time flown.

IX. CONCLUSIONS:

The TDY period spent under USAFE by the 352d Bombardment Squadron proved to be beneficial and provided excellent training. In spite of the time flown by this organization while at Furstenfeldbruck and taking into consideration the two accidents, it is felt that no one was overworked. The schedule provided ample rest for everyone, and during the weeks that three missions were flown by all crews, flights were during daylight and not excessively long.

8 Incls
1. Ltr, 352d Bomb Sq, Subj: "Field Order," 24 Apr 48 w/Pilots' Flimsy
2. Field Order No. 41, USAFE, 28 Apr 48, w/Pilots' Flimsy
3. Field Order No. 42, USAFE, 28 Apr 48, w/Pilots' Flimsy
4. Field Order No. 43, USAFE, 29 Apr 48, w/Pilots' Flimsy
5. Field Order, USAFE, 29 Apr 48, w/ Pilots' Flimsy
6. Field Order, USAFE, 4 May 48, w/Pilots' Flimsy
7. Field Order, USAFE, 7 May 48, w/Pilots' Flimsy
8. Ltr, 352d Bomb Sq, Subj: "Field Order, 11 May 48, w/ Pilots' Flimsy

THOMAS J. CLASSEN
Lt. Col, USAF
Commanding

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Subj: Report of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 30 Days TDY at Furstenfeldbruck, Germany, 10 Jun 48

BS 319.1 1st Ind DRP/hgc

Headquarters 301st Bombardment Group, Very Heavy, Smoky Hill Air Force Base, Salina, Kansas, 11 June 1948.

TO: Commanding General, 301st Bombardment Wing, Very Heavy, Smoky Hill Air Force Base, Salina, Kansas

Concur

8 Incls
n/c

FRANK W ELLIS
Lt Col, USAF
Commanding

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CO 319.1 2d Ind

HEADQUARTERS 301st Bombardment Wing, VH, Smoky Hill Air Force Base, Salina, Kansas, 18 June 1948.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

Attached is report on the activities of the 352d Bombardment Squadron on thirty days temporary duty at Furstenfeldbruck, Germany. I wish to call your attention to the total number of hours flown by this squadron while away from home base, also to the consumption of parts used from flyaway kits. In analyzing this report I feel that the 352d Squadron did an outstanding job in their operations overseas, and heartily concur in the recommendations covered under Section VIII.

8 Incls:
n/c

LESLIE G. MULZER
Colonel, USAF
Commanding

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Ltr (no File No.), 352d Bomb Sq, 301st Bomb Gp, Smoky Hill AF Base 10 Jun 48
Subj: Rpt of 352d Bomb Sq, 301st Bomb Gp (VH), Pertaining to 39 Days TDY at Furstenfeldbruck, Germany,

AG 373 A30 3d Ind 19 July 1948

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Forwarded in compliance with SAC Field Order 7, 10 Mar 48.

2. Recommendations in Section VIII of report are concurred in.

3. It is considered that the 352d Squadron accomplished successfully USAFE requirements during TDY period overseas.

FOR THE COMMANDING GENERAL::

8 Incls
n/c

D. T. HAMILTON
Lt. Col. USAF
Adjutant General

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SAC 373 (10 Jun 48) 4th Ind A3B3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C. , 30 July 1948.

FOR THE COMMANDING GENERAL:

8 Incls
n/c

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

25 Feb 48

FROM: AFOPO SIGNED AFCCS

TO: CG USAFE WIESBADEN GERMANY

INFO: USMA LONDON ENGLAND

CG SAC ANDREWS AFB MD

IT IS DESIRED THAT COM GEN USAFE INITIATE PERIODIC TNG FLTS OF VHB ACFT TO RAF FLD ADEN RPT ADEN PROTECTORATE PD FLTS TO BE AT MAXIMUM FREQUENCY AND SIZE COMMENSURATE WITH YOUR PRESENT VHB COMMITMENTS AND CAPABILITIES AND AGREEABLE TO BRITISH AIR MINISTRY PD BRITISH AIR MINISTRY BEING ADVISED OF PROPOSED PLANS BY RAF REPRESENTATIVES HERE PD REPRESENTATIVE YOUR COMD SHOULD CONTACT USMIL ATTACHE LONDON AND THEN PROCEED TO BRITISH AIR MINISTRY PAREN ACAS OPS PAREN TO MAKE NECESSARY ARRANGEMENTS PD WHEN APPROVED FLT CREWS WILL BE BRIEFED THAT LANDING RIGHTS ARE RESULT OF RAF HOSPITALITY THEREFORE THEY SHOULD ACT ACCORDINGLY PD OVERALL PLANS FOR CONTINUED FLTS CLASSIFIED SECRET INDIVIDUAL FLTS TO BE UNCLASSIFIED PD DISIRE THIS HQ BE KEPT ADVISED OF IMPLEMENTATION OF PROPOSED XX PLANS PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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S E C R E T

PARAPHRASE

6 May 1948

FROM: COMSTRATAIRCOMD

TO: USAFE, WIESBADEN, GERMANY

INFORMATION REQUESTED AS TO POSSIBILITY OF USING HELIGOLAND AS BOMBING TARGET MORE THAN ONCE A WEEK.

PARAPHRASE

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ST/209

7 MAY 48 EAFDD UA 8073

FROM: CG USAFE WIESBADEN GERMANY

TO: CG SAC ANDREWS AFB MD

CONCERNING YOUR ABLE THREE ZERO THREE ABLE FIVE ZERO FOUR FIVE PD HELIGOLAND IS UNDER CONTROL OF UNITED KINGDOM AND WE ARE DEPENDENT ON THEIR PLANS AND OPERATION NOT ONLY FROM THE AIR BUT ALSO THE GROUND AND SEA STAND POINT PD ALSO CONSIDERABLE FISHING IS DONE IN THAT AREA AND THE BRITISH AURORITIES ARE LOATH TO RESTRICT THE AREA CONTINUOUSLY PD WITH ONLY ONE SQ ROTATING AND PRESENT REQUIREMENTS FOR WEEKLY FLIGHTS TO DHAHRAN AND ADEN PLUS FAMILIARIZATION AND BOMBING FLIGHTS IN THE MEDITERRANEAN AND CONSIDERING PAST MAINTENANCE PROBLEMS NO NEED CAN BE SEEN FOR ANY OTHER AVAILABILITY PD PER PRESENT ARRANGEMENTS WITH AIR MINISTRY ALLOW SCHEDULING TWO BOMBING MISSION WEEKLY PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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21 MAY 48 WARX 82276

FROM AFOPO SGD AFCCS

TO: CG SAC ANDREWS AFB MD

THIS HQ IS DEEPLY CONCERNED OVER REPEATED REPORTS OF NONCOMPLIANCE WITH CLEAR PROCEDURES AND VIOLATIONS OF EXISTING OVERFLIGHT AND LANDING RIGHTS IN VARIOUS COUNTRIES BY USAF ACFT PD IT IS REALIZED THAT MANY OF THE REPORTS ARE ERRONEOUS SEMICLN HOWEVER CMA GREAT NUMBER ARE UNMISTAKABLY DIRECT VIOLATIONS PD EXPLICIT PROCEDURES FOR OBTAINING CLEARANCES INTO AND OVER EACH COUNTRY HAVE BEEN PUBLISHED BY THIS HQ PD THESE PROCEDURES MUST BE COMPLIED WITH IN DETAIL PD INCASE THERE IS ANY DOUBT AS TO EXISTING PROCEDURES CMA YOU WILL REFER THE MATTER TO THIS HQ PD PAR SPECIFIC INSTANCES OF ALLEGED VIOLATIONS ARE BEING CONTINUALLY REPORTED FROM ITALY PD IT IS DESIRABLE THAT INFO ON ALL FLTS REACH THE ITALIAN GOVT THROUGH THE MILITARY ATTACHE IN ROME FIVE DAYS CMA BUT IN NO CASE LESS THAN TWO DAYS CMA PRIOR TO DISPATCH OF FLTS PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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PARAPHRASE

25 MAY 1948

FROM: COMSTRATAIRCOMD

TO: C/S, USAF, WASHINGTON D. C.

SAC AIRCRAFT IN EUROPE ARE UNDER USAFE OPERATIONAL CONTROL. RESPONSIBILITY FOR FLIGHT CLEARANCES RESTS WITH USAFE.

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353RD BOMBARDMENT SQUADRON
301ST BOMBARDMENT GROUP, MEDIUM
SMOKY HILL AIR FORCE BASE
Salina, Kansas

7 September 1948

SUBJECT: Mission Report of 353rd Bombardment Squadron, 301st Bombardment Group, Medium

TO: Commanding Officer.
301st Bombardment Group, Medium
Smoky Hill Air Force Base, Salina, Kansas

1. In compliance with Field Order #18, Strategic Air Command, dated 12 May 1948, nine aircraft, personnel and equipment of the 353rd Bombardment Squadron were readied for movement to Furstenfeldbruck, Germany, movement to begin 5 June 1948. The tenth aircraft belonging to this squadron had previously been dispatched on temporary duty to Headquarters, United States Air Forces in Europe and was not scheduled to participate in this squadron training mission. The advance party departed for Goose Bay, Labrador on 3 June 1948. On 4 June 1948, two aircraft departed. These two ships were routed by way of Westover Air Force Base, Massachusetts and Keflavik, Iceland. The main body of six aircraft departed from Smoky Hill Air Force Base on 5 June 1948.

a. Unfavorable weather delayed the departure of the main body from Goose Bay, Labrador until 8 June 1948. Aircraft #44-61698 was found to have a leaking fuel cell and was grounded pending repairs. Aircraft #44-61901 had previously (5June48) landed at Wright-Patterson Air Force Base with Electrical and Communications failures. On 9 June 1948 seven aircraft reached Furstenfeldbruck, including the two ships routed through Iceland which made the crossing without incident.

b. Aircraft #44-61901, after considerable difficulty in procuring maintenance assistance at Wright-Patterson, and after having been recalled when airborne several hours to switch crew members (at the direction of higher headquarters), arrived at Goose Bay, Labrador on 13 June 1948. Once there, the airplane commander delayed the take-off in order to complete the crossing with Aircraft #44-61698. However, #44-61698 was further delayed and did not leave Goose Bay until 18 June 1948, at which time they completed the crossing without incident. Experiencing communications difficulties over the North Atlantic, Aircraft #44-61901, in accordance with over-water standard operating procedures, landed at Bluie West #1, Narsarssuak, Greenland. Unfavorable winds made a take-off from this strip unfeasible, even with minimum fuel

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fuel loading, until 2 July 1948. Then, faced with head winds and weather it became impossible to reach Furstenfeldbruck so a landing was made at their alternate field, Orly, Paris, France. This ship finally reached Furstenfeldbruck 3 July 1948.

c. The flight time logged by the nine aircraft from Smoky Hill Air Force Base to Furstenfeldbruck is as follows:

Total hours	234:55
Night time	76:15
Actual Instrument	33:55
Radar scope time	128:50

2. Following is a breakdown of flying time and training accomplished during the first thirty days of the squadron's stay in Germany (9 June-9 July 1948):

Total hours	557:40	
Instruments, hooded	27:45	
Instruments, actual	59:40	
Radar scope time	284:30	
Rounds, .50 Cal. ammo	33,050	
Feet film, gun-camera	1,758	
Bombs dropped •	168	(16 were 2,000 pounders, others were 500's)
Visual 120		
Radar 48		
Number GCA approaches	17	

a. It should be pointed out that the squadron's objective of 675:00 hours, as specified by Headquarters, United States Air Forces in Europe, could have been accomplished in the given time without difficulty, had the squadron been permitted to continue normal operations. Instead, upon the arrival of the remainder of the 301st Bombardment Group, beginning on 29 June 1948, all aircraft were grounded and placed on the alert, and, at USAFE's direction, the squadron training mission was cancelled. At the time of notification of concellation of mission, five aircraft were already "bombed-up" for a mission scheduled for 30 June 1948 with 2,000 pound bombs. An exception was made and they were allowed to complete this mission. A complete, day-by-day summary of flying training during the period 9 June-9 July 1948 is contained in inclosure #1, in the form of a log maintained by the Squadron Commander.

3. During the period, 10 July 1948 to the date of return, a limited amount of flying was accomplished, as directed by USAFE. Each of the Group's three squadrons flew an average of once each week. This squadron's accomplishments during this period were:

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Total hours		209:35
Instruments, hooded		2:00
Instruments, actual		16:20
Radar scope time		178:15
Rounds, .50 Cal. ammo		50,900
Bombs dropped		160
Visual	93	
Radar	67	
Total formation		18:20
Above 20,000'		14:00
Below 20,000'		4:20

4. Planes of the 353rd Squadron started back to the ZI on 6 August 1948, three ships departing on the 6th, six on the 7th routed by way of the Azores Islands. Aircraft #44-61595 had engine trouble after take-off on 7 August 1948 and had to return to Furstenfeldbruck. After changing two engines that aircraft finally departed on 11 August and arrived at Smoky Hill Air Force Base on 12 August 1948. Due to weather at Westover Air Force Base, and at the alternate, Selfridge Air Force Base, #44-61595 landed at Dow Air Force Base, Bangor, Maine, en route home. Aircraft #44-61698 attempted to reach Smoky Hill Air Force Base from the Azores with the normal gas load, but had to land at Selfridge Air Force Base to refuel. All other aircraft landed at Westover Air Force Base en route to Smoky Hill Air Force Base, Hours flown on the return trip were:

Total hours	273:05
Instruments, hooded	4:00
Instruments, actual	54:30
Night time	32:50

5. In recapitulation, here are the figures representing flying training accomplishments from the date of departure on first aircraft until date of return of last (nine airplanes):

Total hours		1275:15
Night		109:05
Instruments, hooded		33:45
Instruments, actual		164:35
Rounds, .50 Cal. ammo		83,950
Bombs dropped		328
Visual	213	
Radar	115	
Total formation		176:45
Above 20,000'		69:10
Below 20,000'		107:35
Feet, gun-camera film		1,758

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6. Operationally, the mission could certainly be rated as highly successful. In spite of the handicap of operating without one aircraft for 33% of the period, and another for 80% of the period, the squadron was still able to keep up with the required flying time and training. Bad weather during most of the period was another handicap, continual rain, cold, and low ceilings being the rule rather than the exception. The weather officer assigned to the mission, Captain Highly of Rapid City Air Force Base, did an exceptionally fine job, forcasting the weather accurately most of the time and giving thorough and interesting briefings. In addition, he flew as a crew member on several missions when a co-pilot was DNIF. The Furstenfeldbruck Base Navigation Section was very cooperative and helpful in supplying maps and charts, and their Base Operations Section, in general, cooperated splendidly. United States Air Forces in Europe A-3 personnel, likewise were cooperative. However, some difficulty meeting time requirements would have been experienced had the missions been flown as briefed, since many were of short duration. The squadron was permitted to augment and supplement their missions almost at will, which was done frequently.

a. Some caution had to be exercised in operating on the airdrome because of the danger of damaging propellers with rocks picked up off the taxi strips. The base installations section was continually attempting to improve this condition by brushing the taxi-ways but rocks spilled by dump trucks travelling on the taxi strips were more than the sweeper could handle. Engine checks were made on the hardstands as a precaution. Hardstands were adequate, though located some distance from the technical supply and hangar. Planes were backed into the hardstands by a cle-trac in order to save wear on the tires. The runway length is satisfactory for normal operations, but take-offs at weights exceeding 132,000 pounds should be attempted only in emergencies.

b. Field lighting was excellent, although USAFE did not schedule the squadron for any night flying.

c. GCA practice was almost impossible to accomplish regularly because during the hours when most landings were made, the unit was on an alert status for emergencies only and could not accomodate practive runs. Pilots who were able to make some approaches had no criticisms to offer other than that the operators gave some excessive corrections late on the approaches. However, most pilots agreed that the operation was good. Radio aids and ranges were reported to be very satisfactory in general, with occasionally reported range leg variancies.

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7. Engine changes during the training period were about normal. Seven engines were changed in all; twenty (20) cylinders were changes. Eight turbo super-chargers were changed, two because of damage resulting from engine failure, and six from normal wear. This figure closely parallels home base changes during a like period. All inspections were completed when due, with the exception of landing gear work. At least one major inspection was performed on every aircraft, and two on the planes which did the most flying. Two propeller changes were effected, one because of damage caused by rocks picked up taxi-ing, and one because of damage by a bullet from a machine-gun cook-off. Tune-up work required the most man hours. Distributor drive-shaft oil seals were the basis causes for so much tune-up work, over twenty (20) having had to be replaced. Following are most detailed break-downs of activities mentioned above:

a. Engine changes:

A/C No.	Position	Time	Reason
44-61964	#1	172:10	Internal failure on take-off
44-62089	#1	271:35	Four low cylinders
44-62092	#3	270:35	Five low cylinders
44-61883	#2	252:50	Seven low cylinders
44-61600	#4	263:05	Internal failure
44-69705	#1	238:50	Damaged by "Cook-Off"
44-61595	#1	334:00	Internal failure
44-61595	#3	228:00	Internal failure

(The engines for aircraft #44-61595 were changed after the main body of the squadron had departed from Furstenfeldbruck by engines supplied by the 352nd Bomb Squadron. Our engineering section supplied two engines to the F-13 that accompanied us, and three other engines were given to two planes of the 32nd Bomb Squadron when we relieved them early in June.)

b. Turbo changes:

A/C No.	Position	Time	Reason
44-61964	#1 IB	365:00	Damage from internal engine failure
44-61964	#1 OB	365:00	Damage from internal engine failure
44-61964	#2 OB	385:10	Cracks
44-61964	#4 OB	385:10	Cracks
44-61883	#4 IB	470:00	Cracks
44-61883	#1 OB	638:25	Cracks
44-61883	#3 IB	655:00	Cracks
44-61883	#3 OB	655:00	Cracks
44-61698	#1 OB	892:00	Cracks
44-61698	#4 IB	594:15	Cracks

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Subject: Mission Report of the 353rd Bombardment Squadron, 301st Bombardment Group, Medium

c. Propeller changes:

A/C No.	Position	Time	Reason
44-61595	#1	638:00	Damaged by rock while taxiing
44-61698	#3	919:00	Damaged by "cook-off" in flight

d. Tire changes

A/C No.	Quantity	Reason
44-61883	1	Normal wear
44-61698	1	Normal wear
44-62092	1	Normal wear
F-13 "999"	2	Normal wear
44-69705	1	Normal wear

8. Inclosure #2 lists the items used from the squadron flyaway kits between 5 June and 28 July 1948. Inclosure #3 lists the items consumed, but procured from other sources other than the flyaway kits.

9. The Furstenfeldbruck base supply appeared adequate to handle a B-29 Group. It cooperated well with the squadron on all supply matters. Transportation was plentiful for the squadron, and would be capable of supporting a group. Drivers were required to possess Furstenfeldbruck Base Licenses and to carefully perform their daily and weekly inspections. The "rigid" transportation policies in effect there show good returns in low vehicle deadline figures and in good performance. Aircraft maintenance facilities, for the most part, can support only one bomb squadron comfortably for normal operations. Chief shortages exist in hoisting equipment for engine changes and powered - ground equipment, such as air compressors and external power plants. These itmes are to heavy and bulky to be carried by B-29's. Many hundreds of maintenance man-hours were lost due to rainy weather. Only one hanger is available to B-29 units, and it houses only one B-29. More man-hours were lost between the unit's tech supply and the line. The distance was great and trips were frequent. Base Field Maintenance shops were able to provide assistance where needed.

10. Housing for officers and men of a squadron was adequate. However, the same space would not be adequate for the personnel of a group, especially if the ground echelon accompany the group. The Enlisted Men's latrines were satisfactory, but considerable difficulty was encountered with the plumbing. Numerous complaints were registered against the enlisted men's mess, chiefly against the poor service rendered by the German civilian help. These civilians seemed very unsatisfactory in spite of their relatively high pay rate supported by assessments levied upon the enlisted men. After meetings of the men were held to discuss mess complaints (attended by the Base Food Supervisor), most of the complaints were ironed out, "verbally". Few, if any of the complaints were ever actually

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straightened out during the stay of this squadron. The amount and quality of food served seemed satisfactory; it was the service that created "gripes". The officers' mess and club facilities were excellent.

11. Operations, maintenance, and orderly room space was adequate for the squadron.

12. Base ordnance cooperated willingly on delivery of bombs and ammunition and in fusing the bombs. However, handicapped by personnel shortages, theirs was a long and arduous task, and should speed ever be essential, they could never fulfill their mission.

13. Personal equipment storage space was adequate for a squadron but a group cannot operate in the same space. This squadron left the equipment of the aircrew personnel in the planes,where it was given regular inspections by the personal equipment specialist. The equipment belonging to the other personnel was stored indoors. The base parachute shop did a fine job of repacking parachutes and repairing other equipment.

14. The base photo lab was so occupied with the task of supporting the 45th Reconnaisance Group that gunnery film had to be retained in the film packs until our return to Smoky Hill.

15. Base Special Services was very helpful in announcing places and activities of interest. Facilities used by the Furstenfeldbruck service men were extended to the B-29 men also. Every officer and enlisted man agreed that morale could be greatly boosted if the base were able to provide some sort of transportation to and from Munich, or at least to and from the train stations at Furstenfeldbruck, Maisach, or Gernlinden.

16. An attempt was made to fulfill the personnel authorizations as provided by the 15th Air Force Headquarters; however, due to recent losses, this was not possible. Since the unit was not manned with the personnel recommended, it is almost impossible to made pertinent recommendations for chages based upon experience. Below are the number of persons utilized in the various SSN's in this exercise:

SSN	NO.	SSN	NO.	SSN	NO.	SSN	NO.	SSN	NO.
055	2	405	1	502	1	514	7	521	1*
528	1	542	1	555	2	560	10	611	2
612	16	677	1	683	2	684	25	685	1
686	1	737	9	747	12	750	18	791	1
821	1	835	1	853	1	866	1	867	1

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SSN	NO.	SSN	NO.	SSN	NO.	SSN	NO.	SSN	NO.
925	1	940	1*	955	1*	957	1	960	2*
1685	8	2756	9	Total enlisted: 144					
0142	3	1024	3	1034	9	1035	8	1037	1
1091	2	1093	13	1097	1	2161	1	4823	1
8218	1*			Total officers: 43					

*Attached personnel.

17. Navigators made use of all navigational aids during the trips over and back, and while in the theater. Loran fixes were obtained on the leg from Goose Bay to the English coast and on the return from about six hours out of Lagens to the United States Coast. No Loran was picked up in the area of operations, including the Mediterranean. Absence of trailing wire antennae no doubt cuts down the range considerably, and most navigators believed that the PE-218 Loran inverter causes voltage fluctuations. Radio compass checks were good enroute as well as in the European Theater.

18. Following are a few recommendations whose accomplishment might make the job a little easier on easier on the next squadron:

a. Give a thorough communications briefing to all crews on USAFE procedures prior to their departure from the ZI, in order that flying may be begun at once upon arrival without confusion over correct procedures. It took us almost a week to find someone who know all the answers to outline correct procedures for us.

b. Schedule some night flying during the tour. A good deal of valuable training in night operations was omitted.

c. Furstenfeldbruck should have some set-up whereby gunnery film could be developed and shown within a few days after exposure.

d. Base maintenance could help out tremendously by building up engines, turbos, propellers, and tires for direct issue to the B-29 squadrons.

e. Base Maintenance and Base Supply out to get together on the testing of instruments and other equipment. Numerous installations were made which had to be removed because the parts were defective.

f. Suitable shelter for flyaway kit spares should be erected nearer the parking areas in order to save the long distance hauling that was necessary.

/s/ Jack E. Cunningham
JACK E. CUNNINGHAM
Lt Col, USAF
Commanding Officer

3 Incls
1. Daily Log (Quad)
2. Items from Flyaway Kits (Quad)
3. Other Supplies Used (Quad)

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Subject: Mission Report of 353rd Bombardment Squadron, 301st Bombardment Group, Medium 7 Sept 48

BS 314.7 1st Ind RGS/hgc

Headquarters 301st Bombardment Group, Medium, Smoky Hill Air Force Base, Salina, Kansas

TO: Commanding General, 301st Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas

Forwarded for action deemed necessary.

FOR THE COMMANDING OFFICER:

/s/ Lionel O. Park
LIONEL O. PARK
1st Lt, USAF
Adjutant

3 Incls
n/c

A3 314.7 2nd Ind

Headquarters 301st Bombardment Wing (M), Smoky Hill Air Force Base, Salina, Kansas 15 Sep 48

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

3 Incl
N/c

CLW

373 3d Ind ODCO

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo, 30 Sep 48

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

JEA

3 Incls (dupl)
2d & 3rd cys w/d

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No File Nbr 7 Sep 48
Subj: Mission Rpt of 353d Bomb Sq, 301st BG, Medium

SAC 373 (7Sep48) 4th Ind ODC2A2

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 11 OCT 48

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

Reference paragraph 1a basic communication, this Headquarters is taking action to determine the causes of confusion so that tactical units may be properly briefed for future flights.

FOR THE COMMANDING GENERAL:

EARL C. MILLER
Major, USAF
Asst Adj Gen

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Dupl copy Incls 1,2 and 3 w/d

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HEADQUARTERS
56th Fighter Wing
Selfridge Air Force Base, Michigan

WCO/WTH/jhs

373

13 February 1948

SUBJECT: Proposed Long Range Navigational Training Flight.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. It is requested that this headquarters be granted authority to move 16 P-80A-10 aircraft and supporting aircraft from Selfridge Air Force Base, Michigan, to London, England, via the North Atlantic route, and return.

2. In order to adequately support the movement of the P-80 aircraft, four (4) C-47 type aircraft and crews from this base will be necessary to transport spare parts and maintenance personnel. (See Annex #1 - Logistical Data). In addition, it will be necessary to provide two boat carrying B-17's for Air-sea Rescue in the event of materiel failure, and one B-29 weather reconnaissance aircraft to act as a pace aircraft. (See Annex #2, Air Rescue, Reconnaissance-Pace Aircraft employment). The proposed mission plan is covered in Annex #3 - Operational Mission Plan.

3. It is highly recommended that this mission be approved and performed as it will provide experience and information that will prove invaluable for future planning in the movement of the P-80 type aircraft over long distances for tactical purposes.

1 Incl
Plan w/Annexes
1, 2, 3, & 4 (Quad)

W. T. HUDNELL
Colonel, USAF
Commanding

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ANNEX #2 - Employment of Weather Recconaissance-Pace, and Air-Rescue Aircraft

I. FUNCTIONS OF WEATHER RECONNAISSANCE-PACE AIRCRAFT:

a. A B-29 weather reconnaissance-pace aircraft will take off in advance of the P-80's to allow it to obtain an altitude of 30,000 - 35,000 feet over the Base and set course five minutes ahead of the P-80's.

b. Radio contact with the destination will be maintained and before the fighters have reached the half-way point, a decision will be made by the Flight Commander as to whether the flight will be continued or return to take-off Base.

c. Any changes in course heading due to wind velocity or direction will be relayed to the P-80 leader, based upon the speed of the P-80's, by the navigator aboard the B-29.

II. FUNCTIONS OF AIR RESCUE AND SEARCH AIRCRAFT:

a. Two B-17 air-rescue aircraft carrying dropable life boats will be used for sea rescue.

b. Take-off will be far enough in advance of the P-80's to insure that the first rescue aircraft will be in a position two-thirds of the way from nearest land at the departure point and second rescue aircraft one-third of way from departure point. Take-off will be timed so that the P-80's will not be more than two hundred miles from either a rescue aircraft or land at any time.

c. B-17 rescue aircraft will be equipped with airborne low frequency beacon which will allow any P-80 in distress to home on it. A VHF channel will be set aside for emergency use with rescue aircraft, which will enable the B-17 to fly a reciprocal heading to the P-80 in distress.

III. ABORTS:

Aborts of air-rescue or weather reconnaissance aircraft will necessitate replacements of aborted aircraft to insure adequate rescue facilities and weather flight reconnaissance.

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ANNEX #3 - Operational Mission Plan

I. MISSION:

A. Task: Movement of 16 P-80A-10 jet-type fighter aircraft from Selfridge Air Force Base, Michigan to a possible combat area, ie, London, England.

B. Purpose: To provide training and attain operational and logistical data involved in the movement of a Jet Fighter Unit to a possible combat area.

II. SITUATION AND COURSE OF ACTION:

A. Consideration Affecting Possible Lines of Action:

1. Military Factors:

(a) The P-80A-10 is the type of aircraft to be used. Its' range is considered by this headquarters to be 1000 miles with no wind factor, leaving a minimum of 100 gallons of fuel remaining, at 5000 feet over the destination.

(b) Type of airdromes required must be free of snow and ice, with a minimum runway length of 6000 feet at an elevation of not over 1000 feet above MSL and with an approach glide of an angle of 40 to 1.

2. Navigation will be dead reckoning, pilotage, ground installed radio ranges and beacons, VHF DF stations and one airborne radio beacon carried by the B-29 weather reconnaissance pace aircraft, and the two B-17 search and rescue ships.

3. Crews for the tactical aircraft employed on this mission will be comprised of one pilot per P-80A-10 type aircraft, each of whom will possess a minimum of 500 hours fighter time and a minimum of 50 hours in the P-80 type aircraft. Each P-80 aircraft will be accompanied by one crew chief. The detachment will have one line chief, one technical inspector, one electrical specialist, two radio mechanics and one operations clerk.

4. Cargo aircraft from this headquarters will be C-47 type aircraft which will have a crew of pilot, co-pilot, rated navigator, one flight engineer, and one radio operator.

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5. The B-17 search and rescue aircraft will be crewed as their headquarters requires. They will be equipped with a low frequency beacon that can be tuned by the AN/AR 6 radio compass installed as standard equipment in the P-80's.

6. The B-29 weather reconnaissance pace aircraft will be crewed as required by their headquarters plus one fighter pilot navigator from this headquarters to act as Fighter-Controller. This aircraft will also be equipped with a low frequency beacon that can be tuned by AN/AR 6 radio compass.

7. Service will be accomplished at all the bases enroute between Bangor, Maine and Preswick, England with pump and refueling unit assembly hand driven from barrels. It is contemplated to have the lead C-47 arrive at the next refueling stop far enough in advance to have the barrels spotted so that the P-80 aircraft may taxi in between them upon arrival.

B. Course of Action:

1. Itinerary. The detachment of 16 P-80 and 4 C-47 type aircraft will depart Selfridge Field, Michigan on "L" Day as early in the morning as daylight and weather permits for Bangor, Maine. It will refuel and depart as soon after arrival as possible for Goose Bay, Labrador and RON. At "L" plus one, weather permitting, the Task Force will depart for BWI, Greenland at the earliest daylight. As soon as all aircraft have been refueled and the B-17's have cleared long enough to ensure that they will be in position, the Task Force will depart for Meeks Field, Iceland. "L" plus two the detachment will depart from Meeks Field as early as daylight and weather permits for Prestwick, Scotland. Aircraft will be refueled as soon as possible and the detachment will take-off for Bovingdon, London, England. The return trip will be the reverse of the above with the exception that the first leg will be from Bovingdon to Stornoway, Scotland, and the second from Stornoway, Scotland to Meeks Field.

2. Cruise Control Computation. (see attached chart)

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III. Analysis of Difficulties Expected to be Encountered in Course of Action:

A. Aborts:

1. Any abort enroute to England will remain at point of abort until detachment comes back through on return to United States.

2. Any abort on return trip will be repaired by maintenance personnel carried by the C-47 that will not take-off until all aircraft have arrived at the destination. The entire detachment will remain until the aborted aircraft and it's escort arrives. All aborts will be accompanied by another aircraft on return to departed base if base cannot be seen, or if pilot in aborting aircraft determines that his difficulty is serious and desires escort. In any event, on return to United States, any abort will be accompanied by a P-80 escort.

B. Refueling:

1. Since no powered refueling units will be available from Bangor to destination, servicing will have to be accomplished by hand operated pumps from barrels. To expedite refueling, the first C-47 will have to clear far enough in advance to have the fuel barrels spotted. One pump will be carried for each P-80 type aircraft.

C. Third Echelon Repair:

1. In the event an accident occurs involving extensive third-echelon repair, it will be necessary to salvage the aircraft unless it is deemed economical to dispatch crews and parts from the United States.

(a) In the event one or more of the C-47's aborts or breaks down, it will be necessary to have the ATC dispatch aircraft to that point to transport the maintenance personnel and spare parts.

D. Weather will be the controlling factor for the entire mission. This Headquarters has requested from the Chief Air Weather Service, Director of Military

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Climatology, Washington, D.C., a study on the weather over the afore-mentioned route that has occured for the past several years through the months of April, May, June and July. At no time will the detachment depart when the destination is forecasted to become below 3000 feet ceiling and five miles visibility, or reported icing conditions.

IV. Recommended Preliminary Procedure:

1. That this plan be approved and executed utilizing 56th Fighter Wing Aircraft.

2. That Headquarters, USAF execute a letter of instructions to all bases enroute, informing them of the priority in landing and taking-off of jet type fighters over all other types except in cases of emergency.

3. That a Project Officer from this Headquarters survey all the installations enroute just prior to departure of the detachment, to establish liaison with the necessary agencies.

4. That Headquarters ATC be contacted by your Headquarters to request the two B-17's and that several weeks before the mission, direct communication between the supplying unit and the 56th Fighter Wing be authorized.

5. That Headquarters Strategic Air Command request from Headquarters, Air Weather Service, one B-29 weather-reconnaissance aircraft to be employed as a weather-reconnaissance and pace aircraft and that direct communications be authorized between the supplying unit and 56th Fighter Wing.

6. That a practice mission be set up by the 56th Fighter Wing within the continental limits of the United States to bring out any possible errors in the plan set forth above.

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ANNEX #3 (Cont'd) [redacted]

CRUISE CONTROL COMPUTATION

		TOTAL DISTANCE	TOTAL TIME	TOTAL FUEL	RESERVE FUEL
Selfridge	Climb	147	:30	220	
to	At Alt.	519	1:30	337	
Bangor	Let Down	64	:14	26	
		730	2:14	582	68
Bangor	Climb	147	:30	220	
to	At Alt.	494	1:26	322	
Goose Bay	Let down	64	:14	26	
		705	2:10	568	182
Goose Bay	Climb	147	:30	220	
to	At Alt.	565	1:40	375	
BW 1	Let down	64	:14	26	
		776	2:24	611	139
BW I	Climb	147	:30	220	
to	At Alt.	534	1:33	345	
Meeks	Let down	64	:14	26	
		745	2:17	591	158
Meeks	Climb	147	:30	220	
to	At Alt.	459	1:29	335	
*Stornoway	Let Down	64	:14	26	
		670	2:13	581	169
Meeks	Climb	147	:30	220	
to	At Alt.	658	1:55	430	
Prestwick	Let down	64	:14	26	
		869	2:39	676	74
*Stornoway	Climb	147	:30	220	
to	At Alt.	314	:54	200	
Bovingdon	Let down	64	:14	26	
		505	1:38	446	304
Prestwick	Climb	147	:30	220	
to	At Alt.	115	:20	75	
Bovingdon	Let down	64	:14	26	
		326	1:04	321	429

Note: All figures computed with a 100 mph direct head-wind at 35000 feet.

*Alternate

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Major Ingham/eg/3133 A3B2

SAC 373 (26 Feb 48) 26 Feb 1948

SUBJECT: Movement of P-80 Type Aircraft to London, England

TO: Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D.C.

1. It is directed that you prepare, and submit to this headquarters, a detailed plan to move 16 P-80 aircraft via the North Atlantic route to London, England and return. The purpose of the flight will be to train P-80 units in long range movements.

2. This plan will include a list of the necessary spare parts and maintenance equipment to maintain the aircraft during the movement and for a period of one week in the United Kingdom, fuel requirements enroute and return, bases to be used for refueling and maintenance enroute and return, the number and MOS of maintenance and other personnel to accompany the flight and a plan for Air Sea Rescue enroute and return.

3. If this proposed flight appears feasible, this headquarters will take action with Headquarters, United States Air Force, to obtain authority and necessary clearance to initiate such flights as part of the training program of this command.

BY COMMAND OF GENERAL KENNEY:

/s/ Alan Marceau
ALAN MARCEAU
CWO, USAF
Asst Adj Gen

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HEADQUARTERS AFT/BHE/LGD/pg
4TH FIGHTER GROUP
Andrews Air Force Base, Washington 20, D. C.

SAC 373 (18 May 48) 18 May 1948

SUBJECT: Movement of P-80 Type Aircraft to London, England

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D.C.

1. In compliance with SAC Ltr 373, dated 26 Feb 48, the following plan is submitted whereby P-80 aircraft of the 4th Fighter Group would be flown to London, England via the North Atlantic route, and return.

2. The following operational points seem to constitute the most feasible plan which could be followed; this plan is based on sending sixteen (16) aircraft, traveling as four (4) separate flights of four (4) ships each, with a rendezvous on the last leg of the flight to enable a sixteen (16) ship squadron to arrive in formation at the final destination.

a. The following flights, with stops for refueling would be made:

(1) Andrews AFB to Bangor, Maine

(2) Bangor, Maine to Goose Bay, Labrador

(3) Goose Bay, Labrador to BW #1, Greenland

(4) BW #1, Greenland to Meeks, Iceland

(5) Meeks, Iceland to Stornoway, Scotland

(6) Stornoway, Scotland to London, England

(a) The longest flight over water on this route is a distance of 752 statute miles, between Greenland and Iceland.

b. Two (2) high-altitude cargo or bomber type aircraft should accompany the fighter aircraft. These planes would be used not only for transporting maintenance personnel and spare parts, but as weather reconnaissance aircraft ahead

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of the fighters and as airborne homing stations. At each stop along the route one of the cargo-type aircraft would take off approximately one hour ahead of the first P-80, while the second would take off after the last P-80 has become airborne. Approximately fifteen minutes should elapse between take off of each flight of P-80's.

c. In addition to any other standard communications facilities, all the bases mentioned in paragraph 2a above should have available a VHF/DF homing station.

d. On all over-water legs of the flight, it would be advisable to have at least two air rescue aircraft airborne along the route being followed.

3. The following points concerning maintenance and supply problems of the P-80's seem to be the most feasible for the proposed trip:

a. Personnel will be carried to each stop along with the progress of the flight. No personnel are required at bases enroute or at destination for supply or maintenance other than those necessary to operate special servicing equipment, i.e., refueling trucks. Based on the provision that there will be no shop work or heavy maintenance at any time enroute which airborne crews will perform, the maintenance crews taken are at a minimum.

b. Parts will be flown along the route as the trip progresses. No parts will be stockpiled at any one landing point, but necessary parts for third echelon work, engine changes, and heavy maintenance will be supplied as required from the United States.

c. Equipment taken will be at a minimum to provide first and some second echelon maintenance facilities at each stop. All maintenance equipment should be flown along the route with the group of fighters. Heavy equipment to perform engine changes and other second and third echelon work should be provided from the United States only when needed. The facilities available at each base where troubles of this nature occur will determine requirements.

d. The following list of personnel by MOS is considered the minimum requirement for only first and second echelon maintenance:

(1)	1 Line Chief	750
(2)	16 Crews Chiefs	750

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(3)	1 Maintenance Inspector	925
(4)	2 Armorers	911
(5)	1 Radio Chief	542
(6)	4 Radio Mechanics	754
(7)	1 Electrical Specialist	685
(8)	1 Hydraulic Specialist	528
(9)	2 Sheet Metal Workers	555
(10)	1 T/ Supply Man	821

e. Parts required for the trip will be a condensed list representing minimum needs for first and second echelon maintenance. The parts for heavier maintenance can be flown in when and where the need exists. The parts list thus outlined includes approximately 2,700 lbs of P-80 spare parts.

f. Equipment to perform the minimum maintenance consistent with first and second echelon requirements will be only tools for maintenance personnel plus special P-80 handling equipment. The weight requirements will be approximately 7,000 lbs.

g. Total requirements for the trip are:

(1)	Spare Parts - - - - - - -	2,700 lbs
(2)	Equipment - - - - - - - -	7,000 lbs
(3)	Personnel - - - - - - - -	6,000 lbs
	Total - -	15,700 lbs

h. Approximately 25,000 gallons of JP-1 fuel would be sufficient at each of the bases mentioned in paragraph 2a for refueling the P-80's on both the outgoing and the return trip. For any maneuvers while at London, an additional 12,000 gallons of JP-1 fuel would be required to fully service sixteen (16) P-80 aircraft on each mission.

i. Eight (8) cylinders of breathing oxygen on hand at each of the bases to be used as refueling points would be

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Ltr to CG SAC, Subj: Movement of P-80 Aircraft to London, England, contd

sufficient to service the sixteen (16) fighter aircraft on both the outgoing and the return trip.

FOR THE COMMANDING OFFICER:

s/t/ LLOYD G. DOYLE,
Captain, USAF
Adjutant

373 1st Ind. G/YHT/tg

HEADQUARTERS, 4TH FIGHTER WING, ANDREWS AIR FORCE BASE, Washington 20, D. C. 26 May 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. The plan in general is approved.

2. Considerable additional planning will be required before such operations are conducted in order that logistical, communications, air rescue, and weather problems may be solved and coordinated with other agencies concerned.

s/t/ Y. H. TAYLOR
Brigadier General, USAF
Commanding

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

24 Mar 1948

SUBJECT: Proposed Long Range Navigational Training Flight.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Reference Secret letter from Headquarters 56th Fighter Wing, subject as above, dated 13 February 1948, and your 1st Indorsement SAC 373 (13 Feb 48), dated 15 March 1948, approval is granted for planning purposes only. Final approval is being withheld pending results of the survey flight being conducted along this route by your Headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ S. E. Anderson
S. E. ANDERSON
Major General, USAF
Director, Plans & Operations

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ST/46

2 JUN 48 WARX 83007

FROM AFOPO SIGNED AFOCS

TO: CG SAC ANDREWS AFB MD

INFO CG USAFE WEISBADEN GER

CG AMC W-P OHIO

CG ATC WASH D.C.

CG USMA LONDON ENGLAND

RE USAFE RAD UNCLE ABLE DASH EIGHT ONE SIX NINE DTD ONE EIGHT MAY FOUR EIGHT AND AFOPR EIGHT FOUR SIX FOUR DTD SEVEN MAY FOUR EIGHT NOT TO ALL OR NEEDED THIS RAD IN THREE PARTS PD NEW PAR PART ONE PD AUTH IS HEREBY GRANTED SAC TO DISPATCH SEXTEEN PETER DASH EIGHT ZERO TYPE ACFT TO EUROPE TO DEPART UNCLE SUGAR NOT BEFORE SEVEN JULY FOUR EIGHT UTILIZING FOL BASES CIN BANGOR SMCLN GOOSEBAY SMCLN BAKER WILLIAM DASH ONE SMCLN MEEKS SMCLN PRESTWICK PAREN ALTERNATE STORNOWAY PAREN SMCLN NORTHOLD PAREN ALTERNATE BOVINGTON PAREN SMCLN AND FURSTENFELDBRUCK CMA RETURNING VIA NORTHOLD PAREN ALTERNATE BOVINGTON PAREN SMCLN STORNOWAY PAREN ALTERNATE PRESTWICK PAREN SMCLN MEEKS SMCLN BAKER WILLIAM DASH ONE SMCLN GOOSEBAY SMCLN AND BANGOR CMA REMAINING IN EUROPE APPROX TWO WEEKS PD PURPOSE OF THIS FLT IS TO PROVE THE FEASIBILITY OF FERRYING COMBAT JET ACFT OVER THIS ROUTE CMA DETERMINE THE LOGISTICS AND OPERATIONAL PROBLEMS INVOLVED AND CARRY OUT

24

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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ST/46

2 JUN 48 WARX 83007

LIMITED TNG MISSION IN AN OVERSEAS AREA PD PAR PART TWO PD RESPONSIBILITIES FOR THIS FLT ARE DELEGATED AS FOL CLN PAREN ABLE PAREN SAC WILL HAVE OVERALL RESPONSILITY FOR THE FLT CMA WITH OPERATIONAL CONTROL PASSING TO USAFE UPON ARRIVAL IN ENGLAND AND REVERTING TO SAC UPON DEPARTURE FROM ENGLAND SMCLN FURNISH SUPPORT ACFT TO UNCLUDE TWO CHARLIE DASH FIVE FOUR CMA ONE CHARLIE DASH FOUR SEVEN CMA AND ONE BAKER DASH ONE SEVEN SMCLN NOTIFY THIS HQ WHEN IT IS CONFIRMED THAT SUPPORT REQUIRED FROM RESPECTIVE COMDS IS AVAILABLE SMCLN REPORT DISCREPANCIES IN SUFFICIENT TIME TO PERMIT CORRECTIVE ACTION TO BE TAKEN BY THIS HQ SMCLN ADVISE ALL ADDRESSEES AND THIS HQ EASY TARE DOG OF FLT SEVEN DAYS PRIOR TO PLANNED DEPARTURE DATE CMA AND WILL ADVISE ACTUAL TIME OF DEPARTURE FROM SELFRIDGE PD PER DIEM WILL BE AUTH FOR SQ FLT TO AND FROM GERMANY PD PAREN BAKER PAREN USAFE WILL CLN PROVIDE NECESSARY FACILITIES FOR UNIT WHILE IN GERMANY SMCLN ASSUME OPERATIONAL CONTROL OF FLT UPON ARRIVAL IN ENGLAND AND RETAIN UNTIL DEPARTURE FROM ENGLAND ON RETURN PD FLYING TIME FOR COMPLETE OPERATION WILL NOT EXCEED FIVE ZERO HRS PER ACFT CMA ONE FIVE OF WHICH WILL BE AVAILABLE FOR TNG IN EUROPE CONSISTENT WITH FACILITIES AVAILABLE USAFE CMA WITH APPROX THREE ZERO HRS REQUIRED FOR FLTS TO AND FROM GERMANY PD PAREN CHARLIE PAREN ATC WITH CLN IN ADDTION TO NORMAL ROUTE SUPPORT PROVIDE SUPPORTING ACFT TO INCLUDE ONE BAKER DASH TWO NINE PAREN WEATHER RCN

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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2 JUN 48 WARX 83007

PAREN AND ONE BAKER DASH ONE SEVEN PAREN AIR RESCUE SVC PAREN FROM EACH STATION ENROUTE TO ACCOMPANY FLT ON NEXT LEG SMCLN PROVIDE FOL CMA OXYGEN CMA MESSING AND HOUSING FOR FLT WHILE ENROUTE TO UNCLE KING AND RETURN TO ZEBRA ITEM SMCLN PROVIDE JET OIL IN UNCLE KING PREVIOUS TO FLT PD NEW PAR PAREN DOG PAREN USMA CMA LONDON WILL CLN INSURE THAT SATISFACTORY ARRANGEMENTS FOR PROVISION OF FUEL ARE MADE CMA PAREN IN THIS CONNECTION CINCNELM HAS BEEN REQUESTED BY ARMED SERVICES PETROLEUM PURCHASE AGENCY PAREN TO CONTACT AIR MINISTRY RE PROVISION OF OXYGEN CMA HOUSING CMA MESSING AND SERVICING FACILITIES REQUIRED IN ENGLAND PD RON EXPECTED AT PRESTWICK AND LONDON ON ROUTE TO GERMANY AND STORNOWAY ON RETURN TO ZEBRA ITEM PD NEW PAR PART THREE APPROX NUMBER OF PERS OF JET FLT AND SUPPORTING ACFT TOTALS THREE SIX OFF AND FIVE SIX EM PD CONSUMPTION OF JET OIL PER UNCLE SUGAR GAL OF JET FUEL IS POINT ZERO ZERO FOUR PER GAL CMA AND JET FUEL REQMTS ARE AS FOL CLN SIXTEEN THOUSAND GALS STORNOWAY SMCLN TWENTY THOUSNAD GALS PRESTWICK SMCLN ONE HUNDRED TWENTY FIVE THOUSAND GALS FURSTENFELBRUCK SMCLN TWENTY FIVE THOUSAND GALS AT ALL OTHER STATIONS ENROUTE PD TWO FOX TWO ABLE OR TWO FOX TWO OR ONE FOX ONE OR SIMULAR BRITISH REFUELING UNITS FULLY SERVICED

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2 JUN 48

WARX 83007

WITH JIG PETER DASH ONE FUEL REQUIRED AT EACH STOP ON ARRIVAL PD TEN FULLY CHARGED STANDARD OXYGEN BOTTLES WILL BE REQUIRED AT EACH STOP ENROUTE WITH AN ESTIMATE OF FIVE FIVE BOTTLES REQUIRED AT FURSTENFELDBRUCK PD DIRECT COMM AUTH BETWEEN SAC SMCLN ATC SMCLN USMA CMA LONDON SMCLN AND USAFE WITH INFO THIS HQ TO SUPPORT THIS OPERATION PD INTIAL PRESS RELEASE WILL BE MADE BY THIS HQ CMA THERE UPON PUBLIC RELATIONS POLICY WILL CONFORM WITH AF LTR FOUR SEVEN DASH ONE SEVEN DTD ONE APR FOUR EIGHT PD PAR PART FOUR PD ALL ADDRESSEES ACKNOWLEDGE PD

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Office of the Commanding Officer
HEADQUARTERS 56th FIGHTER WING
Selfridge Air Force Base
Mount Clemens, Michigan

23 August 1948

Major General Clements McMullen
Deputy Commander
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

Dear General McMullen:

This is to acknowledge receipt of your letter concerning my attendance at the Air University on 25-26 October. I will take the ball from here on it.

I trust you were advised that the F-80's and accompanying aircraft have successfully completed their mission to Germany and returned home except for one F-80. That one had to be left at Bangor due to a defective starter relay switch. We have already sent the required part to Bangor, and that plane should be in within the next few hours.

Sincerely,

/s/ W. T. Hudnell
Colonel, USAF
Commanding

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ST/831

29 May 48 WARX 82902

FROM APOPOSIGNED AFCCS

TO: CG SAC ANDREWS AFB MD

INFO USMA LONDON ENGLAND

CG USAFE WBISBADEN GER

CG ATC WASH DC

RECURADS WARX NINE EIGHT NINE TWO NINE DTD TWO APR FOUR EIGHT CMA WARX-EIGHT ZERO FIVE SEVEN FOUR DTD TWO SIX APR FOUR EIGHT WARX EIGHT ONE ZERO ZERO FOUR DTD THREE MAY FOUR EIGHT NOTTO ALL OR NEEDED PD CG SAC IS HEREBY GRANTED AUTH TO DISPATCH ABLE SAC BAKER DASH TWO NINE SQ CONSISTING OF TEN BAKER DASH TWO NINE ACFT ON GOODWILL FLT TO ENGLAND FOR ABLE TWO WK PERIOD ONE ONE FIVE JULY FOUR EIGHT PD UPON COMPLETION OF VISIT SQ WILL DEPART FOR ZEBRA ITEM PD NEW PAR SQ WILL PASS TO OPERATIONAL CONTROL CG USAFE UPON ARRIVAL IN ENGLAND AND WILL REVERT TO OPERATIONAL CONTROL SAC UPON DEPARTURE FROM ENGLAND PD SQ WILL PARTICIPATE IN SUCH TACTICAL EXERCISES AS ACCEPTABLE BY USAFE AND AIR MINISTRY PD DETAILS CONCRENING THE VISIT TO INCLUDE AV SLANT GAS AND AV SLANT LUBE AT SELECTED OPERATING LOCATIONS WILL BE ARRANGED BY USAFE THRU THE USMA LONDON WITH INFO THIS HQ PD SUPPLIES AND SERVICES FURNISHED BY THE RAF RPT RAF WILL BE PROVIDED ON ABLE REIMBURSABLE BASIS PD NEW

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ST/831

29 May 49 WARX 82902

PAR SQ WILL BE COMPLETELY SELF SUSTAINING FOR ADM AND ACFT MAINT AND WILL CARRY TECH ITEMS AND SPARE PARTS NECESSARY FOR ONE FIVE DAYS MAINT PD CG SAC WILL DETERMINE THE ROUTE TO BE FOILOWED AND COORDINATE WIGHT CG ATC TO INSURE THAT ATC BASES ARE CAPABLE OF FURNISHING NORMAL ROUTE SUPPORT PD PERSONNEL BREAKDOWN FOR BAKER DASH TWO NINE GOODWILL SQ IS SUBSTANTIALLY CLN FOUR TWO OFF SMCLN TWO SIX MASTER SGTS SMCLN FOUR TECH SGTS SMCLN SIX TWO STAFF SGTS SMCLN FOUR NINE SGTS SMCLN TWO SIX CORPORALS SMCLN TOTALLING FOUR TWO OFF AND ONE FIVE EIGHT EM PD NEW PAR DIRECT COMM IS AUTH BETWEEN USAFE CMA ATC CMA SAC CMA AND USMA LONDON WITH INFO THIS HQ TO COMPLETE THIS OPERATION PD DETAILS OF PUBLIC RELATION PLAN WILL BE FWDED THIS HQ PRIOR TO ONE FIVE JUNE FOUR EIGH PD NO PUBLICITY WILL BE RELEASED ON THIS OPERATION UNTIL APPROVAL BY HQ USAF PD PER DIEM WILL BE AUTH PD

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PARAPHRASE

6 JULY 1948

FROM: COMSTRATAIRCOMD

TO: CG, 307TH BOMB WG, MACDILL AFB, TAMPA, FLA

UNTIL BERLIN SITUATION HAS EASED, FLIGHT OF 307TH TO ENGLAND, SCHEDULED TO BEGIN 13 JULY, IS POSTPONED.

PARAPHRASE

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Notes on Interview at Headquarters Fifteenth Air Force, 3 March 1949, between Mr. A. D. Bickett, Historian, and Colonel W. P. Brett, Deputy Chief of Staff, Operations.

Mission Emphasis for 1948

From January until September, primary emphasis was placed on preparation of groups for overseas TDY missions and on cross training of combat crew personnel in other combat crew duties. On 21 September, cross training was moved into secondary priority by a TWX from Strategic Air Command. Shortly thereafter, cross training directives were rescinded (15AF Reg 5-3, 2 Nov 48 and SAC Reg 5-23, 7 Dec 48) and emphasis was placed on each combat crew member attaining proficiency and becoming thoroughly qualified in his primary job, with special emphasis on proficiency in radar bombing.

Overseas Commitments, 1947 and 1948

The overseas commitments increased in 1948. In 1947, the overseas commitments were limited in general to squadron movements; in 1948, we went into a full grown overseas rotation program in which we had two groups in Okinawa for three months TDY each, a squadron in Furstenfeldbruck, Germany, for the first six months, and in July started the UK rotation and kept three groups in the UK the balance of the year. The UK program was supported by both the Eighth And Fifteenth Air Forces, but the Fifteenth supplied most of the units. Incidentally, some crews of the 301st Group made four trips to Germany or England during the year.

An example of speed in operations: On 27 June, two squadrons of the 301st Group at Salina were directed to proceed to Furstenfeldbruck, initial movement to be to Goose Bay, Labrador. By 8 o'clock that night the first plane left Smoky Hill Air Force Base and 45 hours after the first telephone alert, all 30 aircraft of the Group were at Furstenfeldbruck. Of these, 10 were already there, the other 20 joining them within 45 hours.

Combat Crew and Cross Training Program

The exact details of the cross training program were embodied in SAC Regulation 50-23, 19 January 1948, which established the priorities of training. We devoted considerable effort to training combat crew personnel in duties other than the position which they were assigned on the crew, at the expense of combat crew training. It could be said that the cross training program, however, by detracting from

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sustained effort toward improving bombing efficiency, resulted in a decrease in efficiency of individual combat crews and in lack of proficiency in both visual and radar bombing.

Upon rescision of the cross training program, emphasis was immediately shifted to attaining proficiency in visual bombing and stressing radar high altitude bombing. Training emphasis was on industrial type targets scored by SCR-584 radar bombing scoring units. These scoring detachments are located at Spokane, Sacramento, San Diego, San Francisco, Denver, Fort Worth, Birmingham, Tampa, and Dayton.

Combat Operational Test, 1-10 January 1948

The objective for 31 December 1947 was to have the groups of the Fifteenth Air Force combat operational. In June 1947, the Fifteenth Air Force had two groups, the 28th and the 97th, and from June through December the mission involved organizing and training the 92d, 98th, 93d, and 301st Groups. Each of these groups was built around a cadre of one squadron from another group; for instance, one squadron from the 28th Group went to Spokane to form the 92d Group; one squadron from the 7th Group at Fort Worth went to Spokane to form the 98th Group; a squadron from the 307th Group at MacDill went to Castle to form the 93d Group; and one squadron from the 97th Group at Smoky Hill was detached at Smoky Hill to form the 301st Group. The job was to build those groups up and get them operational by the end of the year. By the end of the year, all groups were up to strength in numbers of personnel and aircraft, and were capable of performing a reasonably good job of visual bombing. Radar bombing results were not outstanding due primarily to lack of qualified radar observers. Between 1 and 10 January, each of those groups was directed to accomplish a maximum effort mission, bombing by squadrons against Carrington Island in Great Salt Lake, a radar target. Results were very gratifying both in effort and in accuracy, although bombing was by squadrons and actually involved only three release operations; still, due to the fact that the groups were recently activated and had very little training, it was considered successful.

Comments on the 2000 Plan

The 2000 Plan does not permit mobility of a bomb group. If a combat group had a mission which permitted it to remain on a base and do normal day to day training, then there is no question in my mind that the plan would work. It is necessary, in reducing to 2000 people, to eliminate many positions that are essential to running a combat operational group and retaining its mobility. Also, it was necessary under this plan to eliminate such group staff positions

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as the navigator, bombardier, radar observer, thus leaving no one available to monitor the training program, brief missions, etc. In addition, it was necessary to use combat crew personnel for additional duties throughout the base structure. Such combat crew personnel, in many cases, had to be used in jobs involving legal and financial responsibilies. I believe that the plan would have had a much better chance of success had not the number of officers been cut so drastically. Necessary supervision was lost thereby.

/s/ W. P. Brett
W. P. BRETT
Colonel, USAF
DCofS, Operations

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SECRET

HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

ST/468

26 January 1948

FROM: WAR AFOPO SIGNED AFCCS

TO: CG, FEAF TOKYO JAPAN

INFO CINC FAR EAST TOKYO JAPAN

CG SAC ANDREWS FLD MD

CG AMC WRIGHT FLD OHIO

THE ROTATION PLAN FOR VHB GPS WILL BE DISCUSSED BY REPRESENTATIVES OF THIS HQ DURING THEIR VISIT TO YOUR COMD IN THE NEAR FUTURE PD PENDING FINALIZATION OF THE PLAN IT IS DESIRED TO DISPATCH ABLE VHB GP TO GUAM FOR TRAINING PERIOD OF TWO TO THREE MONTHS BEGINNING ABOUT ONE FIVE MARCH ONE NINE FOUR EIGHT PD TOTAL PERSONNEL OF EIGHT FIVE ZERO TO BE AIRLIFTED IN SAC ACFT PD YOUR COMD TO FURNISH HOUSING CMA MESSING CMA TRANSPORTATION CMA SERVICING CMA AND HEAVY MAINTENANCE PD UNIT TO BE UNDER OPERATIONAL CONTROL OF CG FEAF PD THE GP WILL BE AVAILABLE TO YOU IN ADDITION TO THE ONE NINE AND TWO TWO VHB GPS PRESENTLY ASSIGNED TO YOU AND NOW OPERATIONAL PD REQUEST YOUR COMMENTS PD

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HEADQUARTERS STRATEGIC AIR COMMAND A5D
ANDREWS FIELD
WASHINGTON 20, D. C.

SAC 373 (12 Feb 48) 12 February 1948

SUBJECT: Rotation of ZI VHB Groups to the Pacific

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. The value of a strategic air unit lies in its capability to be launched against a target in any part of the world in a minimum amount of time. To insure a true strategic Air Force, it goes without saying that all strategic units should be equally trained in world-wide operations to provide the necessary flexibility in the utilization of the units.

2. At the present time the two active VHB units of the Far East Air Force, the 19th VHB Group and the 22d VHB Group, are denied the opportunities of training that are available to the other strategic bombardment units of the United States Air Force. In addition, these two groups are constituted under a different structure from the other eleven active strategic very heavy bombardment groups within the United States Air Force.

3. The Far East Air Force is required to keep a very heavy bombardment force in being of two groups available at all times to CINCFE. It is believed this requirement can be met by periodic rotation of ZI units to the Pacific. Such rotation will provide all United States Air Force very heavy bombardment units with Pacific training and will considerably reduce the permanent air garrison requirements of the Far East Air Force with a resultant major reduction in cost of maintenance of families and permanent facilities to the United States Air Force.

4. It is recommended that the above program be accomplished by reorganizing the 19th and 22d VHB Groups, along with their associated service groups, under the provisions of USAF Regulation 20-15 and returning these organizations, except twenty-five officers and six hundred enlisted men chosen from each wing as General Whitehead requires. These twenty-five officers and six hundred enlisted men willbe organized into an Airdrome Group which will have a Supply and Maintenance Squadron added to its present structure, withdrawn from the authorization to the Strategic Air Command and added to the troop authorization to the Far East Air Force.

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A5D
Subj: Rotation of ZI VHB Groups to the Pacific

5. It is proposed to send the 92d VHB Group to Okinawa on 5 March 1948. This group will consist of three squadrons of ten airplanes each and a small Group Headquarters. The total personnel strength of the group is nine hundred officers and men in selected SSN's. The breakdown of personnel by SSN has already been furnished to the Commanding General, Far East Air Force. Movement to the theatre will be accomplished in unit VHB aircraft, all available aircraft of the 1st Air Transport Unit and such additional lift as Air Transport Command and Far East Air Force can furnish. Upon arrival in the theatre command control of the 92d VHB Group will pass to the Commanding General, Far East Air Force. The 22d VHB Group and its service elements, less deductions outlined in paragraph 4 above, will be released for return to the United States and assignment to Strategic Air Command immediately upon arrival of the 92d VHB Group into the theatre. The 92d VHB Group will remain in the theatre until relieved by another group dispatched from Strategic Air Command. The succeeding group will normally be dispatched within three months. It addition to the above, it is proposed to send another group to Guam in May of 1948 and return the 19th VHB Group and its service elements to Strategic Air Command in the same manner that the 22d VHB Group is returned. Thereafter Strategic Air Command will maintain two groups in the Far East Air Force.

6. It is requested that Air Force approval be given to this proposal, and that this Command be authorized to deal directly with General Whitehead to work out the details of the reorganization and return of the units and the personnel. It is further requested that the enclosed letter defining the respective responsibilities of the Commanding General, Far East Air Force and the Commanding General, Strategic Air Command with respect to rotated units be approved and forwarded to CINCFE.

FOR THE COMMANDING GENERAL:

/s/ Clements McMullen
CLEMENTS McMULLEN
Major General, USAF
Deputy Commander

1 Incl
Ltr, subj: Proposed Delineation of Functions for SAC Units on TDY at Bases in FEAF.

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SECRET

B/L fr Hq, SAC to C/S, USAF, dtd 12 Feb 48, subj: Rotation of ZI VHB Groups to Pacific

SAC 373 1st Ind 17 February 1948

DEPARTMENT OF THE AIR FORCE, Hq., USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D.C.

1. This Headquarters approves, for planning purposes, the proposal to rotate VHB groups between Strategic Air Command and Far East Air Forces providing the requirements of the Joint Chiefs of Staff for a force-in-being in the Pacific are met, and providing attendant problems of organization, transportation, base facilities in the United States, budget, etc., can be solved without undue interference with current missions and goals of the United States Air Force.

2. Current negotiations are such that the reorganization of tactical units in the Pacific under AF Regulation 20-15 probably cannot be accomplished until subsequent to 1 July 1948. For the purposes of this plan, however, the rotation of VHB combat groups from the Pacific to the Zone of Interior on a permanent change of station status is approved subject to agreement between the Commanding General, Far East Air Forces and the Commanding General, Strategic Air Command, in service support required in the Pacific and in the Zone of the Interior.

3. The Commanding General, Strategic Air Command, is authorized to contact the Commanding General, Far East Air Forces directly to arrange the details of this exchange of units. Any agreement between the Strategic Air Command and the Far East Air Forces will be subject to approval of this Headquarters. The letter inclosed in the basic communication has been forwarded to Headquarters, Far East Air Forces, for comments and recommendations.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ O. P. Weyland
O. P. WEYLAND
Major General, USAF
Director, Plans & Operations

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DEPARTMENT OF THE AIR FORCE
Office of The Vice Chief of Staff
United States Air Force
Washington, D. C.

SUBJECT: Rotation of VHB Groups to FEAF 30 Mar 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D.C.

1. A movement directive will be issued in the immediate future for the transfer of the 22nd Bomb Group (VHB) on PCS from FEAF to the ZI. For planning purposes the estimated date of movement is 15 May 1948; movement directive will specify date of transfer and destination of unit.

2. It is desired that VHB Group rotation to FEAF be initiated on such date as deemed necessary to insure that the first rotational group will arrive in FEAF on the day the 22nd Bomb Group is scheduled to depart for the ZI.

3. There must be two operational VHB groups in FEAF at all times - one group on permanent basis and one group on rotational basis. The Commanding General, Strategic Air Command, is responsible for the maintaining of one operational VHB group in FEAF. The following conditions are applicable:

a. Groups will be rotated for approximately 3 months TDY.

b. Attention is invited to letter Hq, SAC to Hq, FEAF dated 12 Feb 48 and three indorsements thereto, subject: "Proposed Delineation of Functions for SAC Units on TDY at Bases in FEAF" for the delineation of functions to be performed by each headquarters.

c. Commanding General, FEAF, will furnish the necessary housing, messing, transportation, servicing, and heavy maintenance.

d. Movement will be by air utilizing unit aircraft and air transport aircraft assigned SAC. Commanding General, SAC, is authorized to submit requests to this Headquarters (attention Transportation Division, DCS/M) for ATC lift to FEAF of not more than 200 personnel of each rotational group.

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Ltr to CG, SAC, subj: Rotation of VHB Gps to FEAF

The requests should be submitted not more than three months, but not less than two months in advance, in order that necessary coordination can be completed.

4. Direct communication between SAC and FEAF with information to this Headquarters is authorized for purposes of expediting VHB rotation.

5. Attached hereto for your information is a copy of letter to Commanding General, FEAF reference above subject.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ S. E. Anderson
S. E. ANDERSON
Major General, USAF
Director, Plans & Operations

1 Incl:
Cy of Ltr to CG
FEAF, abv subj.

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G/NAN/edk

HEADQUARTERS
314TH COMPOSITE WING
APO 994

17 May 1948

32

SUBJECT: Transmittal of Report on SACFE Flight "J"

TO: Commanding General
Fifth Air Force
APO 710

1. Transmitted herewith are Operations Annex and Intelligence Report on SACFE Flight "J", with inclosures as indicated.

2. The classification of this letter is SECRET because of its inclosures. If the inclosures are removed, the classification may be withdrawn.

FOR THE COMMANDING OFFICER:

s/ Charles Miknus
CHARLES MIKNUS
Capt, USAF
Adjutant

2 Incls:
1. Operations Annex (4 cys)
2. Intelligence Rpt (6 cys)
(1 cy of each of the incls to Intel Rpt w/d)

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BASIC: Ltr, Hq 314th CW, 17 May 48, subj: "Transmittal of Report on SACFE Flight "J" ".

373. 1st Ind F4-gv

HEADQUARTERS, FIFTH AIR FORCE, APO 710 24 MAY 1948

TO: Commanding General, Far East Air Forces, APO 925

2 Incls: n/c

COPY

J. T. A.

AG 353 Opns-3 2d Ind 4 JUN 1948

HEADQUARTERS, FAR EAST AIR FORCES, APO 925

TO: Commanding General, Strategic Air Command, Andrews AFB, Washington 20, D. C.

2 Incls: n/c (1 cy w/d)

S. A. S.

COPY

SAC 373 (17 May 48) 3d Ind A3B3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 28 JUN 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: Lt Col Meng

FOR THE COMMANDING GENERAL:

2 Incls
w/d dup cy

ALAN MARCEAU
CWO, USAF
Asst Adj Gen

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HEADQUARTERS
314TH COMPOSITE WING
APO 994

G/DDC/jtl

SUMMARY OF OPERATIONS

1. Period Covered: 12 April through 9 May 1948.

2. Number of missions completed:

a. Combat Training Missions:	6
b. Tactical Surveillance missions:	20
c. Special missions:	1
d. Total Sorties:	60

3. Number of Aircraft involved:

a. B-29s	10
b. F-13s	1

4. Total Hours flown: 1051:00*

5. General Maintenance:

a. Engine changes:	6
b. Cylinder changes:	10
c. Inspections:	
(1) 100 hour	11
(2) 50 hour	17
(3) 25 hour	31

* Unit obtained 186:35 additional hours enroute to ZI, from Yokota AFB to Elmendorf Field, Ft. Richardson, Alaska.

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HEADQUARTERS
314TH COMPOSITE WING
APO 994

G/DDC/j

OPERATIONS ANNEX

1. Purpose: The purpose of these training missions is to conduct theater indoctrination and unit mobility tests for units of the Strategic Air Command.

2. Scope of Operations: The operations program is a continuous maximum effort schedule so planned as to provide a maximum amount of training for SACFE flights and units of Far East Air Forces.

3. Operational Brief:

a. SACFE Flight Jig, 325th Bomb Squadron, 92nd Bomb Group (M) 15th Air Force, based at Spokane Air Force Base, Spokane Washington, arrived as scheduled on 12 April 1948 with seven aircraft, the remaining 3 B-29s and 1 F-13 which were stranded between Guam and Hawaii with mechanical and communications malfunctions, finally arrived on 17 and 18 April 1948. The original seven crews including the Squadron Commander were briefed by the Wing Commander and his Staff on 13 April. The first mission, surveillance, was initiated on 14 April 1948.

b. Combat training missions were initiated on 17 April. The following is a brief of missions flown:

(1) Mission #1 - Reference 314th Composite Wing TFO #30, performed by five B-29 and 1 F-13 aircraft. The aircraft successfully dropped 30,000 pounds of bombs on Fifth Air Force target, Laincourt Rocks. No photos taken because of clouds, estimated 60 percent of bombs fell within 1000 feet of Aiming Point. Altitude 20,000 feet.

(2) Mission #2 - Reference Fifth Air Force TFO #4.

(3) Mission #3 - Reference 314th Composite Wing TFO #31, performed by 9 B-29 aircraft on Fifth Air Force target, Laincourt Rocks. Aircraft Successfully dropped 42,000 pounds of bombs, estimated 70 percent of bombs fell within 1000 feet of Aiming Point. Photos were improperly developed. Twelve bombs jettisoned safe in open sea due to rack malfunction.

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(4) Mission #4 - Reference 314th Composite Wing TFO #28, performed by 7 B-29 aircraft on Fifth Air Force target, Laincourt Rocks. Aircraft successfully dropped 42,000 pounds of bombs. All bombs fell in immediate target area. (Photos inclosed.)

(5) Mission #5 - Reference 314th Composite Wing TFO #32, performed by 5 B-29 aircraft on simulated bombing mission on Kimpo Air Force Base. Aircraft were intercepted by four P-51 aircraft when entering Kimpo area.

(6) Mission #6 - Reference 314th Composite Wing TFO #29, performed by six (6) B-29 aircraft on Fifth Air Force target, Laincourt Rocks. Mission unsuccessful due to weather in target area. 18,000 pounds of bombs jettisoned safe in the open sea.

(7) Mission #7 - Reference 314th Composite Wing Frag Order number 124-A-73, performed by eight (8) B-29 aircraft on simulated bomb Strike against Kimpo Air Force Base. Aircraft were intercepted by four (4) P-51 aircraft over Kimpo area.

4. General:

a. This Squadron has only recently been activated and most of the pilots are Officers returned to active duty. Although pilot experience is high, relatively few have had previous experience in B-29 aircraft. The missions as accomplished were considered excellent, and gave valuable experience and training to all crews.

b. This Unit was more severely hampered by weather than any unit this year, requiring all missions to be accomplished on the same targets. The 1st Air Division target, Kobi-sho, was consistently weathered in and Farrallon de Medinilla, the 20th Air Force target, was closed due to search being conducted for lost B-29 aircraft. The unpredictable weather in the Sea of Japan made Laincourt Rocks only a hit or miss affair regardless of forecast. Cloud covering from water level to 15-20,000 feet made radar bombing inadvisable due to possibility of shipping in target area.

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5. Comments: In view of the low experience level of the crews in B-29 aircraft, the 1237 accident free flying hours under adverse weather conditions is commendable. Cooperation by all unit personnel was of the best. Numerous minor discrepancies were efficiently handled between unit and Yokota Air Force Base. The maintenance effort of the organization was highly commendable. During the stay in Japan, 6 engine changes, 10 cylinder changes, and 58 various inspections were completed. At the completion of the flight commitments, briefing and air-lift was arranged for the key personnel at Haneda, prior to the flight to Alaska. Considering all aspects of the flight, SACFE Jig can be classified as an excellent tactical unit which capitalized on the opportunity for additional training in the Far East.

1 Incl:
Photos of bomb falls
(Laincourt Rocks).

EARL P MAXWELL
Major, USAF
A-3 Operations

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CONFIDENTIAL ROUTINE
FROM: CO YOKOTA AFB
TO : COMWG 315
INFO: COMWG 314

CITE: A 218 SAC

THIS MSG IN 2 PARTS. PART 1: MISSION NUMBER 105A, 14 APRIL CURRENT, 325 SQ, 1 B-29 NUMBER 7769, ROUTE C, ATD 0529/I, ATA 1844/I SAME DATE. PART 2: SIGHTING 1, 0930/I, 38 DEG 42 MIN NORTH 129 DEG 28 MIN EAST, 4 FISHING TYPE 2 MAST VESSELS WITH SAILS SET. SIGHTING 2, 1106/I, 37 DEG 50 MIN NORTH 129 DEG 55 MIN EAST LIBERTY SHIP NATIONALITY UNKNOWN FORMER ARMAMENT REMOVED EST SPEED 12 KNOTS SINGLE STACK AMIDSHIP NO ACTIVITY VISIBLE COURSE 180 DEG. SIGHTING 3, 1120/I, 37 DEG 45 MIN NORTH 129 DEG 40 MIN EAST SPEED EST 12 KNOTS COURSE APPROX 360 DEG FREIGHTER NATIONALITY UNKNOWN 1 STACK AMIDSHIP APPROX 3/4'S 6 OF LIBERTY SHIP, FORMER GUN MOUNTS UNOCCUPIED, TRAVELING LIGHT, WATER LINE WELL CLEAR OF WATER. SIGHTING 4, 1555/I, 37 DEG 16 MIN NORTH 130 DEG 28 MIN EAST SPEED 15 KNOTS COURSE 030 DEG, CARGO NATIONALITY UNKNOWN LIBERTY NINE VESSEL 1 STACK AMIDSHIPS, BOOM FORE AND AFT, CARRYING 4 BARGES ACROSS THE DECK, RED FLAG ASTERN. ALL SIGHTINGS REPORTED PHOTOGRAPHED AS REQUIRED.

TOO: 141147/Z TOS: 141445/Z

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CONFIDENTIAL ROUTINE

FROM: CO 325 BOMB SQ YOKOTA AFB

TO : COMWG THREE ONE FIVE

INFO: COMWG 314

CITE: A 220 SAC

THIS MESSAGE IS IN 2 PARTS. PART 1: MISSION NUMBER 106-A, DATE 15 APRIL CURRENT, 325 BOMB SQUADRON, 1 B-29 NUMBER 2233, ROUTE D, ATD 0500/I, ATA 1545/I SAME DATE. PART 2: SIGHTINGS; SIGHTING 1, CARGO SHIP, NATIONALITY UNKNOWN, NUMBER AO 26 AMID SHIP NUMBER 497 ON BOW, SINGLE STACK, 2 CARGO LIFTS (1 FORWARD AND 1 AFT) RED CIRCLE ON STARBOARD SIDE, SIGHTED AT 0627/I ON COURSE OF 070 DEGREES AT 38 DEG 14 MIN NORTH 138 DEG 13 MIN EAST. SIGHTING 2, CARGO SHIP, NATIONALITY UNKNOWN, NO FLAG VISIBLE, LOADED, APPARENTLY UNDER FORCED DRAFT, 1 STACK, BLACK HULL AND GREY SUPERSTRUCTURE, 137 MM GUN MOUNTED ON FORE DECK BELIEVED TO BE ANTIAIRCRAFT AND 2 EMPTY GUN MOUNTS, SIGHTED AT 1107/I ON COURSE OF 010 DEG, COORDINATES 40 DEG 25 MIN NORTH 130 DEG 30 MIN EAST. SIGHTINGS WERE PHOTOGRAPHED AS REQUIRED. WEATHER MADE SURVEILLANCE OVER MOST OF THE ROUTE IMPOSSIBLE.

TOO: 150825/Z TOC: 151535/Z

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CONFIDENTIAL PRIORITY

FROM: CO 325 BOMB SQ SACFE

TO : COMWG 315

INFO: COMWG 314

CITE: A 222 SAC

THIS MESSAGE IS IN 2 PARTS. PART 1: MISSION NUMBER 107-A, DATE 16 APRIL CURRENT, 325 BOMB SQUADRON, 1 B-29 NUMBER 9980, ROUTE C, ATD 0518/I, ATA 1920/I SAME DATE. PART 2: SIGHTING 1, TANKER, NATIONALITY UNKNOWN, NO FLAGS VISIBLE, NUMBER 106 PAINTED ON SIDE AND A SQUARE INSIGNA WITH A VERTICAL LINE BISECTING IT. ARE EST 150 PEOPLE RUNNING ABOUT DECKS PAIENTLY IN UNIFORM. 1130/I, 37 DEGREES 49 MINUTES NORTH 122 DEGREES 10 MINUTES EAST COURSE 270 DEGREES EST SPEED 12 KNOTS. SIGHTING 2, TANKER, LOCKED LIKE AMERICAN SHIP, INSIGNA ON SIDE Q 013, NO FLAG, 1335/I, POSITION 36 DEGREES 35 MINUTES NORTH 126 DEGREES 05 MINUTES EAST COURSE 210 DEGREES SPEED ESTIMATED 18 KNOTS. SIGHTINGS PHOTOGRAPHED AS REQUIRED.

TOO: 161149/Z TOC: 161935/Z

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FROM: CO 325 BOMB SQDN (VH) SACFE YOKOTA AFB

TO: FAFSIC

INFO: COMWG 314

CITE: A-223-SAC

THIS MSG IS IN 2 PARTS. PART 1; MISSION NUMBER 108-A, DATE 17 APRIL CURRENT, 325 BOMB SQDN, 1 B-29 NUMBER 2111, ROUTE D, AT D0642 ITEM ATA 1856 ITEM SAME DATE. PART; SIGHTING 1; SCANNER REPORTED SIGHTING 2 VESSELS THRU HAZE AND RADAR OBSERVER REPORTED 2 TARGETS THE SURVEILLANCE PLANE IMMEDIATELY TURNED AND CREW SEARCHED AREA BUT VESSELS WERE NOT REDISCOVERED NOR COULD RADAR FIND THEM AGAIN. POSSIBLE SUBMERGING SUBS. LOCATION 42 DEGREES 58 MINUTES NORTH 136 DEGREES 29 MINUTES EAST, 0920 ITEM, NO PHOTOS WERE TAKEN. SIGHING 2; CARGO SHIP ESTIMATED WEIGHT 15000 TONS SPEED 8 KNOTS COURSE 218, 1 STACK AMID SHIPS, CARGO LIFT FORWARD, ESTIMATED 20 TO 30 PEOPLE ON DECKS, UNIDENTIFIED SHORT NAME IN WHITE LETTERS EACH SIDE PROW, RUSSIAN FLAG FLYING ACFQ, LOCATION 44 DEGREES NORTH 137 MINUTES EAST AT 1000 ITEM, PICTURES AS REQUIRED. REPORTS CONTROL SYMBOL 314-CT-01.

TOO: 171135/Z TOC: 171600/Z

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FROM: CO 325 BOMB SQDN (VH) SACFE

TO: FAFSIC COMWG 315

INFO: COMWG 314

CITE: A 227-SAC

THIS MSG IN 2 PARTS. PART 1; MISSION NUMBER 109-A, DATE 18 APRIL CURRENT, 325 BOMB SQDN, 1 B-29 NUMBER 9929, ROUTE C, ATD 0527 ITEM, ATA 1915 ITEM SAME DATE. PART 2; SIGHTING 1: FISHING BOAT ESTIMATED 12 TO 15 TONS NO MARKINGS, APPROX 20 BARRELS INSIDE BARGE, 1 MAN ABOARD WAVING WHITE FLAG, POSITION 27 DEGREES 38 MINUTES NORTH 137 DEGREES 22 MINUTES EAST COURSE 165 DEGREES 0623 ITEM, SIGHTING 2: CHINESE JUNK NO MARKINGS, 7 MEN COUNTED ABOARD, POSITION 37 DEGREES 30 MINUTES NORTH 130 DEGREES 12 MINUTES EAST COURSE 350 DEGREES 1015 ITEM. SIGHTING 3: FREIGHTER AND TUGS NO MARKINGS, FREIGHTER DOCKED WITH TUGS AT SIDE, POSITION 15 MILES EAST OF SAMCHOK 1037 ITEM. SIGHTING; TRANSPORTS AND TANKERS AMERICAN SHIPS JAP MANNED, ALL SHIPS DOCKED NEAR COAST LOCATION JINSEN HARBOR 1115 ITEM, NO PICTURES TAKEN. SIGHTING 5: FLEET OF 10 TO 13 FISHING BOATS NO MARKINGS POSITION 37DEGREES 35 MINUTES NORTH 124 DEGREES 36 MINUTES EAST COURSE 285 DEGREES 1145 ITEM. SIGHTING 6 BARGE, POSITION 36 DEGREES 40 MINUTES NORTH 126 DEGREES 20 MINUTES EAST 1518 ITEM. SIGHTING 7: 3 CARGO SHIPS SAME LOCATION SMAE TIME SIGHTING 6. SIGHTINGS PHOTOGRAPHED AS REQUIRED RCS 314-CT-01.

TOO: 181111/Z TOC: 181500/Z

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FM : 325 BOMB SQ SACFE

TO : COMWG 315 FAFSIC

INFO : COMWG 314

CITE: A 229 SAC

THIS MESSAGE IS IN 2 PARTS. PART 1: MISSION NUMBER 110-A, DATE 19 APRIL CURRENT, 325 BOMB SQUADRON, 1 B-29 NUMBER 961, ROUTE D, ATD 0845/I, ATA 1810/I. PART 2: SIGHTING 1, 11 FISHING CRAFT, NATIONALITY UNKNOWN, VARIOUS DIRECTIONS, LOCATION 36 DEGREES 10 MINUTES NORTH 133 DEGREES 05 MINUTES EAST 0658/I. SIGHTING 2, STEAMER, NATIONALITY UNKNOWN, SEEMED TO BE A PASSENGER SHIP, IN HARBOR WHEN FIRST SEEN BUT STEAMED UP IMMEDIATELY AND LEFT CO-ORDINATES 36 DEGREES 12 MINUTES NORTH 133 DEGREES 20 MINUTES EAST 0758/I. SIGHTING 3, FISHING VESSEL, PROBABLY JAPANESE, 5 SHIPS, LOCATION 36 DEGREES 10 MINUTES NORTH, 133 DEGREES 45 MINUTES EAST 0737/I. PHOTOGRAPHS AS REQUIRED.

TOO: 191155/Z TOC: 191640/Z

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FROM: CO 325 BOMB SQ SACFE YOKOTA AFB

TO : COMWG 315

INFO: COMWG 314

CITE: A 232 SAC

THIS MSG IS IN 2 PARTS. PART 1: MISSION NUMBER 11-A, DATE 20 APRIL CURRENT, 325 BOMB SQDN, 1 B-29 NUMBER 961, ROUTE C, ATD 0630/I ATA 1745/I. PART 2 SIGHTING 1: RUSSIAN CARGO VESSEL LOCATION 39 DEGREES 58 MINUTES NORTH 130 DEGREES 08 MINUTES EAST COURSE 005 DEGREES TIME 1110/I, 1 STACK 2 BOOMS NO GUNS, APPARENTLY LOADED, RED FLAG WITH HAMMER AND SICKLE, NAMED NOTARA. RADIO MAN HOMED IN ON SHIPS RADIO AND PICKED UP THE FOLLOWING CHARACTERS IN RADIO CODE: LTVUL ABCIC CUF - - GLMIS CTVUD AFULE PFWHB EWELA CUMIS N-S CTPLK TCDMF UDE - - . THIS WAS PICKED UP ON 445 KCS. SIGHTING 2: RUSSIAN CARGO VESSEL WITH RED CIRCLE AROUND STACK AND HAMMER SICKLE IN CIRCLE. LOCATION 35 DEGREES 00 MINUTES NORTH 129 DEGREES 21 MINUTES EAST COURSE 020 DEGREES TIME 1419/I. SIGHTING 3: KOREAN COAST GUARD VESSEL CT 35 DEGREES 09 MINUTES NORTH 129 DEGREES 18 MINUTES EAST COURSE 030 DEGREES TIME 1445/I.

TOO: 201100/Z TOC: 201515/Z

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FROM: CO 325 BOMB SQDN (VH) SACFE

TO: FAFSIC, COMWG 315

INFO: COMWG 314

CITE: A-237-SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 11-A, DATE 21 APRIL CURRENT, 325 BOMB SQUADRON, 1 B-29 NUMBER 1923, ROUTE D, ATD 0533 ITEM ATA 1500 ITEM. PART 2 SIGHTING 1, DESTROYER FLYING KOREAN FLAG, VERY SIMILAR TO RUSSIAN DD TASHKENT COURSE 280 DEGREES. TIME 1255 ITEM POSITION 35 DEGREES 30 MINUTES NORTH 129 DEGREES 45 MINUTES EAST. 2 STACKS. NUMBER 886. DD TRACKED PLANE WITH TURRETS. PHOTOGRAPHS AS REQUIRED.

TOO: 220603/Z TOC: 220825/Z

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FROM: 325 BOMB SQDN (VH) SACFE

TO: FAFSIC COMWG 315

INFO: COMWG 314

CITE: A-239-SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 112-A, DATE 22 APRIL CURRENT, 325 BOMB SQDN, 1 B-29 NUMBER 7760, ROUTE C, ATD 0600 ITEM ATA 2000 ITEM. PART 2: SIGHTING 1: TUG OR SMALL POWER BOAT NO FLAG VISUABLE NATIONALITY UNKNOWN TIME 1215 COURSE 320 DEGREES LOCATION 38 DEGREES 30 MINUTES NORTH 123 DEGREES 40 MINUTES EAST. SIGHTING 2: TUG OR POWER FISHING BOAT NO FLAG VISIBLE NATIONALITY UNKNOWN TIME 1244 COURSE 158 DEGREES LOCATION 38 DEGREES 10 MINUTES NORTH 122 DEGREES 10 MINUTES EAST. ONLY VERTICAL PHOTOGRAPHS TAKEN OF SIGHTINGS.

TOO: 221320/Z TOC: 221505/Z

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FROM: CO 325 BOMB SQDN (VH) SACFE

TO: FAFSIC, COMWG 315

INFO: COMWG 314

CITE: A-243-SAC

THIS MESSAGE IN 2 PARTS. PART 1; MISSION NUMBER 112-A, DATE 23 APRIL CURRENT, 325 BOMB SQDN, 1 B-29 NUMBER 224, ROUTE D, ATD 0530 ITEM ATA 1745 ITEM. PART 2 NO SIGHTINGS

TOO: 241352/Z TOC: 250040/Z

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FROM: CO 325 BOMB SQDN (VH) SACFE

TO: FAFSIC COMWG 315

INFO: COMWG 314

CITE: A-244-SAC

THIS MESSAGE IN 2 PARTS. PART 1; MISSION NUMBER 112-A, DATE 24 APRIL CURRENT, 325 BOMB SQDN, 1 B-29 NUMBER 2224, ROUTE D, ATD 1045 ITEM ATA 1830, PART 2 NO SIGHTINGS

TOO: 241358/Z TOC: 250035/Z

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FROM CO: 325 BOMB SQ (VH) SACFE

TO: FAFSIC, COMNG 315

INFO: 314TH CW

CITE: A-247-SAC

THIS MESSAGE IN TWO PARTS. PART 1: MISSION NUMBER 115-A25 APRIL CURRENT 325 BOMB SQUADRON, 1 B-29 NUMBER 9805, ROUTE CHARLIE, ATD 0613/I, ATA 1840/I SAME DATE. PART 2: SIGHTING 1; FREIGHTER NO FLAG TWENTY THOUSAND TONS 15 KNOTS PEED ONE STACK CARGO LUMBER APPROX 100 PASSENGERS 0193 ITEM 050 DEGREES 41 DEGREES 43 MINUTES NORTH 131 DEGREES 11 MINUTES EAST. 2; FREIGHTER NO FLAG 12,000 TONS 15 KNOTS 1 STACK NO CARGO 50 PASSENGERS SHIP NUMBER MO44, 1208/I 225 DEGREES 37 DEGREES 10 MINUTES NORTH 126 DEGREES 25 MINUTES EAST. 3; FREIGHTER NO FLAG 12,000 TONS 12 KNOTS 1 STACK CARGO LUMBER 25 PASSENGERS NUMBER V207, 1211 ITEM 040 DEGREES, 37 DEGREES 10 MINUTES NORTH 126 DEGREES 25 MIN EAST. 4; LST NO FLAG NO PASSENGERS NO CARGO 10 KNOTS NUMBER KBM16, 1525 ITEM 180 DEG, 37 DEG 15 MIN NORTH 129 DEG 20 MIN EAST.

TOO: 260202/Z TOC: 260535/Z

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FROM: 325 BOMB SQ (VH) SACFE

TO: FAFSIC, COMWG 315

INFO: COMWG 314

CITE: A251SAC

THIS MSG IN 2 PARTS. PART L: MISSION NR 115-A, DATE 26 APRIL CURRENT, 325 BOMB SQ, B-29 NR 2084, ROUTE C, ATD 0545 I ATA 1900. PART 2: SIGHTING 1 RUSSIAN TRANSPORT 6 THOUSAND TONS RUSSIAN FLAG ON STERN NAME OF SHIP IN RUSSIAN CHARACTERS SIMILAR TO KING YLY, SEVERAL HUNDRED PEOPLE ON DECK AND ITEMS SEEMED TO BE BURLAP BAGS 045 DEG 093145 DEG 22 MIN NORTH 139 DEG 12 MIN EAST. SIGHTING 2: RUSSIAN CARGO 7 TO 8 THOUSAND TONS TOWING A SMALL PASSENGER AND FREIGHT BOAT 6 KNOTS 4 HATCHES ON LARGE SHIP RUSSIAN CHARACTERS ON BOW OF TOWING SHIP SIMILAR TO P R HCK (GARBLED) AND RUSSIAN FLAG ON STERN 035 DEG 1031 I 46 DEG 10 MIN NORTH 140 DEG 19 MIN EAST. SIGHTING 3; RUSSIAN FREIGHTER 8000 TONS ESTIMATED 50 TROOPS ON DECK NAME IN RUSSIAN CHARACTERS SIMILAR TO YPAN 090 DEG 1148 I 44 DEG 45 MIN NORTH 138 DEG NORTH 15 MIN EAST. EACH SHIP HAD 1 STACK MIDSHIP. PHOTOGRAPHS AS REQUIRED.

TOO: 261117/Z TOC: 262310/Z

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CONFIDENTIAL ROUTINE

FROM: CO 325 BOMB SQDN (VH) SACFE

TO: FAFSIC, COMWG 315

INFO: COMWG 314

CITE: A-253-SAC

THIS MSG IN 1 PART. MISSION NUMBER 116-A27 APRIL CURRENT

CANCELLED DUE TO WEATHER

TOO: 270745/Z TOC: 271335/Z

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FROM: 325 BOMB SQ (VH) SACFE

TO: FAFSIC COMWG 315

INFO: COMWG 314

CITE A-262 SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 117-A. 28 APRIL CURRENT, 325 BOMB SQ, 1 B-29 ACFT, NUMBER 9980, ROUTE D, ATD 0600 I ATA 2030 I SAME DATE. PART 2: SIGHTING 1, FREIGHTER WITH RUSSIAN FLAG 40 TO 50 PEOPLE ON DECK IN UNIFORM 1 STACK 2 BOOMS 1021 I 235 DEG 42 DEG 28 MIN NORTH 140 DEG 32 MIN EAST. 2: FREIGHTER WITH HAMMER AND SICKLE ON STACK, 1 STACK 4 BOOMS CARGO OF OD COLOR TRUCKS 1130 I 050 DEG 44 DEG 31 MIN NORTH 138 DEG 18 MIN EAST. 3: FREIGHTER WITH AMERICAN FLAG 1640 I 060 DEG 35 DEG 54 MIN NORTH 130 DEG 15 MIN EAST. 4: AMERICAN FREIGHTER MATSON LINE 1655 I 045 DEG 55 DEG 40 MIN NORTH 130 DEG EAST. 5: FREIGHTER JAP OR CHINESE WRITING 1800 I 050 DEG 35 DEG 50 MIN NORTH 133 DEG 10 MIN EAST. 6: UNIDENTIFIED FREIGHTER WITH MARKING A020 NO FLAG 1830 I 2550 DEG 35 DEG 50 MIN NORTH 134 DEG 40 MIN EAST. PHOTOGRAPHS AS REQUIRED

TOO: 281219/Z TOC: 281530/Z

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FROM: 325 BOMB SQ SACFE

TO: COMWG 315 FAF SIC

INFO: COMWG 314

CITE: A-267 SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 120-A, 29 APRIL CURRENT, 325 SQUADRON, 1 B-29 NUMBER 7769, ROUTE D, ATD 0600 ITEM ATA 2010 ITEM SAME DATE. PART 2: SIGHTING 1: TANKER 8000 TON LOW IN WATER 1 STACK AMIDSHIP RED FLAG RUSSIAN NAME WITH NAME ALDEN UNDERNEATH 1406 ITEM 180 DEG 35 DEG 08 MIN NORTH 125 DEG 18 MIN EAST. SIGHTING 2: BRITISH PASSENGER SHIP 5000 TONS NAME NANCHUNG, BRITISH FLAG, 6 KNOTS, APPEARED TO BE PASSENGER SHIP WITH SEVERAL SAMALL BOATS IN VICINITY 1430 ITEM 015 DEG 35 DEG NORTH 125 DEG 20 MIN EAST. 3: 8000 TON TANKER LOW IN WATER RUSSIAN FLAG 5 OR 6 KNOTS NAME IN RUSSIAN SIMILAR TO ARTUS, 1 STACK AMIDSHIP 1450 ITEM 310 DEG 34 DEG 57 MIN NORTH NORTHWEST 34 DEG 52 MIN NORTH 125 DEG 35 MIN EAST. 5: CARGO TRANSPORT 8000 TONS JAP OR CHINESE WRITING 1 STACK AMIDSHIP 2 HOLDS FORE AND 1 AFT NO FLAG 1829 ITEM 180 DEG 36 DEG 36 MIN NORTH 134 DEG 36 MIN EAST. PHOTOGRAPHS AS REQUIRED.

TOO: 291230/Z TOC: 292300/Z

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FM CO 325 BOMB SQ (VH)

TO FAFSIC 315 CW

INFO COMWG 314

CITE A271SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 121-A, DATE 30 APRIL CURRENT, 325 BOMB SQ, 1 B-29 NUMBER 2084. PART 2: MISSION ABORTED DUE TO MECHANICAL FAILURE

TOO: 010505/Z TOC: 010122/Z

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CONFIDENTIAL ROUTINE

FROM: CO 325 BOMB SQ (VH) SACFE

TO COMWG 3 1 5

INFO: COMWG 3 1 4

CITE: M-275-SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 121-A, 1 MAY CURRENT, 325 BOMB SQ, 1 B-29 NUMBER 084. ROUTE C, ATD 0515 ATA 2130 ITEM SAME DATE. PART 2: NO SIGHTINGS DUE TO WEATHER.

TOO: 011315/Z TOC: 011859/Z

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CONFIDENTIAL ROUTINE

FROM: CO 325 BOMB SQDN (VH) SACFE

TO : COMWG 315, FAFSIC

INFO: COMWG 314

CITE: A 279 SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 123-A, DATE 2 MAY CURRENT, 325 BOMB SQDN, 1 B-29. NUMBER 2224. PART 2, NO SIGHTINGS REPORTED DUE TO EXTREMELY POOR WEATHER

TOO: 021033/Z TOC: 021205/Z

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FROM: CO 325 BOMB SQ (VH) SACFE

TO: COMWG 315

INFO: COMWG 314

CITE: M 281 SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 124-A, 3 MAY CURRENT, 325 BOMB SQ, 2 B-29 ACFT NUMBERS 7769 AND 2224, ROUTES C AND D, ATD 0500 I ATA 1900 I SAME DATE. PART 2. SIGHTING 1: CHINESE FREIGHTER WITH 1 STACK, 1405 I, COURSE 120 DEGREES, APPROXIMATELY 50 PEOPLE VISABLE, NAME N W CHINA, POSITION 132 DEGREES 20 MINUTES EAST 38 DEGREES NORTH. SIGHTING 2 VESSEL THOUGHT TO BE CHINESE FREIGHTER BECAUSE OF ORIENTAL CHARACTERS ON SIDE AND NAME INGUAND, COURSE 310 DEGREES TIME 1410 I. SIGHTING NUMBER 3: YACHT, AT 1415 I COURSE 120 DEGREES, ALL SIGHTINGS IN SAME VICINITY, PHOTOGRAPHS AS REQUIRED.

TOO: 031445/Z TOC: 040540/Z

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FROM: CO YOKOTA AIR FORCE BASE (325 BOMB SQ VH SACFE)

TO : FAFSIC COMWG 315

INFO: COMP WING THREE ONE FOUR

CITE: M-286-SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 124-A, DATE 4 MAY CURRENT ROUTE D, 325 BOMB SQDN, 1 B-29. NUMBER 234, ATD 0500 ATA 2100, PART 2: RUSSIAN CARGO VESSEL HEAVY LOAD RUSSIAN FLAG NO PERSONNEL ON BOARD 1030/1 190 DEG 37 DEG 13 MIN NORTH 130 DEG 10 MIN EAST. 2: RUSSIAN CARGO, RUSSIAN FLAG, WHITE SUPERSTRUCTURE GUN EMPLACEMENTS NO GUN, NAME NEHNNJ. 1325/1 38 DEG 25 MIN NORTH 122 DEG 08 MIN EAST. PHOTOGRAPHS AS REQUIRED.

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FROM: CO 325 BOMB SQ (VH) SACFE

TO : FAFSIC, COMCOMWG 315

INFO: COMCOMWG 314

CITE: M-287-SAC

THIS MESSAGE IN 2 PARTS. PART 1: MISSION NUMBER 125-A, 5 MAY CURRENT, 325 BOMB SQ, 1 B-29 NUMBER 7760, ROUTE CHARLIE, ATD 0840/1 ATA 1915/1 SAME DATE. PART 2: SIGHTING ONE: A CARGO-PASSENGER SHIP WITH ORIENTAL WRITING ON SIDE, APPROXIMATELY 10,000 TONS, HAD NUMBER MØ18 ON SIDE AND 3 RED CROSSES, PACKED WITH ESTIMATED MINIMUM OF 1000 TROOPS ON DECK, COURSE 180 DEGREES TIME 1104/1 POSITION 39 DEGREES 15 MINUTES NORTH 134 DEGREES 43 MINUTES EAST. SIGHTING 2: CARGO-PASSENGER SHIP UNKNOWN NATIONALITY 10,000 TONS, HAD FOLLOWING SYMBOL IN WHITE LETTERS: NO14, WOMEN AND CHILDREN ABOARD, COURSE 180 DEGREES TIME 1104/. POSITION SAME AS ABOVE. SIGHTING 3: 10,000 RUSSIAN FREIGHTER, 1 STACK WITH BED SICKLE AND HAMMER AND SICLE, NAME NARBAY FIRST COURSE 215 BUT CHANGED TO 005 UPON APPROACH OF PLANE, 1425/1 36 DEGREES 55 MINUTES NORTH 130 DEGREES 27 MINUTES EAST. SIGHTING 4: 10,000 TON FREIGHTER NATIONALITY UNKNOWN NAME EMEACUS, HAD RED BLUE WHITE AND BLACK COLORS ON LONG BANNER ON TIME 1454/1 COURSE 380 DEGREES, POSITION 36 DEGREES 13 MINUTES NORTH 130 DEGREES 27 EAST. PHOTOGRAPHS TAKEN OF ALL SIGHTINGS AS REQUIRED. THIS WAS THE LAST MISSION SCHEDULED FOR THE 325 BOMB SQ BEFORE DEPARTURE FOR HOME STATION SO ANTICIPATE THAT THIS WILL BE FINAL SACFE- J RADIO. THANKS FOR YOUR FINE HELP AND COOPERATION....

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EYE
EEE V EYC NR 192 RR RR
EEE-T-PLF-T-TKD PLS
FM 325 BOMB SQDN. SACFE 180632/Z
TO COMAF FIVE
INFO COMFEAF
COMWG 314
GR 170 CLR

A-226-SAC

THIS MESSAGE IN TWELVE PARTS PD PART ONE SMCLN MISSION PER TRAINING FIELD ORDER THREE ZERO CMA THREE ONE FOUR WING DATED FIVE APRIL CURRENT CMA ONE SEVEN APRIL CURRENT THREE TWO FIVE BOMB SQUADRON FIVE BAKER DASH TWO NINE AIRCRAFT PD PART TWO SMCLN SQUADRON FORMATION BOMBING LAINCOURT ROCKS POSITION THREE SEVEN DEGREES ONE FIVE MINUTES NORTH ONE THREE DEGREES FIVE TWO MINUTES EAST PD PART THREE SMCLN ATDOG ZERO FIVE ZERO ZERO ITEM ALTITUDE TWENTY THOUSAND TIME OVER TARGET ONE FOUR ONE FIVE ITEM ATABLE ONE SIX THREE ZERO ITEM PD

EYC PAGE TWO / 192

PART FOUR SMCLN EXCELLENT PD PART FIVE NIL PART SIX NIL PART SEVEN NIL PART EIGHT SMCLN PHOTOGRAPHS AS REQUIRED PD PART NINE NIL PART TEN SMCLN POOR SNCLN FULL REPORT SUBMITTED POWAR PD PART ELEVEN SMCLN SIX BOMBS PER AIRCRAFT ONE THOUSAND POUND GENERAL PURPOSE ALL DROPPED SMCLN NO AMMUNITION CARRIED PD PART TWELVE NIL PD END

180640/Z

TOS V EYC 180649/Z MJG
TOR V EEE 180649/Z PHANTOM

UNCLASSIFIED ROUTINE

Incl 23

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FROM: CO 325TH BOMB SQ (VH) SACFE 201102/Z ROUTINE

TO: COMAF FIVE
INFO CO FEAF
COMCOMWG THREE ON FOUR
CITE: A 23 SAC
GPS 3680

THIS MESSAGE IN TWELVE PARTS PART ONE TRAINING FIELD ORDER FOUR FROM HQ FIFTH AIR FORCE DATED SIX APRIL CURRENT PD MISSION PERFOMRED TWO ZERO CURRENT BY THREE TWO FIVE BOMB SQUADRON SACFE PD EIGHT BAKER DASH TWO NINE AIRCRAFT PD PART TWO HIGH ALTITUDE BOMBING ATTACKS AGAINST GREEN DEFENSE INSTALLATION AT NAGASAKI CMA SHIGANO SHIMA CMA IWAKUNI CMA ITAMI AND SHIROI PD PART THREE CMA FIRST AIRCRAFT TOOK OFF AT ZERO SIX FOUR ZERO ITEM AND REMAINDER AT ONE MINUTE INTERVALS THEREAFTER PD FOUR OF THE AIRCRAFT ATTACKED IN FORMATION AT SIXTEEN ANGLES OMITTING NAGASAKI BECAUSE OF CLOUDS PD TIME OVER TARGETS FOR THE FORMATION WERE SHIGANO SHIMA ONE THREE ONE FOUR ITEM CMA IWAKUNI N/ONE THREE FOUR SIX ITEM CMA ITAMI ONE FOUR TWO TWO SIX ITEM CMA AND SHIROI ON FIVE TWO FOUR ITEM PD TWO AIRCRAFT FAILED TO REACH TARGETS DUE TO WEATHER CONDITIONS CMA SHIP NINE EIGHT ZERO FIVE REACHED ONLY NAGASAKI AT EIGHTEEN ANGLES ITEM OVER TARGET ONE TWO TWO FIVE ITEM PD ONLY SHIP TWO ONE ONE ONE REACHED ALL TARGETS CMA FLYING AT NINETEEN ANGLES CMA TIME OVER TARGETS WERE NAGASAKI ONE TWO THREE FIVE ITEM CMA SHIGANO SHIMA ONE TWO FOUR EIGHT ITEM CMA IWAKUNI ONE THREE ZERO NINE CMA ITAMI ONE THREE FOUR THREE CMA AND SHIOI ON FIVE ONE REPORT AND SHIROI ONE FIVE THREE SEVEN ITEM PD AT ABLE FOR EACH AIRCRAFT CLN TWO ONE ONE ONE CMA ONE FIVE ONE FIVE ITEM SMCLN SEVEN SEVEN SIX ZERO CMA ONE FIVE THREE ZERO ITEM SMCLN NINE EIGHT ZERO FIVE CMA FIVE FOUR FIVE ITEM SMCLN ONE NINE TWO THREE CMA ONE FIVE FIVE FIVE ITEM SMCLN NINE NINE THREE NINE CMA ONE SIX ZERO ZERO ITEM SMCLN NINE NINE EIGHTH ZERO CMA ONE SIX ZERO ONE ITEM SMCLN AND TWO TWO THREE FOUR CMA ONE SIX ONE FIVE ITEM PD PART FOUR NO BOMBS CARRIED PART FIVE NIL PART SIX NIL PART SEVEN NIL PART EIGHT NIL PART NINE NIL PART TEN VERY POOR FLYING WEATHER ENCOUNTERED EN ROUTE CMA FULL REPORT SUBMITTED BY POMAR PD PART ELEVEN NONE CARRIED PART TWELVE NIL PD END

TOS V EYC 201259/Z
TOR V EEE 291259/Z

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CONFIDENTIAL ROUTINE

FROM: 325 BOMB SQDN SACFE
TO: COMAF 5
INFO: FEAF, COMWG 314
CITE: A 245 SAC

THIS MESSAGE IN 12 PARTS. PART 1, MISSION NUMBER 31 HQ 314COMWG DATED 5 APRIL CURRENT PERFORMED 24 APRIL CURRENT 325 BOMB SQDN (VH) 9 B-29's AND 1 F-13, PART 2; SQDN FORMATION BOMBING LAINCOURT ROCKS. PART 3; ATD 1st PLANE 0530 AND REMAINDER AT 1 MINUTE INTERVALS. ATD F-13 0445, TIME OVER TARGET 1336 ITEM AT 20000 FEET, ATA AS FOLLOWS: 1ST SHIP 1930 ITEM, 2005, 20005, 2015, 2020, 2022, 2030, 2112, 2150, 2150. PART 4; 42 BOMBS DROPPED ON TARGET, 12 BOMBS JETTISONED NEAR TARGET. BOMBS DROPPED 1 TARGET STARTED SOMEWHAT SHORT AND WALKED UP THE CENTER OF TARGET. EXCELLENT. PART 5 NIL PART 6 NIL PART 7 NIL PART 8 VERTICAL STRIKE PHOTOS FROM ATTACKING AIRCRAFT. PART 9 0806 ITEM 2 LUMBER BOATS COURSE 280 LOCATION 23 DEGREES 26 MIN NORTH 134 DEG 15 MIN EAST. TRANSPORT CARGO COURSE NORTH EAST 33 DEG 27 MIN NORTH 132 DEG 10 MIN EAST. 1456 ITEM 2 MAST SCHOONER SAIL SET COURSE 350 DEG LOCATION 40 DEG 17 MIN NORTH 132 DEG 28 MIN EAST. 0910A FREIGHTER COURSE 2703 DEG 45 MIN NORTH 132 DEG 05 MIN EAST. 0914 COURSE 100 DEG LOCATION 33 DEG 45 MIN NORTH 131 DEG 40 MIN EAST. 1040 COURSE 150 DEG LOCATION 33 DEG 24 MIN NORTH 126 DEG 30 MIN EAST. 09502 SMALL SHIPS COURSE 215 DEG LOCATION 129 DEG 05 MIN EAST 33 DEG 20 MIN NORTH INTERNALLY POWERED SPEED 8 KNOTS. 1000 COURSE 090 5 THOUSAND TON LOCATION 128 DEG 37 MIN EAST 33 DEG 35 MIN NORTH SPEED 10 KNOTS. 10073 MAST SCHOONER SAIL STOWED COURSE 36 DEG LOCATION 128 DEG 19 MIN EAST 33 DEG 35 MIN NORTH SPEED

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FROM: 325 BOMB SQDN SACFB TO: COMAF 5 CITE: A 245 SAC

8 KNOTS 1021 ITEM RUSTY FREIGHTER 8000 TONS COURSE 100 DEG LOCATION 33 DEG 28 MIN NORTH 127 DEG 50 MIN EAST SPEED 10 KNOTS. 0804 PASSENGER SHIP 67-000 TONS COURSE 3005 DEG LOCATION 33 DEG 19 MIN NORTH 131 DEG 58 MIN EAST. ONLY THIS SIGHTING PHOTOGRAPHED: VERTICALS. PART 10 ENROUTE TO TARGET EXCELLENT, AT TARGET EXCELLENT, FROM TARGET FAIR TO POOR. PART 11 GENERAL PURPOSE BOMBS 1-000 LBS; NO AMMO. PART 12

TOO: 241350/Z TOC: 242345/Z

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CONFIDENTIAL ROUTINE

FROM: CO 325 BOMB SQ SACFE

TO: COMAF FIVE

INFO: FEAF

COMWG 314

CITE: A261 SAC

THIS MESSAGE IN 12 PARTS. PART L, TFO-28. 5 APRIL CURRENT 325 BOMB SQ ON 28 APRIL CURRENT 8 B-29 ACFT INCLUDING 1 WEATHER SHIP. PART 2: HIGH ALT BOMBING LAINCOURT ROCKS. PART 3 ATD 0345 AND 1 MINUTE INTERVAL ALT 20,000 TIME OVER TARGET 1201 ATA FROM 1730 TO 1830 I. PART 4 EXCELLENT MOST BOMBS WITHIN 200 FEET OF THE ROCK PART 5 NIL PART 6 NIL PART 7 NIL PART 8 VERTICAL STRIKE PHOTOGRAPHS PART 9 FREIGHTER 20,000 TONS APPARENTLY HEAVILY LADEN 0805 I 150 DEG 33 DEG 31 MIN NORTH 129 DEG 52 MIN EAST. PASSENGER BARGE 1120 I 180 DEG BETWEEN ULLUNG DO ANN KOREAN COAST. TANKER NATIONALITY UNKNOWN 2 TO 3 THOUSAND TONS 0939 I 350 DEG 37 DEG 30 MIN NORTH 129 DEG 18 MIN EAST. PART 10 ENROUTE EXCELLENT AT TARGET EXCELLENT MODEST GENERALLY GOOD FULL REPORT POMAR*. PART 11 42 BOMBS 1,000 LB GP AND NO AMMO PART 12 NIL

TOO: 281217/Z TOC: 281545/Z

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CONFIDENTIAL ROUTINE

FROM: 325 BOMB SQDN (VH) SACFE

TO: COMAF FIVE

INFO: FEAF, COMNG 314

CITE: A-266 SAC

THIS MESSAGE IN 12 PARTS. PART L; MISSION NUMBER TFP 02, 29 APRIL CURRENT, 325 BOMB SQDN, 7 B-29's, PART 2: SIMULATED HIGH ALT BOMBING ON KIMPO AFB. PART 3: ATD 0500 ALT 17000 TIME OVER TARGET 1412 ITEM: ATA 1730 TO 1830 ITEM. PART 4: ALL SHIPPS CROSSED TARGET IN FORMATION CAMERA ATTACK ONLY. PART 5: NIL PART 6: NIL. PART 7: NIL. PART 8: VERTICAL PHOTOS OF TARGET AREA. PART 9: 12000 TON FREIGHTER NATIONALITY UNKNOWN 1715 ITEM 270 DEG 34 DEG 32 MIN NORTH 14 DEG 55 MIN EAST. 2 FREIGHTERS NATIONALITY UNKNOWN 15000 TONS ABOUT 10 KNOTS 1015 ITEM 120 DEG 37 DEG 47 MIN NORTH 134 DEG 04 MIN EAST. PART 10: ENROUTE TO TARGET, GOOD, OVER TARGET: GOOD. FROM TARGET TO YOKOTA: FAIR. PART 11: NIL PART 12: NIL

TOO: 291228/Z TOC: 292250/Z

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UNCLASSIFIED ROUTINE

FROM CO 325TH BOMB SQ (VH) SACFE YOKOTA AFB 021030/Z
TO COMAF FIVE (R)
INFO COMFEAF (R)
COMWG THREE ONE FOUR (R)
CITE: 278-SAC
GR 219

THIS MESSAGE IN TWELVE PARTS PD PART ONE CMA MISSION NUMBER ONE TWO THREE ABLE CMA TWO MAY CURRENT CMA THREE TWO FIVE BOMB SQ CMA SIX BAKER DASH TWO NINE AIRCRAFT PD PART TWO CMA HIGH ALTITUDE BOMBING ATTACK ON LAINCOURT ROCKS PD PART THREE CMA ATD WEATHER SHIP ZERO SIX ZERO ZERO ITEM CMA OTHER FIVE ACFT ZERO SEVEN ZERO ZERO ITEM PLUS ONE MINUTE INTERVAL BETWEEN SHIPS CMA TIME OVER TARGET ONE TWO THREE

EYC PAGE TWO

CMA ALTITUDE TWO ZERO ZERO ZERO ZERO FEET CMA ATA FROM ONE SEMEN THREE ZERO ITEM TO ONE NINE THREE ZERO ITEM PD PART FOUR CMA WEATHER SO POOR AT TARGET THAT BOMBS HAD TO BE JETTISONED LATTER IN THE OPEN SEA PART FIVE NIL PART SIX NIL PART SEVEN NIL PART EIGHT NIL PART NINE NIL PART TEN CMA ENROUTE TO TARGET CMA AT TARGET CMA AND RETURN FROM TARGET CMA ALL VERY POOR CMA WITH PILOTS FLYING AT MOST OF THE WAY PD PART ONE ONE CMA ONE EIGHT GENERAL PURPOSE ONE ZERO ZERO ZERO POUNDERS CMA NO AMMUNITION PD PART ONE TWO NIL PD END

TOS V EYO 021055/Z
TOR V EEE 021055/Z

Incl 28

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UNCLASSIFIED ROUTINE
FROM 325 BOMB SQ SACFE
TO COMAF FIVE
INFO COMFEAF
314 COMWG
CITE M-290-SAC

THIS MESSAGE IN ONE TWO PARTS PD PART ONE CMA MISSION NUMBER ONE TWO FIVE DASH ABLE CMA FOUR MAY CURRENT CMA THREE TWO FIVE BOMB SQ CMA ONE FOX DASH ONE THREE CMA SEVEN BAKER DASH TWO NINE PD PART TWO CLN SIMULATED HIGH ALTITUDE BOMBING ATTACK ON KIMPO AFB PD PART THREE CLN ATD ZERO FOUR THREE ZERO ITEM TIME OVER TARGET ONE FOUR ZERO THREE ITEM CMA ATA ONE SEVEN FIVE ZERO OVER YOKOTA PD PART FOUR SIMULATED PD PART FIVE CMA NIL PART SIX CMA NIL PART SEVEN CMA NIL PART EIGHT CMA VERTICAL PART NINE CMA NIL PART TEN CMA ENROUTE TO TARGET POOR OVER GOOD RETURN TO BASE GOOD CMA FULL REPORT ON POMAR PD PART ELEVEN CMA NIL PART TWELVE CMA NIL PD END

TOS 070725/z
TOR 070725/z

Incl 29

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325TH BOMBARDMENT SQUADRON (VH)
92ND BOMBARDMENT GROUP (VH)
SPOKANE AIR FORCE BASE
SPOKANE, WASHINGTON

18 May 1948

SUBJECT: Letter of Transmittal

THRU: Commanding Officer
92nd Bombardment Group (VH)
Spokand Air Force Base
Spokand, Washington

TO: Commanding General
92nd Bombardment Wing VH
Spokane Air Force Base
Spokane, Washington

In compliance with paragraph 2 A (e) (f), Field Order 29, 25 March 1948, Hq 92nd Bomb Wing VH, attached hereto is the report of this Squadron while on TDY in Japan.

RICHARD D STEPP
Lt. Col., USAF
Commanding

10 Incls.
1. Summary and Recommendations
2. Intelligence
3. Operations
4. Engineering
5. Armament and Ordnance
6. Supply
7. Administrative
8. Communications
9. Flight Engineer's logs and Flight Plans
10. Navigators Logs

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A3OP 311.5 1st Ind

HEADQUARTERS 92ND BOMBARDMENT WING, VH, Spokane Air Force Base, Spokane, Washington.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colo.

1. In compliance with 15th AF Field Order No. 36, attached is the detailed report on the mission of the 325th Bombardment Squadron, 92nd Bombardment Group, to the Far East Air Force.

2. The 325th Bombardment Squadron flew 1765:30 hours. This surpassed the previous flying time accomplished on a 30-day mission to FEAF by 65 hours.

3. This headquarters concurs in the recommendation that Flyaway Kits be completely equipped not less than seven days prior to departure. Every effort will be made at this headquarters to fulfill this requirement.

4. Primary and secondary frequencies used for contacts with with KSF (San Francisco) were assigned aircraft prior to departure this base. The Route Guide Carried By the radio operator lists five (5) CW frequencies that can be used for contacts with KVM. One of these frequencies, depending upon conditions and time of day, is selected and included in guard change message as primary frequency for KVM. This guard change message is sent to the aircraft during his first CW contact with KSF. This frequency cannot be given prior to take-off due to the lapse of time between take-off and reaching the extreme point of Hawaiian Control Zone due to continual changing of operation ionospheric conditions which control the selection of frequencies. The cause of the problem appears to be as follows:

a. When it became apparent to KVM that the frequency in use was fading, the operator sent out a general call to the aircraft to change frequency (and immediately assigned the new frequency). At this point the band closed so fast he was unable to get receipts from all aircraft. Due to the non-receipt of the frequency change message, there were three courses of action open to the radio operators.

(1) Use his buddy system to check with other aircraft in order to find out whether or not he had missed some important information from the control station.

(2) Switch to the KSF primary frequency and ask for new KVM frequency assignment.

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A3OP 311.5 1st Ind
Subject: Letter of Transmittal

(3) Call either KSF or KVM on emergency frequency, 8280, and ask for new assignment.

b. Possible suggestions or recommendations.

(1) Request San Francisco to include a secondary frequency in the guard change message.

(2) Suggest that the ground stations increase the control of the nets by making all the initial calls and the aircraft answering with their position reparts. This system would limit the traffic and avoid excess calling by the aircraft, thus, a maximum amount of traffic can be handled in a minimum amount of time.

5. This headquarters concurs in the recommendation that aircraft committed for overseas mission of 30 days or more be stood down ten days prior to departure for maintenance. Three days prior to departure all maintenance should be complete and aircraft is then given a shake-down and instrument calibrate on flight. Two days prior to departure, loading of aircraft should start with all loading accomplished one day prior to departure.

6. This Headquarters concurs in the recommendation that aircraft attached to a squadron for support arrive at least two days before departure.

FOR THE COMMANDING OFFICER:

ROY P. SAMPSON
Maj, USAF
Adj

10 Incl:
n/c

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No file number 18 ~~May~~ June 48
Subject: Letter of Transmittal (Rpt of 325th BS, 92d BG to Japan, 5 Apr to 11 May 48)

AG 373 A30 2d Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo

To: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Forwarded in compliance with SAC FO 9, 17 Mar 48.

a. First Ind, par 3. Concur with recommendations in cited First Ind and recommend that CG Air Materiel Command be requested to supply necessary parts in sufficient time to permit completion of flyaway kits prior to departure of aircraft.

b. First Ind, par 4b(1) and (2). Concur with recommendations.

c. First Ind, par 6. Recommend concurrence where circumstances permit, that aircraft attached to support moves of units to overseas theaters arrive at least two days prior to departure.

2. a. Tab III, Section, Operational Requirements and Difficulties Encountered Prior to Departure for Japan. The attention of the CG, 92d Wing has been drawn to SAC Reg 60-3 which designates ditching procedure and positions to a maximum of 20 persons per aircraft.

b. Tab III, par 2. This Headquarters has indicated to wing commanders where shortages exist in units directed to proceed on periods of TDY to overseas theaters that such shortages shall be filled by transfer of personnel internally within the wing.

3. From an analysis of the flying time accomplished, it is considered by this Command that more training could be accomplished than is indicated by an analysis of the training missions, and there appears to be no reason for restricting the training accomplished on these missions. To assist groups and squadrons in accomplishing the desired amount of training while on TDY outside the ZI, it is recommended that the Commanding General, Pacific Air Command, be approached to set up training missions to include a proportionate amount of SAC training as follows:

a. One 3780 nautical mile long range cruise control mission per crew.

b. Fighter interception exercises utilizing gun cameras and exposing gun camera film.

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BASIC: Ltr, 92d Bomb Gp, 18 May 48, subj "Ltr of Transmittal"

c. Air to ground gunnery practice expending live ammunition.

d. Minimum of 20 practice bombs per crew to be dropped from above 25,000' with strike photos (at least 19 to be dropped by radar).

FOR THE COMMANDING GENERAL:

s/ D. T. Hamilton
Lt Col USAF
Asst Adj Gen

10 Incls: n/c

SAC 373 (18 May 48) 3d Ind A3B3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 25 JUN 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C. ATTENTION: Lt Col Meng

FOR THE COMMANDING GENERAL:

/s/ A.M.
/t/ ALAN MARCEAU,
CWO, USAF
Asst Adj Gen

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Withdrawn 2 Incls - Incls 9 and 10

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RT/476

14 DEC 1948 CACCC-132

FROM: CG FAC AIR COMD HICKAM AFB

TO: CG 92 BOMB SPOKANE AFB

INFO CG SAC OFFUTT AFB

CG 15AF COLORADO SPGS

RBOURAD CHARLIE ABLE CHARLIE CHARLIE ONE FOUR ONE CMA THREE TWO PERS NINE EIGHT BG NOW HOSPITALIZED WITH DIAGNOSIS BACILLARY DYSENTERY PD BACTERIOLOGICAL EXAMINATION REVEALS CAUSATIVE ORGANISM SHIGELLA DYSENTERIAE PD POINT OF INFECTION OBVIOUSLY KADENA AIRPORT OKINAWA PD MOVEMENT WHEN COMPLETED WILL TOTAL SEVEN FOUR NINE MEN IN AIR AND GROUND CREWS CMA MAJORITY ARE ALREADY PRESENT ON MAINLAND AND MANY ANTICIPATING SEPARATION OR CHRISTMAS LEAVES INTRODUCING POSSIBILITY OF NUMEROUS CARRIERS CAPABLE OF PRODUCING EPIDEMICS IF PRECAUTIONARY WARNINGS AND MEASURES NOT INSTITUTED PRIOR TO DISPERSAL OF PERS PD ONLY PERS WITH ACUTE SYMPTOMS HAVE BEEN HOSPITALIZED HERE PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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PARAPHRASE

FROM: COMGENSAC 19 NOV 1948

TO: CSUSAF, WASHINGTON, D.C.

BECAUSE OF HEAVY ROTATI NAL LOAD AND SPECIAL WEAPONS PROGRAM, IT MAY BE POSSIBLE THAT 92ND BOMB GP, DUE TO REPLACE 98TH GP IN FEAF EARLY IN DECEMBER, MAY NOT BE ABLE TO MAN 30 PLANES. REQUEST THAT 98TH GP BE RETURNED INTACT, EVEN THOUGH 92ND GP MAY NOT BE ABLE TO SEND 30 PLANES.

PARAPHRASE

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SI/1038

24 NOV 1948 AFOOP-D53622

FROM COFS USAF WASH DC

TO: CG SAC OFFUTT AFB NEBR

36

REURAD ONE TWO ABLE ONE CHA FIVE THREE ZERO NINE CHA DTD ONE NINE NOV FOUR EIGHT PAREN PARA ONE PD YOU ARE AUTHORIZED TO DELAY DISPATCH OF NINE TWO BOMB GROUP TO FEAF UNTIL ONE FIVE DECEMBER FOUR EIGHT AND TO MOVE IT AT MAXIMUM STRENGTH PRACTICABLE WITHOUT UTILIZING RETURNING UK PERSONNEL WITH OUT DEPLETING OTHER BOMB WINGS PD PARA REQUEST THIS HQ BE FURNISHED SOONEST THE NUMBER OF ACFT AND PERSONNEL YOU EXCEPT TO DISPATCH WITH NINE TWO BOMB GROUP PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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ST/1049

24 NOV 1948 AFOOP 53627

FROM CSAF WASH DC

TO: CG SAC OFFUTT AFB NEBR

CURAD FIVE THREE SIX TWO TWO DTD TWO FOUR NOV FOUR EIGHT IS RESCINDED FD NINE TWO TWO B GROUP DEPARTURE ID DELAYED INDEFINITELY FD NINE EIGHT BOMB GP WILL BE RETURNED TO SI SIX DEC FOUR EIGHT FD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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ST/1186

30 NOV 1948 AX 1332A-3

FROM CG FEAF TOKYO JAPAN

TO: CG SAC OFFUTT AFB NEB

CG CINCFE

INFO CS USAF ATTN AT G-3 D C WHITEHEAD

SUBJ IS SUSPENSION OF MOVEMENT TO FEAF OF NINE TWO BOMB GP PD

THIS RAD IN THREE PARTS PD PART ONE PD FEAF HAS RECD INFO COPIES OF TWO RADIOS WHICH STATE THAT QUOTE ROTATION OF NINE TWO BOMB GP TO FEAF IS INDEFINITELY POSTPONED PD NINE EIGHT GP WILL RETURN ON SCHEDULE PD UNQU TWO RADS ARE OBOE DOG CHARLIE TWO ABLE ONE CMA FIVE THREE SEVEN FIVE DTD TWO SIX NOV FOUR EIGHT FROM SAC TO CO FLT ABLE EIGHT RESCUE UNIT HAMILTON AFB AND ABLE THREE ZERO RETUR SIX ZERO EIGHT THREE DTD TWO NINE NOV FOUR EIGHT FROM NINE TWO GP TO CO THREE TWO COMP WING OKINAWA PD PAR PART TWO PD THIS IS NOT IN ACCORDANCE WITH AGREEMENTS BETWEEN YOUR HQ AND FEAF CMA CONCURRED IN BY CINCFE PD RE IS MADE TO FOL CORRESPONDENCE CLN ABLE PD URAD WILLIAM XRAY NINE TWO TWO ZERO TWO DTD TWELVE DEC FOUR SEVEN PD BAKER PD OURAD ABLE XRAY TWO SEVEN FOUR FOUR DTD TWO TWO DEC FOUR SEVEN PD CHARLIE PD URAD MARX NINE THREE FIVE TWO THREE DTD EIGHT

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Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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ST/1186

30 NOV 1948 AK 1332A-3

JAN FOUR EIGHT FD DOG FD OUEL LTR FILE ABLE GEORGE THREE SEVEN THREE DASH TWO TWO FEB FOUR EIGHT SUBJ QUOTE ROTATION OF ZEBRA ITEM VICTOR HOW BAKER GFS TO THE PACIFIC FD UNQUOTE EASY FD YOUR LTR CMA SAME SUBJ CMA DTD THREE ZERO MARCH FOUR EIGHT INCLOSING DIRECTIVE TO SAC FD FOR PART THREE FD IN VIEW OF AGREEMENTS REACHED IN ABOVE LISTED CORRESPONDENCE CMA CINCFE DOES NOT CONCUR IN THE RELEASE OF NINE EIGHT BOMB GROUP UNITL THE NINE TWO OR EQUIVALENT REPLACEMENT IS IN THEATER FD REQUEST YOUR HQ TAKE ACTION TO CLARIFY THIS MATTER AND NOTIFY US SOONEST FD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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PARAPHRASE

FROM: COMGENSAC 1 DEC 48

TO: COMGENFEAF, TOKYO, JAPAN

PENDING DECISION ON ROTATION TO FEAF BY JOINT CHIEFS OF STAFF, USAF HAS ORDERED INDEFINITE SUSPENSION OF ROTATION OF 92ND GP TO FEAF. 98TH GP TO BE RETURNED TO ZI 6 DEC 48.

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PARAPHRASE

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ST/139

2 DEC 1948

AFOOP-D53885

FROM COFS USAF WASH DC

TO: CG SAC OFFUTT AFB NEBR

RECURAD AFOOP FIVE THREE SIX TWO SEVEN DTD TWO SIX NOV FOUR EIGHT

PD ROTATION OF MEDIUM BOMBER GROUPS TO FEAF IS DISCONTINUED PD

NINE EIGHT BG WILL RETURN AS SCHEDULED PD

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Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 5II and 6CA (4), AR 380-5, 15 August 1946.

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S E C R E T

PARAPHRASE

FROM: COMSTRATAIRCOMD 9 January 1948

TO: CG AF 15 AF COLO SPGS COLO

SINCE 115/145 RATED FUEL IS SUITABLE FOR B-29 PLANES, FLIGHTS TO HAWAII AUTHORIZED 25 JAN 48 TO 20 MARCH 48. LARGE QUANTITY OF 100/130 FUEL TO BE AVAILABLE IN HAWAII AFTER 1 MARCH 48.

PARAHPRASE

S E C R E T

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A3C3A

SAC 373 (29 Jan 48) 29 January 1948

SUBJECT: Continuance of VHB Training Flights to Hawaii.

TO: Chief of Staff
United States Air Force
Washington 25, D.C.

1. It is requested that the current eight (8) week period of VHB training flights to Hawaii be continued indefinitely.

2. A continuance of these flights will permit this headquarters to train additional VHB units in long range overwater navigation flights.

3. The same operational plan as is currently being followed will be utilized.

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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HEADQUARTERS
STRATEGIC AIR COMMAND
BOLLING FIELD, WASHINGTON 20, D. C.

19 March 1948

FROM: CG 7TH AF HICKAM FLD TH

TO: CG SAC ANDREWS AFB MD

INFO CS USAF WASH DC

THIS COMMAND REQUESTS SAC CANCELLATION FOR INDEFINITE PERIOD OF ALL MISCELLANEOUS BAKER DASH TWO NINE TRAINING FLIGHTS FROM ZI TO HAWAII AND RETURN PD THIS REQUEST MADE IN LIEU OF REORGARIZATION CMA ADDITIONAL WORK LOAD AND OTHER PRIORITY PROJECTS WITHIN COMMAND PD IN NO WAY IS THIS TO PRECLUDE THE MONTHLY BAKER DASH TWO NINE OPERATIONAL FLIGHTS TO FEAF PD IT ONLY REQUESTS CANCELLATION OF THOSE BAKER DASH TWO NINE TRAINING FLIGHTS FROM ZI TO THIS AREA AND RETURN PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

A3C3A

SAC 373 (25 Mar 48) 25 March 1948

SUBJECT: Hawaiian Training Flights.

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. The following TWX was received from Commanding General, Seventh Air Force, Hickam Field, Hawaii, on 19 March 1948:

> "This command requests SAC cancellation for indefinite period of all miscellaneous B-29 training flights from ZI to Hawaii and return. This request made in view of reorganization, additional work load and other priority projects within command. In no way is this to preclude the monthly B-29 operational flights to FEAF. It only requests cancellation of those B-29 training flights from ZI to this area and return."

2. Training flights to Hawaii are placed in the same category as training flights to the Caribbean, Alaska, and other areas. These training flights are required by this command to provide necessary diversified training in navigation, cruise control, airplane loading, mechanical repairs, part replacement and strange field landings. Without this continued training, this command would fall short in meeting its commitment in maintaining proficiency in global warfare training.

3. This command requests that Headquarters, United States Air Force, determine that the continuance of subject training flights would tend to create an excessive work load because of subsequent priority projects assigned to the Seventh Air Force which are unknown to this headquarters, and that a decision be rendered as soon as feasible directing an indefinite cancellation or continuance under existing directive.

4. This command is continuing training flights to Hawaii under present directive pending decision from your headquarters.

FOR THE COMMANDING GENERAL:

s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

CT/16

31 March 1948

FROM: AFOPO SIGNED AFCCS

TO: CG SAC ANDREWS AFB MD

CG PAC AIR COMD HICKAM FIELD TH

REURAD PETER ABLE CHARLIE SEVEN ONE SIX FOUR DATED ONE NINE MARCH FOUR EIGHT PARA ONE PD CG SAC HAS INFORMED THIS HEADQUARTERS THAT SAC TRAINING FLIGHTS TO HAWAII HAVE BEEN SUSPENDED PER REQUEST CONTAINED IN CITED RADIO PD IT IS DESIRED THAT SAC TRAINING FLIGHTS TO HAWAII BE RESUMED UNDER CONDITIONS PREVIOUSLY APPLICABLE PD CG PACAIRCOM WILL FURNISH SAC AIRCRAFT AND CREWS NECESSARY SERVICING CMA HOUSING CMA MESSING AND EMERGENCY THIRD ECHELON MAINTENANCE AND REPAIR PD PART TWO PD RE PROPOSED JOINT EXERCISE FOR DESTRUCTION OF BB NEW YORK AND NEVADA PD USAF WILL NOT PARTICIPATE IN THE HIGH ALTITUDE PHASE OF THE PROJECT FOR THE FOLLOWING REASONS CLN PAREN ONE PAREN PHASE IS GIVEN SUCH LOW PRIORITY THAT TARGETS WILL BE VIRTUALLY DESTROYED BEFORE BOMBARDMENT PHASE BEGINS PD PAREN TWO PAREN ANY MUNITIONS TO BE TESTED REQUIRE INSPECTION OF TARGET AFTER BOMBING TO EVALUATE RESULTS PD BECAUSE OF DAMAGE WHICH WILL BE CAUSED BY EARLIER PHASE ATTACKS POSITIVE EVALUATION OF RESULTS CAN NOT BE MADE PD PAREN THREE PAREN RELATIVELY SLIGHT TRAINING VALUE IS INCOMMENSURATE WITH EXCESSIVE EFFORT NECESSARY TO COMPLETE HIGH ALTITUDE BOMBARDMENT PHASE PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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AC 373 (20 Apr 48) 20 April 1948

SUBJECT: Hawaiian Training Flights.

TO: Commanding General
Eighth Air Force
Carswell Air Force
Fort Worth, Texas

(Identical letters sent to CG's, Fifteenth AF & 307th Bomb Wg, VH)

1. Previous correspondence and directives pertaining to Hawaiian Training Flights are hereby rescinded and the policy and rules contained herein will govern.

2. Your headquarters is authorized to dispatch to Hawaii and return to Zone of Interior, VHB aircraft as indicated. Subject aircraft will depart from stations of your command and will proceed directly to Hawaii, normally to remain no longer than twenty-four (24) hours and in any event not to exceed two (2) nights, and return to home station. Stations east of Mississippi River are authorized landings at SAC stations west of Mississippi if desired.

Inclusive Dates Each Month	Command	Aircraft Per Period
1 through 11	Eighth AF	8
12 through 15	307th Bomb Wg	3
16 through last day	Fifteenth AF	12

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a. Inclusive dates are the periods aircraft are permitted to be in Hawaii.

3. Subject authorization is contingent on the following:

a. Purpose of flight is to be crew training.

b. All flights will be designed to require complete crew coordination and to provide training for each combat crew member in his specialty.

(1) All navigators, when flying in a crew capacity, will be required to determine the aircraft position at least once an hour by celestial fixes

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of position when feasible. Within limits consistent with safety, the navigator will utilize only DR and celestial means of navigation. Radio fixes will be used only during instrument conditions over land when radar is not operational. The airplane commander and pilot will utilize radio aids without restrictions. All fixes will be recorded in the navigator's log. Whenever possible, Loran will be utilized.

(2) All flight engineers, when flying in crew position, will practice long range cruise control in accordance with SAC Regulation 50-16, dated 9 July 1947.

(3) Bombs will be carried on all missions departing Zone of Interior and dropped by radar and/or visual methods. Bomb cameras will be utilized to record all hits. So far as possible or practical, bombing targets available nearest Hawaii will be used.

(4) Each gunner will fire ammunition from his assigned sighting station. Firing ammunition from secondary position is optional.

(5) Fighter interception will be provided by Air Defense Command of Hawaii at which time gun camera film will be exposed from VHB aircraft (daylight hours only).

4. All personnel on flight will be covered by written operational or other suitable orders. Copies will be presented at time of "check in" at Hawaii.

5. Special foreign clearing facilities of home station concerned will be utilized. Necessary action to assure compliance with pertinent immigration, customs, plant quarantine and public health regulations will be the responsibility of the commanding officer of home station of aircraft and/or crew concerned.

6. The Commanding Officer, Naval Air Station, Barbers Point, TH, will be advised at least twenty-four (24) hours prior to departure for Hawaii:

a. Number and type aircraft.

b. Proposed date and estimated time of arrival.

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c. Station originating flight, destination and planned route.

d. Estimated date and time of departure from Hawaii on return to Zone of Interior.

e. Number of personnel for whom messing and billeting facilities are required.

Send information copies to: Commander-in-Chief, Pacific Fleet, Hawaii; Commander, Hawaiian Sea Frontier, Hawaii; Commander, Hawaiian Area, Hawaii; Commander, Naval Air Base, 14th Naval District, Barbers Point, Oahu; Commanding General, Seventh Air Force, Hickam Field, Hawaii; Commanding General, Pacific Division, ATC, Hickam Field, Hawaii.

7. Direct communication is authorized with Headquarters, Air Rescue Service, Air Transport Command, Washington 25, D. C., with information copies to the following listed Air Rescue Service Units which may be located along the line of flight:

8th Rescue Unit, Flight "A"
Hamilton AF Base, San Rafael, California

8th Rescue Unit, Flight "C"
McChord AF Base, Tacoma, Washington

8th Rescue Unit, Flight "B"
March AF Base, Riverside, California

9th Rescue Unit, Flight "A"
Lowry AF Base, Denver, Colorado

a. The following information will be furnished to the above units, whose services are desired to alert, forty-eight (48) hours before departure.

(1) Proposed date and time of departure.

(2) Destination and planned route.

(3) Estimated time of arrival.

(4) Number and type aircraft.

(5) Operational air-to-ground and air-to-air radio frequencies and call signs to be used.

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A3C3A 373 20 Apr 48
Ltr to CG, Eighth AF, subj "Hawaiian Tng Flts," contd.

8. Flights with VIP aboard will notify Commanding General, Pacific Air Command, Hickam Field, Hawaii; Commanding General, Pacific Division, ATC, Hickam Field, Hawaii; Commanding General, Seventh Air Force, Hickam Field, Hawaii; Commanding Officer, Naval Air Station, Barbers Point, Oahu; the name and rank of VIP aboard, a minimum of twelve (12) hours prior to arrival. Any change in route and the ETA will also be included.

9. Flights will be accomplished in strict accordance with currently effective ICAO rules and regulations.

10. Not more than three (3) aircraft will be dispatched on a training flight. At least twenty-four (24) hours must elapse between flights to prevent overloading facilities in Hawaii.

a. When practical, flights will be scheduled to arrive and depart Hawaii during normal work week Monday through Friday to avoid retaining civilian employees on overtime basis.

b. All flights will be scheduled to arrive in Hawaii no earlier than 0730 HST or 1730Z.

11. Each flight will be equipped with dropable rescue equipment to support crews forced to abandon or ditch.

12. Prior to take-off, unit commanders will ascertain that crews, preparing to make an overwater training flight, practice ditching procedures in accordance with existing SOP's and SAC Regulation 60-3, dated 17 November 1947.

13. All VHB flights to Hawaii will land and take off from Barbers Point Naval Air Station, with the exception of aircraft requiring maintenance. Such aircraft will land at John Rodgers Field and taxi to Hickam Field. Hickam Field runways are not stressed to accommodate VHB aircraft. The utilization of Barbers Point will also avoid heavily loaded take-offs in the direction of the City of Honolulu.

14. Maintenance personnel and limited technical supplies must accompany aircraft as qualified VHB maintenance personnel are not available in the Seventh Air Force. Only a limited number of specialists and a meager supply of VHB spare parts are available at the Hawaiian Air Materiel Area. It is directed that minimum assistance be required so as to insure the least amount of interference with current activities in Hawaii.

15. Military courtesy, discipline and uniform regulations of the Hawaiian Department will be strictly adhered to.

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16. Per diem is not authorized for any part of these flights.

17. Your headquarters is responsible for insuring compliance with applicable portions of the following publications, amendments thereto, and/or superseding material.

a. AF Regulation 60-8, dated 28 August 1947, "Flights To and From the United States."

b. AF Regulation 61-3, dated 9 August 1944, and AF Regulation 61-3A, dated 7 February 1947, "Quarantine."

c. AR 40-210, dated 25 April 1945, as amended by Change 6, dated 16 January 1948, "Prevention and Control of Communicable Diseases of Man."

d. AR 40-225, dated 24 July 1947, "Prevention of Dissemination of Infectious Diseases and Pests in International Travel and Shipping; Foreign Quarantine."

e. Section I, Circular 319, WD, 1946, "Diplomatic Clearance of Aircraft."

18. It is desired Hawaiian training flight periods be utilized to the fullest extent possible and be accomplished by all aircraft and crews of your command. These training flights will be accomplished only after crews have participated in sufficient local flights to indicate qualifications for these advanced overwater training flights.

19. Direct communication is authorized with the Seventh Air Force on matters pertaining to these flights. Information copies will be sent to Headquarters, Strategic Air Command.

20. Direct communication is also authorized between subordinate commands of this headquarters to trade or adjust flight periods within the limits established for Strategic Air Command.

BY COMMAND OF GENERAL KENNEY:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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ROUTING AND RECORD SHEET
HEADQUARTERS EIGHTH AIR FORCE

From: CTO To: COC 10 Dec 48

1. This headquarters was advised by telephone on 1 December that the B-50 and B-36 were to make a round trip non stop flight from Carswell Air Force Base to the Hawaiian area and return. Each airplane was to carry an M-107 as a bomb load and was to be dropped at the halfway point.

2. The B-36 was to accomplish the flight on its built in plus two bomb bay tanks fuel capacity. The B-50 was to be refueled twice from the air. The first refueling was scheduled 1405 nautical miles on course (the San Diego Area) and the second refueling was scheduled at 5964 nautical miles on course (the Los Angeles Area).

3. The B-36 grossed 326,900 pounds for take-off with 27,116 gallons of gas aboard and had a no wind flight plan prediction of 3,000 gallons reserve at 7410 nautical miles (Montgomery, Alabama). The B-50 grossed 151,639 pounds on take off with a gas load of 8,970 gallons with a no wind flight plan predicted reserve of 1,106 gallons at 7,169 nautical miles (Montgomery, Alabama). The predicted reserve of 900 gallons at the second refueling point (Los Angeles) and the landing reserve of 1,106 gallons were predicted on the receipt of 4,000 gallons at the first refueling (San Diego) and 2,773 gallons at the second refueling (Los Angeles).

4. Each B-29 tanker grossed 140,000 pounds for take off with a fuel load of 10,475 gallons and predicted a landing reserve of 500 gallons for the tanker performing the transfer.

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5. Take off were made on 6 Dec without incident and all airplanes proceeded as scheduled. Predicted winds were encountered during the first portion of the flight and both airplanes arrived over the San Diego area as scheduled by the no wind flight prediction.

6. The B-50 made its first refueling contact without incident and took aboard 4,000 gallons of fuel. Tanker 779 making the transfer received major damage to the refueling hose during the reeling-in process after refueling and subsequently landed out of commission for refueling purposes.

7. The B-36 dropped its bomb load as scheduled, however, the B-50 encountered bomb release mechanism failure and dropped to 15,000 feet to effect a manual release.

8. The B-36 suffered with a fuel consumption 200 pounds per hour higher than anticipated which cut deeply into the predicted

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fuel reserve. The B-50 consumed extra fuel during the manual release of the bomb and was at a further disadvantage through the loss of 10,000 feet altitude.

9. Both airplanes encountered adverse winds on the leg from Hawaii to the west coast which further reduced the fuel reserve.

10. The B-50 was at a disadvantage through lack of accurate performance curves and the Magnesyn Torquemeters which are too erratic for good cruise control. As a result of increased gasoline consumption the B-50 arrived over the new second refueling point (San Nicolas Island) with 70 gallons of fuel aboard. The first and second refueling hook-up passes were unsuccessful and the B-50 crew prepared to crash land on the island if the third pass was not successful. Contact was made on the third pass and fuel was transferred while both tanker and receiver proceeded on course to Blythe, California which had been selected as the rendezvous point for a third refueling in the event that further fuel was necessary. Contact was also made at Blythe and a total of 5,000 gallons was transferred during the second and third refueling.

11. The B-36 reported less than anticipated fuel reserves and therefore the flight plan was modified to proceed as far as possible on course to Montgomery and then to return and land at Fort Worth. The B-36 subsequently proceeded to Fort Worth and thence to Dallas until a total of 8,000 statute flight miles were assured before landing at Fort Worth. The actual fuel reserve upon landing was approximately 1,400 gallons.

12. The B-50 proceeded to Montgomery and Atlanta, Georgia and then to Fort Worth, landing with a reserve of 527 gallons after a flight of 9,070 statute miles.

Both flights were handicapped by:

a. The lack of accurate curves for predicting the fuel consumption.

b. The haste with which the mission was mounted.

c. The lack of specific directives.

13. The B-50 flight was further unnecessarily jeopardized by the lack of accurate and stable torquemeters.

14. On the B-50, the following results were noted:
Maximum beacon pick-up range 22 miles at 10,000 feet.
Maximum target pick-up range 85 miles at 10,000 feet.

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15. There is some confusion in the B-50 radar installation as evidenced by the fact that the AN/APQ-23 had to be cut off every time it became necessary to use the AN/APN-9 (Loran).

16. All the symptoms reported by the radar observer pointed to fluctuating input AC voltage to the radar, caused most probably by the alternator.

17. The radar observer's position is impractical and uncomfortable and not conducive to efficient operation

18. The O15 camera is attached to the indicator in such a manner as to require suringing the scope aside in order to use the computer and/or map-table.

19. The tachometer drive and the time of fall scredriver adjustments are inacessible.

20. The rate (left knobs on the computer are very difficult to reach because the AN/APN-2 is so installed as to require reaching around it to reach the rate knob.

21. Navigational equipment failures in both the B-50 and B-36 Aircraft increased the navigation problems of the flight:

a. The B-50 aircraft lost its fluxgate compass during the last part of the flight. The reason was not determined. The trouble evidently lies in the amplifier as determined by the actions of the master indicator.

b. The B-36 aircraft lost its gyrosin compass system. The cause was determined to be two blown tubes which totally incapacitated the APA44 computer.

c. The AN/APQ-23 furnished excellent search information.

(1) Max beacon pick-up range 200 miles

(2) Max target pick-up range 185 miles

Several combinations of sweep delay were used, and all were found satisfactory.

22. The B-36 B-6 autopilot sent out, requiring manual flying for over 20 hours.

JAMES L. PATTILLO
Major, USAF

CERTIFIED A TRUE COPY
/s/t/ JOHN P. HALL
Major, USAF
Adjutant General

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HEADQUARTERS 509TH BOMB WING (VH) A3/PKC/em
Walker Air Force Base
Roswell, New Mexico

373.2 11 Mar 48

SUBJECT: Final Report - Arctic Observation Flight

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Ft Worth, Texas

1. Enclosed herewith Final Report of Arctic Observation Flight made by members of the 509th Bomb Wing to Eielson Air Force Base, Alaska, on 22 Feb 48.

2. As noted throughout the report, the general impression of all 509th Bomb Wing personnel was that much of the previous Arctic indoctrination, while technically correct, left people unfamiliar with the Arctic with a fearful or pessimistic impression of operations in that area. The 97th Bomb Group appears to have given little credence to these horror stories and has set a splendid example for all VHB organizations to follow.

3. It is felt that this trip was most worthwhile for all 509th Bomb Wing personnel who participated.

/s/t/ W. H. BLANCHARD
Colonel, USAF
Commanding

1 Incl:
Final Report with 8 Annexes

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373.2
Subject, Final Report - Arctic Observation Flight

A3N 373.2 (11 Mar 48) 1st Ind.

Headquarters Eighth Air Force, Fort Worth, Texas 29 MAR 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Forwarded for your information.

FOR THE COMMANDING GENERAL:

/s/T/ JOHN A. ROBERTS
Lt. Col, USAF
Actg Chief of Staff

1 Incl
n/c

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HEADQUARTERS 509TH BOMB WING (VH) A3/PKC/em
Office of the Operations Officer
Walker Air Force Base
Roswell, New Mexico

11 Mar 48

FINAL REPORT
Arctic Observation Flight
Staff

1. NARRATIVE:

a. The crew and personnel from Walker Air Force Base, as ordered to Eielson Air Force Base, Alaska by 8AF TWX 2024, dated 19 Feb 48, and WAFB Special Orders Number 37, paragraph 1, dated 24 Feb 48, departed Walker AFB at 0730Z on 22 Feb 48, under 509th Bomb Group Operations Order Number 5, in B-29 Aircraft number 44-27300. The aircraft landed at Eielson AFB at 1950Z on 22 Feb 48. Before and after the flight all interested headquarters were notified, with information to CO, 509th Wing, of contemplated flight, actual departure and actual arrival. The interested headquarters were: CG, Alaskan Air Command, CG, 8AF and CG, SAC. Upon arrival at Eielson AFB the complete crew assisted in bedding the aircraft down, under arctic conditions, as briefed. Transportation was available and used to transport Officers and EM to the mess hall and then to their quarters. Quarters and messing facilities were satisfactory, with plenty of heat, hot water and covers in the barracks, and plenty of food in the mess hall. The 97th Group, now on TDY at Eielson AFB, were off on Monday, 23 Feb 48, due to a holiday, so no information could be obtained until Tuesday, 24 Feb 48. Monday was spent being acclimated to the far north weather and being indoctrinated into the procedures followed by personnel stationed at Eielson with reference to messing, issue of clothing, authorized uniform, inspections, work hours, etc. While staying on the field the Mess Hall, Theatre, Officers and NCO clubs were the highest points of interest utilized. As a matter of fact they were the only ones available. Tuesday morning, and for the balance of the week, the 97th Bomb Wing A-3 Office was visited and personnel were interviewed as to actual operation of B-29 aircraft including all planning etc, in the arctic. Forms, Emergency Procedures, Regulations, etc, as enumerated below, on file in 509th Bomb Wing A-3 Section, and available to higher headquarters, if desired, are self explanatory and more or less cover the overall picture of the training accomplished by the 97th Group. A few suggestions and proposed Table of Organization, covering the enlisted personnel of the Operations Section, as made by the 97th A-3 Section, is enclosed herewith as inclosure #1 and #2.

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b. While at Eielson AFB, the crew of B-29 44-27300 flew an Arctic Indoctrination Flight to points as follows: Eielson - Pt Barrow - Nome - and return to Eielson. The flight departed Eielson AFB at 1900 Z on 25 Feb 48 and returned at 0300Z on 26 Feb 48.

c. On 27 Feb 48 the crew and personnel of the 509th Wing departed Eielson AFB at 2330Z direct for WAFB, landing at WAFB at 1040Z, 28 Feb 48.

2. DISCREPANCIES AND CORRECTIVE ACTION TAKEN:

a. None.

3. CONSLUSIONS:

a. The operations of the 97th Bomb Group were keenly observed with notes made of peculiarities of arctic operation. The 509th Group could fulfill training requirements in this theatre.

4. RECOMMENDATIONS:

a. Recommend if the 509th Wing moves to Eielson AFB for a period of TDY they take all necessary equipment with them to operate for a minimum period of three months.

b. Recommend the strength of the Bomb Group Maintenance and Supply Sections be increased approximately 100% over normal strength to get effective operations at the level expected in the United States.

c. One flight crew per aircraft is sufficient if two Radar Observers and two Navigators are made available for each crew.

d. Recommend the following officer personnel as normal strength for the Group Operations Section in the Alaskan Theatre:

1 2161 Group Operations Officer
1 2110 Ground Training Officer
1 2161 Asst Group Operations Officer
1 1037 Group Bombardier
1 1037 Group Radar Observer
1 1037 Group Navigator
1 1028 Group Flight Engineer
1 0200 Group Communications Officer
1 2554 Group Gunnery Officer

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e. If the 509th Bomb Group is called upon to operate the Base Operations Section at Eielson, as the 97th Bomb Group was doing, recommend the addition of the following personnel be added to Table of Organization to handle this section:

1 2161 Base Operations Officer
1 791 Chief Clerk
1 405 Clerk Typist and Dispatcher

/s/t/ PAUL K CARLTON
Major, USAF
Asst Operations Officer

2 Incls:
#1 - 97th Gp Suggested TO
#2 - 97th Gp Suggestions and Recommendations

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Arctic Observation Flight to Eielson AF Base, Alaska.

Air Surgeon
AC/S, A-1
AC/S, A-2
FROM AC/S, A-4
AC/S, A-5
Electronics Section

DATE 2 April 1948

COMMENT No 1

It Col Wood/pn/3150

FROM A-3 Division

1. Inclosed report of an Arctic Observation Flight to Eielson AF Base, Alaska, by personnel of the 509th Bomb Wing is forwarded for your information and any action you may deem necessary.

2. It is requested that this report be returned to this division prior 30 April 1948.

1 Incl
1. Rpt, as stated.

/s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

TO: AC/S, A-1
AC/S, A-2
AC/S, A-4
AC/S, A-5
Electronics Section
AC/S, A-3
IN TURN

DATE 8 April 48

COMMENT NO. 2

Capt Herrin/flo/2234

FROM: Surgeon

/s/t/ DANIEL M. HERRIN, JR.
Captain, MSC
Chief, Personnel & Statistics Unit

1 Incl
n/c

SAC, Ft. Crook-2-21-49-5,000 O-0238

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Arctic Observation Flight to Eielson AF Base, Alaska

IN TURN: AC/S, A-2
AC/S, A-4
AC/S, A-5
Electronics Section
AC/S, A-3

DATE 9 Apr 1948

COMMENT No 3

FROM: Lt Col Walker:sjp 2121

FROM: AC/S, A-1

Noted.

/s/t/ ARTHUR J. WALKER
Lt Colonel, USAF
Acting AC/S, A-1

1 Incl. n/c

TO: AC/S, A-4)
AC/S, A-5)
Electronics Section)
AC/S, A-3) (IN TURN)

DATE 14 Apr 48

COMMENT NO. 4

Lt Col Benn/edc/2224

FROM: AC/S, A-2

Noted. Par 1d, Annex I and Annex No.7 have been extracted for corrective action.

/s/t/ WILLIAM A. ADAMS
Colonel, USAF
AC/S, A-2

1 Incl
n/c

SAC. Ft. Crook-2-21-49-5,000 O-0238

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Arctic Observation Flight to Eielson AF Base, Alaska

AC/S, A-5
Electronics Section
AC/S, A-3
FROM IN TURN

DATE 10 May 48
COMMENT No 5
Mr Reese/mkh/3244

FROM: AC/S, A-4

Noted.

s/ J. M. Saunders, Capt
for K. E. TIBBETTS
Colonel, USAF
AC/S, A-4, M&S

1 Incl
n/c

To: Electronics Section
AC/S, A-3
IN TURN

DATE 19 May 1948
COMMENT NO. 6
Mr Chittim/hk/4108

From: AC/S, A-5

1. The following comments are made re subject report.

(a) Ref. Operations Officer's Report, pg 2 para 4b. It is believed that recommended increases in personnel should be restricted to only those personnel who work outdoors. There is no necessity for augmenting inside workers.

(b) Ref. Operations Officer's Report, pg 2 para 4c. The recommendation implies that 30 a/c should be available. Present and 1948-1949 facilities are not adequate to maintain that number of a/c. The experience of the 97th indicate that with two crews per a/c satisfactory training can be accomplished.

(c) Ref. Navigator's Report, pg. 2 para 4b(1). Imperative that all LR flights in ZI be grid navigation flights.

(d) Ref. Radar Observer's Report, pg 2 para 3b, There is great danger in the complacency expressed in this Section, and apparent in other reports. Experienced Arctic personnel have an ever-increasing respect for the hazards of Arctic operation. All of the reports indicate the need for the thorough and honest indoctrination of units earmarked for Arctic assignment both in the ZI and immediately upon arrival in the theater.

SAC, Ft. Crook-2-21-49-5,000 O-0238

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Arctic Observation Flight to Eielson AF Base, Alaska

DATE 19 May 48

COMMENT No ~~6 (cont'd)~~

FROM:

(e) Ref. Communication Report, pg 1 para 1b(3). There are not plenty of radio stations in the Arctic north of the mainland and communications become increasingly more difficult as aircraft fly north. The region flown by the 509th on its one flight is fairly well served by communications facilities. This area represents only a small part of the North American Arctic.

/s/t/ R. O. CORK
Colonel, USAF
AC/S, A-5

1 Incl
n/c

TO: AC/S, A-3

DATE 24 May 48

FROM: Electronics Section

COMMENT No. 7
Maj Johannes/pmd/4257

Reference paragraph 1(e) of comments from A-5 division. Concur in comments offered by A-5 division. However, this section is at present undertaking preparation of a plan for netting United States and Canadian communications facilities. Such a plan will be tested by 509th during their rotation to Goose Bay, if the plan is approved by Canadian Joint Staff and Headquarters USAF.

/s/ W. C. Cochran, Maj
for STUART P. WRIGHT
Colonel, USAF
Electronics Officer

1 Incl
n/c

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

ST/527

26 Mar 1948

FROM: CG ALASKAN AIR COMD ELMDORF FLD FT RICHARDSON ALASKA

TO: CHIEF OF STAFF USAF

INFO: CG SAC ANDREWS AFB MD

SUBJECT IS STRATEGIC AIR COMMAND PLANS FOR ROTATION FOR TWO VERY HEAVY BOMB GROUPS TO THIS THEATER BEGINNING FIVE OCTOBER ONE NINE FOUR EIGHT CMA REFERENCE RADIO FROM STRATEGIC AIR COMMAND CMA ABLE FOUR FOX TWO CMA FIVE ONE FOUR FIVE CMA DATE TIME GROUP TWO THREE TWO ONE FIVE FIVE ZEBRA PD ABLE ABLE SUGAR LOVE OBOE DASH ZERO ONE TWO NINE FOUR THREE BOMB GROUP EQUIPPED WITH BAKER DASH FIVE ZERO AIRCRAFT TO ARRIVE ON FIVE OCTOBER PD FIVE ZERO NINE BOMB GROUP EQUIPPED WITH BAKER DASH TWO NINE AIRCRAFT TO ARRIVE ON FIVE JANUARY ONE NINE FOUR NINE PD SPARES AND TARE OBOE AND EASY EQUIPMENT ARE AVAILABLE IN THIS THEATER FOR ONE BAKER DASH TWENTY NINE GROUP PD REQUEST RECONSIDERATION OF GROUP ROTATION PLAN SO THAT THE FIVE ZERO NINE BOMB GROUP ARRIVE OCT FOUR EIGHT AND FOUR THREE BOMB GROUP ARRIVE JANUARY FOUR NINE PD REVERSAL OF ROTATION PLAN CONSIDERED NECESSARY DUE TO LACK OF WAREHOUSING AT EIELSON AIR FORCE BASE FOR STORAGE OF TABLE TWO AND OTHER EQUIPMENT AND

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HEADQUARTERS STRATEGIC AIR COMMAND ST/527
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

SUPPLIES RE UIRED FOR BAKER DASH FIVE ZERO AIRCRAFT AND THE FACT THAT ALL SPACE PRESENTLY AVAILABLE HAS BAKER DASH TWO NINE SPARES AND EQUIPMENTSTORED THEREIN PD ARRIVAL OF BAKER DASH TWO NINE GROUP FIRST WILL ELIMINATE THE NECESSITY OF REMOVING BAKER DASH TWO NINE SPARES AND EQUIPMENT FROM WAREHOUSES INTO OPEN STORAGE PD ALSO THIS HEADQUARTERS ASSUMES EACH GROUP WILL BE EQUIPPED WITH TWO ZERO AIRCRAFT PD ADVISE STRENGTH EACH GROUP FOR PLANNING PURPOSES PD IN CASE ABOVE REQUEST NOT FAVORAPLY CONSIDERED IT IS IMPORTANT THAT NO ACTION BE TAKEN ON AUTOMATIC SHIPMENT OF BAKER DASH FIVE ZERO SPARES CMA TOOLS AND EQUIPMENT UNTIL COORDINATION BETWEEN THIS HEADQUARTERS AND SUGAR ABLE CHARLIE CAN BE EFFECTED PD

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

RT/457

16APR48 MSG REF NR AFOPO 6447

FROM: CS USAF SIGNED AFCCS

TO: CG ALS AIR COMD FT RICHARDSON ALS

INFO CG SAC ANDREWS AFB MD

CG AMC WRIGHT-PATTERSON AFB DAYTON OHIO

CG ATC WASH DC

CG ALS COMD FT RICHARDSON ALS

TENTATIVE WINTER ROTATIONPLANS DISCUSSED AT ARCTIC CONFERENCE THIS HQ TWO SEVEN JAN FOUR EIGHT ARE CHANGED AS FOLLOWS PD FOUR THREE VHB GP EQUIPPED WITH MODIFIED BAKER DASH FIVE ZEROS WILL ROTATE TO YOUR THEATER FOR THE PERI D ONE NOV FOUR EIGHT TO ONE MAR FOUR NINE PD NO OTHER VHB GP WILL BE ROTATED DURING THE WINTER ONE NINE FOUR EIGHT DASH FOUR NINE PD

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RT/343

10 SEPT 48 WARX 89055

FROM: AFOPO SIGNED AFCCS

TO: CG AIR MATERIEL CMD WRIGHT-PATTERSON AFB OHIO

COMDR MATS WASH DC

INFO: CG SAC AAFB MD

CG ALS AIR COMD FT RICHARDSON ALS

FOL IS PLAN FOR ROTATION OF FOUR THREE BOMB GP TO ELLSON AFB ALS PD GROUP WILL ROTATE FOR FOUR MONTHS BEGINNING ONE NOV IN SQ INCREMENTS FOR FORTY FIVE DAY PERIODS SUPPORTED BY THREE FIVE ZERO PERSONNEL FROM SAC PD PERSONNEL WILL BE AIRLIFTED BY SAC PD EACH SQ WILL BE EQUIPPED WITH FIVE WINTERIZED BAKER DASH FIVE ZERO ACFT PD CLASSIFICATION OF THIS MOVE IS RESTRICTED PD

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ST/429

12 DEC 1948 IFFTR 1Ø143

FROM CG 4 FTR DET LADD AFB SGD PRESTON

TO: CG SAC OFFUTT AFB NEB

CG 4 FTR WG ANDREWS AFB MD

INFO CG ALS AIR COMD FT RICHARDSON ALS

COMPLETED CONFERENCE THIS DATE WITH ACTING CONGEN ALS AIR COND PD THEY STRONGLY RECOMMEND ROTATING ONLY PILOTS AND CREWS CMA RETAINING ORIGINAL ACFT AT LADD AFB PD FROM OBSERVATIONS MADE ENROUTE FLYING TWO FOX EIGHT ZERO ACFT TO THIS STATION CMA IT WAS FOUND THAT THE ROUTE COULD BE FLOWN WITHOUT EXCEPTIONAL DIFFICULTY PD ROUTE WAS FLOWN AT FOL TEMPARATURES CMA EDMONTON MINUS TWO ZERO DEGREES CMA RTR NELSON MINUS THREE EIGHT DEGREES CMA WHITEHORSE MINUS FIVE ZERO DEGREES PD ACFT WERE PARKED ON RAMP IN WEATHER AT ALL TIMES PD IT IS ESTIMATED THAT IT WILL TAKE ON AVERAGE OF TWO WEEKS TO FLY ONE SIX FOX EIGHT ZERO ACFT FROM ANDREWS TO LADD AND VICE VERSA DUE TO WEATHER PD IT WAS FOUND THAT SERVICING FACILITIES WERE AVAILABLE AND COULD BE OPERATED IN MINUS FIFTY DEGREE COLD ENROUTE AT STOPPING POINTS PD THIS FLIGHT OF TWO ACFT TOOK NINE DAYS TO GO FROM ANDREWS TO LADD PD FOUR DAYS LOST TO WEATHER CMA ONE DAY DUE TO SLOW SERVICING CMA ONE DAY WAITING ON CHARLIE FOUR SEVEN SUPPORTING ACFT AND THREE DAYS ACTUAL FLYING PD IT IS BELIEVED THAT MORE

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ST/429

ACTUAL ARCTIC TRAINING WILL BE GAINED BY ROTATING EACH SQUADRON OF ONE SIX FOX EIGHT ZEROS PD THIS WILL REDUCE TIME AVAILABLE FOX FLYING AT LADD AFB PD DECISION TO BE MADE APPEARS TO BE WHETHER TO GIVE SQUADRONS REALISTIC TNG IN ARCTIC FLYING WITH ACCOMPANYING CALCULATED MINOR HAZARDS CMA AND INCREASED EXPENSE BY ROTATING ACFT CMA OR TO GIVE THEM MORE ARTIFICIAL AND LESS VALUABLE TRAINING BY KEEPING PRESENT ACFT AT LADD AND AIR LIFTING CREWS ONLY PD ROTATING PERS ONLY WILL BE SAFE CMA EFFICIENT AND RELATIVELY ECONOMICAL PD ROTATING FOX EIGHT ZEROS WILL BE SLOW CMA ENTAIL CALCULATED RISKS AND WILL REQUIRE TYING UP ACCOMPANYING CARGO ACFT UNTIL FLIGHT REACHES DESTINATION PD

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R E S T R I C T E D

— PARAPHRASE

4 June 1948

FROM: COMSTRATAIRCOMD

TO: CG, AF 8AF, CARSWELL AFB, FT WORTH, TEX

8 AF TO ROTATE FOUR B-29'S PER WEEK TO SHEMYA. ROUTE IS HOME STATION, CASTLE FIELD, SHEMYA. TO BEGIN 14 June. 509TH GP CLEARED FOR PARTICIPATION.

PARAPHRASE

R E S T R I C T E D

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

RT/379

14 June 1948

FROM: CO WALKER AFB ROSWELL AFB NMEX

TO: CG SAC ANDREWS AFB MD

CG 8AF CARSWELL AFB TEX

CO 8TH AIR RESCUE UNIT FLT C MCCHORD AFB WASH

CO 8TH AIR RESCUE UNIT FLT A HAMILTON AFB CALIF

CO CASTLE AFB MERCED CALIF

WAR DEPT SIG CTR WASH DC

INFO CG MATS GRAVELLY PT VA

DEPARTURE REPORT PER EIGHT AIR FORCE LETTER THREE SEVEN THREE PD FIVE DATED NINE JUNE CMA FOUR EIGHT CMA RETRAINING FLIGHTS TO SHEMYA AFB ALASKA PD FOUR BAKER DASH TWO NINE AIRCRAFT DEPARTED ONE FOUR TWO THREE FOUR FIVE ZEBRA PD EASY TARE ABLE MERCED CMA CALIFORNIA ONE FIVE ZERO FOUR ZERO ZERO ZEBRA PD

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ST/798

17 NOV 1948 AX 23352

FROM: CG ALASKAN AIR CMD FT RICHARDSON ALS

TO: CHIEF OF STAFF USAF WASHN DC

INFO: CG SAC OFFUTT AFB NEBRASKA

THIS HEADQUARTERS RECOMMENDS SUSPENDING BAKER DASH TWO NINE TRAINING FLIGHTS FROM ZONE OF INTERIOR TO SHEMYA UNTIL FURTHER ADVISED PD ABLE ABLE OBOE PETER SUGAR DASH ONE ONE DASH ONE SEVEN SEVEN SIX PD THIS ACTION DEEMED NECESSARY DUE TO CRITICAL SHORTAGES OF AIR AND WATER LIFT ON THE ALEUTIAN CHAIN CMA CAUSING FUEL SHORTAGES AT SHEMYA PD HIGH PRIORITY PROJECT ASSIGNED THREE SEVEN FIVE RECONNAISSANCE SQUADRON AT SHEMYA WILL BE AFFECTED IF POSITIVE ACTION IS NOT FORTHCOMING PD

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393RD BOMBARDMENT SQUADRON (M)
OFFICE OF THE OPERATIONS OFFICER
WALKER AIR FORCE BASE
Roswell, New Mexico

FINAL REPORT

Training Flight to Shemya, Alaska

1. NARRATIVE:

a. The 393rd Bomb Squadron dispatched four (4) B-29's from Walker Air Force Base on or about 2030 GCT, 14 September, 1948, for Shemya Air Force Base by way of Spokane Air Force Base, Washington. There was a four (4) hour layover at Spokane Air Force Base in order to make good landing time of 2300 GCT at Shemya. During this time all crews were fed a hot meal, planes were serviced to 7300 gallons of fuel, and flight crews were given a complete briefing.

b. Take-off from Spokane Air Force Base was accomplished using a five (5) minute interval between aircraft. The general plan for each aircraft was to fly to Cold Bay, Alaska (Fort Randall), and receive the existing weather at Shemya and also at Anchorage, and then make a decision as to the advisability of going on to Shemya or turning back to Anchorage. Aircraft #44-86445 due to rough running engine did not take off from Spokane Air Force Base as scheduled, #6445 took off from Spokane 0148 GCT 16 September 1948 after repairing malfunction and flew direct of Cold Bay to Shemya. Aircraft #44-86448 flew via Cold Bay to Shemya as scheduled. Aircraft #44-86437 and #44-27301 proceeded as scheduled from Spokane Air Force Base checking existing weather conditions at Adak, Kiska, and Shemya finding it inadvisable to proceed to Shemya, due to excessive icing and headwinds causing shortage of fuel. Also, #44-86437 had inoperative bomb bay fuel tank and aircraft #44-27301 was not equipped with de-icer boots. Therefore, the two (2) aircraft turned back about a third of the distance from Cold Bay to Shemya, and landed GCA at Cold Bay with 900 feet ceiling and 1/4 mile visibility. The two (2) aircraft remained overnight at Cold Bay, taking off five (5) minutes apart at 1900 GCT, 16 September 1948 for Shemya. Messing, housing, and transportation facilities at Cold Bay were excellent considering the factor of Cold Bay not being a scheduled layover Base for the mission. The flight to Shemya were made at approximately 16,000 feet, with the exception of #7301 and 6437, making flight from Cold Bay to Shemya cruising approximately 8,500 feet. Average fuel used was 5300 gallons. Since existing weather at terminal was 400 feet and less than 1/4 mile visibility, GCA was employed. It is recommended that future crews evaluate exsisting weather against their own ability, since GCA teams on the Aleutian Chain

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are accustomed to operating in conditions much lower than that normally encountered by pilots in the states. Further GCA teams are unaccustomed to landing B-29 type aircraft.

c. After approximately twenty four (24) hours on the ground at Shemya, the aircraft took off on the return mission with five (5) minutes between planes. Weather at take-off was 800 feet and ten (10) mile visibility. Single heading was used to Cold Bay, then "D" system to the coast on return flight. Average fuel used for the return was 6300 gallons; Average time 16:00. Return trip was direct from Shemya to Roswell, New Mexico. All aircraft accomplished a 3600 nautical mile mission. The last B-29 returned to Walker Air Force Base at 1800 GCT, 18 September 1948.

d. Training accomplished as follows:

Aircraft #44-86437

Flying time	41:10
Instrument Time	20:05
GCA	3

NAVIGATION

Navigation day	29:40
Navigation night	11:30
"D" system o'water	13:00
Astro compass fixes	30
Loran fixes	70
Celestial fixes	10

RADAR

Set in opm	33:00
Beacon fixes	0
Radar navigation	33:00
Loran fixes by VO	0

RADIO

Hours in opn	41:10
No. station worked	17
Position reports	39

GUNNERS

Rounds fired	Inop.

Aircraft #44-27301

Flying time	40:10
Instrument time	12:30
GCA	3

NAVIGATION

Navigation day	28:40
Navigation night	11:30
"D" system o'water	13:00

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Final Report Continued

Astro compass fixes - - - 18
Loran fixes - - - - - - - 39
Celestial fixes - - - - - 26

RADAR
Set in opn - - - - - - - 19:55
Beacon fixes - - - - - - 0
Radar navigation - - - - 19:55
Loran fixes by VO - - - - 39

RADIO
Hours set in opn - - - - 40:10
Stations worked - - - - - 22
No. position reports - - 59

GUNNERS
Rounds fired - - - - - - -100

Aircraft #44-86445
Flying time - - - - - - - 41:15
Instrument time - - - - - 7:00
GCA - - - - - - - - - - - 3

NAVIGATION
Navigation day - - - - - -17:35
Navigation night - - - - 23:40
"D" system o'water - - - 14:00
Astro compass fixes - - 49
Loran fixes - - - - - - - 40
Celestial fixes - - - - - 10
Radio compass fixes - - - 14

RADAR
Hours set in opn - - - - 32:45
Radar navigation - - - - 32:45
Loran fixes by VO - - - - 0

RADIO
Hours in opn - - - - - - 41:15
No. stations worked - - - 11
Position reports - - - - 32

GUNNERS
Rounds fired - - - - - - Inop.

Aircraft #44-86448
Flying time - - - - - - - 39:35
Instrument time - - - - - 12:35
GCA - - - - - - - - - - - 3

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Final Report Continued:

NAVIGATION
Navigation day - - - - - 24:35
Navigation night - - - - 15:00
"D" system o'water - - - 0
Astro compass fixes - - - 20
Loran fixes - - - - - - - 73
Celestial fixes - - - - - 21
Radio compass fixes - - - 26

RADAR
Hours set in opn - - - - 28:40
Beacon fixes - - - - - - 0
Radar navigation - - - - 28:40

RADIO
Hours set in opn - - - - 39:35
No. stations worked - - - 15
No. positions report - - 42

GUNNERS
Rounds fired -- - - - - 800

2. GENERAL DISCRIPTION OF SHEMYA AIR FORCE BASE:

a. Housing facilities were not adequate for the eighty (80) officers and enlisted men, due to the three (3) B-29's which were at Shemya in connection with Air Force Day flight to Baltimore.

b. A consolidated government mess was used by officers and men.

c. Usable portion of runway, No. 10 and 28, (center 200 feet and 10,000 feet long) was in good condition. Runway lighting was excellent.

d. Weather generally fair over island between hours 0800 and 1200, Shemya local time. Visibility 2-6 miles and low ceiling with rain and fog prevailing.

e. Tower and airways designation: "Semichi Tower" and "Semichi airways."

f. Due to seven (7) B-29's at Shemya, transportation was completely inadequate; Transportation might have been sufficient if only four (4) B-29's had been there.

g. Refueling facilities adequately managed by means of servicing pits along the parking strips. (Gravity feed) Five or six aircraft could be serviced at one time.

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Final Report Continued:

3. DESCREPANCIES:

a. Semichi airways advised use of HF 6220 and 4595, but these frequencies were not receivable due to seasonal disturbances. 4220 was used satisfactorily.

4. CONCLUSIONS:

a. Due to weather and mechanical difficulties, one (1) aircraft was delayed at Spokane and two (2) aircraft landed at Cold Bay; But mission was successfully accomplished.

5. RECOMMENDATIONS:

a. During a conference with the Base Commander at Shemya it was learned that in the event of a crash landing off shore or a crash landing resulting in fire, there was no crash boat or personnel available to handle the situation. It is therefore recommended that sufficiently trained personnel be assigned to Shemya for the duration of these flights.

b. It is recommended that in the future, flight crews spend 48 hours at Shemya. It is felt that a familiarization flight covering the geography and facilities of that part of the Aleutian Chain would be very beneficial before returning to the States.

c. It is recommended that Shemya Air Force Base be supplied with crew chief stands.

s/t/ ROBERT L. GRAHAM
Capt, USAF
Project Officer

3 Incls:
1-Navigator's Log
2-Flight Engineer Log
3-Flight Engineer Flight Plan

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

A4D3C

SAC 373 (30 Mar 48 x 28 Jan 48) 30 March 1948

SUBJECT: Rotation of Strategic Air Command Units to Goose Bay

TO: Commanding General
Air Transport Command
Washington 25, D. C.
ATTENTION: AC/S, A-4,
Colonel Lister

1. Reference is made to letter SAC 373, subject as above, dated 28 Jan 48, to Chief of Staff, USAF, copy of which was furnished to your headquarters; and to the attached copy of 1st Ind thereto from Headquarters USAF, dated 11 March 48.

2. The following is the revised schedule for Strategic Air Command units to rotate at Goose Bay:

a. July. One squadron of B-29 aircraft (10) per week for 4 weeks. One squadron of P-51 aircraft (16) per week for 3 weeks.

b. August. One squadron of B-29 aircraft (10) per week for 4 weeks. One squadron of P-51 aircraft (16) per week for 3 weeks.

c. Strategic Air Command units will not rotate to Goose Bay during June since the 500,000 gallons of fuel mentioned in 1st Ind attached hereto is of low aromatic content (3.3%) and an aromatic content of a minimum of 10% is required.

3. Each squadron will perform three missions per week and will remain at Goose Bay for 7 days. In the event inclement weather restricts the squadrons at Goose Bay from returning when scheduled, the succeeding squadrons will be held in the ZI until the squadrons at Goose Bay can depart.

4. The following are the requirements for services and facilities to enable Strategic Air Command units to perform rotational training at Goose Bay. They are based upon informal agreements made with the Commanding Officer Goose Bay

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A4D3C
Subj: Rotation of SAC Units to Goose Bay

Air Field on 9 January 1948 for the original rotation plan. Since this revised plan is considerably smaller, it is assumed that Goose Bay will be able to provide the same facilities and services.

a. Aviation Fuel and Oil.

(1) July.

(a) 985,000 gallons, 100/130 octane aviation fuel, with minimum of 10% aromatic content.

(b) 19,700 gallons 1120 lubricating oil.

(2) August.

(a) 985,000 gallons, 100/130 octane aviation fuel, with minimum of 10% aromatic content.

(b) 19,700 gallons 1120 lubricating oil.

b. Messing.

(1) Request Goose Bay Air Field furnish government messing for both officers and enlisted men.

(2) Rations for an average of 260 individuals will be required for 60 days. Request Headquarters Air Transport Command make necessary arrangements to fulfill ration requirements

(3) Strategic Air Command will provide 16 mess personnel during maneuver to augment Goose Bay mess personnel. These personnel will arrive Goose Bay approximately 2-3 days before first SAC unit.

c. Housing.

(1) Government housing will be required for approximately 60 officers and 220 enlisted men.

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Subj: Rotation of SAC Units to Goose Bay

d. Vehicles.

(1) Strategic Air Command will provide 4 vehicle mechanics to proceed to Goose Bay approximately 1 June 1948 to assist in getting stored and deadlined vehicles in commission for use by SAC units. These mechanics will remain for period of maneuver to assist in maintaining vehicles.

e. Maintenance Equipment.

(1) Request Air Transport Command take action to requisition and ship 10 each Plant-Electric, power, portable, Type C-19, 28.5 DC 7.5 KW, Stock Number 8200-729360, for use by Strategic Air Command at Goose Bay This equipment is not available at Goose Bay.

(2) Each Fighter and Bombardment Squadron will carry its own unit-essential equipment, and in addition will use equipment available at Goose Bay.

f. Communications.

(1) A requirement will exist for VHF/DF facilities completely operative on a 24-hour basis at Westover Air Force Base, Mingan, Goose Bay, Crystal 1 and Cape Harrison. All other communications facilities as established in that area should be retained.

(2) Request Air Transport Command requisition for shipment to Goose Bay 20 each Telephone, EE-8A, and 2 miles of wire, W108 for use by Strategic Air Command units. Request assistance be provided by Goose Bay Communications personnel in installation of these telephones upon arrival of first SAC unit.

g. Crash Fire Protection.

(1) Strategic Air Command will furnish 10 fire fighting personnel to augment the personnel at Goose Bay during the rotation.

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A4D3C
Subj: Rotation of SAC Units to Goose Bay

These personnel will arrive Goose Bay approximately 2-3 days prior to arrival of first SAC unit.

h. Oxygen.

(1) Strategic Air Command fighter aircraft will require 20,160 cu ft of oxygen (101 cylinders). Request oxygen be furnished by Goose Bay.

i. Aircraft Supplies.

(1) B-29 aircraft will carry flyaway kits which contain all necessary aircraft supplies.

(2) Supplies for P-51 aircraft will be transported by cargo aircraft to Goose Bay by each squadron.

5. It is requested that air tonnage allocation be authorized to this command to provide for Air Transport Command air lift of the 30 personnel mentioned in paragraphs 4b (3), 4d (1), 4g (1) above. The 4 vehicle mechanics will be available for departure from Westover Air Force Base about 1 June 1948 and the 26 mess and fire fighting personnel will be available for departure from Westover about 27 June 1948. Total weight of personnel and individual equipment is 9000 lbs. It is requested that port call be issued to Headquarters Strategic Air Command at least 7 days prior to desired arrival of personnel at Westover. Headquarters Strategic Air Command will schedule flow of the above personnel into Westover Air Force Base as desired.

6. It is requested that your headquarters take action to fulfill requirements of your command and to advise this headquarters of action taken. Should it be impossible to fulfill requirements as outlined, request this headquarters be advised.

FOR THE COMMANDING GENERAL:

/s/ Alan Marceau
ALAN MARCEAU
CWO, USAF
Asst Adj Gen

1 Incl
1. Copy 1st Ind to SAC ltr 373, subj: "Rotation of SAC Units to Goose Bay", fr Hq USAF, dtd 11 Mar 48 (in dup)

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Basic fr SAC dtd 30 Mar 48, subj: Rotation of SAC Units to Goose Bay

A-4/DACS/RBL/jm
26 Apr 1948

321 SAC 1st Ind

HQ AIR TRANSPORT COMMAND, WASHINGTON 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Information requested in basic letter is as follows:

a. Additional personnel being provided by Strategic Air Command for subject project to augment existing Goose Bay vehicle maintenance, crash fire protection, and messing services will be sufficient.

b. Goose Bay will furnish required messing, rations, housing, and electric power plants, type EE-8A telephones, wire, and oxygen.

2. The Area Petroleum Officer, Norlant, advised this headquarters on 8 April 1948 that his office could give no guarantee as to the date the first shipment of aviation gasoline, grade 100/130, would arrive at Goose Bay this summer, since the shipping season at that location usually begins on or about 1 July. In addition, no information could be given with regard to the aromatic content of this shipment, nor could Headquarters, United States Air Force, indicate that this content can presently be determined with any degree of certainty. In order for Hq SAC to plan more adequately their projected maintenance and operations, this headquarters has requested Goose Bay to submit samples for test of the existing RCAF aviation gasoline, grade 100/130, offered to this headquarters on a payment in kind basis.

3. Airlift tonnage requirement set forth in paragraph 5 of basic communication is noted. Informal advice from Hq USAF indicates that in order to obtain a firm tonnage allocation it will be necessary for Hq SAC to submit their requirement to that headquarters. This should be submitted no later than 25 April in order that it may be included by USAF in their monthly air tonnage requirement letter to Hq ATC. After firm tonnage has been allocated, Hq SAC will obtain air priority designators and clearances into the Aerial Port of Embarkation from Hq USAF.

4. In order to furnish 24-hour service by VHF/DF units at Mingan, Goose Bay, Crystal 1, and Cape Harrison, additional operating personnel will be required. Personnel

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Basic Fr SAC dtd 20 Mar 48, subj: Rotation of SAC Units to Goose Bay.
ATC 321 SAC 1st Ind (cont'd)

cannot be made available for this purpose without discontinuing operation for approximately three months of three Zone of Interior VHF/DF units, and curtailing hours of operation of a fourth. Furthermore, activation of VHF/DF facilities at Crystal 1 will require air shipment of all components, since water shipment can be accomplished only during two months of the year at a time subsequent to 1 July. The above is furnished your headquarters for information only, as separate correspondence on this subject is being submitted to Hq USAF for decision.

FOR THE COMMANDING GENERAL:

/s/ James F. Rhodes
JAMES F. RHODES
Major, USAF
Asst Adjutant General

1 Incl:
(1 cy w/d)

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Ltr fr Hq SAC to ATC dtd 30 Mar 48, Subj: Rotation of SAC Units to Goose Bay.

321 3rd Ind. A-4/GS/FWH/ac
14 May 1948

HQ, AIR TRANSPORT COMMAND, WASHINGTON 25, D. C.

TO: Commanding General, Strategic Air Command, Headquarters, Andrews Air Force Base, Washington 20, D.C.

1. Your attention is invited to a message from this Headquarters, AFATC 7E-10, dated 7 May 1948, attached as Inclosure 1, which outlined final action taken by this Headquarters with regard to the acceptance of RCAF aviation gasoline stocks, grade 100/130, at Goose Bay, Labrador.

2. It is to be noted that only 1,168,000 gals of the one and a half million gals offered by the RCAF was accepted, since only 700,000 gals is to be utilized prior to the first shipment of U.S. military product on or about 1 July 1948. The 468,000 gals remaining RCAF product is to be used during the first part of July to insure firm Strategic Air Command operations against a late shipment of U. S. military product.

3. In view of the limited avgas storage available to the USAF (currently 3,162,000 gals) no avgas reserve level for Strategic Air Command use will be possible subsequent to the close of the shipping season, approximately 15 October 1948 in order to insure full scale ATC operations through the closed season. However, Headquarters USAF is currently determining the possibility of either rehabilitating 5 each 10,000 bbl tanks in the Otter Creek area at Goose Bay or the construction of new tanks to replace those being considered for rehabilitation. Further, this Headquarters has been informally advised that the RCAF is considering making additional storage available for USAF use. Your Headquarters will be kept advised with regard to the possibility of increased storage at Goose Bay, so that Strategic Air Command operations may be planned for the closed season.

FOR THE COMMANDING GENERAL:

/s/ T. J. Koenig
T. J. KOENIG
Colonel, USAF
Chief of Staff

1 Incl
AFATC 7E-10

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SAC 373 (30 Mar 48) 2d Ind A4D3C

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 10 May 48

TO: Commanding General, Air Transport Command, Washington 25, D. C.

1. Information has been received from your headquarters that the 1,500,000 gallons of RCAF fuel can be mixed to obtain an aromatic content of from 12-14%, which is satisfactory. Accordingly the schedule for rotation of Strategic Air Command units to Goose Bay has been changed to include rotation of three squadrons of VHB aircraft in June, beginning 7 June. The schedule for July and August will remain the same.

2. With reference to paragraph 2 of preceding indorsement, it is requested that the Area Petroleum Officer, Norlant, be informed that shipment of fuel with an aromatic content below 10% is not acceptable to this command. The balance of the RCAF fuel (approximately 800,000 gallons) not used by Strategic Air Command units in June should provide a cushion of time to insure shipment of the proper fuel. Shipment of the 1,970,000 gallons requested in the basic communication is still required despite the transfer of fuel from the RCAF. That fuel which remains at the expiration of the Strategic Air Command rotation can be used to support movement ofStrategic Air Command aircraft through Goose Bay to Europe or to be used as reserve at Goose Bay.

3. Action is being taken to move the 30 Strategic Air Command supporting personnel to Goose Bay on the following dates: 4vehicle mechanics on or about 20 May: 26 mess and fire fighting personnel on or about 1 June. Air priorities have been received from Headquarters USAF.

4. Informal information has been received from Captain Hallman, Hq AACS, by telephone conversation 4 May 48 that AACS will furnish personnel to operate the VHF/DF units at Westover, Mingan, Goose Bay, Crystal 1 and Cape Harrison, with the exception of one man, who will be provided by this command.

FOR THE COMMANDING GENERAL:

/s/ Alan Marceau
ALAN MARCEAU
CWO, USAF
Asst Adj Gen

1 Incl
n/c

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7 May 1948

FR: HQ ATC WASH 25 DC UNCLASSIFIED

TO: CO 1383 AFBU ATLD ATS GOOSE BAY LABRADOR PRIORITY

INFO: CG NBC ATC FT PEPPERELL NFLD (POUCH)
SUPPLY DIVISION A-4 USAF TEMPO 4 WASH 25 DC (MAIL)
AIR MEMBER CANADIAN JOINT STAFF 1760 N ST NW WASH DC ATTN W/C HOWS (MAIL)
AREA PETROLEUM OFFICE NORTH ATLANTIC BLDG 142 NAVAL STATION NORFOLK VA (MAIL)
ARMED SERVICES PETROLEUM PURCHASE AGENCY WASH 25 DC ATTN WALTER H MOORELEGHEN (MAIL)
ARMED SERVICES PETROLEUM PURCHASE AGENCY WASH 25 DC ATTN PAUL BEST (MAIL)
CG STRATEGIC AIR COMMAND HQS ANDREWS AFB WASH 20 DC (MAIL)
CHIEF OF STAFF USAF WASH 25 DC ATTN ARCTIC OPERATIONS (HAND CARRIED)
CG AIR MATERIEL COMMAND WRIGHT PATTERSON AFB DAYTON OHIO (POUCH)

AFATC 7E-10

PER AUTHORITY USAF MESSAGE AFMSP8153 FILE TIME 06203 8Z MAY CMA YOU ARE INSTRUCTED TO ACCEPT FROM RCAF 1168000 GALS AVGAS GRADE 100 SLANT 130 FROM RCAF TANKS 21 CMA 23 AND 24 AND ACCOMPLISH NECESSARY BLENDING TO INSURE MINIMUM 10 PERCENT AROMATICS TOTAL PRODUCT PD SUBJ FUEL TO BE USED IN SAC AIRCRAFT PD HQ SAC INFORMALLY ADVISES PRESENTLY PLAN TO UTILIZE AVGAS GRADE 100 SLANT 130 AS FOLLOWS CLN JUNE 700000 GALS CMA JULY 985000 GALS CMA AUGUST 985000 GALS WITH 2 PERCENT 1120 AVLUBE REQMT PD JULY AND AUGUST AVGAS AND AVLUBE REQMTS PREVIOUSLY SUBMITTED TO APO NORLANT FOR NECESSARY SUPPLY ACTION DURING SHIPPING SEASON PD 468000 GALS RCAF STOCK WHICH IS OVER AND ABOVE SAC JUNE REQMT WILL BE USED THRU FIRST PART JULY PRIOR TO FIRST SHIPMENT TO INSURE FIRM

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SAC OPERATION PD YOU WILL DETERMINE WHETHER NECESSARY AVLUBE GRADE 1120 ON HAND TO SUPPORT SAC JUNE OPERATION PD AVOID AIRLIFTING SAME IF POSSIBLE PD FULL SUPPORT WILL BE GIVEN SAC OPERATIONS THRU OPEN SEASON HOWEVER DUE TO LIMITED STORAGE FACILITIES PAREN PRESENTLY 3162000 GALS AVGAS PAREN SAC PLANS WILL OF NECESSITY BE CURTAILED IMMEDIATELY SUBSEQUENT TO RECEIPT FINAL SHIPMENT A VGAS TO INSURE FULL SCALE ATC OPERATIONS THRU CLOSED SEASON PD HOWEVER CMA IF 5 EA 10000 PBL TANKS OTTER CREEK AREA ARE REHABILITATED PRIOR TO CLOSE OF SHIPPING SEASON OR RCAF MAKES AVAILABLE ADDITIONAL STORAGE FOR USAF USE CMA SAC WILL BE ADVISED AND THIS HQ WILL MAKE NECESSARY ARRANGEMENTS FOR ADDITIONAL SHIPMENTS AVGAS TO ALLOW FOR EXPANDED OPERATIONS AS MAY BE INDICATED BY SAC HQ PD BY VIRTUE THIS MESSAGE FOLLOWING AGENCIES WILL TAKE NECESSARY ACTION AS INDICATED CLN PAREN ABLE PAREN APO NORLANT TAKE NECESSARY ACTION TO REPLACE 1168000 GALS AVGAS GRADE 100 SLANT 130 CMA MINIMUM 10 PERCENT AROMATICS INTO RCAF STORAGE CMA GOOSE BAY CMA DURING OPEN SHIPPING SEASON PD TAKE ACTION TO SHIP ADDITIONAL 13100 GALS 1120 AVLUBE PD THIS OVER AND ABOVE 56200 GALS CURRENTLY SCHEDULED PD ABOVE REQMTS TO BE CONSIDERED AMENDMENT 3 TO OURAD AFATC 14D56PD PAREN BAKER PAREN ASPPA WILL TAKE STEPS TO ADVISE CONTRACTOR OF INCREASED FUEL SERVICING REQMTS TO INSURE PROMPT AND EFFICIENT SERVICING OF ALL MILITARY AIRCRAFT PD PAREN CHARLIE PAREN AIR MEMBER CMA CANADIAN JOINT STAFF CMA

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REQUESTED TO ADVISE RCAF CO GOOSE BAY OF USAF PROPOSED PLAN
TO ACCEPT 1168000 GALS AVGAS CMA GRADE 100 SLANT 130 CMA
OF ONE AND ONE HALF MILLION GALS OFFERED PD PAREN DOG PAREN
HQ SAC WILL SCHEDULE LIMITED OPERATIONS AT GOOSE BAY SUBSEQUENT
TO LAST SHIPMENT AVGAS UNLESS ADDITIONAL AVGAS STORAGE IS
MADE AVAILABLE AND ADDITIONAL AVGAS STOCKS HAVE BEEN PROVIDED
FOR SGD HARPER ATC

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A-4/GS/Capt FW Harnisch/71337 071545Z

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

A3B3

SAC 373 (21 Apr 48) 21 APR 1948

SUBJECT: Training Missions to be Accomplished by SAC Units TDY Goose Bay

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. Routes of proposed training missions to be accomplished by Strategic Air Command units TDY Goose Bay during the summer months of 1948 are submitted so that necessary clearances may be obtained to conduct subject flights.

a. Bombardment aircraft missions.

(1) Mission #1 - Distance: 1,340 NM
Goose Bay (53°20' N 60°25' W)
To: Bluie West 1 (61°09' N 45°25' W)
To: Goose Bay (53°20' N 60°25' W)

(2) Mission #2 - Distance: 3,080 NM
Goose Bay (53°20' N 60°25' W)
To: A Point (73°47' N 95°00' W)
To: Coral Harbor (64°12' N 83°21' W)
To: Goose Bay (53°20' N 60°25' W)

(3) Mission #3 - Distance: 3,098 NM
Goose Bay (53°20' N 60°25' W)
To: Bluie West 1 (61°09' N 45°25' W)
To: Keflavik, Iceland (63°59' N 22°36' W)
To: Stephenville (48°32' N 58°33' W)
To: Goose Bay (53°20' N 60°25' W)

(4) Alternate - Distance 2,953 NM
Goose Bay (53°20' N 60°25' W)
To: Bluie West 8 (67°02' N 50°40' W)
To: Thule (76°31' N 68°50' W)
To: Crystal #2 (63°45' N 68°34' W)
To: Goose Bay (53°20' N 60°25' W)

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A3B3
SUBJ: Tng Missions to be Accomplished by SAC Units TDY Goose Bay

b. Fighter aircraft missions.

(1) Mission #1 - Distance: 860 NM
Goose Bay (53°20' N 60°25' W)
To: A Point (56°53' N 61°30' W)
To: Fort Chimo (58°05' N 68°25' W)
To: Goose Bay (53°20' N 60°25' W)

(2) Mission #2 - Distance: 1,165 NM
Goose Bay (53°20' N 60°25' W)
To: Clearwater Lake (56°12' N 74°36' W)
To: Fort Chimo (58°05' N 68°25' W)
To: Goose Bay (53°20' N 60°25' W)

(3) Mission #3 - Distance: 1,189 NM
Goose Bay (53°20' N 60°25' W)
To: A Point (61°58' N 64°50' W)
To: Fort Chimo (58°05' N 68°25' W)
To: Goose Bay (53°20' N 60°25' W)

(4) Alternate - Distance: 1,340 NM
Goose Bay (53°20' N 60°25' W)
To: Bluie West 1 (61°09' N 45°25' W)
To: Goose Bay (53°20' N 60°25' W)

2. If necessary clearances cannot be obtained for the routes listed in Par 1 above, it is requested that this headquarters be advised at an early date.

FOR THE COMMANDING GENERAL:

/s/ /t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

CT/6

1 JUN 48

MSG REF NR WARX 82953

FROM: AFOPO SGD AFCCS

TO: CG SAC ANDREWS AFB MD

INFO CG ATC GRAVELLY PT VA

ROUTES OUTLINED IN SAC LTR DTD TWO ONE APR FOUR EIGHT CMA SUBJ CLN QUOTE TNG MISSIONS TO BE ACCOMPLISHED BY SAC UNITS TDY GOOSE BAY UNQUOTE CMA ARE APPROVED SUBJECT TO THE FOLLOWING EXCEPTIONS CLN ABLE PD CARE WILL BE EXERCISED TO AVOID FLYING OVER CANADIAN CITIES AND IN NO RPT NO CASE IS ABLE FORMATION EXCEEDING SIX ACFT PERMITTED TO FLY OVER ABLE CANADIAN CITY PD BAKER PD LANDFALL MAYBE MADE OVER MEEKSAPT RPT APT CMA ICELAND PD REYKJAVIK WILL NOT RPT NOT BE OVERFLOWN PD CHARLIE PD FIGHTERS WILL NOT RPT NOT OVERFLY THULE PD FAR THE INTEREST OF GOOD INTERNATIONAL RELATIONS DICTATES THE ABOVE RESTRICTIONS PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS
98TH BOMBARDMENT GROUP (VH)
Spokane Air Force Base
Spokane, Washington

98BGCO 9 July 1948

SUBJECT: 98th Bombardment Group (VH) Labrador Maneuver Mission Report

THRU: Commanding Officer
92nd Bombardment Wing (VH)
Spokane Air Force Base
Spokane, Washington.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20 D. C.

1. In compliance with SAC FO #19, dated 17 May 1948, the 98th Bombardment Group (VH) participated in maneuvers at Goose Bay, Labrador, during the period 7 June 1948 to 28 June 1948.

2. Because of recent past commitments it was impossible to send a squadron in its entirety unless fifty (50) and one hundred (100) hour maintenance inspections were performed at Goose Bay. Also, the crews from this group were required to participate in SAC Crew Competition Tests at Castle Air Force Base, 20-25 June 1948. These reasons made it necessary to send Composite Squadrons, consisting of three (3) Flights, (ten (10) aircraft). "A" Flight, consisting of four (4) aircraft, "B" and "C" Flights of three (3) aircraft each. "A" Flight would carry the name of the composite squadron. The Squadron Commander, his staff, and Flight "A", would furnish administration, operations, and supply and maintenance supervision. Flyaway Kits were furnished by squadron furnishing command. The other two (2) flights to be under the direct command of its respective Squadron Flight Commander who, in turn, was to be under the command of the Squadron Commander to whom he was attached. This arrangement showed promise of allowing a wider scope of command responsibility to be put into effect. This situation was desirable and functioned as intended administratively. It fell short of expectations, however, in that it was necessary to shift navigators and radar operators from flight to flight and crew to crew, brought about by a shortage of qualified individuals in these combat crew positions, thus ruining crew integrity.

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Basic: 98BGCO, 9 July 48, Subj: 98th Bomb Gp (VH) Labrador Maneuver Mission Report.

3. The 345th Bombardment Squadron (VH)(Composite) departed Spokane Air Force Base for Goose Bay at 0200Z 7 June 1948; the 343rd Bombardment Squadron (VH)(Composite) and 344th Bombardment Squadron (VH)(Composite) departed seven (7) and fourteen (14) days later; all squadrons stayed seven (7) days and flew, on the average, two (2) polar missions per combat crew.

4. The following is a breakdown and resume, by sections, of the overall accomplishments, recommendations and criticisms of the 98th Bombardment Group (VH) while away from this station on maneuvers:

A. ADMINISTRATION: Administrative practices were normal and proceeded with a minimum of difficulty. The number of individuals reporting for Sick Call was abnormally low. Moral and dicipline was excellent.

B. OPERATIONS AND TRAINING: Following is a breakdown, by squadron, of time flown while on maneuvers:

SQUADRON	NO. OF 60° North	TIME FLOWN AT GOOSE BAY	TOTAL TIME FR DEP. TO RET.
343rd	78:21	172:42	355:15
344th	39:00	114:40	273:00
345th	110:00	265:00	475:00

(1) An acute shortage of Navigators and Radar Operators necessitated a large margin of safety be required on the flights. Since true Grid Navigation requires two (2) Navigators, and at least one (1) qualified Radar Operation, it was not possible to operate a crew as a unit. Much difficulty was experienced by the Radar Operators in getting accurate wind runs. One reason being the inability of the operators to interpret the scope. All but three (3) Radar Operators being OJT. Radar maintenance being the other factor. Most sets were not getting the necessary range information of the missions to be flown while at Goose Bay and did not arrive this station until one (1) day after departure of first squadron. This did not allow them time for proper preparation.

(2) Diplomatic clearance had not been received by Goose Bay to clear B-29's over Greenland. This delayed operations for one (1) day.

C. COMMUNICATIONS

(1) Radio reception, both CW and VHF, was poor during the period of maneuvers due to atmospherics, Aurora

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Basic: 98BGCO, 9 July 48, Subj: 98th Bomb Gp (VH) Labrador Maneuver Mission Report.

Borealis contributing. Considerable difficulty was experienced in getting position reports through. Accurate HF-DF's were received from Crystal #2 and Goose Bay. One (1) DF was received from Crystal #2 as far north as 73° lat.

D. ENGINEERING, SUPPLY AND TRANSPORTATION

(1) Few, if any, supply problems existed, and transportation was adequately provided by Goose Bay Motor Pool. When one or two or three aircraft failed to take off for Goose Bay and, consequently, did not transport their respective Fly-away-Kits, technical supply problems of a temporary nature did arise, but were solved immediately with the arrival at Goose Bay of the missing Fly-away-Kits. The kits were found to be adequate and necessary. Maintenance during the three (3) weeks maneuver was of minor nature except for four (4) engine changes.

E. RECOMMENDATIONS: That:

(1) The composite arrangement of squadrons be used only as a last resort. The value of the command experience in the lower elements was far outweighed by the problems encountered and complaints raised due to a composite arrangement.

(2) Groups being sent on polar navigation maneuvers have qualified navigators and radar operators so as to allow Grid Navigation to be accomplished - two (2) Navigators (or in lieu of one (1) navigator, an Astral Compass qualified bombardier) and one (1) radar operator are the minimum requirements.

(3) Organizations be acquainted with the required flight time enough prior to execution so as to allow maximum planning

(4) Clearances be accomplished prior to departure from home station, i.e., diplomatic clearances for flying over foreign countries, and clearances for foreign personnel to accompany said organizations on flights.

s/ Richard D. Dick
Lt Col USAF
for WILLIAM D. CAIRNES
Colonel, USAF
Commanding

2 Incl's:

Incl #1 - Flt Eng Logs (quint)
#2 - Pers Asgmt for Comp Sqdns

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98BGCO, 9 July 1948
Subject: 98th Bombardment Group, VH Labrador Maneuver Mission Report

A3OP 373.5 1st Ind

HEADQUARTERS 92D BOMBARDMENT WING, VH, Spokane Air Force Base, Spokane, Washington 14 JUL 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. Forwarded in compliance with SAC Field Order 19, 17 May 1948.

2. Considerable delay was experienced in receiving arrival and departure reports from Goose Bay on aircraft of this command. These reports were arriving by administrative channels five to six hours earlier than through the normal AACS Aircraft Movement Channels. This condition caused numerous alerts for missing aircraft.

3. Concur in the recommendations in part E, basic communication.

2 Incls
1. n/c 1 cy w/d
2. n/c 1 cy w/d

JAMES E. BRIGGS
Colonel, USAF
Commanding

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AG 373 A3O 2d Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo, 2 AUG 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Forwarded in compliance with SAC Field Order 19, 17 May 1948.

2. Concur with preceding recommendations.

FOR THE COMMANDING GENERAL:

D. T. HAMILTON
Lt Col, USAF
Adjutant General

2 Incls
1. n/c 1 cy w/d
2. n/c 1 cy w/d

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT 98th Bomb Group Maneuvers at Goose Bay (SAC FO 19)

DCofS, Materiel
Electronics Sec
DCofS, Personnel & Administration
DCofS, Intelligence
~~RECOMM~~
Comptroller IN TURN

DATE 6 August 1948
COMMENT No 1
Capt Miller/pn/3150

FROM: DCofS, Operations

Inclosed report of 98th Bomb Group's maneuvers at Goose Bay is forwarded for your information and any action you may deem necessary. Request subject report be returned to this office by 1 September 1948.

1 Incl
Ltr, 98th BGp, 9 Jul 48, subj "98th Bomb Gp Labrador Maneuver Mission Report", w/2 Inds and 2 Incls

s/t/ D. W. HUTCHISON
Brigadier General, USAF
DCofS, Operations

TO: Electronics Section
DCofS, Personnel
DCof S, Intelligence
Comptroller
IN TURN

DATE 18 Aug 48
COMMENT NO. 2
Mr Reese/mkm/3244

FROM: DCofS, Materiel

Noted.

1 Incl
n/c

s/t/ K. E. TIBBETTS
Colonel, USAF
DCofS, Materiel

TO: DCofS, Personnel
DCofS, Intelligence
Comptroller

DATE 19 August 1948
COMMENT No. 3
Maj White/dcm/4250

FROM: Electronics Section

Noted.

1 Incl
n/c

s/t/ STUART P. WRIGHT
Colonel, USAF
Electronics Officer

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SAC, Ft. Crook-2-21-49-5,000 O-0238

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FILE NO	

SUBJECT: 98th Bomb Group Maneuvers at Goose Bay (SAC FO 19)

TO: DCofS, Intelligence
Comptroller

DATE 20 August 1948

COMMENT No 4
Lt Col Walker/esw/2124

FROM: DCofS, Personnel

1. Noted.

2. All crew shortages for this wing have been requisitioned from Headquarters United States Air Force.

/s/ Arthur J. Walker, Lt Col
for RICHARD T. KING
Colonel, USAF
DCofS, Pers & Admin

1 Incl
n/c

TO: Comptroller

DATE 23 August 1948

FROM: DC/S, Intelligence

COMMENT NO. 5
Lt Col Benn/fms/2224

Noted.

s/t/ WILLIAM A. ADAMS
Colonel, USAF
DC/S, Intelligence

1 Incl:
n/c

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FILE NO	

SUBJECT: 98th Bomb Group Maneuvers at Goose Bay (SAC FO 19)

DCofS, Operations — DATE 24 Aug 48

FROM: Comptroller — COMMENT No 6, Lt Col Catton/hmb/4153

Noted.

s/t/ KENNETH B. HOBSON
Colonel, USAF
Actg Comptroller

1 Incl
n/c

TO: Adjutant General , Mail & Records — 25 August 1948

FROM: DCofS, Operations — COMMENT No. 7, Capt Miller/pn/3150

1. Inclosed report is forwarded for your files in accordance with R&R, subject "Blanket Authority for Retention of Mission Reports" dated 7 Nov 47.

2. Subject report has been forwarded to CSUSAF, see file SAC 373 (9 Jul 48).

s/ Carl M. Hillstrom
for D. W. HUTCHISON
Brigadier General, USAF
DCofS, Operations

1 Incl: n/c

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393RD BOMB SQUADRON (M)
509TH BOMB GROUP (M)
Walker Air Force Base
Roswell, New Mexico

319.1 24 August 1948

SUBJECT: Intelligence Report, Labrador Mission

THRU: Commanding Officer, 509th Bomb Group (M), WAFB, Roswell, New Mexico
Commanding Officer, 509th Bomb Wing (M), WAFB, Roswell, New Mexico
Commanding General, Eighth Air Force, CAFB, Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington, 20, D. C.
ATIN: DC/S Intelligence

1. In compliance with Paragraph 2c, SAC Regulation 200-6 and Paragraph 8, annex #1 to Eighth Air Force Field Order #53, dated 15 June 1948, the following mission report is submitted:

a. Nine (9) aircraft were scheduled to depart WAFB, Roswell, New Mexico, 13 August 1948, for Goose Bay, Labrador, fly three (3) maximum effort navigation missions in the Sub Arctic, Arctic, and Polar Regions, and return to WAFB.

b. Seven (7) aircraft departed WAFB, 13 August 1948, one (1) crashing after take off, killing two (2) officers and eleven (11) enlisted men. The remaining two (2) aircraft departed WAFB, 14 August 1948, for Goose Bay, Labrador.

c. The first mission from Goose Bay, Labrador, was scheduled for 15 August 1948, but was cancelled before take off time due to weather enroute. This mission was flown 16 August 1948, and consisted of four.(4) aircraft flying a long range Grid Navigation flight from Goose Bay, Labrador, to Iceland, to Newfoundland, and return, plus four (4) aircraft flying a long range Grid Navigation flight to Sumerset Island, to Coral Island, and return. One (1) aircraft turned back after four (4) hours offlight

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319.1 24 August 1948
SUBJECT: Intelligence Report Labrador Mission

due to radar malfunction. The weather was generally undercast on both of these flights, and icing conditions made it necessary for some of the ships to deviate from briefed altitudes.

d. 17 August 1948, one (1) aircraft departed Goose Bay, Labrador, to Iceland, to Newfoundland, and return to Goose Bay, Labrador, on a long range Grid Navigation flight.

e. Seven (7) aircraft departed on a long range Grid Navigation flight 18 August 1948, from Goose Bay, Labrador, to Bluie West #8, Greenland, to Thule, Greenland, to Crystal #2 and return.

f. 19 August 1948, seven (7) aircraft departed Goose Bay, Labrador on a navigation and radar flight to Bluie West #1 and return. One (1) aircraft departed Goose Bay, Labrador, to Bluie West #8, Greenland, to Thule, Greenland, to Crystal #2 and return.

g. 20 August 1948, eight (8) aircraft departed Goose Bay, Labrador, for WAFB, Roswell, New Mexico. One (1) aircraft landed enroute at Selfridge AFB, due to an engine failure and two (2) aircraft followed this aircraft in with spare parts. These two (2) aircraft returned to WAFB, Roswell, New Mexico, and the one (1) with engine trouble was still at Selfridge AFB, at the time of this report.

2. The times in this report are Greenwich times.

/s/ Robert B. Irwin
ROBERT B. IRWIN
Lt. Col. USAF
Commanding

1 Incl
Nine (9) Interrogation forms

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319.1 1st Ind

Hq, 509th Bomb Group (M), 509th Bomb Wing (M), WAFB, Roswell, New Mexico, 26 August 1948.

TO: Commanding Officer, 509th Bomb Wing (M), WAFB, Roswell, New Mexico

Forwarded herewith is the 393rd Bomb Squadron, 509th Bomb Group (M), Mission Report in accordance with par 5, SAC Regulation 200-6, Dated 6 April 1948.

/s/ William W. Perry
Lt. Col. USAF
Commanding

319.1 2d Ind A2/CJB/ja

Hq, 509th Bomb Wing (M), WAFB, Roswell, N. M., 27 Aug 48

TO: CG, 8th AF, CAFB, Ft. Worth, Texas

Forwarded for your information.

FOR THE COMMANDING OFFICER:

/s/ Harold S. Gillogly
HAROLD S. GILLOGLY
2d Lt., USAF
Assistant Adjutant

1 Incl
n/c

IDC (24 Aug 48) 3d Ind

HEADQUARTERS EIGHTH AIR FORCE, Fort Worth, Texas, 30 Aug 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C. ATTN: DC/S, Intelligence

1 Incl
n/c

/s/ m. r. k.
M. R. K.

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830TH BOMBARDMENT SQUADRON
Office of the Operations Officer
Walker Air Force Base
Roswell, New Mexico

Final Report
8th Air Force Field Order #53
830th Squadron Operations Order #85

1. NARRATIVE:

a. Seven (7) aircraft, Nos. 739, 263, 432, 299,354, 384, and 347 were scheduled to depart this Station for Goose Bay, Labrador on 20 June 1948, as per 8th AF Field Order #53. Prior to departure classes were held for all navigators on grid navigation and all crew members were briefed on polar flying and survival, and use of emergency equipment available. Aircraft 739, 263, 432, and 354 departed as scheduled, the first take-off at 2300 MST 20 August. The other three (3) aircraft were delayed due to maintenance. Aircraft 739, 354, and 432 landed at Goose Bay without incident and aircraft 263 landed at Selfridge Air Force Base, Michigan, with #1 engine feathered due to internal failure which necessitated an engine change. Aircraft 299 and 384 departed WAFB on 21 August and 347 departed WAFB on 22 August. Aircraft 263 arrived at Goose Bay on 25 August after engine change was accomplished at Selfridge Air Force Base.

b. Besides regular combat crews, each aircraft carried a maintenance crew including various specialists and clerks, making a total of twenty (20) persons on board each aircraft. Two (2) spare engines, nine (9) spare parts kits, thirteen (13) E-12 survival kits, and twenty eight (28) cases of IF-1 in-flight rations for emergency use were also carried.

c. On arrival at Goose Bay, adequate transportation was available to transport personnel to their quarters. Adequate billeting and messing facilities were available. The Operations Office was set up in Base Operations Building and AC's, Pilots, Navigators, and Radio Operators were briefed by Base Personnel on operating procedures in that area. This briefing covered emergency landing fields, radio aids, air sea rescue facilities, and air-ground communications procedures for all missions to be flown.

d. On 23 August, five (5) aircraft were scheduled for their first mission. Aircraft 299 and 384 were scheduled for Mission #1 with take off set for 1100Z 23 August. These aircraft completed the mission as briefed. Aircraft 739, 432, and 354 were scheduled for Mission #3 with take off set at 0300Z 23 August. All ships took off as scheduled but 432 returned to

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Goose Bay after one (1) hour out due to #3 engine failure. Aircraft 354 landed at Meeks Field, Keflavik, Iceland with #1 engine feathered due to internal failure. Aircraft 739 completed the mission as briefed.

e. On 24 August, five (5) aircraft were scheduled to fly. Aircraft 299, 384 and 432 were scheduled to fly Mission #3 with take off starting at 1500Z 24 August. Aircraft 299 was instructed to land at Meeks Field to deliver an engine and maintenance crew with all necessary equipment to change the #1 engine on Aircraft 354. Aircraft 347 and 739 were scheduled to fly Mission #1 with take off starting at 1100Z, 24 August. All five (5) aircraft completed these missions as briefed.

f. On 25 August aircraft 347 was used as replacement for aircraft 432 and the crew flew Mission #1 and completed it as briefed.

g. Five (5) aircraft were scheduled for Mission #2, take off being set for 0300Z 26 August. Weather forecast showed a deep low to be situated near Somerset Island with an occlusion lying parallel to the course to be flown, causing considerable cloudiness from the ground up to 17-20,000 ft. a great part of the route. Since the mission was to be primarily grid navigation, it was post-poned till the following morning. Aircraft 739 flew the mission as weather observer to determine possibility of flying the mission the following day. Aircraft 739 reported the weather to the turning point was as briefed but on the return it was much better than predicted. This indicated the weather had moved faster than predicted and the weather should permit flying the mission on the 27th of August.

h. Five (5) aircraft were scheduled to fly Mission #2 on 27 August with take-off set for 0300Z. All aircraft took off as scheduled. Aircraft 299 encountered severe icing conditions at 15,000 ft. approximately two (2) hours out. The pilot had prop anti-icers at low flow when he entered a cloud and before he could get full flow set up and de-icer boots operating, prop icing became so severe that he momentarily lost control of the aircraft and lost approximately 4000 ft. of altitude. The aircraft returned to Goose Bay. Aircraft 263 and 432 encountered light to moderate icing at 13,000 ft., aircraft 347 and 384 also encountered light icing in clouds at 17,000 ft. These aircraft completed the mission as briefed with the exception of 263 which turned approximately eighty (80) miles short due to radar failure.

i. All aircraft, with the exception of 354, were scheduled to depart Goose Bay for WAFB at 0900Z 28 August. Air aircraft departed on schedule and arrived at WAFB without incident. Aircraft 354 departed Meeks Field on 30 August and arrived at WAFB on 31 August.

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2. DISCREPANCIES AND CORRECTIVE ACTION:

a. None.

3. CONCLUSIONS:

a. Of the required twenty one (21) missions from Goose Bay for the seven aircraft, fifteen (15) were flown.

4. RECOMMENDATIONS:

a. It is felt that time alloted for this maneuver is not adequate. Due to weather in that area and increased maintenance problems, all aircraft did not make the required missions. If more time were available, it would be possible for all crews to fly all the required missions.

b. In view of the short time between missions, flying fatigue became very noticeable, especially in the navigators, flight engineers, and radio operators.

/s/t/ ALFONSO CAMARENA
Captain, USAFR
Operations Officer

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HEADQUARTERS, 715th BOMB SQUADRON (M)
509th Bomb Group (M)
Walker Air Force Base
Roswell, New Mexico

FINAL REPORT
8th Air Force Field Order #53

1. NARRATIVE

a. In accordance with Eighth Air Force Field Order #53, the 715th Bomb Squadron (M) began preparations on the 19th of August 1948 for a movement to Goose Bay, Labrador, where it was to participate in field maneuvers for a period of seven (7) days.

b. On the morning of the 27th of August 1948, final loading of fly-away kits, emergency equipment and personal baggage was accomplished. At twenty hundred zebra (2000Z), the crews received their final briefing, and at twenty-four hundred zebra (2400Z), aircrafts 6443, 6382, 8774, 7302, 7304, 7752, 6440, 7353 and 7298 departed for Goose Bay, Labrador. Take-offs were made at five (5) minute intervals, and the flight was made in four (4) legs - Roswell, New Mexico to Falls City, Nebraska to Sault Saint Maria, Canada to 50° 00' North, 74° 30' West to Goose Bay, Labrador.

c. Individual flight plans were filed under instrument flight rules with altitudes flown at five hundred feet (500') on top.

d. Aircraft number 7304 aborted due to engine malfunction and landed at Madison, Wisconsin. This aircraft did not participate in the maneuver. Number four (4) engine was changed, and the aircraft returned to Roswell, New Mexico the 2nd of September 1948.

e. All other aircraft successfully completed the maneuver and arrived at Goose Bay without mishap. The average time enroute was ten (10) hours, and the distance covered was two thousand, one hundred and ninety-nine (2,199) nautical miles.

f. Upon arrival, the personnel were assigned quarters, and immediately after breakfast, they assisted in unloading the aircrafts. Operations and engineering was set up, and all flying personnel were given time off to rest and prepare for the first mission which was to be flown the following night.

g. On the 29th of August, the crews were briefed at sixteen hundred zebra (1600Z) for the first mission. The route to be flown was from Goose Bay to 73° 47' North, 95° 00' West on Somerset Island, to Coral Harbor, 64° 12' North, 83° 21' West

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FINAL REPORT - 8TH Air Force FO #53 (Cont'd)

to Goose Bay. Eight (8) aircraft were scheduled for this mission. Seven (7) completed the mission as briefed. Take-off was accomplished at nineteen hundred zebra (1900Z), with aircraft spaced at five (5) minute intervals. Aircraft were staggered at fourteen thousand feet (14000'), fifteen thousand feet (15000') and sixteen thousand feet (16000') altitudes. Weather on route, out and return, was solid (10/10) undercast, with lower broken clouds over the target. Average time of flight was seventeen (17) hours. Aborting aircraft #7302, took-off as scheduled, but after two (2) hours out, developed engine trouble and returned to the base. An engine change had to be accomplished on this aircraft.

h. Eight (8) aircraft were scheduled for the second mission which was flown on the 31st of August 1948. Briefing was at zero three hundred zebra (0300Z), and take-offs were scheduled at five (5) minute intervals starting at zero five hundred zebra (0500Z). Aircraft #7302 again aborted due to engine trouble. Upon return to Goose Bay, engine was changed. Remaining aircraft flew the mission as briefed. Weather was solid (10/10) undercast over the entire route. Average time for the mission was fifteen (15) hours. The route was from Goose Bay to Bluie West Eight (8), 67° 02' North, 50° 40' West, on the southwestern coast of Greenland, to Thule, Greenland, 76° 31' North, 68° 50' West, to Crystal Two (2), 63° 45' North, 68° 34' West, to Goose Bay.

i. Mission number three (3) was planned to Iceland, Newfoundland and return, but due to adverse weather conditions created by a hurricane between Newfoundland and Greenland, the short mission to Bluie West One (1) and return was flown. Six (6) aircraft were scheduled for this mission. The mission was briefed at zero nine hundred zebra (0900Z) the 3rd of September 1948, and take-offs were made at eight (8) minute intervals beginning at eleven hundred zebra (1100Z). Shortly after take-off, aircraft #7353 aborted due to a vibrating engine. This aircraft ran off the runway upon landing and incurred major damage. Five (5) aircraft flew the mission as briefed. The flight was made through the hurricane, however nothing unusual in the weather was encountered except high winds and moderate icing. The weather altitude was seven thousand feet (7000') and nine thousand feet (9000')outbound, and six thousand feet (6000') and eight thousand feet (8000') on the return. A landfall was made at Greenland by radar. The average time for the mission was seven (7) hours.

j. Upon return from this last mission, the maintenance crews loaded the aircraft in preparation for early take-off for home base. On the 4th of September 1948, at zero seven hundred

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FINAL REPORT - 8th Air Force FO #53 (Cont'd)

zebra (0700Z), the crews were briefed for the return flight. Seven (7) flyable aircraft took-off for Walker AFB spaced at one (1) minute intervals beginning at zero nine hundred zebra (0900Z). The flight was routine with all aircrafts landing at home station.

2. CONCLUSIONS

a. It is felt that this type of maneuver has great training value since it gave the crews a great deal of confidence in their ability to fly in the polar regions.

b. It is not feasible to attempt three (3) maximum efforts in so short a period without incurring an undue strain on both flying and maintenance personnel.

c. Forty-four (44) officers and one hundred and twelve (112) enlisted men participated in this maneuver. This number of personnel proved adequate to man and maintain eight (8) aircrafts.

3. RECOMMENDATIONS

a. That more adequate arrangements be made for billeting of enlisted men on future maneuvers. One hundred and twelve (112) enlisted men were billeted on an upstairs floor of a gymnasium with insufficient heating, shower and toilet facilities. The bedding arrangement was made up of double tier bunks with insufficient room to walk between, and would have been a fire trap in the event of a fire.

b. That additional maneuvers of this type be scheduled.

s/ Frederick D. Berry Jr, Major USAF
for WOODROW P, SWANCUTT
Major, USAF
Commanding

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ANNEX I - NAVIGATION REPORT
To Final Report - 8TH Air Force Field Order #53

1. NARRATIVE

a. Eight (8) aircraft completed the flight from Walker AFB, Roswell, New Mexico to Goose Bay, Labrador. The first aircraft departed Walker AFB at 2400Z, 27 August 1948, and the others followed at five (05) minute intervals.

b. Emphasis was placed on "Grid" navigation during the entire maneuver. Each aircraft was required to use "Grid" type navigation for eight hundred (800) miles from Walker AFB to Goose Bay, Labrador.

c. The following listed missions were flown from Goose Bay:

Mission #1 Goose Bay - Somerset Island - Coral Bay - Goose Bay.
Mission #2 Goose Bay - Bluie West #8 - Thule - Crystal #2 - Goose Bay.
Mission #3 Goose Bay - Prince Christian Island - Goose Bay.

The first two (2) of these missions were flown using "Grid" type navigation with fixes with celestial, Loran, and radar. The third was flown entirely over water using conventional Loran and celestial means of navigation.

d. Navigation was entirely successful on all of these flights, and navigators received valuable training, especially in "Grid" type navigation. Celestial tables were not available for latitudes over sixty degrees (60°) north.

e. Training and individual flight times for each mission is as follows:

Walker AFB to Goose Bay, Labrador

Average flight time - 09:56 | Hours of "Grid" Nav. - 20:02
Hours of celestial - None | Total flight time - 79:28

Aircraft No.	Flight Time	Aircraft No.	Flight Time
443	09:30	774	10:35
302	09:40	752	09:53
353	10:15	440	09:55
298	09:35	382	10:05

Goose Bay - Somerset Island - Coral Bay - Goose Bay

Average flight time - 16:27 | Hours of "Grid" Nav. - 101:24
Hours of celestial - 10:00 | Total flight time - 119:26

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Annex I (Navigation) to Final Report 8th AF FO 53

Aircraft No.	Flight Time	Aircraft No.	Flight Time
443	16:00	774	16:36
302	03:25 (Abort)	752	16:20
353	16:30	440	16:40
298	16:50	382	17:05

Goose Bay-Bluie West #8-Thule-Crystal #2-Goose Bay

Average flight time - 13:03 — Hours of "Grid" Nav. - 89:50
Hours of celestial - 20:00 — Total flight time - 148:23

Aircraft No.	Flight Time	Aircraft No.	Flight Time
443	15:00	774	14:56
302	04:00 (Abort)	752	15:02
353	15:10	440	15:00
298	14:40	382	14:35

Goose Bay - Prince Christian Island - Goose Bay

Average flight time - 07:43 — Hours of "Grid" Nav. - None
Hours of celestial - 30:00 — Total flight time - 38:36

Aircraft No.	Flight Time	Aircraft No.	Flight Time
443	08:20	774	07:39
302	07:35	752	07:40
353	Abort	440	Abort
298	Abort	382	07:40

Goose Bay, Labrador to Walker AFB

Average flight time - 11:37 — Hours of "Grid" Nav. - None
Hours of celestial - None — Total flight time - 81:19

Aircraft No.	Flight Time	Aircraft No.	Flight Time
443	11:49	774	12:00
302	11:50	752	11:30
353	Abort	440	11:35
298	10:50	382	11:45

s/t/ JACK P. RICHARDSON
Capt., USAFR
Staff Navigator

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ANNEX II - RADAR REPORT
To Final Report - 8TH Air Force Field Order #53

1. NARRATIVE

a. Radar was utilized throughout the entire maneuver by all participating aircraft. The main use was as an aid to navigation in the lower latitudes and especially as a means of establishing definite positions in the latitudes where "Grid" navigation was necessary. Some frontal penetration was done by radar; a hurricane was present in the area on the third mission flown, and though most of the cumulus type clouds appeared on the scope, turbulence was, at the most, light to moderate. Radar was used on a total of thirty-seven (37) flights.

b. No scored radar runs were made on this maneuver.

c. Radar sets were in operation three hundred and ninety-one (391) hours and forty (40) minutes.

	Date and Total Time of Set Operation				
Aircraft No.	Aug. 27th	Aug. 30th	Aug. 31st	Sept. 3rd	Sept.4th
298	0400	1600	1430	0000	1000
302	0600	0300	0300	0900	1200
304	0535	0000	0535	0000	0000
353	1330	1530	1400	0000	0000
382	1030	1635	1400	0730	1100
440	0600	1550	1420	0000	1155
443	0600	1600	1440	0730	1100
752	0600	1600	1100	0730	0000
774	1030	1620	1435	0720	1100

d. Radar was used as a navigation aid during the total time of set operation. Fourteen (14) frontal penetrations were accomplished.

e. No radar beacon fixes were taken.

f. Forty-four (44) scope photos were taken.

g. No Loran fixes were taken by Radar Observers.

h. No jamming or unusual interference was experienced.

i. No aircraft aborted because of radar failure.

j. Only two (2) radar equipment failures occured; the R-F unit failed in flight on aircraft #382 and was repaired; the antenna gears stripped on aircraft #752, and though there were no replacement parts, the operator was able to use the set with moderate success.

/s/t/ PAUL CHENCHAR JR.
Capt., USAFR
Staff Radar Observer

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ANNEX III - BOMBING REPORT
To Final Report - 8TH Air Force Field Order #53

1. This was not a bombing mission so bombing equipment was not utilized.

a. No bombs were carried on this mission.

b. No camera attacks were made during this mission.

c. No radar bombing was accomplished.

s/t/ NICHOLAS P. ASCIENZO
Capt., USAF
Staff Bombardier

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ANNEX IV - FLIGHT ENGINEERS REPORT
To Final Report - 8TH Air Force Field Order #53

1. NARRATIVE

a. Average take-off weights were one hundred twenty-five thousand pounds (125,000#) on the flight from Walker AFB to Goose Bay, Labrador. All aircrafts flew according to predicted flight plan until weather conditions were encountered about five (5) hours out of Goose Bay. Due to constant changing of altitudes, little in-flight planning was done. No major maintenance was required upon landing at Goose Bay, Labrador. Aircraft #7304 aborted at zero five ten zebra (0510Z) due to number four (4) engine failure. The aircraft landed at Turex Field, Madison, Wisconsin.

AIRCRAFT NUMBER	FUEL LOAD	FUEL USED COMPUTED	FUEL USED DIP-STICK	NAUT. MILES Per GALLON	FLIGHT TIME
44-27298	6510	4700	4625	.448	09:35
44-27302	6650	4650	4585	.440	09:45
44-27304	6700	3100	2700	.353	04:55
44-27353	6700	4545	4415	.461	10:15
44-86382	6700	4750	4763	.445	10:10
44-86440	6550	4940	4825	.447	10:10
44-87752	6700	4400	5021	.461	10:07
44-87774	6600	4525	4500	.466	10:49
44-86443	6700	5060	5050	.449	09:40

b. Average take-off weight for mission number one (1), Somerset Island, was one hundred eighteen thousand pounds (118,000#). Eight (8) aircrafts took-off on the mission, but three (3) returned to Goose Bay because of automatic pilot trouble. Two (2) of the aborted aircrafts, #7298 and #7353, completed the mission after corrective action had been taken on the automatic pilots. Aircraft #7302 aborted completely due to internal failure of number four (4) engine. Icing conditions were encountered throughout the entire mission, causing higher powers to be used, as all aircrafts were not completely equipped with de-icer boots. Long range letdowns could not be made at Goose Bay because of local conditions. Mission was considered good from flight engineer's view-point.

AIRCRAFT NUMBER	FUEL LOAD	FUEL USED COMPUTED	FUEL USED DIP-STICK	NAUT. MILES per GALLON	FLIGHT TIME
44-27298	6500	6000	5975	.522	15:57
44-27302	6650	1498	1490	.440	03;23
44-27353	6700	5680	5700	.563	16:34
44-86382	6700	5970	5951	.575	17:05
44-86440	6550	5760	5700	.564	16:41
44-86443	6700	5920	6000	.577	16:35
44-87752	6700	5720	5875	.534	16:57
44-87774	6700	5880	5800	.549	16:50

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ENGINEERS REPORT - To Final Report - 8TH AF FO #53 (Cont'd)

c. All aircraft took off on mission number two (2), Thule mission. Aircraft #7302 aborted at zero four forty due to number three (3) engine failure. No other difficulties were encountered throughout the remainder of the flight. Perdicted flight plan was made out for seventeen thousand feet (17,000'), but last minute changes put the flight at fifteen thousand feet (15,000'). Long range let downs could not be made due to local Goose Bay regulations.

AIRCRAFT NUMBER	FUEL LOAD	FUEL USED COMPUTED	FUEL USED DIP-STICK	NAUT. MILES per GALLON	FLIGHT TIME
44-27298	6390	5510	5480	.532	14:43
44-27302	6650	2000	2125	.370	4:00
44-27353	6700	5500	5500	.585	15:16
44-86382	6700	5400	5400	.545	14:35
44-86440	6785	5390	5175	.557	15:11
44-86443	6700	5340	5420	.585	15:00
44-87752	6700	5200	5280	.544	15:00
44-87774	6700	5400	5265	.541	14:45

d. Average take-off weight for mission number three (3), Prince Christian Island, was one hundred and eighteen thousand pounds (118,000#). All aircraft became air-bourne with the exception of Aircraft #7298 which had inverters inoperative and Aircraft #6440 which had a rough running engine. Aircraft #7353 aborted at zero eight thirty eight (0838) and returned to the field with number three (3) engine running rough. Aircraft was damaged when it ran off the end of the runway and is waiting survey at Goose Bay, Labrador.

AIRCRAFT NUMBER	FUEL LOAD	FUEL USED COMPUTED	FUEL USED DIP-STICK	NAUT. MILES per GALLON	FLIGHT TIME
44-87752	6700	2620	2709	.526	7:43
44-27302	6650	2820	2885	.469	7:36
44-27353	--------ABORTED--------				
44-86382	6650	3020	3000	.39[illegible]	7:39
44-86440	--------ABORTED--------				
44-86443	6700	3025	3050	.485	8:16
44-87774	6700	2920	3100	.478	7:53

e. Average take-off weight for return trip was one hundred and twenty five thousand pounds (125,000#). No time was allowed to make out predicted flight plan. Flight plans were made by individual enginners while in flight. Temperature and winds given by weather were incorrect. All aircrafts were airborne except aircraft #7353 which remained at Goose Bay, Labradore pending accident investigation.

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ENGINEERS REPORT - To Final Report - 8TH AF FO #53 (Cont'd)

AIRCRAFT NUMBER	FUEL LOAD	FUEL USED COMPUTED	FUEL USED DIP-STICK	NAUT. MILES per GALLON	FLIGHT TIME
44-27298	6500	4800	4750	.477	10:50
44-27302	6000	4700	4600	.580	11:50
44-27353		::::::: OUT OF COMMISSION :::::::::::			
44-86382	6000	4200	4575	.526	11:45
44-86440	6250	4610	4600	.496	11:35
44-86443	6000	4025	4820	.495	12:00
44-87752	6000	4470	4420	.525	11:30
44-87774	6100	4550	4600	.493	12:20

s/t/ LONNIE A. BOWLING
MSgt, USAF
Staff Flight Engineer

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ANNEX V - GUNNERY REPORT
To Final Report - 8TH Air Force Field Order #53

1. NARRATIVE

a. The following is a break down of the gunnery accomplished by the 715th Bomb Squadron (M) while at Goose Bay, Labrador during the period Aug. 27th to Sept. 4th 1948.

Aircraft #443 - 1000 Rounds fired, gunners - Sgts. Riley, Spiczka, Zahn.
Aircraft #752 - 1000 Rounds fired, gunner - Lt. Villaneuva.
Aircraft #302 - 960 Rounds fired, gunners - Sgts. Duffey, Whittaker.
Aircraft #774 - 1000 Rounds fired, gunner - Sgt. Bush.
Aircraft #382 - 250 Rounds fired, gunner - Sgt Cleary.

b. All firing was to be accomplished over large, open sea areas, therefore it was imperative that visual flight conditions prevail. Due to low undercasts prevailing over artic and subarctic regions during the maneuver, three of the aircraft were unable to fire any of their required one thousand (1000) rounds per aircraft. Aircrafts #302 and #382 were able to fire only the portion shown because of adverse weather conditions.

c. All guns and mounts were one hundred percent (100%) operational.

2. DISCREPANCIES AND CORRECTIVE ACTION TAKEN

a. None

3. CONCLUSIONS

a. Since temperatures were not extreme, nothing of a technical nature could be ascertained relating to arctic operation of aircraft machine guns and turrets.

4. RECOMMENDATIONS

a. None

s/t/ HAROLD L. UPTON
1st Lt., USAFR
Squadron Gunnery Officer

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ANNEX VI - COMMUNICATIONS REPORT
To Final Report - 8TH Air Force Field Order #53

1. NARRATIVE

a. Air Communications

(1) Eight (8) aircraft participated in this mission.

(2) A total of six hundred and five (605) position reports were transmitted utilizing frequencies as outlined below.

9320	6355	4220	4595	8200	6543	4765	12755.
173	297	97	1	32	3	1	1

(3) A total of seventy-six (76) QDMs were requested and received.

(4) No "Fox" type messages were intercepted.

(5) One (1) "Security" type message was transmitted.

(6) No interference was encountered, however several dead spots were found and logged.

(7) Equipment malfunctions as follows:

Mission	No. of Acft.	Type of Equipment	Malfunction	No. of Cases	Remedial Action and Remarks
8th AF F.O.#53	8	ARC-3	Tuning Continuously	1	Changed Unit
8th AF F.O.#53	8	ART-13	Burned Out	1	Changed Unit

2. RECOMMENDATIONS

a. No recommendations or comments, communications were considered generally successful.

s/t/ HANS G. HUETTIG
1st Lt., USAFR
Sqdn. Communications Officer

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ANNEX VII - MAINTENANCE AND SUPPLY
TO 8TH AF FIELD ORDER # 53

1. NARRATIVE :

a. On 27 August 1948 at 1600, eight (8) B-29 aircraft of the 715th Bomb Squadron (M) were pressure-checked and in commission for take-off which was scheduled for 1700. B-29 #44-87774 encountered a 150 synchronization drop on #1 engine, thus delaying the take-off of subject aircraft. The synch bar was set and upon run-up a 75 RPM drop was encountered on left magneto. The spark plugs were changed and discrepancy corrected. Subject aircraft then departed for Labrador at 2130.

B-29 #44-27304 after 5:20 hours of flight encountered trouble on # 4 engine and was forced down at Madison, Wisconsin. Subject engine was changed due to internal failure and after engine change was completed, aircraft returned to WAFB, Roswell, New Mexico on 1 September 1948.

The seven (7) remaining aircraft arrived at Goose-Bay between the hours of 0630 and 0730, 28 August 1948. B-29 # 44-87774 arrived at Goose-Bay at 1100, 28 August 1948.

All aircraft upon arrival were immediately serviced by the base personnel. The ground crews unloaded the Fly-Away Bins and other essential equipment. All flight discrepancies were then in the process of being corrected by the crew members. The total flying time for this operation was 88:20 hours.

On 29 August 1948, the flight crews held briefing at 1300. Then all aircraft were preflighted and run-up discrepancies corrected. Aircraft were pressure-checked and ready for take-off at 1600, with aircraft taking off in five (5) minute intervals.

The eight (8) B-29 aircraft took off as scheduled and after approximately three (3) hours of flight, B-29 # 44-27302 returned to Goose-Bay with C-1 Auto Pilot trouble. While complying with SAC Reg. 66-8 upon post-flight engine run-up, it was noticed that # 4 engine was smoking excessively. Upon further inspection it was discovered that the intake and exhaust pushrods on # 18 cylinder were bent and metal was found in front sumps, thus necessitiating an engine change and causing the aircraft to abort from the first mission. B-29's 44-27298 and 44-27353 also returned to Goose-Bay with C-1 Auto Pilot trouble. The trouble was corrected and aircraft took off once more on the mission.

On 30 August 1948 between the hours of 0830 and 1230, the aircraft returned from the first maximum effort mission at Goose-Bay. The total flying time for the mission was 122:15 hours.

On 31 August 1948 all aircraft were being readied by the ground crew for Mission No. two (2). Minor discrepancies from the previous mission were being corrected with no major difficulties encountered. B-29 # 44-27302 was test flown and after three (3) hours of flight checked out satisfactory and was in commission for the mission.

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At 0100 aircraft were pressure checked and pre-flighted by the flight crews. The first aircraft took off at 0200 with the remaining aircraft taking-off in five (5) minute intervals.

B-29 # 44-87752 encountered magneto trouble with # 3 engine aquiring a 100 mag drop. Mag points were changed and re-synchronized. After checking the mags, synchronization check was made and excessive synch drop was encountered on # 3 engine. A "Magic Wand" check was made on # 3 engine and revealed that the rear row cylinders were running lean. The left fuel injection pump was then changed and the trouble corrected. Aircraft took off at 0530 and completed the mission.

B-29 # 44-27302 returned to the base after 4:10 hours of flight with # 3 engine running rough and erratic. The engine was feathered and aircraft aborted the mission. Upon inspection it was discovered that # 14 cylinder head was blown, and after a cylinder compression check on # 3 engine, it was revealed that # 6 cylinder was below required limits and the remaining cylinders with a minimum of compression. It was then decided to change # 3 engine.

The remaining aircraft returned to base after completing the mission between the hours of 1600 and 1900. The total flying time for the second mission was 111:50 hours.

For the third mission on # s eptember 1948, all aircraft sucessfully completed the mission with the exception of three (3) aircraft. B-29 # 44-86440 developed high manifold pressure on # 4 engine and also 75 and 100 mag drops on # 4 engine. B-29 # 44-27298 also aborted the mission due to the inverter relay being inoperative. Subject item was not in stock in the fly-away bins. B-29 # 44-27353 returned to Goose Bay after :30 minutes flying time with # 3 engine running rough. Subject aircraft was damaged in landing and after the survey, subject aircraft was dropped from this Organization and turned over to the Base at Goose-Bay, Labradro as of 5 September 1948. The total flying time for the third mission was 39:35 hours.

With the three (3) missions completed and after the return of aircraft from the last mission, discrepancies from the flight were corrected and the aircraft loaded with the flyaway kits and other essential equipment for the return trip to WAFB, Roswell, New Mexico.

The seven (7) aircraft departed for WAFB between the hours of 0600 and 0930. The only difficulty encountered was fuel leaks on B-29's 44-86382 and B-29 44-87752. The trouble was corrected and aircraft departed from Goose-Bay.

The total flying time for the aircraft from Goose-Bay, Labrador direct to Roswell, New Mexico was 81:50 Hours.

B. SUPPLY CONSUMPTION :

a. The supply consumption was of a routine nature with all items being procured from the Fly-away Bins. This function was utilized to the maximum.

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Annex VII M & S, 8th AF Field Order #53 (Cont'd)

C. UNSATISFACTORY REPORT AF Ltr. 15-54

a. Unsatisfactory Report No. 48-961 was submitted on Engine assy; B-29 # 44-27302

D. RECOMMENDATIONS :

a. None

E. CONCLUSION :

a. The degree of success of Field Order # 53 performed by the 715th Bombardment Squadron (M) was approximately 90%.

s/t/ LEONARD A. KLANECKY
Capt., USAF
Engineering Officer.

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PARAPHRASE

FROM: COMGENSAC 8 SEP 1948

TO: COMDR MATS, WASHINGTON, D.C.

GOOSE BAY WILL NOT BE UTILIZED FOR ROTATION OF SAC SQUADRONS AFTER 1 SEP 48

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

SAC 373 (19 Jan 48) 19 January 1948

SUBJECT: Rotation of Strategic Air Command Fighter Aircraft to the Caribbean Area.

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. To implement the training of fighter type aircraft of this command in overwater flying and long range navigation, this headquarters desires to instigate a rotation program for jet and conventional type fighter aircraft to the following bases in the Caribbean area:

a. Borinquen Field, Puerto Rico

b. Kindley Field, Bermuda

c. Vernam Field, Jamaica

2. Subject flights will be dispatched on a basis of two (2) flights per week, consisting of four (4) aircraft per flight.

a. P-51 aircraft will fly non-stop from the ZI to all bases.

b. To provide a safety margin, jet aircraft will be required to land at Oakes Field, Nassau, for refueling en route to and from Borinquen Field, however, no housing or messing facilities will be required.

3. Monthly fuel requirements will be as follows:

	JP-1	100 Octane
Oakes Field	20,000 Gals	
Borinquen Field	20,000 "	15,000 Gals
Kindley Field	20,000 "	15,000 "
Vernam Field	20,000 "	15,000 "

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SUBJ: Rotation of SAC Ftr Acft to Caribbean Area cont'd

4. This command will provide escort aircraft and will take necessary action to provide for Air Rescue Service.

5. It is requested that authority be granted to conduct subject flights as outlined.

FOR THE COMMANDING GENERAL:

/s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

1st Ind. 23 MAR 1948
Department of the Air Force, Hq, USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Approval is granted to conduct subject flights as outlined in basic communication to Ramey Air Force Base, Puerto Rico, Vernam Air Force Base, Jamaica, Kindley Air Force Base, Bermuda, and to Albrook Air Force Base, Canal Zone. Fuel cannot be provided at Oakes Air Force Base or Windsor Air Force Base, Nassau.

2. Subject flights will be conducted in accordance with provisions of Message No. WCL 47588 dated 23 December 1947 and Message AFOPO 2807 dated 5 March 1948, both addressed to your Command from this Headquarters. The size of each flight will be limited to the number of personnel for which accommodations can be provided at each base as shown in cited messages.

3. Reference paragraph 3 of basic communication, fuel will be shipped to the following Air Force Bases in the quantities shown each month, with the first shipment being in place on 15 May 1948:

	JP-1	100 Octane
Ramey Air Force Base	20,000 Gals.	15,000 Gals.
Kindley Air Force Base	20,000 "	15,000 "
Vernam Air Force Base	30,000 "	15,000 "
Albrook Air Force Base	20,000 "	15,000 "

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B/ltr SAC 373 (19 Jan 48) subj: "Rotation of Strategic Air Command Fighter Aircraft to the Caribbean Area.

Approximately sixty (60) days are required to ship fuel to these locations. It is desired that you notify this Headquarters of any change in this monthly fuel requirement, and of the discontinuance of these flights in sufficient time to enable the Petroleum Branch to effect the change as required.

BY COMMAND OF THE CHIEF OF STAFF:

s/ (signature illegible) Col, USAF
for E. J. TIMBERLAKE, JR.,
Brigadier General, USAF
Chief, Operations Division

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SAC 373 (16 Apr 48) 16 April 1948

SUBJECT: Rotation of SAC P-80 Fighter Aircraft to the Caribbean Area Bermuda Islands.

TO: Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

1. This Headquarters desires to implement a fighter training program for the rotation of P-80 aircraft to bases in the Caribbean Area and Bermuda Islands. United States Air Forces' 1st Indorsement to letter this Headquarters, dated 19 January 1948, subject same as above, authorizes two (2) flights of four (4) aircraft per week to each of the below cited bases.

a. Kindley Air Force Base, Bermuda.

b. Vernam Air Force Base, Jamaica.

c. Howard Air Force Base, Canal Zone.

2. The Petroleum Branch, United States Air Force, has arranged for shipment of the below cited quantities of JP-1 fuel to the below cited bases each month. The first shipment will be in place on 15 May 1948.

Base	JP-1 Fuel
Kindley Air Force Base	20,000 gallons
Vernam Air Force Base	30,000 gallons
Howard Air Force Base	20,000 gallons

3. Inasmuch as the fuel shipments to the above cited bases are sufficient for only a limited number of aircraft and inasmuch as the third week of each month is reserved for flights of the Tactical Air Command, no Strategic Air Command flights have been scheduled for the third week of each month. Below is cited the schedule which will govern the rotation of P-80 aircraft of this command to bases in the Caribbean Area and Bermuda Islands.

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A3C3B 373 16 Apr 48
Ltr fr Hq SAC to 4th Ftr Wg, subj: Rotation of SAC P-80 Ftr Acft to the Caribbean Area and Bermuda Islands.

Unit	Date	Destination	No Acft
4th Ftr Gp	24 to 28 May 48	Kindley AF Base	8
56th Ftr Gp	24 to 28 May 48	Vernam AF Base	8
4th Ftr Gp	31 May to 4 Jun 48	Vernam AF Base	8
56th Ftr Gp	31 May to 4 Jun 48	Kindley AF Base	8
4th Ftr Gp	7 to 11 Jun 48	Kindley AF Base	8
56th Ftr Gp	7 to 11 Jun 48	Howard AF Base	8
4th Ftr Gp	14 to 18 Jun 48	Howard AF Base	8
56th Ftr Gp	14 to 18 Jun 48	Kindley AF Base	8
4th Ftr Gp	28 Jun to 2 Jul 48	Kindley AF Base	8
56th Ftr Gp	28 Jun to 2 Jul 48	Howard AF Base	8
4th Ftr Gp	5 to 9 Jul 48	Howard AF Base	8
56th Ftr Gp	5 to 9 Jul 48	Kindley AF Base	8

4. The above cited schedule is only projected through 9 July 1948, as it is believed that the 33d Fighter Group will be capable of participating in these flights after that date. It is also believed that Ramey Air Force Base will be capable of handling jet aircraft after that date and, if so, flights will also be scheduled to Ramey Air Force Base.

5. The following general rules will govern the operation of flights to subject bases. Strict compliance is directed.

a. It is desired that overwater training flights be accomplished by all pilots of the jet units of your command. These training flights will be accomplished only after the pilots have participated in sufficient local flights to indicate proper qualifications for these advanced overwater training flights.

b. Prior to take-off, unit commanders will ascertain that all crews, preparing to make an overwater training flight, are current in the established emergency procedures in accordance with the existing standard operating procedures.

c. No more than eight (8) P-80 aircraft and one (1) cargo type aircraft will participate in any one (1) of the above scheduled flights. There will be at least twenty-four (24) hours delay between the departure of the first four (4) P-80 aircraft and the departure of the second four (4) P-80 aircraft to allow the first four (4) P-80 aircraft adequate time to depart from the scheduled destination before the second four (4) P-80 aircraft arrive. Supporting personnel will be held at the absolute minimum.

d. Flights will be accomplished during the normal work week so as not to involve weekends or holidays. A maximum

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of two (2) nights and one (1) day will be allowed the participating personnel and aircraft on any one (1) flight scheduled to the Caribbean Area and Bermuda Islands, except in emergency.

e. All maintenance personnel, spare parts, tool kits, etc, will be carried aboard accompanying cargo aircraft. Only limited maintenance assistance is available at all Caribbean and Bermuda Air Force Bases, except Howard Air Force Base, Canal Zone. No P-80 spare parts are available except above cited Canal Zone Base. Normal servicing for the aircraft as well as housing and messing for crews will be provided by the overseas base. All P-80 flights scheduled to Kindley Air Force Base, Bermuda, will be required to refuel from drums until other refueling facilities are made available. Chamois cloths or other comparable filters will be carried by each aircraft to insure proper filtering.

f. All personnel on flights will be covered by written operational or other suitable orders. Copies will be presented at time of "Check 1a". Orders will be executed in accordance with Paragraph 3c, Army Regulation 35-4820, so as to normally exclude the payment of per diem.

g. Your Headquarters is responsible for insuring compliance with the currently effective ICAO rules and regulations and with the applicable portions of the following publications, amendments thereto and/or superseding material.

(1) Air Force Regulation 60-8, dated 28 August 1947, "Flights to and from the United States."

(2) Air Force Regulation 61-3, dated 9 August 1944, and Air Force Regulation 61-3A, dated 7 February 1947, "Quarantine".

(3) Army Regulation 40-225, dated 25 July 1947, "Prevention of Dissemination of Infectious Diseases and Pests in International Travel and Shipping: Foreign Quarantine".

(4) Army Regulation 40-210, dated 25 April 1945, Section C3, 20 October 1947, "Prevention and Control of Communicable Diseases of Man".

(5) Sectional, Circular 319, WD, 1946, "Diplomatic Clearance of Aircraft".

(6) Caribbean Air Command Regulation 60-6, dated 20 May 1947, "Flying in Panama Frontier".

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A3C3B 373 16 Apr 48
Ltr fr Hq SAC to 4th Ftr Wg, subj: Rotation of SAC P-80 Ftr Acft to the Caribbean Area and Bermuda Islands.

h. Direct communication is authorized between your Headquarters and Headquarters, Caribbean Air Command; Headquarters, Atlantic Division, Air Transport Command, Fort Totten, New York; and Headquarters, 24th Composite Wing, Puerto Rico, on all matters pertaining to these flights. Notify Headquarters, Caribbean Air Command on all flights scheduled to Panama Frontier, and notify 24th Composite Wing, with information copy to Headquarters, Caribbean Air Command, on all flights scheduled to the Caribbean Frontier as far in advance as possible and in any event at least forty-eight (48) hours prior to departure from home station. Information copies will be sent to all Air Force Bases under Caribbean Air Command involved in these flights. Notify Headquarters, Atlantic Division, Air Transport Command, Fort Totten, New York, with information copy to Commanding Officer, Kindley Air Force Base, as far in advance as possible and in any event at least forty-eight (48) hours in advance of departure from home station to all flights to Kindley Air Force Base, Bermuda. Information copies of the above notifications will be dispatched to this Headquarters. The following information will also be included in all notifications dispatched by your command.

(1) Proposed date and time of departure from home station.

(2) Proposed time of departure from MacDill Air Force Base or Andrews Air Force Base.

(3) Destination and estimated time of arrival.

(4) Number and type of aircraft.

(5) Proposed date and time of departure for Zone of Interior from overseas base.

i. Foreign clearing facilities of MacDill Air Force Base will be utilized for all flights to the Caribbean Area and foreign clearing facilities of Andrews Air Force Base will be utilized for all flights to the Bermuda Islands. Necessary action to assure compliance with pertinent customs, immigration, plant quarantine and public health regulations will be the responsibility of your command, with following additions.

(1) No belongings or objects will be transported outside the Continental limits for sale purposes.

(2) All purchases or objects acquired outside the Continental United States will be

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declared at customs upon return to Zone of Interior, or will be mailed or shipped.

(3) In the event that it is desired to transport any object into the Zone of Interior which might require the payment of duty, regular clearing stations listed in Air Force Regulation 61-4, must be utilized.

(4) It will be the responsibility of the flight commander and aircraft commander, in case of accompaning cargo aircraft, to insure that the personnel in his flight or aircraft comply with all provisions of customs, quarantine and health regulations. This will be accomplished through the medium of the flight commander or aircraft commander signifying in writing to the foreign clearing officer and/or customs officer at the completion of each flight that all personnel under his command have complied with the existing regulations. It is directed that diciplinary action be taken against any person known to be in violation of these regulations.

j. Direct communication is authorized with 5th Rescue Squadron, MacDill Air Force Base, Florida, for purpose of alerting that agency concerning overwater training flights to the Caribbean Area. Direct communication is also authorized with Flight C, 5th Rescue Squadron, Pope Air Force Base, Fort Bragg, North Carolina, for the purpose of alerting that agency concerning overwater training flights to the Bermuda Islands. The alert notice is to be dispatched at least forty-eight (48) hours in advance of proposed flight and will include the following information:

(1) Proposed date and time of departure from MacDill Air Force Base or Andrews Air Force Base.

(2) Destination and route to arrive thereat.

(3) Estimated time enroute.

(4) Number and type of aircraft.

(5) Operational air to ground and air to air radio frequencies and call signs to be used.

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A3C3B 373 16 Apr 48
Ltr fr Hq SAC to 4th Ftr Wg, subj: Rotation of SAC P-80 Ftr Acft to the Caribbean Area and Bermuda Islands.

k. Flight lines will in all cases avoid all countries of the South American Group (excluding Panama), i. e., Cuba, Dominican Republic, Haiti, etc.

6. Military courtesy, dicipline and uniform regulations of the overseas bases, where landings are made, will be observed.

BY COMMAND OF GENERAL KENNEY:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

cc: CG 307th Bomb Wg
CG Air Transport Comd
CG Caribbean Air Comd
CG Pope AF Base
Attn: 5th Rescue Sq, Flt C
CG 307th Bomb Wg
Attn: 5th Rescue Sq

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HEADQUARTERS
4TH FIGHTER GROUP AFT/EHW/LGD/jrf
Andrews Air Force Base, Washington 20, D. C.

353 18 May 1948

SUBJECT: Preliminary Report on 4th Fighter Group Staff Visit to Bermuda, BWI

THRU: Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. On 13 May 1948, the following personnel, 4th Fighter Group, arrived at Bermuda, BWI, for coordination activities relative to rotation of SAC P-80 fighter aircraft to the Caribbean Area and Bermuda Islands (SAC Ltr 373, dtd 16 Apr 48):

Col.	Ernest H. Beverly	Group Commander
Lt. Col.	Benjamin S. Preston, Jr.	CO 336th Ftr Sq
Maj.	Bruce H. Hinton	Group S-4
Maj.	Emery H. Montgomery	Group S-3
Capt.	William J. Miller	Flight Surgeon
1st Lt.	John P. Frazer	Group Comm. O.

2. A meeting was held 13 May 1948 in the Air Room at Bermuda with representatives of BBC, 373rd Weather Reconnaissance Squadron, AACS Squadron, and 8th Weather Detachment. The following is a brief resume of points discussed:

a. Number of P-80's to fly into Bermuda: The Commanding Officer of Bermuda has no objections to all eight (8) aircraft arriving at that base on the same day rather than having twenty-four (24) hour interval between the arrival of each 4-ship flight. The Weather Reconnaissance Squadron recommended this, in fact, to ease their work load.

b. Use of Weather Reconnaissance Squadron: Due to top priority classified missions, this squadron will be unable to furnish weather-escort aircraft until after 10 June 1948 and requests missions to Bermuda and Panama be postponed until 15 June 1948. (This organization furnishes weather reconnaissance for all Panama flights also).

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c. Homing Equipment: A portable VHF/DF Homing Set was located on the base. This is to be repaired and put into operation. However, this command will have to furnish operators if it is to be used.

d. Priority: It was requested that a project number and a priority be assigned these training missions to aid the Weather Reconnaissance Squadron in assigning aircraft and to prevent interference of other projects with these flights.

3. Immediate Recommendations:

a. That subject flights be postponed until 15 June 1948.

b. That priority and project number be assigned these missions.

4. A complete report containing all findings and recommendations will be forwarded upon completion.

FOR THE COMMANDING OFFICER:

S/ LLoyd G. Doyle
Captain, USAF
Adjutant

COPY

353 1st Ind. A/YHT/rd

HEADQUARTERS, 4TH FIGHTER WING, Andrews AF Base, Washington 20, D. C., 18 May 1948.

TO: Commanding General, Strategic Air Command, Andrews AF Base Washington 20, D. C.

The recommendations submitted in paragraph 3 are concurred in.

Y. H. TAYLOR
Brig. Gen., USAF
Commanding

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Basic ltr fr Hq 4th Ftr Gp, dtd 18 May 1948, subj: "Preliminary Report on 4th Fighter Group Staff Visit to Bermuda, BWI.

SAC 373 (18 May 48) 2d Ind A3C3B

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 25 MAY 1948

TO: Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.

1. Reference is made to our TWX, dated 19 May 1948, pertaining to Kindley Air Force Base. Flights to Kindley Air Force Base will not be made until 15 June 1948.

2. This Headquarters concurs in the arrival of eight (8) P-80 aircraft at Kindley Air Force Base on the same day to relieve the work load on Air Service Rescue units and Kindley Air Force Base.

3. These flights are routine training and no priority will be designated or project numbers assigned. Operational missions, as directed by this Headquarters, will take precedent over training missions.

BY COMMAND OF GENERAL KENNEY:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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HEADQUARTERS
4TH FIGHTER GROUP
Andrews Air Force Base, Washington 20, D. C.

AFT/EHM/EHB/alw

353 (27 May 48)

27 May 1948

SUBJECT: Supplementary Report on the Proposed P-80 Flights to the Bermuda Islands.

THRU: Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Transmitted herewith are final reports of the 4th Fighter Group Staff visit to Kindley AFB, relative to the proposed over-water P-80 flights to Bermuda:

a. Operations

b. Communications

c. Maintenance and Supply

2. This information is submitted in addition to 4th Fighter Group Ltr, File 353 dtd 18 May 48, "Preliminary Report on 4th Fighter Group Staff Visit to Kindley AFB, Bermuda".

3. Upon inspection of all information relative to this mission, it is not recommended that the Andrews-Bermuda flight be made a regular over-water training flight.

a. It is a maximum range flight entirely over water with no alternates available at destination.

b. Success of the flight depends entirely upon correct winds-aloft reports and operating communications facilities. With unfavorable winds-aloft, Bermuda is beyond the range of the P-80.

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Report on P-80 flights to Bermuda, contd.

c. The over-water flight from Vernam AFB to Howard AFB offers the same training but does not involve the unnecessary risk of equipment and personnel.

d. Maintenance of a schedule requires regular availability of weather reconnaissance aircraft. The 373rd Weather Reconnaissance Squadron could make no definite commitments unless a priority were assigned these flights. Verbal information has been received from Headquarters, Strategic Air Command, A-3 Section, that the request for such priority has been disapproved.

e. Due to the range of the flight, with no possible alternate available, failure of an oxygen system or main fuel pump (not uncommon occurrences) would mean loss of an aircraft. In addition, this organization has realized 17 turbine-wheel-bucket failures during the month of April alone.

4. However, such a flight would obtain very good publicity for the United States Air Force and Strategic Air Command. If approved, it is requested that:

a. The mission be assigned this organization.

b. A project officer (qualified P-80 pilot) from the participating unit be dispatched to Kindley AFB at least one (1) week in advance of initial flight.

c. The Commands of all interested activities be officially notified of subject flight.

5 Incls:
1-Operations
2-Communications
3-Maintenance and Supply
4-Special Air Navigation Chart #1
5-Special Air Navigation Chart #2

/s/ Ernest H. Beverly
ERNEST H. BEVERLY
Colonel, USAF
Commanding

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56FG/JEW/bjh

HEADQUARTERS
56th Fighter Group
Selfridge Air Force Base
Mt Clemens, Michigan

23 JUN 1948

SUBJECT: Report of Flights to Caribbean Area and the Bermuda Islands.

THRU: Commanding Officer, 56th Fighter Wing, Selfridge Air Force Base, Mt. Clemens, Michigan.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. In compliance with SAC letter 373, dated 16 April 1948, the following report is submitted:

a. Captain Joseph E. Wisby, Flight Commander
1st Lt. Jack R. York
1st Lt. J. R. Tedder
1st Lt. Sherman R. Smith

b. Itinerary:

1055 24 May 1948 Departed Selfridge AFB, Mt Clemens, Mich.
1345 24 May 1948 Arrived MacDill AFB, Florida.

0920 25 May 1948 Departed MacDill Air Force Base, Florida
1130 25 May 1948 Arrived Vernam Air Force Base, Jamaica, BWI

1000 27 May 1948 Departed Vernam Air Force Base, Jamaica, BWI
1210 27 May 1948 Arrived MacDill Air Force Base, Florida

1545 27 May 1948 Departed MacDill Air Force Base, Florida
1755 27 May 1948 Arrived Patterson Air Force Base, Ohio

2005 27 May 1948 Departed Patterson Air Force Base, Ohio
2105 27 May 1948 Arrived Selfridge AFB, Mt Clemens, Michigan.

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Report of Flights to Caribbean Area and the Bermuda Islands (cont'd)

c. Refueling at MacDill Air Force Base, Florida was exceptionally poor. On the flight to Vernam Air Force Base, Jamaica, aircraft were left overnight with instructions to top the tip tanks for a 0900 departure the next morning. The base refueling personnel reports for work at 0700 each morning however, departure was delayed until 0925 due to refueling. This might not seem important but when working with air sea rescue teams in the air it is deemed most important that schedules be kept to the minute. On the return flight from Jamaica this flight of four (4) aircraft required three and one half hours refueling time at MacDill even though immediate rejueling was requested before the flight landed from Vernam Air Force Base. A stop was made at Patterson Air Force Base on return from MacDill. Refueling time at this base was two (2) hours. It was requested that only tip tanks, main-wing tanks and fuselage tanks be refueled. This base had only one truck with JP-1 fuel and only one hose was available from this truck.

d. No maintenance difficulties were incountered on the entire flight.

e. Air rescue support was most adequate. The air rescue teams were most cooperative and very helpful. Weather data and winds aloft proved to be accurate and beneficial when reported from the B-29.

f. Even though considerable instrument weather was encountered it is believed the only experience gained was that of strange field landings. Extended cross-country flights with in the continental limits of the United States would be more beneficial for training purposes.

FOR THE COMMANDING OFFICER:

s/t/ JOSEPH E. MISBY
Captain, USAF
Flight Commander

373 1st Ind 24 JUN 1948

HQS, 56TH FIGHTER WING, Selfridge Air Force Base, Mt. Clemens, Michigan.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

D. C. S.

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335TH FIGHTER SQUADRON (JP)
4TH FIGHTER GROUP
Andrews Air Force Base, Washington 20, D. C.

373.5 23 June 1948

SUBJECT: Report on P-80 Over-Water Flight.

TO: Commanding Officer
4th Fighter Group
Andrews Air Force Base
Washington 20, D. C.

1. The following is a detailed report on P-80 flight from Andrews AFB to Howard AFB and return.

a. On the 14th of June 1948, a flight of four (4) P-80's from the 335th Fighter Squadron departed Andrews AFB at 0930 for MacDill AFB. The flight arrived without mishap at 1130. On arriving, the flight was met by representatives from Rescue Control and Overseas Briefing Sections, and were given the following briefing:

(1) Rescue Control Procedures, Over-Water Briefing, and Customs Regulations

b. The entire briefing covered one (1) hour and at the conclusion, the flight was scheduled to depart for Vernam AFB the following morning at 0900.

c. The C-47 accompanying the P-80's arrived at MacDill at 1500 and the briefing for the crew and passengers followed. The C-47 was scheduled to depart the following morning at 0600.

2. On the morning of the 15th of June 1948, the C-47 and P-80's departed MacDill as scheduled. The P-80 flight cleared IFR due to thunderstorms and cloud coverage between MacDill and Cuba (attached are cross-sections of the forecasted weather). Take-off time from MacDill was 0900 and landing time at Vernam was 1100. No maintenance trouble was encountered. Refueling time for four (4) P-80's at Vernam was one (1) hour and ten (10) minutes. After checking the weather between Vernam AFB and Howard AFB, the Rescue B-29 and the B-17 proceeded on course at 1115 for Howard. The P-80's cleared IFR for Howard at 1235 and arrived Howard at 1435. The weather on this leg was found to be worse than forecasted, one (1) hour instrument time was logged. On landing at Howard, Lt. Meinzen in P-80 #191 stripped all the rubber from his left tire. As the rubber came off, it struck the extended left flap and weakened a small section of the trailing edge of the flap. The tire was changed that night

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but the flap damage was not discovered until the daily and pre-flight the following morning. The pilot and flight commander inspected the damaged flap at 0900 the morning of 16 June and it was their opinion that the damage was so slight that the aircraft could return to its home base without difficulty. However, the Base Engineering Officer grounded the aircraft for a flap change, and this was accomplished within two (2) hours.

3. On the 16th of June 1948, the P-80 flight cleared from Howard AFB for Vernam AFB at 1500 and arrived at Vernam at 1655. No difficulty was encountered on this flight. The rescue B-29, B-17, OA-10, and P-80's RON at Vernam.

4. On 17 June 1948, the Rescue Control ships departed Vernam AFB at 0900 and the P-80's followed at 1250. The weather on this leg was found to be worse than forecasted and one (1) hour Thirty (30) minutes instrument time was flown. The flight arrived at MacDill at 1655 and no maintenance difficulties were encountered.

5. On the morning of 17 June 1948, the P-80's cleared MacDill AFB at 0540 for Andrews AFB, but between Jacksonville, Florida, and Charleston, South Carolina, instrument conditions were encountered and due to a shortage of fuel, the flight landed at Pope AFB. After refueling at Pope, the flight cleared IFR for Andrews at 0920 and arrived at 1030. No maintenance difficulties were encountered on landing.

6. Conclusions:

a. The C-47 remained at Vernam AFB with the P-80 crews. This worked out satisfactorily as Howard AFB Transient Alert Crews were available.

b. The four (4) P-80's logged a total of thirty-three (33) hours, forty (40) minutes flying time. Out of this time, each pilot flew five (5) hours, forty (40) minutes instrument and thirty (30) minutes night.

c. The Air-Sea Rescue Squadrons' Officers and men cooperated every way possible to make the flight a success and it was through their reliable reports on weather that the proposed schedule was met.

7. Flight Leader's Recommendations:

a. That future P-80 flights clear in the early morning so as to avoid thunderstorms.

b. That flight leaders and pilots be proficient in instruments.

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Subject: "Report of P-80 Over-Water Flight", 23 June 1948

c. That flight leaders depend on Air-Sea Rescue weather reports rather than the forecaster reports.

s/t/ JOHN J. FERGUSON
Captain, USAF
Flight Leader

3 Incls:
3 Cross-Sections of Weather

373.5 (23 Jun 48) 1st Ind. AC/jrf

HEADQUARTERS, 4TH FIGHTER GROUP, Andrews Air Force Base, Washington 20, D. C., 12 July 1948

TO: Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.

1. Twenty-two (22) hours, forty (40) minutes instrument out of thirty-three (33) hours, forty (40) minutes flying time seemed excessive on over-water flights of this nature. Further interrogation of the pilots revealed that on two (2) occasions the B-29 weather ship was unable to get above 25,000 feet and therefore could not give accurate weather data to the F-80's.

2. Recommend that this be brought to the attention of Air Weather Service so that corrective action may be taken.

3 Incls:
n/c

s/t/ NATHAN M. ABBOTT
Lt. Col., USAF
Commanding

15 JUL 1948

373.5 (23 Jun 48) 2d Ind T/GNR/dw

HEADQUARTERS 4TH FIGHTER WING, Andrews Air Force Base, Washington 20, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington,20, D. C.

1. Forwarded herewith is the detailed F-80 mission report from Andrews Air Force Base to Howard Air Force Base.

2. A requirement exists on all jet aircraft flights for reliable weather forecasting and reporting of sky conditions up to and including a minimum of 35,000 feet.

s/t/ Y. H. TAYLOR
Brig. Gen., USAF
Commanding

3 Incls:
n/c

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wrtn 10 June 1948
Maj Shomo/ja/3154 A3C3B

SAC 373 (14 June 48) 14 Jun 48

SUBJECT: Rotation of SAC F-80 Fighter Aircraft to the Caribbean Area and Bermuda Islands.

Identical letter sent to 56th Ftr Wg

TO: Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

1. Reference our letter, SAC 373, dated 16 April 1948, the following revisions of the cited schedule will govern the subject training flights.

Unit	Date	Destination	Number A/G
4th Ftr Gp	28 Jun to 2 Jul	Kindley AF Base	8
56th Ftr Gp	28 Jun to 2 Jul	Howard AF Base	4 to 8
4th Ftr Gp	5 Jul to 9 Jul	Howard AF Base	4 to 8
56th Ftr Gp	5 Jul to 9 Jul	Kindley AF Base	8
4th Ftr Gp	12 Jul to 16 Jul	Kindley AF Base	4 to 8
56th Ftr Gp	12 Jul to 16 Jul	Howard AF Base	4 to 8
4th Ftr Gp	26 Jul to 30 Jul	Howard AF Base	4 to 8
56th Ftr Gp	26 Jul to 30 Jul	Kindley AF Base	4 to 8
4th Ftr Gp	2 Aug to 6 Aug	Kindley AF Base	4 to 8
56th Ftr Gp	2 Aug to 6 Aug	Howard AF Base	4 to 8
4th Ftr Gp	9 Aug to 13 Aug	Howard AF Base	4 to 8
56th Ftr Gp	9 Aug to 13 Aug	Kindley AF Base	4 to 8
4th Ftr Gp	23 Aug to 27 Aug	Kindley AF Base	4 to 8
56th Ftr Gp	23 Aug to 27 Aug	Howard AF Base	4 to 8

2. It is contemplated that the first flight to Bermuda (Kindley AF Base) will be made as scheduled by the 4th Fighter Group. A decision will be made by Headquarters, Strategic Air Command, regarding the feasibility of continuing the training flights to Bermuda upon the completion of the first flight. If the decision is favorable to continuing these flights to Bermuda, the schedule in Paragraph 1 will be followed. If the decision is unfavorable to continuing the Bermuda flights, the schedule in Paragraph 1 will be followed only in regards to the Howard Air Force Base flights and deleting the Bermuda schedule.

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A3C3B 373 14 Jun 48
Ltr fr Hq SAC to 4th Ftr Wg, subj: Rotation of SAC Ftr Acft to the Caribbean Area and Bermuda Islands.

3. A project officer of the 4th Fighter Wing (qualified P-80 pilot) will be dispatched at least one (1) week in advance of the first flight to Bermuda. Project officers for additional Bermuda flights will be dispatched only if considered necessary by the unit commander.

4. One (1) VHF/DF Operator will be dispatched to Kindley Air Force Base approximately ten (10) days in advance of the first flight to Bermuda in accordance with the request of AACS.

5. All other provisions of SAC Letter 373, dated 16 April 1948, will be complied with.

BY COMMAND OF GENERAL KENNEY:

/s/ AM
ALAN MARCEAU
CWO, USAF
Asst Adj Gen

cc: CG Caribbean Air Comd
CO Kindley AF Base
Hq 24th Composite Wg
CG Air Transport Comd
Atlantic Div
Hq AACS
CG 307th Bomb Wg VH
CG Military Air Transport
Service, Wash 25, D. C.

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336TH FIGHTER SQUADRON (JP)
4TH FIGHTER GROUP
Andrews Air Force Base
Washington 20, D. C.

AH/BSF/ldc

8 July 1948

SUBJECT: Report of Over-Water Flight to Bermuda

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. In accordance with letter, Headquarters, SAC, A3C3B373, dated 16 April 1948, this report is submitted to cover a flight of P-80 aircraft from Andrews AF Base, Md., to Kindley AF Base, Bermuda BWI, and return.

2. Flight Out.

A. Following are the pilots of the P-80's:

PRESTON, BENJAMIN S. JR.	Lt Col	A033861
CASSLEMAN, HARRY R.	Capt	A0663129
LANE, HOWARD M.	Capt	A050311
OGIBA, HENRY S.	Capt	A047731

B. Following are the P-80A aircraft used:
4485016
4485320
4485264
4485267

C. Log of flight out.

Start engines	0850 DST (ACTUAL)
Take Off	0900 DST "
Landfall Out	0918 DST "
Point 2 (Points figured in	0933 DST (ESTIMATED)
Point 3 100 mile increments).	0948 DST "
Point 4	1003 DST "
Point 5	1018 DST "
Point 6	1033 DST "
Point 7	1048 DST "
Point 8 *	1103 DST "
	*1047 DST (ACTUAL TIME)

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This itenerary was drawn up by estimating climb out at 300 MPH, and cruise at approximately 400 MPH at 32,000 to 35,000 feet altitude. The flight actually was over Kindley AF Base at 1050 DST, or exactly 1:50 hours after take-off from Andrews AF Base, for an in flight average of 447.780 MPH.

D. Weather on flight out.

Weather was CAVU for the whole flight out, and destination was sighted at a distance of approximately 75 miles. All haze and dust ended at an estimated 150 miles out from land, and visibility was unrestricted.

E. Coordination with weather #1, flight out.

Excellent communications contact with the B-29 weather ship were maintained from take-off to landing on the trip out. The B-29 was never visually sighted. A trial was made to home on the B-29 with the radio compass on 536 KC on two occasions, with unsatisfactory results. On the first trial, the heading could be fairly well established by both "needle" and aural null as within about 15 degrees stady-on, or ahead. The second attempt was less successful. The needle fluctuated 45 degrees to 90 degrees, and only one member of the P-80 flight was able to establish an aural null approximately 90 degrees to the right of our course as we went by. Upon request, the B-29 attempted to pick the P-80 flight up on their radar scope, but were unsucessful.

F. Air-sea rescue corrdination on flight out.

Contact was established with Rescue #1 (Stateside rescue B-17) approximately 15 minutes after take-off and before making landfall out. Contact was established with the second rescue B-17, Jukebox #1 (Bermuda), at about point 2, or approximately :30 minutes after take-off. Neither B-17 was able to pick up the IFF signals of the P-80 flight for the entire period.

G. VHF/DF on flight out.

Contact was made with the Kindley DF station at about 150 miles out of Bermuds. Four steers were requested, and by cross checking with the radio compass, and by visual sighting when about 75 miles out, these steers were prompt and accurate.

H. Use of the P-80 radio compass on flight out.

The Kindley radio beacon (528 KC) was picked up on crossing the Chesapeake Bay shortly after take-off, and by landfall out, at about 100 miles out of Andrews AFB at 20,000 feet the radio compass direction needles of all 4 P-80's were steady on dead ahead. This is considered as worthy of note, when it is realized that the sets were accurate at over 700 miles range.

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It must be borne in mind however, that the weather out was actually CAVU with no thunderstorms to swing the radio compass direction indicating needles off course.

I. Mechanical difficulties on flight out.

On letting down over Kindley of about 475 MPH indicated air speed, the right gear of P-80 #4485016 dropped out and extended about half way. Upon landing, the up locks and doors were adjusted and operated successfully. P-80 #4485267 (Capt Ogiba's) used about 150 lbs less oxygen than the other P-80's on all three flights. This trouble was not located, but the regulator was written up for change when reaching Andrews AFB. P-80 #4485264 (Capt Cassleman) had a slight fuel leak which was repaired at Kindley AFB.

3. Attempted return flight, 2 July 1948.

A. Weather forecast.

The weather forecast for this flight was clear except for a "trough", lying about half way between Bermuda and the U.S. This trough was forecasted to have thunderstorm activity with tops at about 30,000 feet. Air-Sea rescue was set up, along with a weather Reconnaissance, B-29 according to plan. Prior to take-off, the B-29 had penetrated the trough at 29,000 feet enroute to the States, and had returned through the trough toward Bermuda. This weather flight gave a report that stated thunderstorm activity in the trough, but estimated that it could be topped at 34,000 feet. The B-29 encountered engine troubles, and was not able to go over 30,000 feet to get an actual observation of the tops of these thunderstorms.

B. Log of flight.

On the basis of this report, it was presumed that the flight of P-80's could top the weather, and the flight back was scheduled accordingly. Take-off and climb out was accomplished according to plan. At about 400 miles out, the flight ran into the line of thunderstorms. Capt Lane was unable to get P-80 #4485320 above 38,500 feet altitude on the attempt to top this weather. At this altitude, it was estimated that the flight was about 1000 feet short of the top of the weather. An overcast obscured the tops of the thunderstorms, and extended from about 29,000 feet up to an estimated 39,500 to 40,000 feet altitude. The flight searched up and down the line of weather for about 0:20 minutes, and finding no place for contact penetration, the decision was made to return to Bermuda rather than attempt a flight penetration on instruments with the risk of hitting thunderstorms. This wall of weather was solid above 15,000 feet although it could have probably been penetrated at around the 10,000 feet level contact, it was decided that sufficient fuel would not remain for the required climb and remaining flight to the States.

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C. Air sea Rescue.

Excellent contact was maintained with the B-17 rescue aircraft.

D. VHF/DF.

On this return flight to Bermuda, three steers were requested of the Bermuds DF station, and all three were about 20 degrees to the left of our course. This was quite different from the original flight into Bermuda, where the steers from DF were accurate.

4. Return flight 3 July 1948.

A. Weather forecast.

The weather forecast on this trip was much the same as on 2 July, except that the trough was estimated at about 150 miles out from Bermuds, and with much less activity. It was estimated that the weather could be topped at 25,000 feet. The weather reconnaisance B-29 penetrated the trough going out, due to mechanical difficulties was forced to abort and return to Bermuda after reaching about 200 miles out. This flight gave a very favorable report of scattered thunderstorms, with no high overcast, and with many breaks for penetration. On the basis of this report, the decision was made to run the flight as scheduled without the B-29. This decision was made in view of the fact that local weather and pilot personnel stated that contact penetration could only be made on an average of about once a week.

B. Log of flight.

Take-off was made at 1000 local Bermuda time. Contact was established with Jukebox #1, the B-17 rescue plane, shortly after take-off and normal climb out was made. At about 150 miles out, the weather trough was encountered at 20,000 feet altitude. Penetration was made by going around one large thunderstorm at 18,000 feet, and through a very large break in the wall. It is to be noted that even with the the reduced activity in the trough at this time that the tops were still at approximately 40,000 feet. Landfall was made at 1151, and landing at Andrews AF Base at 1215. This flight was CAVU for the entire period, and was uneventful.

C. Air Sea Rescue.

Contact was established with the Bermuda rescue aircraft at take-off, and broken off at about 100 miles offshore of the States. Contact with Rescue #1 was made at about 300 miles out from Andrews. This aircraft was interrogated, and stated he

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was not equipped with a homing transmitter and could not pick up our IFF signals.

5. Findings and Conclusions.

A. In informal conversations with air/sea rescue pilots and permanent party pilots at Bermuda, several of them stated quite frankly that in their opinion, during normal weather that chances of finding and rescueing a pilot down in the water in a one-man dinghy would be very small. These pilots state that the normal sea condition on this route is very rough with strong winds and usually white caps. They further stated that several multi-engine craft go down every year along this route and the route to the Azores, and in the majority of cases have not been found by search.

B. The present system of homing and position fixing devices between multi-engine craft and P-80's is considered unsatisfactory. The B-29's and B-17's were never able to pick up the P-80's on this flight with radar, or with the IFF interrogating sets. The Emergency IFF setting was not checked as it was felt that other aircraft might pick up the signal and not know that it was a practice check. The crews of the multi-engined aircraft felt that they probably could have picked up the emergency IFF setting satisfactorily. The signal received from the B-29 on 536 KC's was apparently very weak, and the P-80 radio compass did not pick it up too well. The general heading could be obtained within 15 degrees to 20 degrees however, and it is apparent that this is the only device used on this flight which could been used for position finding or rendezvous.

C. Weather personnel at Bermuda state that the "trough" of weather between the U.S. and Bermuda is fairly permanent. This line of weather is most active during the night, dissipating somewhat during the day. It is usually a solid line of thunderstorms, with tops up to 40,000 feet or better. The B-29 weather reconnaisance aircraft on this mission had difficulty maintaining over 30,000 feet altitude, and could give no actual reports of the tops of weather prior to take off of the P-80's.

6. Recommendations.

A. It is recommended that no further P-80 flights be made to Kindley AF Base. With no radio aids to navigation other than the radios at Kindley AF Base, it is felt that the trip is of no value as a navigational training flight. The fighter leader can only hold a heading for the computed time for the trip, as the weather ship cannot give wind drifts over water at altitude. This was demonstrated on this flight. In the event heavy thunderstorm activity is encountered going out to Kindley, the radio aids are unreliable until the weather is passed, and then they are not entirely reliable.

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B. In the event that these trips are continued, it is recommended that the B-29 and the B-17's be properly equiped for IFF interrogators, radar search screens, and homing devices prior to take-off and that they be operating and manned by properly trained crews.

C. It is further recommended that the B-29 weather reconnaisance aircraft be prepared to go to at least 35,000 feet, in order that accurate flight weather information can be obtained before takeoff of the P-80 flights.

7. All personnel of the Kindley AF Base who were connected with this flight are to be commended for their excellent cooperation and efforts to be of service in making this flight a successful mission.

6 Incls
1. Dept of Commerce SOP for Andrews-Kindley Flight
2. Operations
3. Communications
4. Weather Cross Section of 2 July 48
5. Weather Cross Section of 3 July 48
6. Plan for Rescue of 4th Ftr Gp Acrft to Bermuda

s/t/ BENJAMIN S PRESTON JR
Lt Col, USAF
AO 33861

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SAC 373(12 Jul 48) 12 July 1948

SUBJECT: Caribbean Training Flights

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. Your headquarters will take the necessary action to schedule round robin flights to the Caribbean as soon as possible for the purpose of utilizing the Desechoe and Monito bombing targets.

2. The procedures outlined in SAC Manual 50-340-11, Range SOP No. 1, 6 July 1948, forwarded as an inclosure to SAC letter 373, 6 July 1948, subject "Caribbean Training Flights" will be followed.

3. Upon completion of three (3) flights a report is requested on the following:

a. Number of bombing missions flown.

b. Altitude of bombing.

c. Size, type, and number of bombs.

d. Amount of bombing conducted by visual methods.

e. Amount of bombing conducted by radar methods.

f. Difficulties encountered in obtaining radio contact prior to bombing.

g. Difficulties experienced in locating or identifying either target.

h. The effectiveness of SAC Manual 50-340-11.

4. Due to a shortage of fuel, only emergency landings can be made at Ramey Air Force Base so it is suggested that subject missions be performed by the Seventh Bombardment Group with refuel stop at MacDill Air Force Base if necessary.

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5. When fuel becomes available at Ramey Air Force Base normal Caribbean Training Flights to that base will carry bombs and ammunition. SAC Manual 50-340-11 must be strictly adhered to before bombs or ammunition are expended on Desechoe or Monito Islands.

6. The Reports Control Symbol for this report is SAC-OT-SP-28.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR,
1st Lt, USAF
Asst Adj Gen

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SAC 373
Subject, "Caribbean Training Flights"

A3B 373.5 (12 Jul 48) 1st Ind

Headquarters Eight Air Force, Fort Worth, Texas (20 JULY 48)

TO: Commanding Officer, 7th Bombardment Wing (VH), Carswell Air Force Base, Fort Worth, Texas.

1. Direct three (3) long range bombing missions as required in basic communication be scheduled and performed during the period 26 July 48 to 7 August 48.

2. Bomb load for these missions will be twenty (20) each five hundred (500) lb. General Purpose bombs fused instantaneous nose and optimum delay tail. Bomb releases will be equally visual and radar utilizing both Desechoe and Monito Island targets. All releases will be individual.

3. Maximum training will be accomplished on these flights.

4. Report required by paragraph 3, basic communication will be forwarded to reach this headquarters not later than 15 August 48.

a. One (1) strike photograph of each release will be forwarded with above report.

BY COMMAND OF MAJOR GENERAL RAMEY:

s/t/ JOHN E. HALL
Major, AGD
Asst. Adj. Gen.

COPY

A3 373 2d Ind 19 AUG 48 JEH/JAB/nwm

Hq 7th Bomb Wing (H), Carswell Air Force Base, Ft Worth, Tex,

TO: Commanding General, Eighth Air Force, Ft Worth, Tex

1. The following is the report on the Caribbean Training flights by three (3) crews of the 7th Bombardment Group (H) on 3, 5, and 7 August 1948.

a. Three (3) bombing missions were flown with aircraft #44-69791, #44-61634, and #44-69080. Staging was completed out of MacDill Air Force Base, Florida.

b. Bombing altitude was 20,000 feet true above the target.

c. Bombs used were 500# AN-M43A1, fused with instantaneous nose and optimum delay tail. Each aircraft carried twenty (20) bombs.

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A3 2d Ind
Subject: Caribbean Training Flights

d. Fifty percent (50%) of the bombs carried, or ten (10) in number, were released by visual methods.

e. Fifty percent (50%) of the bombs carried were released by radar coordination methods, using APQ-13 radar equipment.

f. No difficulties were encountered in making radio contact with Ramey Air Force Base tower in obtaining permission prior to bombing.

g. No difficulties were encountered in locating or identifying either of the islands designated as targets.

h. In covering the effectiveness of SAC Manual 50-340-11, it is recommended that some suitable visual aiming point be constructed in the central area of each of these island targets so that more accurate bombing and scoring results may be made. Since Monito Island has an average diameter of approximately 1000 feet and Desechoe Island, an average diameter of approximately 4000 feet it is extremely difficult to estimate the exact center for aiming, the point given by the briefing officer as the Aiming Point. Similar difficulties were encountered in determining exact center for bomb scoring.

i. Strike photographs were taken by #791; camera malfunction in #080 resulted in no pictures. Aircraft #634 encountered engine trouble and aborted before reaching target; subject aircraft salvoed its bomb load safely in open water.

1 Incl
19 Strike Photos

ALAN D. CLARK
Colonel, USAF
Commanding

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SAC 373
Subject, Caribbean Training Flights

A3B 373.5 (12 July 48) 3rd Ind

Headquarters Eighth Air Force, Fort Worth, Texas 25 AUG 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Recommend that bombing and gunnery range S.O.P.'s for all ranges utilized by Strategic Air Command units be published in manual form as soon as possible. Manuals should be published in sufficient copies to be carried in all assigned bombardment aircraft.

2. Concur in the recommendations set forth in paragraph 1, h, of previous indorsement.

FOR THE COMMANDING GENERAL:

R. W. BURNS
Brig. General, USAF
Chief of Staff

1 Incl
n/c

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SAC 373 (12 Jul 48) 4th Ind ODC3A1

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 31 AUG 1948

TO: Commanding General, Caribbean Air Command, APO 825, c/o Postmaster, New Orleans, La.

1. The inclosed report on bombing Monito and Desechoe Islands is forwarded for your information and for comments pertaining to recommendation contained in paragraph 1h of 2d Indorsement.

2. The recommendation for a center marker with four quadrant reference markers representing a concentric circle is concurred in by this headquarters. By use of templates, markers shown in a photograph would be used as a reference for measuring the bomb hit. Comments are requested on the accessibility of these islands to construct markers, type of markers recommended, and estimated cost of construction.

3. Contingent upon availability of 100-130 octane fuel with over 10% aromatic content, this command has formulated plans to conduct extensive bombing on the two islands with the aircraft

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Basic ltr from SAC, subj: "Caribbean Training Flights", dated 12 July 48, w/3 Inds

landing at Ramey Air Force Base, Missions of this type provide data to aid the logistic division in determining range versus load factor with the B-29 aircraft and provide crew training in long range over water cruise control missions.

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
DC/S, Operations

1 Incl
n/c

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373.5 5th Ind F-144/Th

HEADQUARTERS, Caribbean Air Command, Albrook AFB, Canal Zone, 4 OCT 1948

TO: Commanding General, Strategic Air Command, Andrews AFB, Washington, DC

1. Reference paragraph 2 of 4th indorsement, Antilles Air Division advises that Monito is not considered desirable for anything but radar or area bombing since it is completely inaccessible for construction of bombing range markers. Target can be constructed on Desecheo consisting of cleared area 200 feet in diameter with white canvas or log markings at perimeter and center at highest possible point. If target is desired on Desecheo, approximate cost of construction will be one thousand two hundred dollars($1,200). Information is requested as to source of construction and maintenance funds.

2. Reference paragraph 3 of 4th indorsement, present stock of 100-130 octane fuel contains 4% aromatic content. Supply of fuel containing minimum of 10% aromatics is expected approximately 1 November. Arrangements can be made to segregate enough fuel to meet your requirements if project is definitely established. Information is requested as to your approximate anticipated total fuel requirement.

FOR THE COMMANDING GENERAL:

LADSON G. ESKRIDGE JR.
Colonel, USAF
Acting Chief of Air Staff

1 Incl
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Basic ltr from SAC, Subj "Caribbean Training Flights", dated 12 July 48, w/5 Inds

SAC 373 (12 Jul 48) 6th Ind ODC3A1

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 15 OCT 48

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

Reference Paragraph 1 of preceding indorsement, it is requested that funds in the amount of $1,200 be made available to the Caribbean Air Command in order to fund the cost of subject construction.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

AFMIE-3/5 7th Ind 13 DEC 48

Department of the Air Force, Hq, USAF, Washington 25, D. C.

THRU: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

TO: Commanding General, Caribbean Air Command, APO 825, Postmaster, New Orleans, Louisiana

1. It is requested that you proceed with the required construction of the proposed bombing target on Desechoe Island. In view of the extremely limited scope of the project, it is requested it be funded from applicable funds available to your command.

2. Subsequent maintenance of this facility will also be the responsibility of your command.

BY COMMAND OF THE CHIEF OF STAFF:

SIGNED

1 Incl
n/c

L. J. ERLER
Colonel, USAF
Assistant Deputy Director of Installations
Office, Deputy Chief of Staff, Materiel

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Basic ltr from Hq SAC, subj "Caribbean Training Flights", dated 12 Jul 48

SAC 373 (12 Jul 48) 8th Ind ODC3A1

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Fort Crook, Nebraska 23 DEC 48

TO: Commanding General, Caribbean Air Command, APO 825, c/o Postmaster, New Orleans, Louisiana

1. Reference is made to paragraph 2 of 5th Indorsement.

2. Because of the rotational commitments of this command, the plan to conduct immediate extensive bombing exercises while staging out of Ramey Air Force Base has been postponed. It is not anticipated that special fuel requirements will be necessary for the next six months as flights to Ramey Air Force Base will be limited. Your headquarters will be informed sufficiently in advance in the event of increased operations.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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CONFIDENTIAL

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

PARAPHRASE

FROM: COMSTRATAIRCOMD 5 February 1948

TO: CG, 307TH BOMB WG, MACDILL AFB, TAMPA, FLA

IN CONJUNCTION WITH INAUGURATION OF VENEZUELAN PRESIDENT, 307TH BOMB GP WILL FLY ROUND-TRIP FROM TAMPA TO CARACAS ABOUT 15 FEB 48. MAXIMUM EFFORT.

PARAPHRASE

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

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PARAPHRASE

FROM: COMSTRATAIRCOMD 10 Feb 1948

TO: CG, 307TH BOMB WG, MACDILL AFB, TAMPA, FLA.

VENEZUELA MISSION CANCELLED

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SAC 373 (21 Apr 48) 21 APR 1948

SUBJECT: Training Flights for F-13 Aircraft

TO: Commanding Officer
311th Air Division, Reconnaissance
Andrews Air Force Base
Washington 20, D. C.

1. The 311th Air Division will accomplish a series of long-range training flights as indicated below:

a. 5 flights at 30,000 feet
5 flights at 35,000 feet
5 flights at 40,000 feet

b. All flights will be completed by 1 July 1948.

2. It is desired that the training operations simulate as closely as practical, operations conducted from Dhahran Air Base to industrial targets in the Moscow area.

3. Attached as Inclosure 1 is suggestion of route that would be followed if the actual operations as described above were carried out. Following the Euphrates Valley and flying at altitudes consistent with terrain, the reconnaissance aircraft will be able to remain at low altitude conserving fuel, until it becomes necessary to climb to clear the mountain ranges on the Black Sea Coast of Northeast Turkey. Assuming a 250 nautical mile effectiveness of hostile Radar Early Warning Nets, it would be desirable to continue the climb so that the flight is at operational altitude when the actual crossing of the enemy coast line is made, some 1,200 nautical miles from the point of take-off. Attached as Inclosure 2, is suggested profile to follow in carrying out the training flights from ZI bases.

4. A detailed report will be submitted to this Headquarters upon completion of subject flights.

BY COMMAND OF GENERAL KENNEY:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

2 Incls:
1- Suggested Flight Route
2- Profile Altitude Plan

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HEADQUARTERS
311TH AIR DIVISION, RECONNAISSANCE
Andrews Air Force Base
Washington 20, D. C.

373 17 May 1948

SUBJECT: Equipping Organizations of this Command with Type Aircraft Specified in Presently Authorized TO&E

TO : Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. By utilizing aircraft made available under the GEM Project it is requested organizations of this Command be equipped with VHB aircraft by 1 July 1948.

2. Reference your letter, SAC 373, 21 April 1948, subject: "Training Flights for F-13 Aircraft", extreme difficulty is anticipated in meeting the assigned deadline with the aircraft now on hand. The following is an operational breakdown of the VHB aircraft:

a. The 343rd Reconnaissance Squadron (VLR), the unit that should be capable of completing the subject reconnaissance flights, is authorized 12 VHB type aircraft under TO&E 1-298. This organization is presently equipped with B-17 aircraft, no VHB are assigned.

b. The 16th Photographic Squadron, Special, is authorized 12 VLR type aircraft under T/A 1-51, it has 8 F-13s assigned. These aircraft are presently engaged in special projects, 3 to Sandstone, and 4 utilized fulltime on Project 440, SAC overseas training missions. This leaves 1 F-13 to accomplish the high altitude training flights requested by your headquarters.

c. The 1st Geodetic Control Group, Provisional, (7th Geodetic Control Squadron) is awaiting approval of a Table of Allowance and Equipment. A TO&E for the 1st Shoran Mapping Squadron, Provisional, is being prepared and authorization for 12 Shoran VLR mapping aircraft is being requested. At present the 7th Geodetic Control Squadron, under TO&E 1-1097T, is authorized 8 VHB type aircraft, it presently has assigned 4 F-13s and 1 B-29, the latter undergoing modification for Shoran. These aircraft are being used for extensive training in preparation for a high priority project, expected to be assigned in the very near future, requiring the maximum effort of the organization.

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3. Ninteen (19) F-13 type aircraft are necessary for assignment before this Command can operate efficiently as a strategic reconnaissance organization. Their assignments should be as follows:

a. 12 F-13s to be assigned to the 343rd Reconnaissance Squadron (VLR) as authorized by TO&E 1-298.

b. 4 F-13s to be assigned to the 16th Photographic Squadron (Special). This will bring this Squadron to its authorized strength of 12 VHB aircraft under T/A 1-51.

c. 3 F-13s to be assigned the 7th Geodetic Control Squadron, giving this unit a total of 8 VHB aircraft as authorized by 1-1097T. Six F-9s, now assigned and modified for Shoran, should remain as an overage until the TO&E is adjusted for the Provisional Group and until adequate F-13s, or similar type aircraft, have been modified for Shoran.

s/ William R. Yancey, Col, USAF
for P. T. CULLEN
Brigadier General, USAF
Commanding

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HEADQUARTERS
16TH PHOTOGRAPHIC RECONNAISSANCE SQUADRON (SP)
MacDill Air Force Base, Florida

JHB/jnm

21 June 1948

SUBJECT: High Altitude Training Mission.

TO: Commanding Officer
16th Photographic Reconnaissance Squadron (SP)
MacDill Air Force Base, Florida

1. This report covers the activities of the high altitude project assigned to the 16th Photographic Reconnaissance Squadron (SP), MacDill Air Force Base, Florida. Subject report covers the period from 25 April to 21 June 1948.

2. The 311th Air Division, Reconnaissance, was directed in a letter from SAC A-3, dated 21 April 1948, to accomplish a series of long-range training flights. These flights were to simulate long range reconnaissance missions from Dahran Air Base to industrial targets in the Moscow area, a distance of roughly 4000 nautical miles.

a. There were fifteen (15) flights scheduled which were broken up as follows:

(1) Five (5) flights at 30,000 feet.

(2) Five (5) flights at 35,000 feet.

(3) Five (5) flights at 40,000 feet.

b. Upon receipt of this directive from SAC A-3, notification was sent to the 55th Reconnaissance Group (VLR) Mapping, MacDill Air Force Base, Florida to prepare for the project. The 55th Reconnaissance Group (VLR) Mapping then reassigned the project to the 16th Photographic Reconnaissance squadron (SP) for accomplishment.

3. Major John H. Brewster was assigned as project officer by Lt. Col. William J. Meng, Commanding Officer of the 16th Photographic Reconnaissance Squadron (SP). One F-13 type aircraft, serial number 44-61989, was selected and modified for the project.

a. The following work was accomplished on the aircraft:

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Ltr, Hq 16th Photo Rcn Sq (SP), MacDill AFB, 21 Jun 48, to CO 16th Photo Rcn Sq (SP), MacDill AFB, Fla., subj: High Altitude Training Mission.

(1) All instruments were recalibrated.

(2) Cowl flaps were calibrated.

(3) All engines were changed from carburetor to fuel injection type.

(4) Four (4) bomb bay tanks, capacity of 640 U.S. gallons, were installed.

(5) All extra weight was removed to lighten the aircraft, except for turrents and blisters.

(6) The radar set was completely pressurized.

(7) The proper weight and balance was determined after weighing the aircraft.

b. All crew members picked were the most qualified available in their particular specialty.

c. In order to simulate conditions of the directive as closely as possible, a flight plan was drawn up incorporating all the details and requirements of the directive. Inclosure number 1 is the flight as approved and used by the project officer.

d. The following cameras were used:

(1) Radar camera, O-15.

(2) Tri metrogon set up, 6 inch K-17.

(3) Vertical camera, 24 inch K-18.

(4) Two (2) split vertical cameras, 40 inch K-22

(5) Movie camera, 35 mm A-7.

4. The first scheduled flight was 20 May 1948. The assigned crew went on the mission with Colonel Kalberer, Commanding Officer of the 55th Reconnaissance Group (VLR) Mapping, who flew as pilot. En route to the target, the fuel transfer system burned out at 15,000 feet and no more fuel could be transferred. This aircraft reached the target as scheduled, but was forced to abort immediately after passing over the objective.. The abort was due to malfunction of the number one engine, caused by turbo failure, loss of power, loss of fuel pressure, and detonation. The engine was feathered and the aircraft landed at Fort Worth,

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Ltr, Hq 16th Photo Rcn Sq (SP), MacDill AFB, 21 Jun 48, to CO 16th Photo Rcn Sq (SP), MacDill AFB, Fla., subj: High Altitude Training Mission.

Texas. Total time flown on this mission was 13 hours 05 minutes. Photography was accomplished, and the target area was covered photographically. This mission was flown at 30,000 feet.

a. The second mission was scheduled and flown on 11 June 1948. The aircraft took off on schedule but was forced to abort after six hours of flight. The abort was caused by loss of the fuel booster pump on number four engine which prevented use of the engine for high altitude flying. It was noted that no gas could be transferred from bomb bay tanks above 12,000 feet. The aircraft returned to MacDill Air Force Base, Florida. Total time flown was 11 hours 05 minutes. Upon return, the aircraft was grounded by the engineering officer due to metal fillings and dirt in the Morane fuel strainer.

b. No other missions have been flown to date.

5. Only one (1) aircraft was available for this project until the return of "Sandstone". In order to facilitate the accomplishment of this mission, aircraft serial number 44-61961, has been assigned to the project. This is a stripped aircraft having no turrets or blisters.

a. At the present time this F-13 is awaiting completion of the following:

(1) Valve check on three new engines.

(2) Calibration of all instruments.

(3) Procurement of and installation of fuel transfer system.

(4) Installation of four (4) bomb bay tanks, and procurement of fittings for same.

b. Approximately ten (10) days were wasted trying to tune up the four (4) carburetor engines before it was decided to replace these with fuel injection engines on aircraft number 44-61989. This aircraft is now grounded for the following:

(1) Valve check on all engines.

(2) Replacement of two (2) cylinders.

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Ltr, Hq 16th Photo Rcn Sq (SP), MacDill AFB, 21 Jun 48, to CO 16th Photo Rcn Sq (SP), MacDill AFB, Fla., subj: High Altitude Training Mission.

c. The following reasons have caused delays to this project:

(1) Local manufacture and procurement of bomb bay tank fittings.

(2) Four (4) bomb bay tanks had to be borrowed from the 307th Bombardment Group.

(3) Burnt out fuel transfer system on first mission.

(4) New engines had to be flown in from Tinker Air Force Base, Oklahoma.

(5) Shortage of LS 88 spark plugs.

(6) Engine build-up installed wrong type spark plugs in rear row of cylinders.

(7) No inner-cowl air seals installed by engine build-up.

(8) Number seven cylinder on number two engine had a cracked cylinder head.

(9) Number eleven cylinder on number three engine had a blow by and is being replaced

(10) Lack of available experienced engineering personnel to put aircraft in shape.

(11) No priority or project number for mission.

6. RECOMMENDATIONS:

a. In order to accomplish this project it is recommended that the following modifications be made:

(1) Thermocouples be installed on number two and three cylinders of each engine.

(2) Manifold fuel transfer system to replace present standard system.

(3) Removal of all turrets and allied equipment.

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Ltr,,Hq 16th Photo Rcn Sqn (SP), MacDill AFB, 21 Jun 48, to CO 16th Photo Rcn Sq (SP), MacDill AFB, Fla., subj: High Altitude Training Mission.

(4) All instruments calibrated.

(5) Replace bomb bay tanks with new type nylon tank.

b. Further recommendations are as follows:

(1) A priority and a project number should be given this mission to facllitate the procurement of supplies.

(2) More experienced B-29 engineering personnel should be made available to this organization.

/s/ John H. Brewster
/t/ JOHN H. BREWSTER
Major, USAF
Project Officer

1 Incl: Map, Flight Plan.

373 1st Ind R-1764

HEADQUARTERS, 16TH PHOTOGRAPHIC SQUADRON, SPECIAL, MACDILL AIR FORCE BASE, TAMPA, FLORIDA 24 Jun 1948

TO: Commanding General, 311th Air Division, Reconnaissance, Andrews Air Force Base, Washington 20, D. C.

1. Subject report is forwarded in accordance with instructions your headquarters.

2. Reference letter, Headquarters SAC, dtd 21 April 1948, subject, "Training Flights for F-13 Aircraft" and 1st Indorsement, Headquarters, 311th Air Division, Reconnaissance, dated 22 April 1948. Assigned project cannot be completed by 1 July 1948. Further, this project as a whole cannot be completed by this organization with presently assigned equipment and personnel.

3. It is believed the 30,000 feet missions can be completed by this organization if given an extension of time. Accomplishment of the 35,000 feet is doubtful but efforts will be made to complete them. The 40,000 feet missions can not be done with presently assigned equipment.

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Ltr, Hq 16th Photo Rcn Sq (SP), MacDill AFB, 21 Jun 48, to CO 16th Photo Rcn Sq (SP), MacDill AFB, Fla., subj: High Altitude Training Mission.

4. Unless other commitments are given a lower priority and some canceled, it is not feasible to assign more than 2 aircraft and crews to this project.

5. Request the 40,000 feet position of the mission be withdrawn and that an extension until 1 October 1948 be granted on the other ten flights.

1 Incl n/c

/s/ Charles T. Van Vliet
/t/ CHARLES T. VAN VLIET
Major, USAF
Commanding

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2d Ind

HEADQUARTERS, 311TH AIR DIVISION, RECONNAISSANCE, Andrews Air Force Base, Washington 20, D. C. 28 June 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Recommendations in 1st indorsement concurred in by this headquarters pending availability of additional equipment.

2. Colonel C. S. Irvine and Lt. Colonel O. F. Lassiter of your Headquarters are cognizant of the difficulty encountered by the 16th Squadron in their attempt to accomplish subject mission. Verbal agreement between those officers and the 16th Squadron indicate the loan of an instrumented B-29 aircraft to assist in calibrating aircraft of that squadron.

3. In view of the added work load imposed by the move of the 55th Group and the forthcoming move of the 16th Squadron, it is recommended that the requested extension of time be granted. It is further recommended that B-50 and, reference letter this headquarters, dated 22 June 1948, Subject, "Assignment of F-12 Aircraft," XF-12 type aircraft be assigned the 16th Squadron for the purpose of conducting parallel missions. Such missions would determine the suitability of those aircraft to accomplish actual missions of the type outlined.

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1 Incl
n/c

P. T. CULLEN
Brigadier General, USAF
Commanding

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Basic: Ltr fr 16th PRS, dtd 21 Jun 48, subj: "High Altitude Training Mission

SAC 373 (21 Jun 48) 3d Ind A3B
7 July 1948

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Commanding General, 311th Air Division, Reconnaissance, Andrews Air Force Base, Washington 20, D. C.

1. Extension until 1 October 1948 of the projects listed in basic communication is approved by this headquarters.

2. Air Materiel Command has been requested to ship four (4) Torque Nose engines to 16th Photographic Reconnaissance Squadron. These are to be installed on one F-13 your command.

3. The two XF-12 aircraft have been requested by this command.

BY COMMAND OF GENERAL KENNEY:

1 Incl
n/c

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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PARAPHRASE

FROM: COMSTRATAIRCOMD 16 Aug 1948

TO: CG, 311TH AIR DIV, TOPEKA AFB, TOPEKA, KANSAS

SIX F-13S TO LEAVE FOR USAFE ABOUT 28 AUG 1948

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ST/583

18 AUG 1948 311 ADR 535

FROM:CG 311 AIR DIV RCN TOPEKA AFB KANSAS

TO: CG SAC ANDREWS AFB MD

REQUEST IMMEDIATE ASGMT TO THE ONE SIX PHOT RCN SQ PAREN SPECIAL PAREN AT MCGUIRE AFB THREE SSN SEVEN THREE SEVEN PD THE ONE SIX PHOTO RCN SQ PAREN SPECIAL PAREN CANNOT MEET THE COMMITMENTS DIRECTED BY CLASSIFIED MSG OBOE DOG CHARLIE TWO ABLE FIVE ONE FIVE ONE HQ SAC UNLESS SUBJ PERSONNEL ARE ASGD AND REPORT NO LATER THAN TWO FIVE AUG FOUR EIGHT PD IN THE EVENT THE ASGMT CANNOT BE MADE ON ABLE PETER CHARLIE SUGAR BASAS IT IS RECOMMENDED THAT SUBJ PERS BE PLACED ON TEMPORARY DUTY WITH THE ONE SIX PHOTO RCN SQ PAREN SPECIAL PAREN FOR ABLE PERIOD OF APPROX SIXTY DAYS PD THE ONE SIX PHOTO RCN SQ PAREN SPECIAL PAREN HAS ASGD ONE TWO SSN SEVEN THREE SEVEN HOWEVER BECAUSE OF THE DIRECTIVES CONTAINED IN AIR FORCE LTR THREE FIVE DASH ONE THREE SIX WHICH PROHIBITS THE ASGMT OF TDY OF PERSONNEL THAT HAVE HAD ACCESS TO ATOMIC ENERGY RESTRICTED DATA THIS SQ DOES NOT HAVE ABLE SUFFICIENT NBR OF SSN SEVEN THREE SEVEN REMAINING TO UTILIZE ON THIS PROJECT PD IN THIS CONNECTION RE IS MADE TO MSG YOUR HQ PETER DOG CHARLIE HOW CHARLIE TWO FIVE NINE FOUR PD IT IS RECOMMENDED THAT THIS COMD BE AUTH TO SHORT SHIP ON PROJECT SAC SIX SIX SEVEN PD REQUEST THIS HQ BE ADVISED BY RETURN PRIORITY MSG IF REQUEST FOR ASGMT AND SHORT SHIPMENT IS APPROVED PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60i (4), AR 380-5, 15 August 1946.

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ST/722

24 AUG 48 3AIRDIV158

FROM CO 3RD AIR DIV MARHAM ENGLAND SGD JOHNSON

TO: CG USAFE WIESBADEN GERMANY

INFO CG SAC ANDREWS AFB MD

SEE YOUR UNCLE ABLE NINE TWO ZERO TWO OF ONE NINE AUG FOUR EIGHT

PD LAKENHEATH IS BASE DESIGNATED TO RECEIVE FOX DASH THIRTEEN

ACFT PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS
311th AIR DIVISION, RECONNAISSANCE
Topeka Air Force Base
Topeka, Kansas

353. 6 October 1948

SUBJECT: Plan for Rotation of Reconnaissance Crews in England

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. In compliance with Strategic Air Command policy that reconnaissance crews not remain in USAFE for longer periods than ninety (90) days, the following plan is submitted:

a. Crews of the 16th Photo Squadron (SP) now in England will remain until approximately 1 December 1948.

b. Crews of the 1st Strategic Reconnaissance Squadron will depart home station at such time as to arrive in England approximately 1 December to replace crews of 16th Squadron. The 16th Squadron crews will depart England immediately upon arrival of their replacements with no overlap period.

c. Crews of the 323rd Strategic Reconnaissance Squadron will depart home station at such time as to arrive in England approximately 1 March 1949 to replace crews of the 1st Squadron. The 1st Squadron crews will depart England immediately upon arrival of their replacements with no overlap period.

s/t/ P. T. CULLEN
Brigadier General, USAF
Commanding

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Ltr, 311th Air Div Rcn, dated 6 Oct 48, subj: "Plan for Rotation of Reconnaissance Crews in England."

SAC 373 (6 Oct 48) 1st Ind ODC2A1

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 20 OCT 48

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. Recommend approval.

2. Your attention is invited to letter this headquarters dated 23 September 1948, subject: "Reconnaissance Crews in United States Air Force in Europe" file number 200.3, which requested reducing the number of Reconnaissance Crews and aircraft in USAFE from six to four.

FOR THE COMMANDING GENERAL:

s/t/ D. W. HUTCHISON
Brigadier General, USAF
DC/S, Operations

2nd Ind 26 OCT 1948

DEPARTMENT OF THE AIR FORCE, Headquarters USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Approved.

2. Desire Commanding General, United States Air Forces Europe, be notified of schedule.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ G. F. McGUIRE
Colonel, USAF
Assistant Chief, Operations Division
Directorate, Plans and Operations

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B/Ltr fr 311th Air Div Rcn, dtd 8 Oct 48, to SAC, subj: "Plan for Rotation of Reconnaissance Crews in England."

SAC 373 (8Oct48) 3d Ind ODC2A1

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 2 NOV 48

TO: Commanding General, 311th Air Division, Reconnaissance, Topeka Air Force Base, Topeka, Kansas

Information is desired if any changes have been made in the schedule outlined in basic letter. This correspondence will be returned to this headquarters immediately showing any such changes.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

s/t/ D. N. HUTCHISON
Brigadier General, USAF
DC/S, Operations

353 4th Ind

HEADQUARTERS 311TH AIR DIVISION, RCN., Topeka Air Force Base, Topeka, Kansas 7 December 1948

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Ft. Crook, Nebraska

1. Reference schedule outlined in basic correspondence and in accordance with instructions contained in 3rd indorsement, the following change of schedule is made:

a. Rotation estimated for 1 March 1949 will be crews of the 1st Strategic Reconnaissance Squadron due to deactivation of the 323rd Squadron in accordance with SAC GO #67.

2. In accordance with the cancellation of SAC FO #47, the placing on rotation of reconnaissance crews in USAFE will be as directed by Headquarters, Strategic Air Command.

FOR THE COMMANDING GENERAL:

s/t/ CHARLES P. HOLLSTEIN
Colonel, USAF
Chief of Staff

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PARAPHRASE

FROM: COMGENSAC 10 NOV 48

TO: COMGEN, USAFE, WIESBADEN, GERMANY

IN ORDER TO BUILD UP RECONNAISSANCE CAPABILITY OF PRESENT UNITS, REQUEST PERMISSION TO DISCONTINUE ROTATION OF RECONNAISSANCE UNITS TO UK. FURTHER REQUEST RETURN OF 3 AIRCRAFT AND THREE CREWS PRESENTLY LOCATED IN USAFE

PARAPHRASE

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ST/1127

27 NOV 1948 UAX 1510

FROM CG USAFE

TO: CG SAC OFFUTT AFB NEBR

INFO CHIEF OF STAFF USAF WASHN DC

CG THIRD AIR DIV BUSHY PARK ENGLAND

CITE EASY ABLE FOX DOG DOG PD SUBJECT IS YOUR OBOE DOG CHARLIE TWO FIVE TWO ZERO EIGHT DATED ONE ONE NOVEMBER ONE NINE FOUR EIGHT PD REQUEST CONTAINED THEREIN CONCURRED IN BY THIS HEADQUARTERS AND ACTION WAS INITIATED ON ONE FIVE NOVEMBER TO RETURN TO THE ZONE OF INTERIOR THE RECONNAISSANCE AIRCRAFT STATIONED IN UNITED KINGDOM PD FIRST AIRCRAFT WAS SCHEDULED TO DEPART SCAMPTON ENGLAND AT ZERO EIGHT ZERO ZERO TWO THREE NOVEMBER FOLLOWED BY THE OTHER TWO AIRCRAFT AT ONE FIVE MINUTE INTERVALS PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS
311TH AIR DIVISION, RECONNAISSANCE
Andrews Air Force Base
Washington 25, D.C.

4 June 1948

SUBJECT: Proposal for Study of Reconnaissance

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. It is recommended that a study of Reconnaissance in relation to major warfare and its tactics be effected by your Headquarters.

2. The need for reconnaissance before and during periods of armed conflict is well recognized by all agencies participating in the preparation for, or the execution of, such conflicts. The advent of the "Super Blitz" ushered in by strategic bombardment concepts, unalterably pushed into the forefront by the atomic bomb developments and backed by radiological and bacteriological techniques, changes the emphasis and degree of importance of several phases of reconnaissance in relation to major warfare and its tactics. Speed, altitude, and range are recognized as being of prime importance for aerial reconnaissance but the actual tools to be carried upon the aircraft during missions are neither well understood nor well developed. Furthermore, the total capabilities and liabilities of aerial reconnaissance in the Atomic Age are not well conceived or documented.

3. Project Crossroads demonstrated some of the problems of aerial tactics. Project Sandstone brought into focus some reconnaissance needs, bred some new concepts, pointed out omissions, and demonstrated that analysis of the proolems to be encounted must be made in order that a series of studies can be undertaken to make available the equipment and techniques that will be the basis for collecting, pre-, during, and post-attack intelligence.

4. In cognizance of faster war which permits little or no time for development of tactics and equipment during the decisive stages, it is believed that a series of studies under broad headings such as the following should be undertaken:

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Subj: Proposal for Study of Reconnaissance 4 June 1948

a. Reviews of functions of reconnaissance with documentation for education in terms of modern blitz type of war.

b. A determination of the modern needs of reconnaissance for the Atomic Age.

c. Determination of the specific tools and techniques applicable to the new age in terms of a and b above.

5. Specific fields of study and development for the best application of super blitz warfare may be divided into:

a. Tactics, techniques, operations, and tools of fighting.

b. Tactics, techniques, operations, and tools of reconnaissance.

While sub-paragraph a above is currently being accomplished by the Operations Analysis Section of Strategic Air Command, sub-paragraph b is in a nebulous discussion stage, or in fragmentary parts being undertaken without studied guidance.

6. It is proposed that Operations Analysis, Strategic Air Command, be expanded by three men whose primary responsibility would be to study and formulate the requirements of paragraph 5 b above. This proposal is based on the fact that the 311th Air Division, Reconnaissance, is an operational unit concerned with operations and operational philosophies, and that Operations Analysis, Strategic Air Command, is an analytical agency existing to observe scientifically, analyze, study, and recommend techniques, tactics, equipment, and equipment developments. As a starting effort, it is suggested that they would:

a. Study movie and high speed recording equipment and techniques currently available, the best avenues of approach to the improvement of these, and to delineate the problems encountered.

b. Make a continuing survey of methods and equipment for aerial photography indicate the directions of improvement,

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Subj: Proposal for Study of Reconnaissance 4 June 1948

and study the possibilities of reconnaissance recording equipment other than visual photographic methods.

c. Analyze results and methods of analysis, especially of atomic photography and techniques to produce systems of analysis for immediate peacetime use and capable of wartime expansion.

P. T. CULLEN
Brigadier General, USAF
Commanding

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HEADQUARTERS
311th AIR DIVISION, RECONNAISSANCE
Topeka Air Force Base
Topeka, Kansas

8 September 1948

Major General Clements McMullen
Headquarters, Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

Dear General McMullen:

The recent reconnaissance aircraft conference at Wright Field and the conference which was held here at Topeka regarding the problem presented to us by Bill Adams, has reemphasized my worry over the lack of new techniques in reconnaissance.

Upon my return from the SANDSTONE Operation, I made a report to you recommending that an independent study be conducted to review the requirements for reconnaissance; and the equipment and techniques now available in industry which might be applied to the reconnaissance field. Those of us who are directly involved in reconnaissance operations are so occupied with the ever present problem of personnel and training, that we have little opportunity to survey the field of industry for new techniques.

The Air Force could use ultra violet and infra red rays, I believe, to secure reconnaissance information, either as independent methods, or in connection with conventional photography. I understand that television has broadened the spectrum that could be used in night photography. All of this has a very definite bearing on the best solutions for the problems thrown to us by Bill Adams. The five year development program should have guidance from the Strategic Air Command in the reconnaissance field. This, I believe, is recognized by the various agencies of your Headquarters but very little specific action or thought seems to be taking place. Frankly, this disturbs me a great deal.

I had hoped that the Operations Analysis Section, acting upon the advice and recommendations of Mr. Robert N. Davis, might assist the 311th. Mr. Davis, as you know, has had considerable experience in active bomber operations, in Operations CROSSROADS, and in SANDSTONE, has entree to Radiation Laboratories, M.I.T. and various other industrial and scientific agencies which

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may have techniques applicable to our problem.

I am not proposing in any way to compete with Wright Field, but each time that I visit the Photographic Section of the Engineering Division at Wright Field, I hear complaints from the engineers that they get very little guidance from operating personnel.

Apparently the A-5 Section has had no opportunity to take any action regarding this requirement study. I am enclosing a copy of my original letter and once more would like to recommend that a vigorous program be initiated immediately. I think our reconnaissance techniques are antiquated, I think our equipment is inadequate and insufficient, but I hesitate to make positive recommendations regarding new equipment without an analysis of the entire field.

The 311th is presently concerned with expansion and does not have the people to make this analysis. This is a qualitative lack, not quantitative.

I recommend that the 311th be authorized to have a small Operations Analysis Section. The value of an Operations Analysis Section developing bomber tactics and techniques has been many times proven. Such a section, working closely with the various specialists of the staff of the 311th and its subordinate units, will produce more economies and improve tactical results. Assignment to the 311th will produce these results more rapidly than is practical in the presently remote atmosphere of the A-5 section of SAC. I urgently recommend that Mr. Davis be selected to head this section because of his proven interest in the problem. However, I am interested more in the result than I am in personalities.

Sincerely,

/s/ P. T. Cullen
P. T. CULLEN
Brigadier General, USAF
Commanding

1 Incl
Ltr. Hq 311th Air Div. Rcn
Subj: Proposal for Study of
Reconnaissance

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COPY

1 March thru 5 March 1948
Dates of Inspection

12 March 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(VIA : Command Channels)

43d Bomb Group	Davis-Monthan Force Base, Tucson
Organization Inspected	Station and Location Arizona

MISSION: To organize and train a force capable of immediate and sustained long range offensive operation in any part of the world, utilizing the latest technical knowledge and advanced weapons, to include long range offensive bombardment, reconnaissance photography, sea search and anti-submarine patrol either independently or in co-operation with land and naval forces.

Description of Unit	VHB	B-29	3	3
	Type	Type Aircraft	No. Squadrons	Flights per Sq

Date of Activation 1 Oct 46 Date Unit Training Started 1 Oct 46

Commanding Officer: James C. Selser, Jr., Colonel AO-20427 USAF
Name Grade ASN Arm or Service

With Organization Since 1 Oct 46 In Command Since 1 Oct 46

Jurisdiction: Air Force Eighth Command Strategic Air Command

Prefious ORT's (Dates and Headquarters Conducting): None

Summary of ORT Scores

Items Rated	ORT Ratings Unit Scores	Out of
Administration	67	85
Personnel	96	100
Training	114	125
Operations	422.3	500
Supply	83	90
Maintenance	84.	100
Totals	865.3	1000

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Final OIT Rating: 88.55%. Remarks: In the opinion of the senior inspector and the inspection team, this group is operationally ready to move into the field within 72 hours notice and operate efficiently. The group is highly trained and well commanded. The group has no major discrepancies or deficiencies with the exception of the items indicated over which the commander has no control.

Delmore F. Wood Lt Col
Name Grade: Senior XIX Inspector

Assisted by 4 Officers

THIS REPORT WILL NOT BE HELD LONGER THAN 72 HOURS BY ANY SECTION OF COMAFO

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ADMINISTRATION (05)

		Scores Ex.	Rtg
☐	1. ADMINISTRATION: Administrative practices and procedures. All units operating efficiently and proper administrative procedures are being utilized.	10	10
☐	2. SECURITY: Indoctrination of personnel and safeguarding military information. The group S-2 is accomplishing the project of making all personnel security conscious. Orientation program includes security lectures.	10	10
☐	3. RECORDS: Maintenance of personnel and organizational records. Squadrons are late picking up personnel on the morning reports due to time lag between reporting to station and issuance of group orders assigning personnel to individual squadrons. Failure in some cases to post and record data on Form 20 & 24 indicates lack of follow thru and aggressiveness by classification & records section.	15	12
☐	4. HEALTH: Status in unit with emphasis on venereal disease rate. Good in general.	10	10
☐	5. MILITARY JUSTICE: Company punishment courts-martial rate and confinement. Low courts-martial rate 104 A.W. being utilized properly.	10	10
☐	6. MESS: Quality, operation, and supervision. Squadrons maintain unit mess. Food is prepared properly. Mess halls are clean, well managed. Base Food Service operates efficiently.	15	15
☐	7. FLIGHT SURGEON: Program and activities. Shortage of medical officers with tremendous load of patients, both military and dependents, preclude the possibility of the Flight Surgeons participating in tactical operations.	15	0
	Administration Total	85	67

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PERSONNEL (100)

		Score Max.	Unit
☐	9. STRENGTH		

Duty Status	Officers	W.O.'s	Nurses	E.M.
Currently Authorized	201	0	0	931
No Over or Short	14	5	0	72
Assigned by (X) MOS	215	5	0	1003
Present for Duty (Date) ( )	180	4	0	931

Remarks: (Show basis of Authorization)
Tactical Squadrons - TO/E 1-167R - 5 Mar 45 with 2 changes
Hq Sq TO/E 1-112R - 5 Mar 45 with 2 changes

☐	9. SHORTAGES: List critical shortages of specialists which preclude accomplishment of the unit's mission. According to TO/E, Unit is completely manned.	20	20
☐	10. OVERSEAS QUALIFICATIONS: List deficiencies (including numbers of personnel involved) precluding overseas movement. None.	20	20
☐	11. ASSIGNMENTS: What major discrepancies exist in assignments of personnel in accordance with their SSN.* Are they being reported as prescribed by current regulations. Discrepancies in SSN asgmts are being reported correctly.	20	20
☐	12. MORALE: Graded on the basis of observations. Morale is affected by high cost of living & severe shortage of available housing within the limits of the average EM's income.	20	15
☐	13. DISCIPLINE: Including military courtesies, appearances, and general deportment. Discipline is excellent. Positive action is being taken to eliminate undesirables.	20	20
	Personnel Totals	100	95

*Major assignment discrepancies by SSN may be shown by including an extract of the current Personnel Accounting Chart of the unit as inclosure to this report. (AAF Regulation 35-5)

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TRAINING (125)

		Scores Max.	Scores Unit
[ ]	14. INDIVIDUAL WEAPONS: Have all personnel fired the familiarization course with the weapon with which individuals are organically armed? If "No", state when scheduled scheduled weekly to correct deficiency.	5	5

Weapon	No. Req'd to Fire	No. Fired	Qualified No. %	No. Fired Not Req'd	Qualified No. %
.45 Pistol	384	323	86.3%	8	65%
M-1 Carbine	517	70	13.5%		
(Carbine range out of commission. Available 26 Mar 48)					

[ ]	15. CREW-SERVED WEAPONS: Type Weapon .50 . Number crews authorized 30 Number not qualified 0 Scheduled for completion by _____. Reference made to aircraft gunners. All gunners considered proficient.	5	5
[ ]	16. ON-THE-JOB-Training: Is the on-the-job training program effective? OJT graduates appear to have the same ability as school trained graduates for each particular SSN. OJT monitored by each squadron. No critical shortages exist.	10	10
[ ]	17. AIR CREWS: Number of complete crews authorized 30 , assigned 29, , trained 29 , List major training deficiencies of crews not qualified. One (1) crew short a radar observer. All navigators not proficient in Grid Navigation but will be proficient in sixty (60) days.	20	15
[ ]	18. INDIVIDUAL TRAINING: Number and per cent of individuals not technically qualified in MOS. 100% qualified in primary MOS.	10	10

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TRAINING (12S)

19. SECTION TRAINING: List deficiencies noted in section training. 10 | 10
All squadrons maintain a well monitored section training program.

20. UNIT TRAINING: Account for 100% personnel.

Weeks of Training	Weeks of Training	Weeks of Training	Weeks of Training
Unit Training	70%	15%	15%

15 | 15

21. COMBINED TRAINING AND JOINT MANEUVERS: To what extent has the unit participated in combined training and joint maneuvers in accordance with its assigned mission? 10 | 10
Group participates in joint Navy-Air Force missions and rotates to ETO and Far East Air Forces for joint maneuvers. Group participates in Air Force missions.

22. SIMULATED COMBAT TRAINING: What training has been conducted under simulated combat conditions? Should a greater percentage be scheduled to fully qualify crews? 10 | 10
Group has participated in ample simulated combat missions in the last six (6) months to fully qualify for tactical operations.

23. FACILITIES: List inadequacies in training facilities. 15 | 10
Facilities are very adequate, however, due to the intensive cross training program, the facilities are not available to the people for whom they were primarily intended to train.

24. RECORDS: Are training records adequate and up-to-date? 5 | 4
Training records are adequate and detailed on a squadron level, however, the records maintained on a group level are inadequate.

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☐ 25. SUPERVISION: What supervisory training missions or tests have been initiated or conducted by higher headquarters? Ample. Attention is invited to the SAC Training Rotational Policy.

☐ 26. SURVEYS: Is a schedule being maintained with a view to bringing the unit to 100% combat readiness? Indicate number of training days required. Group can reach complete combat readiness in sixty (60) days with normal operations and thirty (30) days if pressed. | 15 | 15 |

Training Totals | 125 | 114 |

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OPERATIONS (500)

☐ 27. OPERATIONAL READINESS TESTS: Describe briefly the tests by which the operational readiness of the organization was determined.

Three (3) maximum effort long range missions accomplished over a four (4) day period including the following phases of operation: Night take off, night radar bombing, daylight radar bombing in formation, long range rendezvous and assembly, take off and assembly over base, frontal penetration and formation peel-off and landing.

☐ 28. SCORES ON OPERATIONS ITEMS: (500) SCORES

See remarks on last page.

Operations Items	Maximum	Unit
Sustained unit flying	165	165
Bombing - Radar	165	106
Formation	50	40
Navigation	50	44
Instrument Flying	20	20
Briefing - Critique	10	8.3
Communications	10	8
Oxygen Procedures	10	10
Emergency Procedures	10	10
In-Flight Feeding	10	10
	TOTAL 500	422.3

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SUPPLY (90)

		Scores Max.	Scores Unit
☐ 29.	BASES: List publications, with changes and or modifications, which establish basis for equipment requirements for this organization. TA 21 - TA 20-1 with 3 changes TA 10-100		
☐ 30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. No deficiencies in availability of equipment. Shortages of clothing only in odd sizes.	15	15
☐ 31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Generally excellent.	5	5
☐ 32.	ORGANIZATIONAL STOCKS AND ALLOWANCES: Describe adequacy and include stock levels. Stock levels are adequate, however, supply personnel are not monitoring the requisitioning of parts to maintain proper level of stock to meet the current situations.	25	20
☐ 33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? Yes.	20	20
☐ 34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Excellent	10	10
☐ 35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Organization has initiated follow up system on requisition under M&S Directive 67-14A Pag 6C, dated 22 Jan 48 AIC	5	5
☐ 36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. General non-availability of parts for special and general purpose vehicles.		

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SUPPLY (90)

		Scores Max.	Scores Attn
☐	27. CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. Yes - excellent care	10	10
	Supply Totals	90	88

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MAINTENANCE (100)

		Scores Max.	Unit
☐	38. AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 70 %	15	11
☐	39. AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 10 %	15	10
☐	40. SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 65% . Percentage in commission previous 30 day period 70% .	10	8
☐	41. NEUTRAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 78% . Percentage in commission previous 30 day period 75% .	10	9
☐	42. MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? None	20	20
☐	43. TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) Only those T.O.'s for which kits are not available are complied with	15	15
☐	44. ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records. Excellent record sections in all squadrons.	5	5
☐	45. MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment. Minor irregularities only.	10	9

Maintenance Totals 84

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ACTION ITEMS: Where conditions are of such nature that corrective action is essential to the Operational Readiness of the unit reported upon, the appropriate paragraphs of this report will be indicated as ACTION ITEMS thus: X . Indorsements to this report will include pertinent comments on all ACTION ITEMS by the appropriate echelons of command.

This report will be forwarded in sufficient copies through command channels to the Chief of Staff, USAF. Attention: The Air Inspector, Washington 25, D. C., so that two copies, complete with indorsements, are received by Headquarters, USAF.

/s/ Delmore J. Wood Lt Col
Senior Inspector

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CRT SCORING FOR FIGHTER UNITS

	Scores	
	Max.	Unit
Sustained Unit Effective Flying (Ability of unit to keep 80% of assigned aircraft in the air during CRT)	140	
Interception Technique (Ability to work with ground controller)	40	
Formation Flying (Take-off, assembly, offensive and defensive formations and landings)	25	
Instrument Flying (Individual proficiency - basic instruments - letdown procedures)	25	
Night Flying (Take-off, navigation, and landings)	25	
Briefing (Procedure, clarity, control of crews)	10	
Oxygen (Its use and familiarity with the equipment)	10	
Radio Procedures and Discipline	10	
Emergency Procedures	5	
Fire Power Effectiveness (Accuracy, percent of guns operating, number of malfunctions)		
Aerial Gunnery	70	
Dive Bombing	30	
Rocket Firing	50	
Ground Gunnery and Strafing	30	
Total	500	

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ORT SCORING FOR VH BOMBARDMENT UNITS

	Scores Max.	Unit
Sustained Unit Effective Flying (80% of assigned aircraft)	105	
Bombing - Visual, Radar (Accuracy and Procedure)	105	
Formation (Take-off, assembly, compliance with formation S&T, maintenance of position, defensive measures, landing)	60	
Navigation - D.R., Celestial, Loran (Individual aircraft and formation, accuracy)	50	
Instrument Flying (Individual proficiency, basic instruments, letdown, emergency procedures, weather penetration)	20	
Briefing and Critique (Procedure, adequacy, control of crews)	10	
Communications (Including radar) (SOI interpretation and compliance, dependability of and procedure for intraplane, formation, air-ground and discipline)	10	
Oxygen Procedures (Indoctrination of personnel, checks of equipment, procedures in actual operations)	10	
Emergency Procedures (Action of crews and formations under emergency conditions)	10	
In Flight Feeding (Quality, quantity food supplied, Unit SOP crew feeding)	10	
Total	300	

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BASIC: ORT Report, 12 Mar 48, Lt Col D. F. Wood, USAF; Unit: 43 Bomb Gp

[illegible] 1st Ind

HQ 43d BOMBARDMENT GROUP (VH), Davis-Monthan Air Force Base, Tucson, Arizona, 9 March 1948

THRU: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas

TO: Chief of Staff, U. S. Air Force, Washington 25, D. C.
ATTN: The Air Inspector

1. This Group was given a previous Operational Readiness Test by the Air Inspectors from Headquarters USAF under date of 21-23 July 1947.

2. Pertinent comments on all Action Items are made as follows, references being made by Section headings and paragraph numbers therein:

ADMINISTRATION (3) Records. This situation is due to delay in arrival of foreign special orders at this station, sometimes arriving after EDCMR date. It is believed that the difficulty in the posting and recording of data on Forms 20 and 24 results primarily from reorganization under the Hobson Plan, with its attendance confusion and the necessity for setting up numerous squadrons. The turn-over of clerical personnel and the necessity for constant on-the-job-training has made it difficult to properly maintain records at unit level.

(7) Flight Surgeon. It is desired to point out that flight surgeons are assigned to Group Headquarters and the three combat squadrons of the 43d Bombardment Group and that in overseas maneuvers have accompanied their respective squadrons. When the units are at the home station, the flight surgeons are so occupied at the station hospital that they do not spend as much time as would be desired with their individual units.

TRAINING (17) Air Crews. The findings of the Operational Readiness Test team that one crew was short a radar observer are believed inappropriate in that a radar observer is assigned to the crew in question but at the time of one of the flights during the Operational Readiness Test this radar observer was riding as an OJT Flight Engineer, in compliance with OJT training regulations.

(24) Records. The apparent inadequacy of records in the Group S-3 at the time of the Operational Readiness Test inspection was the result of the physical separation of the Wing A-3

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Subject: Operational Readiness Test Report

Section and the Group S-2 Section a few days prior to the inspection, the totalled records going with the A-2 Section. The time interval between separation and the inspection was not sufficient to enable the S-2 to get all of their records up to date.

(22) Scores on Operations Items. Noted.

(30) Individual Equipment. Necessary requisitions have been in for a considerable period of time to cover the shortages of clothing in the odd sizes.

(32) Organizational Supplies and Equipment. Requisitioning schedules have been revised to insure maintenance of established stock levels as determined by current consumption rate.

(34) Aircraft in Commission. It is believed advisable to point out that the percentage of assigned aircraft in commission for a thirty-day period is not necessarily indicative of the ability of the unit to be 100% in commission at any time for any specific mission. There are many ways of interpreting regulations pertinent to showing aircraft in commission and it is not believed that this figure of 70% is indicative of the maintenance performed.

JAMES D. SMITH, Jr.
Colonel, U. S. Air Force
Commanding

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BASIC: From Davis-Monthan AFB, Subj: OOP Report, Dated 12 Mar 48.

Subject: Operational Readiness Test Report 12 March 48

IG 383 2d Ind

Headquarters Eighth Air Force, Fort Worth, Texas

THRU: Commanding General, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, U. S. Air Force, Washington 25, D. C.
ATTN: The Air Inspector

Forwarded in compliance with basic communication.

COPY

SAC 319 x 322 (12 Mar 48) 3d Ind AMS

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

FOR THE COMMANDING GENERAL:

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By AFSHRC
Date: MAR 2 5 1974

HISTORY
STRATEGIC AIR COMMAND
1948

DOWNGRADED AT 12 YEAR
INTERVALS; NOT AUTOMATICALLY DECLASSIFIED
DOD DIR 5200.10

DECLASSIFIED
AF/IGSPB Ltr, 13 Dec 1973
By AFSHRC
Date: MAR 2 5 1974

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By AFSHRC
Date: MAR 2 1974

[redacted]

Classification canceled changed to
by authority of SAC (DMH) Ltr 20 Dec 63
by John J Bohn date 8 Jan 64

MICROFILMED BY
DATE

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10 214

1. Operational Readiness Tests
2. Combine III

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

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AF/IGSPS Ltr., 13 Dec 1973
By AFSHRC
Date: MAR 2 1974

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HISTORY

STRATEGIC AIR COMMAND

1948

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Chapter 3

OPERATIONS AND TRAINING

Exhibits 89 thru 157

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SUPPORTING DOCUMENTS

Chapter 3

OPERATIONS AND TRAINING

Exhibits 89 thru 157

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14 June 1948 - 18 June 1948
Date of Inspection

28 June 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

97th Bombardment Group, Third Air Force, Biggs Air Force Base, El Paso, Texas.
Organization Inspected Station and Location

PURPOSE: To man, Train, and Maintain a Bombardment Group capable of sustained strategic operations in any part of the world.

Description of Unit: Type A-26 Type Aircraft No. Squadrons Flights per Sq

Date of activation: 6 August 1946 Date Unit Training Started 1 Oct 46

Commanding Officer: Clair, Chet . Lt. Col. 0-22430 3AF
Name Grade AN or AF No. MOS or Service

With Headquarters Since 6 August 1946 In Command Since 10 Mar 48

Jurisdiction: Air Force 3d Command 3AF

Previous ORI'S (Dates and Headquarters Conducting): None

Summary of ORI Scores

Item & Notes	Unit Scores	Max Ratings % of
Administration	31	35
Personnel	3	100
Training	71	125
Operations	207	300
Supply	31	35
Non-Rated	61	100
Totals	543	1000

Final ORI Rating: Unsat. Remarks: Unit is not operationally ready. Two of the aircraft (Alberta) do not meet Strategic Air Command Requirements. There exists a critical shortage of building and storage area and maintenance equipment and supplies.

Delmore T. Wood Lt Col.
Name Grade: Wing Air Inspector Assisted by 4 Officers

THIS REPORT TO NOT BE HELD LONGER THAN 72 HOURS BY ANY ECHELON OF COMMAND

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Subject: Operational Readiness Inspection Report 14 Jun 43

AG 319.1 1st Ind TSB/klc

[illegible] (VI), Biggs Air Force Base, El Paso, Texas, 22 June 1943.

TO: Commanding Officer, 97th Bombardment Wing (VI), Biggs Air Force Base, El Paso, Texas.

1. a. Program initiated for adequate supervision and follow through on all records.

b. Functional Charts are being made.

c. Publications are on requisitions.

d. Noted.

e. Typewriters requisitioned.

2. Personnel being indoctrinated in regards to safe-guarding military information.

3. All records are in the process of being screened to complete and bring up-to-date. Personnel status charts in the process of being brought up-to-date and maintained. Administrative school in process of organization.

4. Noted.

5. Noted. Records of punishment under AW 104th screened for proper accomplishment.

6. Noted.

7. Noted.

8. Noted.

9. Noted.

10. Noted.

11. Records in the process of being checked to see that personnel are being utilized in their primary MOS.

12. Noted.

13. All personnel are constantly being schooled in the proper military courtesies, appearance and deportment.

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ICG 319.1 1st Ind 22 Jun 48
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14. This training will be accomplished by 31 July 1948.

15. Noted.

16. Nineteen (19) Flight Engineers, [illegible], are undergoing OJT training at the present time. As facilities and instructors become available, other OJT courses are scheduled to qualify all individuals technically in their [illegible].

17. The limiting factor on aircrews is the Flight Engineer training which has fallen far behind schedule due to the moves from Alaska to Smoky Hill Air Force Base, Salina, Kansas and Smoky Hill Air Force Base to Biggs Air Force Base, El Paso, Texas, the lack of a [illegible] and the loss of Officer Flight Engineers. The twenty-four (24) co-pilots shown not proficient as 1093's, are proficient as co-pilots, but not as airplane commanders. There are twenty-four (24) Radar Observers assigned, of which twenty-two (22) are considered technically qualified. Their SCR-584 and bombing training has been slighted because of the complete lack of facilities for this type of training in Alaska and because of the unstable conditions which have been encountered since return from Alaska. Two (2) of these Radar Observers have exhibited their proficiency on SCR-584 runs as required by SAC Regulation 50-8. Radar bombing is being given first priority in flying training. A gunnery school began operation on 21 June 1948.

18. See 16 and 17 above.

19. Noted.

20. Noted.

21. Noted.

22. Joint Fighter-bomber missions to be scheduled beginning July 1948.

23. The 47th Bombardment Wing has no authorization to draw trainers and allied supplies. Authorization for both trainers and operators has been requested from Eighth Air Force. However, at conference on joint occupancy of Biggs Air Force Base held the first week in May at Biggs Air Force Base, a request was made of 47th Bombardment Wing to furnish additional training aids. A letter was sent to SAAMA requesting that additional CNT's and A-7's be placed in operating condition. As yet no additional trainers have been put in commission. Recent authority has been granted to obtain excess trainers from the units of Eighth Air Force.

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24. A large number of training records have been misplaced and last due to the numerous transfers in the past eight (8) months. The amount of training accomplished since return from Alaska has been below average because of the large percentage of personnel on leave and TDY. However, 103% and cross training have been stressed and these records are complete and up-to-date.

25. Noted.

26. Noted.

27. Noted.

28. Noted.

29. Noted. TO&E 1-1113 is authorized by TT Ng USAF AFOOR 6965, 22 April 1948.

30. a. Noted.

b. Authorized arctic clothing is available in Base Supply. Not issued to Units because of inadequate storage facilities.

31. Forms 32 are being brought up-to-date. Two (2) PCS moves since March and many personnel being on leave after return from overseas duty have greatly hindered processing of Forms 32.

32. Noted.

33. a. Cameras and camera equipment are not present USE. This organization is unauthorized to use TO&E equipment stored at Smoky Hill Air Force Base, Saline, Kansas.

b. Noted.

34. a. Property records of Flyaway Kits supplies (15AF Forms 413) are maintained daily in each squadron and are current.

b. MR accounts are being processed and will be completed approximately 1 July 1948.

35. Noted.

36. a. Noted.

b. Fifty (50) desks due in. Distribution of equipment under joint tenancy agreement not practicable.

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c. Replacement items for Flyaway Kits are being requisitioned daily and advance notice of their shipment has been received.

37. a. Noted.

b. Adequate storage space is not available at the present time.

38. Noted.

39. Noted.

40. Special Purpose Vehicles assigned during ORT period were:

a. Four (4) P-1 Servicing Units, one (1) unserviceable.

b. Two (2) Tractors, two (2) unserviceable.

c. Seven (7) Cletracs, one (1) unserviceable.

d. Action is being taken to place unserviceable vehicles in commission.

41. Noted.

42. This Wing is unauthorized to use the TOE equipment presently stored Smoky Hill Air Force Base, Salina, Kansas. The property listed is either NEI on requisition or being borrowed in part from the 47th Bombardment Wing.

43. All T.O. Compliance Kits requisitions are being submitted.

44. This is due to improper records and the large number of shortages existing in the SE equipment of the Albert aircraft when assigned to this organization.

45. Adequate storage space not available at this time. It is anticipated that adequate facilities will be made available upon the movement of the 47th Bombardment Wing from this Base. Bomb Bay tanks are being properly stored.

1 Incl
1st fr Detachment A
2633 AF Base Unit (R33)
HAFB, Ogden, Utah

/s/t/ PAUL F. BLAIR
Lt Col, USAF
Commanding

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Subject: Operational Readiness Test Report 14 Jun 48

CO 318.1 2d Ind GLR/kls

HEADQUARTERS 97TH BOMBARDMENT WING (VH), Biggs Air Force Base, El Paso, Texas, 23 June 1948.

TO: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.

1. The 97th Bombardment Group (VH) was handicapped in subject ORT by the following:

a. Maintenance of twenty-nine (29) aircraft from Flyaway Kits intended for only fifteen (15) aircraft.

b. Generally crowded and inadequate working conditions.

c. Recent loss and change in experienced personnel.

d. Lack of integral facilities, such as transportation.

e. Absence of Group Commander and Wing Staff at mandatory conference at Spokane for entire period.

f. Crews not familiar with equipment (nine (9) aircraft delivered within six (6) days prior to ORT). In many cases ORT mission was first flight for aircraft after acceptance check.

2. ORT report concurred in.

3. Action is being taken to correct discrepancies noted.

1 Incl
n/c

/s/ George L. Robinson
/t/ GEORGE L. ROBINSON
Colonel, USAF
Commanding

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COPY

Subject: Operational Readiness Test Report

AG 373.1 (22 June 1948) 3rd Ind 23 JUL 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

Reference "Action Items" on subject Operational Readiness Test, the following comments are submitted:

a. [illegible]:

(1) Reference paragraph 1, supervisory staff visit by representatives of this headquarters to the 97th Bomb Wing on 21 June revealed definite action has been taken to effect adequate supervision of administrative procedures through assignment of a Lieutenant Colonel to replace a Captain as Wing A-1, and a Major to replace a 1st Lieutenant as Wing Adjutant.

(2) Reference paragraph 2, no further comment in view of action being taken as stated in 1st Indorsement.

(3) Reference paragraph 3, during supervisory staff visit by representatives of this headquarters to 97th Bomb Wing on 24 June, a program was established to eliminate majority of all discrepancies in records within a 30-day period. The 97th Bomb Wing A-1 will effect energetic and close supervision of posting and correcting Form 66's, Form 20's, service records, S & A reports, personnel accounting charts, morning reports, and informational rosters required by AF Manual 35-1-1. All First Sergeants and record clerks of the 97th Bomb Wing were required to attend a conference wherein Eighth Air Force representatives reviewed and discussed present regulations and policies governing administration of units. The 97th Bomb Wing has personnel qualified to effect proper accomplishment of all records; however, the recent TDY and PCS moves of the Wing seriously handicapped their operation.

(4) Reference paragraph 5, no further comment in view of action being taken as stated in 1st Indorsement.

(5) Reference paragraph 7, see following paragraph (6).

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b. PERSONNEL:

(1) Reference paragraph 8, action has been taken by this headquarters to reduce shortages in SSN's existing in the 97th Bomb Wing through requisition of officer personnel not available in this command and reassignment of both officer and enlisted personnel from other stations within this command insofar as they are available.

(2) Reference paragraph 11, no further comment in view of 1st indorsement and paragraph a(2) above.

(3) Reference paragraph 12, morale will show definite improvement when 97th Bomb Wing of Tactical Air Command departs Bizzo Air Force Base, thereby relieving crowded working conditions and increasing availability of housing for all personnel.

(4) Reference paragraph 16, no further comment in view of action taken as stated in 1st indorsement.

c. TRAINING:

(1) Reference paragraph 16, the major factor curtailing on-the-job training of enlisted men in technical fields is the critical shortage of all such personnel throughout the group. As manning level improves, more emphasis will be placed on this type of training.

(2) Reference paragraph 17, personnel shortages will be alleviated as soon as possible. A surplus of bombardiers will be assigned to the 97th Bomb Wing to fill the vacancies in both MOS1035 and MOS0142 positions. A requisition from this headquarters for six (6) navigators for the 97th Bomb Wing has been approved by both Strategic Air Command and United States Air Force. It is suggested this unit be directed to initiate an intensive crew training program, including a total standdown from all other training, for a 30-day period. It is felt the 97th Bomb Wing is in a state of ineffectiveness which demands such a program to bring the unit to 100% combat readiness and to enable the 97th Bomb Wing to perform its primary mission. Further, the cross training program as required by SAC Regulation 50-23 and Change 1 thereto would be of little value to a unit which is not, according to page one of basic communication, "operationally ready". The 97th Bomb

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Wing, according to paragraph 21, would require 30 days to reach 100% combat readiness. It is assumed this estimate was reached by taking the cross training program into consideration. The conditions at Biggs Air Force Base should not be permitted to last any longer than practicable if the 97th Bomb Wing is to be an efficient adjunct to the Eighth Air Force.

(2) Reference paragraph 23, training equipment is presently not authorized for tactical organizations. This headquarters made a project of this discrepancy and presented recommendations to higher headquarters. Excess trainers and mockups from other units of this command will be transferred to the 97th Bomb Wing as soon as housing facilities are available.

(3) Reference paragraph 24, this headquarters concurs with statements made in 1st indorsement. Subject records will be made a special subject for future supervisory staff visits.

d. SUPPLY:

(1) Reference paragraph 30, authority was given the 97th Bomb Wing by this headquarters to store arctic clothing in base supply, in view of the presently inadequate storage facilities in the units.

(2) Reference paragraph 31, a followup will be maintained on condition of clothing and equipment records.

(3) Reference paragraph 32, the accountable officer at Biggs Air Force Base has taken necessary action to increase or establish levels, as required.

(4) Reference paragraph 33, recommendations have been submitted to Headquarters Strategic Air Command to include camera equipment in the UEE list. Pending revision of T.O. 00-35-20A, United States Air Force has authorized K-15 scope cameras on the basis of ten (10) per squadron.

(5) Reference paragraph 34, a followup will be maintained on condition of flyaway kit records.

(6) Reference paragraph 35, noted.

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(7) Reference paragraph 36, T/A 20-1 is not authorized for use by the 97th Bomb Wing.

(8) Reference paragraph 37, adequate storage space is not available due to the base being occupied by two complete wings and other individual units. Adequate storage space will be available upon the departure of the 97th Bomb Wing from that station.

e. MAINTENANCE:

(1) Reference paragraph 40, see comments below under e(3) which refers to paragraph 42.

(2) Reference paragraph 41, see comments below under e(3) which refers to paragraph 42.

(3) Reference paragraph 42, action has been taken by this headquarters to furnish seven (7) cletracs, four (4) P-1A refueling units, two (2) tractors, ten (10) 1/4-ton trucks, 4x4, ten (10) 3/4-ton trucks, 4x4w/c, sixty-seven (67) maintenance stands (crew chief), eighteen (18) engine stands, two (2) air compressors, twelve (12) jacks, two (2) oxygen trailers, two (2) air compressors, one (1) set instrument testing, twenty-two (22) GIB power plants. The cletracs, refueling units, tractors, and engine stands have been delivered. The remainder of the items should be available within the next fifteen days. Sufficient radio and radar test equipment are included in the UEE. Shortages of component parts in 00-30 series Technical Order kits included in UEE are authorized and can be requisitioned. If kits are not included in UEE, no authority exists at present. It should be noted that T/A 20-1 is authorized only for non-T/O&S units and that the T/O&E for the 97th Bomb Wing with the exception of UEE is stored at Smoky Hill Air Force Base.

(4) Reference paragraph 43, it is understood that there was a large number of outstanding T.O.s at the time the Albert type aircraft were received by the 97th Bomb Wing. The Commanding Officer, 97th Wing was instructed shortly after transfer of the organization to this command to take necessary action to effect T/O. compliance. Followup action will be taken on this matter.

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CO 210.1
Subject: Operational Readiness Test Report

(5) Reference paragraph 44, followup action will be taken on this subject.

(6) Reference paragraph 45, to provide adequate storage space, it will be necessary to provide new construction or remodel existing facilities. It is believed that the proposed movement of the 475th Wing from [illegible] Air Force Base will eliminate the problem of inadequate storage space.

1 Incl
n/c

[illegible]
Major General, USAF
Commanding

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7 thru 11 March 1948
Dates of Inspection

14 March 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

93d Bombardment Group (VH) — Organization Inspected
Castle Air Force Base, Merced, California — Station and Location

MISSION: To perform the duties of a VH Group with respect to Formation, Navigation, Gunnery, Radar Bombing and potential Combat Operational Tactics.

Description of Unit				
VH	B-29	3	3	
Type	Type Aircraft	No. Squadrons	Flights per Sq	

Date of Activation 15 August 1947 Date Unit Training Started 15 August 1947

Commanding Officer: Thrift, John C. — Name; Lt Col — Grade; AO 35251 — ASN; USAF — Arm or Service

Jurisdiction: Air Force 15AF Command Strategic Air Command

Previous ORT's (Dates and Headquarters Conducting):

Summary of ORT Scores

Items Rated	Unit Scores	ORT Ratings Out of
Administration	67	85
Personnel	80	100
Training	87	125
Operations	384	500
Supply	69	90
Maintenance	82	100
Totals	747	1000

Final ORT Rating: 74.7%. Remarks: This unit has been activated only 7 months and is not presently operationally ready because all training has not been completed. A schedule is being maintained to bring the unit to 100% operational effectiveness.

DELMORE F WOOD — Name; LtCol — Grade: Senior ~~xix~~ Inspector Assisted by 4 Officers

THIS REPORT WILL NOT BE HELD LONGER THAN 72 HOURS BY ANY ECHELON OF COMAND

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Basic: Operational Readiness Test Report, 14 March 48

HPCO 333 1st Ind JCT/bjp

HEAD[illegible] 93d [illegible] (VH), Castle Air Force Base, Merced, Calif

THR : Command Channels

TO: The Chief of Staff, United States Air Force, Washington 25, D. C. ATTN: The Air Inspector

In compliance with Operational Readiness Test Report, 14 March 1948, the following corrective action is being taken:

ITEM 2:

Corrective action is being taken to safeguard classified material as specified by War Department Directives. All safes are being checked for proper security.

ITEM 8:

A processing line is being set up in each Squadron for checking all records and interviewing all officers and men. In the future all records will be posted from the Special Orders and will be monitored by the First Sergeant.

ITEM 9:

Article of War 104 will be utilized properly and no reductions made under same. Offense noted was corrected at the time of the inspection.

ITEM 11:

The weather forecaster 787 has been reported available for transfer to a weather detachment. This man passed 64 type physical prior to assignment to aircrew.

ITEM 13:

Briefings are conducted in accordance with good briefing procedures, and questions are encouraged. It is not believed that more than normal disturbances occur.

ITEM 15:

All crews have fired Air-to-Ground Gunnery and have practiced tracking fighters from formation positions. The schedule for fighters

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Subj: Operational Readiness Test Report dtd 14 Mar 45.

to arrive in April 45 will facilitate gunnery training. Gun cameras are being installed on the aircraft and will be available for use during fighter-bomber missions. Air-to-Air Gunnery has not been practiced due to non-availability of ranges and tow targets.

ITEM 16:

Of the personnel assigned, 80% are qualified in their MOS and 12% are undergoing OJT on equipment in the assigned aircraft. Directives from higher Headquarters directs priorities for cross-training which is also being accomplished in this Unit.

ITEM 17:

All crew position vacancies have been filled with newly assigned personnel.

ITEM 19:

Records in Group Operations Office and Squadrons indicate that, since 1 January 45, Flight Engineers, Radio Operators, and Gunners have completed training on the line as T6O's, Radio Mechanics, and 747's, respectively:

329th	7 weeks	6 weeks	7 weeks
330th	6 1/2 weeks	8 weeks	6 1/2 weeks
331st	8 weeks	8 weeks	8 weeks

The above mentioned personnel are being utilized on the line when not flying or attending Ground School.

ITEM 21:

This Unit is prepared and ready for participation in any joint maneuvers as ordered by higher Headquarters.

ITEM 23:

Requisitions were made and follow ups, as required by SAC Reg. 65-1, have been forwarded. (See Attached Sheet).

ITEM 24:

Immediate action is being taken to bring records up to date on all phases of training.

ITEM 25:

1. Noted.

2. Noted.

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Subj: Operational Readiness Test Report dtd 14 Mar 43.

3. Formation long Range Rendezvous: The Group Field Order called for a midnight take-off by individual aircraft at one (1) minute interval and to fly a designated route, and altitudes. A controll time of 0700 was scheduled for the first aircraft to arrive at the Assembly Point. The last aircraft was due to arrive at the Assembly Point twenty eight (28) minutes after the Leader. This time was made good. At 0727, all aircraft were in formation and all Squadrons were within an area of approximately ten (10) miles. A controlled time to leave the Departure Point was 0800 and this time was made good. Formation was good over the Target area and was flown per USAF Tactical Doctrine. Each Squadron had an excellent interval (designated as one (1) minute or three (3) miles in Field Order). The Assembly and the formation over the target area was observed by the Group Operations Officer, Lt. Colonel Barnett S. Allen, and his Assistant, who were flying the Weather aircraft which remained in the Assembly Area until the formation had assembled. All times were noted specifically for purposes of later critiques. It is the opinion of this Headquarters that an assembly accomplished within ten (10) minutes after the last aircraft is due to arrive, is very good, especially after six to seven hours of individual flying.

4. Noted.

5. Pilots have been queried on VHF Range Installations and are familiar with their operation. None of the Pilots have made let downs on these Ranges due to non-availability of procedures in T.O. 00-15-3. However, VHF Ranges have been utilized for Navigation purposes.

6. Briefings conducted by this Unit are accomplished in accordance with good discipline and training principles. Questions are encouraged in order that all crew members, in training, may clarify any doubts which they may have.

7. Radio communications are kept to a minimum. All crews have been briefed on radio discipline.

8. Noted.

9. Noted.

10. Noted.

ITEM:33:

The Combat Operational qualities of Albert Type B-29 aircraft are considered very inadequate. These aircraft are not equipped

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Subj: Operational Readiness Test Report 4td 14 Mar 48.

and serviceable in accordance with their present assigned mission. Some of the major operational discrepancies hindering the use of this type aircraft are listed below:

1. Cutaway bomb doors which would prevent a successful ditching.

2. Aircraft unable to carry required flyaway engines, kits, and maintenance equipment due to relocation of Radar Jose into the front bomb bay, and the installation of the sway bar.

3. The utilization of the rear bomb bay is handicapped by the weight and balance factor.

4. The aircraft has specialized maintenance troubles because of its various modifications.

ITEM 36:

Pending receipt of the items which have been requisitioned, every effort is being made to repair locally, flight instruments, flux gate compasses and transmitters presently on hand.

ITEM 37:

Due to limited storage space, only such items as affected by weather are being stored under cover.

ITEM 42:

Every effort has been made to procure items of equipment required. Maintenance docks were requested by Form 8-26 on 11 July 47. This request was disapproved with reply that a portable type dock would be available from AMC at a future date, however, the docks have not arrived.

ITEM 43:

Technical orders will be complied with as soon as complete kits are assembled and received from AMC. Requisitions have been submitted and follow up action has been taken as required by 15AF Reg. 66-1.

ITEM 45:

Action has been taken to store under cover, C-1 test sets, Field Lighting Sets and generators. All tools have been cleaned and are being cared for as directed.

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SUSTAINED UNIT EFFECTIVE FLYING:

A high state of Combat Readiness of this Unit has been seriously affected by the constant turn-over of crew and Staff personnel. Since 1 December 1947, the following change has taken place in personnel status. Replacements have had to be requisitioned and trained:

MOS	LOSS
1053	31
1034	17
1035	20
0142	3
737	4
2750	13
580	7
611	6
612	4
1685	6
666	3
Squadron C.O.	1
Squadron Opns O	2
Squadron Adjutant	4
TOTAL	123

In addition to the above losses, this Unit has trained twenty five (25) Former Pilots, and 867's to 866's, in order to fill up the crew vacancies of 0142 which existed. Young, inexperienced men numbering 200 have been given "On the Job Training" since activation of this Unit. Records show that 88% of the Unit is qualified in the MOS and that 12% are OJT's. (See Item 16).

/s/ John C. Thrift
/t/ JOHN C. THRIFT
Lt Col., USAF
Commanding

1 Incl:
4 cpy Equip Ordered
by Training Aids

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BASIC: Operational Readiness Test Report, 14 Mar 48

CS 353 2d Ind

HEADQUARTERS 93d BOMB WING (VH), Castle AF Base, Merced, Calif., 19 Mar 48

TO: Commanding General, Fifteenth AF, Colo Springs, Colo

Comments and corrective action indicated in 1st Ind is noted and approved

1 Incl: n/c

/s/ Lee B. Coats
/t/ LEE B. COATS
Colonel, USAF
Commanding

COPY

AF 353 INOC 3d Ind

HQ FIFTEENTH AF, Colo Springs, Colo 26 Mar 48

TO: CG SAC, Andrews AF Base, Wash 25, D. C.

1. Report of corrective action as indicated in 1st Ind is concurred in. Supplemental corrective action and comments by Hq Fifteenth AF relative to action items of basic report and corresponding paragraphs of 1st Ind are as follows:

a. Item 16: It is recommended that credit for cross-training be given under this item in addition to on the job training as all aircrew personnel of this command are being cross-trained in accordance with current SAC directives which are considered to include on the job training for aircrews.

b. Item 17: The high transfer rate among combat crew members has resulted in crew position vacancies being filled in many instances with newly assigned enlisted personnel who are given on the job training. The award of the applicable MOS has not yet been authorized by higher authority for on the job training personnel as they become qualified in crew positions assigned.

c. Item 21: Joint maneuvers with Army or Navy have not been directed by higher authority; therefore, corrective action on this irregularity is not within the providence of this AirForce.

d. Item 23: A portion of the delay in receiving training aids can be attributed to the fact that an authorization does not

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3d Ind fr Fifteenth AF, cont'd:

presently exist in current tables for such equipment. A proposed Table of Allowance for training equipment has been compiled by Hq Fifteenth AF and authorization is being sought for its approval.

e. Item 24: During supervisory visits, special care will be taken by staff visiting officers to ascertain that training records are maintained currently with the training accomplished.

f. Item 26: It is considered that some credit should be given for progress even though facilities are inadequate.

g. Item 33: 12 B29 aircraft, Albert type, are being transferred from 93d Bomb Group, Castle AF Base, to the 97th Bomb Group, Smoky Hill AF Base, Salina, Kansas. 13 B29 aircraft (combat equipped) are being reassigned from the 7th Bomb Group, Carswell AF Base to the 93d Bomb Group, Castle AF Base, Merced, Calif., as directed by Hq SAC. A policy for the utilization of Albert type aircraft is being obtained by this headquarters.

h. Item 37: Request for authority to requisition a tropical precut warehouse 110' X 405' form Stockton General Depot was returned by Hq SAC for additional justification on 1 Mar 47. However, a request to erect 2 portable barracks 20' X 48' for use as warehouse space was returned approved to be accomplished under station authority.

i. Item 42: Night lighting equipment will be requisitioned upon receipt of report from Electrical Engineer, Hq SAC, listing equipment required. Crew chief stands have been requisitioned. Project request for nose docks was referred to AMC in that Hq USAF considered the design and procurement to be a function of that command. Radar testing equipment is available; however, equipment is operated from a standby generator. Provision for 2 VHB hangars was given station priority 3 on Periodic Report of Installation Construction Program, 10 Sept 47, and a provision for 2 additional VHB hangars was given station priority 78 on the same form. An additional fund allotment request for vehicle gasoline has been submitted to Hq SAC.

j. Item 45: Special Reports of Supply Delays and Difficulties covering items required for technical order compliance were received from Castle AF Base and action was taken by Hq Fifteenth AF to correct errors on requisitions that were submitted so that prompt supply action could be rendered by AMA Depot.

2. The reasons for the low ORT rating of this organization are not readily apparent; therefore, the following comments are made

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3d Ind fr Fifteenth AF, cont'd:

with a view toward improving the test and form used to record the results. These comments are submitted for consideration in connection with the conduct of future Operational Readiness Tests:

a. Item 15: The derogatory remarks pertaining to discipline are not substantiated by examples nor explained.

b. Item 18: The term, "crew served weapon", does not adequately describe the CPC system. No credit has been given for training accomplished nor qualification previously attained. The rating appears to be made primarily upon facilities available rather than qualification.

c. It is realized that the ORT scores are status ratings and that items may be rated low even though responsibility for the unsatisfactory conditions is outside the jurisdiction of the organization inspected. However, it is recommended that if circumstances of this nature exist, an explanation be included in the report so as to reflect the responsibility for the conditions.

FOR THE COMMANDING GENERAL:

1 Incl: n/c

F. J. deCISNEROS
Major USAF
Asst Adj Gen

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3 April 1948 to 10 April 1948
Dates of Inspection

14 April 1948
Action Date

91

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

98th Bombardment Group (HH) — Spokane Air Force Base, Washington
Organization Inspected — Station and Location

MISSION: To organize and train a unit capable of operating in the field and to conduct long range bombardment missions against the enemy both night and day and at high altitude and to conduct reconnaisance and photographic missions and such special missions as the Commanding General, Fifteenth Air Force, may direct.

Description of Unit: VHB — B-29 — 3 — 3
Type — Type Aircraft — No. Squadrons — Flights per Sq

Date of Activation: 1 July 1947 — Date Unit Training Started: 3 October 1947

Commanding Officer: JOSEPH D. WHITE — Lt. Col — A034214 — USAF
Name — Grade — ASN — Arm or Service

With Organization Since 3 October 1947 In Command Since 3 October 1947

Jurisdiction: Air Force Fifteenth Air Force Command Strategic Air Command

Previous ORT'S (Dates and Headquarters Conducting): None.

Summary of ORT Scores

Items Rated	ORT Ratings Unit Scores	Out of
Administration	68	85
Personnel	90	100
Training	95	125
Operations	354	500
Supply	67	90
Maintenance	78	100
Totals	752	1000

Final ORT Rating: 75.2%. Remarks: This Group is not operationally ready because of a shortage of trained aerial observers and trained B-29 maintenance personnel, and because of the low level of B-29 experience per airplane commander, however, considering late date of activation, the group has made positive progress.

DELMORE P. WOOD — Lt. Col — Hq SAC
Name — Grade: Senior ~~xxx~~ Inspector — Assisted by 4 Officers

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Basic: Ltr., 12 April 48, Subject: Operational Readiness Test Report (SAC)

HEADQUARTERS, 98th BOMBARDMENT GROUP (VH), Spokane Air Force Base, Spokane, Washington, 12 April 1948

TO: Commanding Officer, 92nd Bombardment Wing (VH), Spokane Air Force Base, Spokane, Washington

1. There is a shortage of trained administrative personnel within the Group and there has not been a sufficient length of time, since the activation of the 98th Bombardment Group (VH), to thoroughly train new personnel. The majority of administrative and clerical positions are presently filled by OJT people. Normal attrition has also caused excessive difficulty in completing the training of personnel. This Group is now instituting a school on administrative practices and procedures to correct this deficiency. The base schools have proven inadequate to date.

2. Noted.

3. Administrative personnel will be instructed in the use of pertinent directives governing proper maintenance of records and adequate follow-up in maintenance of records in the school mentioned in paragraph 1 above. Personnel Charts will be corrected immediately in conformance with AF Reg. 35-5. Overseas priority lists are now being maintained. The Group is now coordinating with Wing in regard to proper recording of EDCSR's.

4. Noted.

5. Noted.

6. A follow-up procedure is now being instituted to procure proper equipment. Squadron Messes are under the control of the 92nd Airdrome Group, which furnishes cooks, bakers and Mess Sergeants. The Squadron furnishes K.P.'s, and the Group and Squadron Commanders have no command over the Mess. It is believed that this situation could be greatly improved by returning control of the messes to the Squadrons.

7. No comment.

8. Although this Group is over its authorized strength, it is seriously handicapped by a shortage of trained and qualified personnel.

9. A vigorous OJT program is in progress to alleviate the critical shortage of specialists, but the Group is still seriously handicapped due to the large number of untrained personnel being assigned. It is recommended that school quotas for basics be increased.

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[illegible]
Subject: Operational Readiness Test Report (SAC)

10. No comment.

11. Noted.

12. Noted.

13. Noted.

14. Noted.

15. Noted.

16. Noted.

17. The present training program includes proficiency training for all non-proficient combat crew members. The present OJT program is considered adequate to qualify all OJT crew members except in MOS 0142. Recommend additional qualified observers be assigned this organization.

18. Noted.

19. Noted.

20. Noted.

21. This unit has never been scheduled by higher headquarters for training with the Army or Navy.

22. Noted.

23. Lack of training facilities has been discussed with 92nd Bombardment Wing (TH) and Fifteenth Air Force and it is believed action is to be taken by their headquarters.

24. Individual accomplishments for each combat crew member will be maintained on records as per requirements of existing training directives.

25. Noted.

26. Noted.

27. Noted.

28. Noted.

29. Noted.

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[illegible]
Subject: Operational Readiness Test Report ([illegible])

30. Navigational equipment has been requisitioned and follow-up has been without results to date. Sufficient low cut shoes cannot be procurred from Base Supply at the present time.

31. Noted.

32. Maintenance equipment has been on requisition since October 1947 and these requisitions are being filled in an extremely slow manner.

33. This situation on aircraft was brought about two (2) months ago when the [illegible] Bomb Group traded aircraft with the [illegible] Bomb Group to enable the latter to prepare for maneuvers in the Far East. Monday tanks have been requisitioned and shortages have been brought to the attention of higher headquarters.

34. This Group has completed approximately 75% of the work required, to date, in transferring records to the new SAC Form 67-2-1[illegible].

35. This information has been brought to the attention of units concerned and a follow-up system on normal requisitions is now being carried out as per TM [illegible]-21[illegible].

36. Noted.

37. Noted.

38. Percentage of aircraft in commission during previous thirty (30) days was influenced by compliance with SAC Regulation 66-[illegible] on all aircraft engines during that time.

39. Noted.

40. Noted.

41. Noted.

42. Noted. Unqualified personnel are now undergoing vigorous OJT program. Approximately forty (40) OJT 747's are attending Mobile Training Unit daily.

43. Noted.

44. Noted.

45. Noted.

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Basic: Ltr, 12 Apr 54, Subj: Operational Readiness Test Report (SAC)

AFF 452.06 2nd Ind

[illegible] 22333, 32D Hdqtrs (OI), [illegible], Spokane Air Force Base, Spokane, Washington

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The AIr Inspector
(THRU: Command Channels)

1. This Headquarters concurs in paragraph 1 of basic communication. Closer supervision will be exercised in regard to classification of personnel and in the on-the-job training of administrative and clerical personnel. Due to the geographical location of this base, the basic records and most of the administrative functions of personnel are accomplished locally. The inadequacy of these schools of an administrative nature is based primarily on this condition, and it has proven impossible to conduct training at the echelon where the responsibility for administration rests.

2. The deficiencies indicated in paragraph 2 have been brought to the attention of the Base Inspector and Statistical Control Officer, and a closer follow-up will be made to insure compliance with pertinent directives.

3. With reference to paragraph 3 of basic communication, closer supervision will be exercised over the Squadron messes by the 32d Airbase Group. This Headquarters concurs in the recommendation that the condition of the messes would be greatly improved by returning control of the messes to the squadrons.

4. Medical Officers throughout the entire Command constitute a critical shortage. Requisition from this Headquarters to fill this shortage, as noted in paragraph 7, has been submitted to higher headquarters.

5. This base is taking advantage of every available Training Command course, in an effort to correct the situation outlined in paragraph 5. It is to be noted that most of our shortages are of a critical nature, and exist throughout the entire Command. All quotas received for Technical Schools have been much less than requested. It is requested that action be taken to expedite and increase the number of available quotas.

6. The shortage of Radar Observers noted in paragraph 13, is due to the unavailability from higher Headquarters of specialists in this category. Personnel are taking full advantage of Training Command courses.

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Basic: Ltr. 12 Apr 48, Subject: Operational Readiness Test Report (SAC)

7. With reference to paragraph 21, it is expected that this Command will have the opportunity to participate in combined training joint maneuvers with the Army and Navy during the next 6 months.

8. With reference to paragraph 23, Loran Trainers are on requisition. We have Loran Sets which are being used in the Ground Training Program. Two Supersonic Trainers were received this station in unserviceable condition. Parts to make these trainers serviceable have been requisitioned. This station has four bomb trainers, one serviceable with a Sperry Sight. No Norden Sights are available; however, they have been requisitioned. No buildings are available for Celestial Navigation Trainers. The AP-17 Pack-up is on requisition. The Training Film Library has been moved from this base to OAMA, Hill Field, Ogden, Utah. Film is requisitioned as requested by the Group Training Officer. Closer supervision will be made to assure he has adequate film on hand. This station has approximately 65% of its required gunnery mock-ups. The remainder, 35%, is local manufacture. Work is now in progress on these.

9. Referring to paragraph 26, Charts and Records to be maintained by the Squadron Operations and Group Operations on the individual accomplishment of each combat crew member, are being standardized at Wing level, and will be maintained by all combat organizations.

10. The shortage of low cut shoes is due to the authorization of only one pair per man. These shoes are very popular and the individual soldier has a tendency to wear them continuously instead of the regular GI shoe. The level of supply for low cut shoes for this base has been raised during recent weeks; however, the effect will not be forthcoming until approximately 60 days. The 98th Bomb Group is short OCL equipment because of the slowness of the depots in supplying this unit, which was one of the last of the Bomb Groups to be organized in the 55 Group Program. Follow-up action has been taken by this Headquarters to obtain Navigational equipment reported short in paragraph 30 of the report.

11. Much of the equipment listed in paragraph 32 has been reported as being in short supply by AMC, and will not be available until procurement can be had from the manufacturers. This Headquarters will maintain closer supervision to assure that the 98th Bomb Group is properly monitoring stock level requirements.

12. SAC has notified this Headquarters that aircraft listed in paragraph 33 will be replaced with combat operational planes before 5 July 1948. AMC reports bomb bay tanks as being in short supply.

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Basic: Ltr, 12 Apr 48, Subject: Operational Readiness Test Report (SAC)

13. With reference to paragraph 34, further checks will be made by Wing A-4 and Air Inspector to see that the records are transferred to new SAC Form 07-2-144 as soon as possible.

14. Supply personnel will be instructed in the importance of a good follow-up system, as noted in paragraph 35, in order that supplies may be obtained as quickly as possible.

15. Ogden Air Materiel Area is constantly increasing their supply of [illegible] parts, and supply has improved greatly in the last 2 months. A shortage of automotive fuel, as indicated in paragraph 36, has been brought to attention of higher Headquarters many times.

16. See paragraphs 1, [illegible] and 15 in reference to paragraph 42 of basic communication.

17. Requisitions have been submitted for Tech Order Compliance Kits, reported outstanding in paragraph 43.

FOR THE COMMANDING OFFICER:

ROY P. SAMPSON
Major, C.R.A.F.
Adjutant

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12 April 1948

Subject: Operational Readiness Report (SAC)

AF 330 INSC 3d Ind 28 APR 48

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. Report of corrective action as indicated in 1st and 2d indorsements is approved. Supplemental corrective action and comments by Headquarters Fifteenth Air Force are as follows:

a. Reference is made to Item 6: Headquarters Fifteenth Air Force considers that the Service Squadron type mess, when properly organized, will meet all the requirements of the messing activities at Spokane Air Force Base. Every effort will be put forth to coordinate and organize the Food Service Squadron. Visit by the Food Service Survey Team is tentatively scheduled for the first week of May 1948.

b. Reference is made to Item 7: Requisition for medical personnel as referred to in paragraph 4, 2d Ind was forwarded to Headquarters Strategic Air Command.

c. Reference is made to Item 8: School quotas for this command are allocated to all stations on a proportional basis, being closely monitored to allow the units that most urgently need this training to be given first priority.

d. Reference is made to Item 23: All possible action to acquire training facilities has been taken; however, additional follow-up action on requisitions will be made.

e. Reference is made to Item 32: Spokane Air Force Base has been requested to notify Headquarters Fifteenth Air Force of all reported short supply items. Necessary action will be taken upon receipt of information.

f. Reference is made to Item 35: Special inquiry will be made relative to this deficiency during future staff visits and inspections.

g. Reference is made to Item 36: Supply action by OCQA is believed to be adequate considering the relative newness of B-29 aircraft in the Ogden Air Materiel Area. Shortage of automotive fuel is caused by lack of adequate funds for purchase of fuel.

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AG 333 INOC 3d Ind 26 Apr 48
Subject: Operational Readiness Test Report (SAC)

h. Reference is made to Item 3[illegible]: The 98th Group was directed by Headquarters Fifteenth Air Force to utilize full hanger facilities and maintenance equipment during the month of March so as to conduct an intensive engine conditioning program in compliance with SAC Reg 66-8. This resulted in an abnormally high out-of-commission rate for this Group.

2. In view of date of organization and the shortage of trained personnel, it is considered that the 98th Group has made rapid progress.

FOR THE COMMANDING GENERAL:

D. T. HAMILTON
Lt Col, AGD
Asst Adjutant General

Basic: Ltr Report on Operational Readiness Test; 98th Bomb Gp, (MD), dtd 14 April 1948

Capt Miller/mjw/[illegible]/30 Apr 48

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SAC 333 (14 Apr 48) 4th Ind A383

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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11 thru 15 March 1948
Dates of Inspection

18 March 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

33rd Fighter Group — Walker Air Force Base, Roswell, New Mexico
Organization Inspected — Station and Location

AUTHORITY: 8th AF letter 322, dated 20th Dec 47, to organize and train the 33 Fighter Group to provide immediate and sustained Interceptor Fighter and Fighter escort operations, utilizing the latest available technical knowledge, bombs, rockets and weapons for accomplishment of such missions as directed by this and higher headquarters.
Description of Unit: Fighter — P-51 — 3 — 4
Type — Type Aircraft — No. Squadrons — Flights per Sq
Date of Inactivation 8th Dec 1945 Date of Reactivation 20th Aug 1946
Date Unit Training Started December 1947
Near Strength Manning: Dec 1947 (until Aug 1947, assigned occupation duties ETO.
Commanding Officer: Ewen J. Atkinson Colonel AO 21650 USAF
Name — Grade — AN — Arm or Service
transferred Andrews Field less personnel and records on 17th Sept 1947, With Organization Since 26th January 1948 In Command Since 26th Jan 48 transferred Walker Air Force Base, Roswell and manned on 1 and 1 basis).
Jurisdiction: Air Force 8th AF Command SAC
Previous ORI'S (Dates and Headquarters Conducting):

Summary of ORI Scores

Items Rated	Unit Scores	ORI Ratings Out of
Administration	67	75
Personnel	84	100
Training	80	120
Operations	360	450
Supply	77	90
Maintenance	93	100
Totals	771	935

Final ORI Rating: 77.1%. Remarks: Factors influencing the ORI of this Unit:- Weather - Inadequate Range facilities - T/O 02A - 1 - 90 (17 Feb 48) and 3rd Echelon maintenance resulted in grounding of 35 aircraft during ORI Test.
ITEM 27 - This derivation believed to be the only logical derivation of the unit score. in view of the factors influencing the ORI.

SHEAN, WILLIAM A. MAJOR
Name — Grade: Senior Air Inspector Assisted by 4 Officers

THIS REPORT WILL NOT BE REGRADED LOWER THAN 72 HOURS BY ANY ECHELON OF COMMAND

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5[illegible]DCO 1st Ind AAC/jth

Subject: Operational Readiness Test Rpt

Hq 330 Ftr Gp. WAFB, Roswell, New Mexico, 1[illegible] March 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

THRU: Commanding Officer, 500th Bomb Wing (VH) WAFB, Roswell, N. Mex.

1. The ratings given in Basic Operational Readiness Test Report are concurred in with the exception of the following.

2. The final OBT Rating should read [illegible].2% rather than [illegible].1%, which was figured out of 1000 possible points rather than out of [illegible] possible points, as indicated by typewritten corrections on the report.

3. Factors effecting the downgrading of each rating not concurred in are indicated.

a. Administration.

(1) No. 1: The Fighter Group will assume the responsibility of issuing Special Orders in the near future.

(2) No. 6: The overcrowding of the messes is unavoidable due to the large overstrength presently assigned this station. It is believed the answer to this situation lies in individual squadron messes.

(3) No. 7: Due to the critical shortage of Flight Surgeons, Base Hospital duties prevent the Flight Surgeons from maintaining close contact with rated personnel. No relief is in view on this situation until additional Flight Surgeons are assigned.

b. Personnel.

(1) No. 11: Personnel presently performing outside their SSN will be awarded the SSN as soon as they have demonstrated they are qualified and fulfill the requirements of the SSN.

c. Training.

(1) No. 14: The small arms range until recently has been closed by the Ground Safety Officer, however it has been reopened and personnel of this Group are scheduled for their firing.

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Subj: Oper Readiness Test Rpt., (1st Ind) cont'd

(2) No. 16: The large number of recently assigned over-strength personnel requiring On-The-Job-Training has reduced the effectiveness of the program, however this is only believed to be a current situation and will correct itself rapidly as personnel undergoing the training become more familiar with their duties.

(3) No. 17: Many of the pilots assigned this Group were recently recalled to active duty. The time required for them to complete a refresher course in the aircraft assigned and the lack of a permanently assigned gunnery range are the factors surrounding only 30 of 115 being qualified.

(4) No. 23: At present this Group has no air to air or air to ground or bombing range facilities, as the range ordinarily used on a joint basis has been closed due to civilians, who are residing on the range, refusing to vacate the range. Rifle and Pistol Ranges have recently been made available and Group personnel are scheduled for their firing.

d. Supply.

(1) No. 3: All items short have been requisitioned and "Due-outs" have been received. The required requisitions to complete the authorized equipment are submitted as directed.

e. ORT Scoring for Fighter Units.

(1) Instrument Flying: Due to the large number of recently recalled pilots the AT-6 Aircraft have been largely utilized in a refresher course for those pilots. This program is nearing completion, and priority is established to accomplish all Instrument Checks. Base Flight aircraft have been utilized to a maximum, however other commitments reduce the number available.

(2) Night Flying: This phase of flying has been low due to the small number of pilots being qualified in the aircraft assigned. However this activity will increase as the recently recalled pilots are rapidly completing their refresher course and transition in the P-51, and thereby qualifying themselves for night flying.

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Subj: Gunnery Readiness Test Rpt (1st Ind) cont'd

(3) Aerial Gunnery: This downgrading is a result of no air-to-air gunnery range being available to this organization at the time of the test.

FOR THE COMMANDING OFFICER:

/s/ Albert A Cory
/t/ ALBERT A. CORY
Lt Col, USAF
Deputy Commander

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2nd Ind WDR/jb

SUBJECT: Operational Readiness Test Report

Headquarters 509th Bomb Wing (VH), Walker Air Force Base, Roswell, New Mexico, 21 March 1948

TO: Commanding General, Eighth Air Force, Fort Worth, Texas
Commanding General, Strategic Air Command, Andrews AFB, Wash, DC
Chief of Staff, United States Air Force, Washington 25, D. C.
IN TURN

1st Ind to report of Operational Readiness Test is concurred in. It is felt, however, that several points were lost through conditions or factors over which the 33rd Fighter Group had no control.

ADMINISTRATION

(1) No. 1: It was felt that the 509th Wing, at that time, was more capable of issuing Special Orders. The 33rd Fighter Group is in the process of establishing their own Special Order Section, and will, in the very near future, assume that function.

(2) No. 2: The program of Security Indoctrination and safeguarding military information will be in motion within the coming two weeks, this being made possible through the termination of the Interim Training Program.

(3) No. 6: As previously stated, the messes are overcrowded, and unavoidably so. It is the opinion of this headquarters that squadron messes are the ultimate desire. This is impossible, however, due to lack of buildings and equipment. It is felt that this condition will be improved by the opening of a separate mess for the 33rd Fighter Group, a project which is now being considered in higher headquarters.

TRAINING

(1) No. 14: It is necessary that the small arms range be closed about three times a year for necessary repairs and maintenance. Effort is being made, and will be a continuous process, to increase the percentage of qualified personnel in this command.

(2) No. 28: There exists at the present time an urgent need for air to air and air to ground gunnery, and rocket ranges. This matter is known to be receiving the most serious consideration at both Headquarters Eighth Air Force and Headquarters Strategic Air Command.

W. H. BLANCHARD
Colonel, USAF
Commanding

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Subject: Operational Readiness Test Report

AS 373 (15 Mar 48) 31 Ind 1 APR 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. This headquarters concurs in statements outlined in 1st and 2d indorsements.

2. Reference Item 29, basic communication --

a. Guadalupe is the only suitable air-to-air and air-to-ground gunnery, rocket and dive bombing range for use by the 33d Fighter Group. This range is under the jurisdiction of Tactical Air Command and is presently closed because twenty-one (21) families are living within the range boundaries. A joint use agreement with the Twelfth Air Force is in effect. It is the opinion of this headquarters, however, that it will be necessary to transfer jurisdiction to Strategic Air Command before subject range can be effectively utilized.

b. A request for a P-61 Mobile Training Unit was forwarded to Strategic Air Command 16 September 1947. Since the 33d Fighter Group is to be equipped with P-84 type aircraft, no mobile training unit was authorized. Present indications are that a P-84 Mobile Training Unit will be available to this command in September 1948.

c. A factory technical representative for P-61 aircraft was requested on/about 12 June 1947. Information received at this headquarters indicates that a factory representative is not authorized.

d. This headquarters will initiate a study to determine the adequacy of rifle and pistol ranges at Walker Air Force Base.

3. Shortages as listed in paragraph 30, Individual Equipment, were not known and had not been brought to the attention of this headquarters. Quartermaster supply representative of this headquarters visited this base 14 February 1948. This situation will be investigated at once and necessary corrective action taken.

FOR THE COMMANDING GENERAL:

FRANK S. JANISON
Colonel, USAF
Acting Chief of Staff

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BASIC: From Walker AFBase, Subj: ORT Report, dated 15 Mar 48.

SAC 333 (15 Mar 48) 4th Ind A383

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 7 APR 1948

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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15 March 48 - 19 March 48
Dates of Inspection

23 March 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

301st Bomb Group — Smoky Hill Air Force Base, Salina, Kansas
Organization Inspected — Station and Location

MISSION: To train and maintain an operational and highly mobile tactical group capable of operating in the field and conducting long range high altitude bombardment missions with use of radar and visual methods.

Description of Unit: WW II — B-29 — 3 — 3
Type — Type Aircraft — No. Squadrons — Flights per Sq

Date of Activation 10 July 1947 Date Unit Training Started 1 October 1947

Commanding Officer: Frank T. Mills, Lt Colonel AO-34843 USAF
Name — Grade — ASN — Arm or Service

With Organization Since 15 September 1947 In Command Since 15 Sept 47

Jurisdiction: Air Force Fifteenth Command SAC

Previous ORI's (Dates and Headquarters Conducting):

Summary of ORI Scores

ORI Ratings		
Items Rated	Unit Scores	Out of
Administration	80	75
Personnel	96	100
Training	98	125
Operations	408	600
Supply	80	90
Maintenance	72	110
Totals	79.0	1000

Final ORI Rating: 79.0%. Remarks: The 301st Bomb Group is progressing rapidly toward obtaining 100% combat effectiveness. Unit is sound operationally but weak in records sections. Training program is hindered by continuous transfers of personnel from the unit.

Delmore F. Wood, Lt Colonel
Name — Grade: Senior xxx Inspector Assisted by 4 Officers.

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GS 533 1st Ind
Subject: Operational Readiness Test Report

HEADQUARTERS, 3013TH [illegible], [illegible], Smoky Hill Air Force Base, Salina, Kansas

TO: Commanding General, 815st Bombardment Wing, Very Heavy, Smoky Hill Air Force Base, Salina, Kansas

In compliance with basic regulation, corrective action on [illegible] furnished.

1. [illegible]: Administrative practices and procedures. Action is being taken to put all files in proper condition in accordance with pertinent directives. Monthly inspection of all squadron orderly rooms will be accomplished by the S-1 Section to assure that mentioned condition will cease to exist. Efficiency tests for clerical personnel are being conducted by the Group Sergeant Major and detailed instructions given where deemed necessary. This Unit has been hampered by the fact that OJTs are working in orderly rooms and the turnover of personnel has not allowed individuals to become proficient in their jobs. With the proposed overseas movement of this organization, stabilization will be effected and it is felt the above mentioned plan will eliminate discrepancies as indicated.

3. RECORDS: Maintenance of personnel and organizational records. See paragraph 1, above. Action is being taken to properly maintain records. Here too, the group has been handicapped by inexperienced and rapid transfer of personnel.

6. MESS: -Quality, operation, and supervision. The Bombardment Group has no control over messes as they are a direct responsibility of the 815st Airdrome Group.

12. MORALE: Graded on the basis of observations. The morale of personnel in this Group is believed to be good. There is widespread dissatisfaction over the living conditions, but there is no remedial action that can be taken by anyone on this base. For military personnel authorized to reside off the base, a selected group of NCO's have been assigned a special project of canvassing homes in Salina to determine the availability of living quarters for military personnel of this station. Spirit, discipline, and the desire to accomplish our mission is exceptionally high in the 815st Bombardment Group (VH).

15. CREW-SERVED WEAPONS: Gunnery training will be completed as rapidly as possible. This Group has had such a full schedule of training to accomplish that some things have of necessity been neglected. Lack of a readily available gunnery range, gun camera equipment, and transfer of gunnery personnel have been deterring factors.

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3S 333 1st Ind
Subject: Operational Readiness Test Report

17. AIR CREWS: Grid navigation has not been stressed because of refresher training for newly integrated officers. All other types of training pertaining to mid-latitude navigation have been taught because of impending ninety days TDY overseas. All Airplane Commanders are now fully qualified instrument pilots and all pilots will receive instrument checks prior to 1 July 1948. Twenty-four enlisted men (AC Radar Observers composed of former navigators, pilots, etc. have been attending ground school eight hours per day, five days per week since 24 November 1947. A lack of qualified instructors has hampered air training of the prospective Radar Observers. All AC Radar Observers will be fully qualified by 1 July 1948. The rapid turn over of gunners together with the complete lack of a gunnery range has prohibited stabilization and training of gunners in this Group.

24. RECORDS: Are training records adequate and up-to-date? Records are being completed and brought up to date.

28. SCORES ON OPERATIONAL TESTS: Slight difficulty in putting up a maximum effort was encountered on the first mission because eight airplanes were undergoing engine change prior to overseas movement. A sufficient number had to be buttoned up to meet requirements when test team arrived on this station. Attention is called to the fact that the number over the target increased. On the second mission there were 25 with no aborts, on the third 28. Bombing--189 scored runs have been made since Jan 1948 with average group C.E. of 6,000 feet. Failure of crews to bomb more accurately is believed to be improper plotting by the Radar Bomb Site and faulty target identification by the Air Crews. Formation crews have been briefed on proper position. Navigation--Action is being taken to iron out irregularities in navigation. In flight feeding--lunches are furnished by messes operated by Airdrome Group and are not under the supervision of the Bomb Group.

42. MAINTENANCE: What maintenance conditions exist which adversely effect the combat effectiveness of the organization? Lack of fuel for vehicles and insufficient hangar space are items beyond the control of the Group Commander. Information received by Memo from Wing A-4, SWAFC, dated 1st March 1948, Flyaway kits will be available on or about 1 April 1948.

FRANK W. ELLIS
Lt Colonel, USAF
Commanding

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AG 373
Subject: Operational Readiness Test Report

CO 733 24 Ind

HEADQUARTERS, 301st Bombardment Wing, VH, Smoky Hill Air Force Base, Salina, Kansas, 28 March 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. Reference paragraph 6 of basic report regarding mess. The quality of the food served in the messes is exceptionally fine. The equipment used in the preparation of food is not in such condition that it should be condemned. The shortages reported such as cups, silverware, dishes, etc., are all on requisition from the Quartermaster Depot and have begun to arrive at this station. It is true that the mess halls are old wartime buildings covered with celotex, with cracks in them that you can throw a cat through. Due to shortages of R & U funds it has been practically impossible to place these buildings in first class repair. Even though the buildings are in such condition, they are clean inside and we have experienced no difficulty with proper sanitation. This headquarters concurs with the condition of the buildings used for housing of enlisted personnel, however it does not concur in the downgrading on morale. The morale of this command is exceptionally high. Our AWOL rate is low, and during the month of February we had no General Courts-Martial, eleven Specials, and ten Summaries. Even though the buildings are in the condition which they are, they still are better than living in tents. The respiratory disease rate all during the winter was the lowest at this station it has ever been, with, without a doubt, one of the worst winters experienced in this part of the country in twenty-five years. We certainly would like to have nice modern living facilities, but that is not up to us but to Congress and Headquarters, United States Air Forces, when Congress appropriates necessary funds.

2. Under Item 42, "Maintenance", there has been insufficient amount of funds to purchase Quartermaster mogas for vehicles. This has necessitated that we ration what fuel we did have in the amount of approximately two hundred gallons per day. With reference to insufficient hangar space, this I cannot agree with because to me hangars are nothing but a luxury. A fighting organization should be able to change engines and do the necessary maintenance outside, which they will have to do in the event they go into combat. During the 97th Group's tour in Alaska, engines were changed on the ramp with temperatures around 35° below zero. From personal observation I would say that the maintenance in the 301st Group has been outstanding, or they could not have averaged fifty hours per aircraft flying time month after month. During the month of February this

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organization did not have one aircraft AOCP. The flyaway kits will be available for transfer to Germany upon departure of the 301st.

3. This headquarters concurs with the balance of the report and First Indorsement by Group Commander, 301st Bombardment Group, VH.

LESLIE J. [illegible]
Colonel, USAF
Commanding

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Subject: Operational Readiness Test Report

AG 730 INCC- 3d Ind 31 MAR 1948

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Report of corrective action as indicated in 1st and 2d indorsements is concurred in. Supplemental corrective action and comments by Headquarters Fifteenth Air Force relative to action items of basic report and corresponding paragraphs in 1st and 2d indorsements are as follows:

a. Reference is made to Items 1 and 5: Headquarters Fifteenth Air Force has been emphasizing and will continue to emphasize the maintaining of complete and accurate personnel records. Many of the problems of administration can be attributed to the reorganization under Air Force Regulation 20-15, whereby the maintenance of records was decentralized. As a result of decentralization, the qualified administrative personnel were sparsely distributed. Time, training and increased stabilization of personnel will correct this situation.

b. Reference is made to Item 6: Every effort has been made by Headquarters Fifteenth Air Force to secure quantities of mess equipment and improve messing facilities at Smoky Hill Air Force Base. Smoky Hill Air Force Base was directed by Headquarters Fifteenth Air Force on 17 March 1948 to submit a list of all quartermaster requisitions which had not been completed by the Depot within the normal supply time. Upon receipt of this information follow up action will be initiated with a view toward obtaining necessary equipment from the Columbus Distribution Depot.

c. Reference is made to Item 12: Headquarters Fifteenth Air Force is cognizant of housing and living conditions at, and in the area of, Smoky Hill Air Force Base. This condition has been reported on numerous occasions; however, corrective action is not within the province of this Air Force.

d. Reference is made to Item 28: It is realized that in-flight feeding is not up to acceptable standards as stated in paragraph 5 of supplement to basic report. Headquarters Fifteenth Air Force is taking an active interest in the improvement of in-flight feeding and at the present time is preparing a food service manual outlining all phases of in-flight feeding in addition to containing standard menus that have been determined as being preferred by flight personnel. It is considered that by application of this manual and continued close supervision by Headquarters Fifteenth Air Force that the in-flight feeding of flying personnel will show considerable improvement in the immediate future.

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AF SSS IMCC 3d Ind 31 MAR 1948
Subject: Operational Readiness Test Report

2. Headquarters Fifteenth Air Force does not concur in the comment contained in paragraph 3 of supplement to basic report. A review of the Annual Air Inspection reports initiated on both Castle Air Force Base and Stony Hill Air Force Base revealed this comment to be erroneous. Inclosures 1 and 2 are extracts from the reported irregularities and deficiencies relative to administrative records at both of these stations.

3. Shortcomings in training is a condition over which the unit inspected had no control; the rapid turnover of personnel and shortage of personnel in many specialties created numerous difficulties. It is considered that the 301st Bomb Group has made exceedingly rapid progress toward becoming 100 percent operational.

4. At the present time Headquarters Fifteenth Air Force is compiling recommendations and suggestions relative to conducting operational readiness tests and the reporting thereon. This compilation will be submitted to Headquarters Strategic Air Command in the near future.

FOR THE COMMANDING GENERAL:

2 Incls
1. Extract fm Annual Air Insp Rpt, SFAFB
2. Extract fm Annual Air Insp Rpt, Castle AFB

JAMES C. PHILLIPS
Colonel, USAF
Chief of Staff

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Basis: Ltr from ORT Team to C/S, USAF, 23 Mar 48, subject: "Operational Readiness Test Team

Capt Huddleston/mjw/3160/6 Apr 48

SAC 333 (23 Mar 48) 4th Ind A383

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 25, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

FOR THE COMMANDING GENERAL:

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22 March 48 thru 26 March 48
Dates of Inspection

27 March 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(TAIL: Command Channels)

94

56th Fighter Group — Selfridge AF Base, Mt. Clemens, Michigan
Organization Inspected — Station and Location

MISSION: (a) Will Train and maintain in a complete state of preparedness a mobile striking force of jet propelled fighter aircraft. (b) Assure that pilots, aircraft, and supporting personnel are at all times ready to operate defensively or offinsively as required for national security. (c) Perform such missions as this or higher headquarters may direct.

CO 56th Fighter Wing
19 September 1947

Description of Unit: Fighter (Type) — P-80 (Type Aircraft) — 3 (No. Squadrons) — 4 (Flights per Sq)

Date of Activation: 1 May 1946 — Date Unit Training Started: June 1946
Commanding Officer: SCHILLING, DAVID C. (Name) — Lt Col (Grade) — A034024 (ASN) — USAF (Arm or Service)
With Organization Since: 1 May 1946 — In Command Since: 1 May 46
Jurisdiction: Air Force — Command: SAC
Previous ORT'S (Dates and Headquarters Conducting):

Summary of ORT Scores

Items Rated	ORT Ratings: Unit Scores	ORT Ratings: Out of
Administration	75	85
Personnel	83	100
Training	106	~~120~~ 120
Operations	440	~~500~~ 490
Supply	82	90
Maintenance	67	~~100~~ 80
Totals	853	~~1000~~ 965

Final ORT Rating: 88%. Remarks: This organization is believed to be one of finest fighter units in the USAF.

SHOMO, WILLIAM A. (Name) — Major (Grade): A046706 — Senior Air Inspector — Assisted by 3 Officers

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Basic: Ltr, subj: "Operational Readiness Test Report", to Chief of Staff, USAF, dtd 27 Mar 48

372 1st Ind 56FG/DCS/jhs

HQS, 56th Fighter Group, Selfridge Air Force Base, Michigan.
30 March 1948

TO: Commanding Officer, 56th Fighter Wing, Selfridge Air Force Base, Mt. Clemens, Michigan

1. Reference basic communication on Operational Readiness Test Report, covering Operational Readiness Test, 22 - 27 March 1948, the following rebuttal is offered:

a. Administration. (par 4) No physical training program can be successfully implemented during the winter months due to inclement weather and inadequate gymnasium facilities. A plan for organized calesthenics and physical training has been implemented for the summer months.

b. Flight Surgeon. (par 7) Two (2) Flight Surgeons on requisition. The Group Flight Surgeon has implemented a program that allows daily contact with the pilots.

c. Personnel. (par 8) Due to sickness, detached service, and a small number on leave it was necessary for all pilots assigned to the Group plus the following officers not assigned to the Group, to fly each mission: the Director of Personnel and Administration, the Asst Director of Operations and Training, the Airdrome Group Adjutant, the Base and Asst Base Operations Officers, the Transportation Squadron Commander, the Guard Squadron Commander, the Air Installations Squadron Adjutant, the Wing Weather Officer, the Supply Squadron Commander, and the Supply Squadron Adjutant.

d. Training. (par 17) Of 88 crews assigned, only 60 trained for reasons listed by the ORT team and the fact that the Group has averaged 17.8 percent turn-over of pilot personnel monthly since the reactivation of the Group on 1 May 1948.

e. Maintenance. (par 38) The low number of aircraft in commission during the thirty day period preceeding the ORT mainly due to aircraft being inspected for ice in high and low pressure filters. When ice is found, aircraft have to be towed into hangar, thawed out and fuel drained. This process kept the hangars full and prevented maintenance on aircraft actually out of commission. AOCP was and is an important factor.

2. A total of eight (8) two-thousand (2000) gallon refueling units were utilized. Two (2) four-thousand (4000) gallon units were

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Basic: Ltr, subj: "Operational Readiness Test Report", to Chief of Staff, USAF, dtd 27 Mar 48 (1st Ind cont'd)

used to refuel the two-thousand (2000) units while they were in the process of refueling the aircraft. This enabled fifty-four (54) to sixty (60) aircraft to be refueled in two (2) hours, plus or minus ten minutes after each mission. The total fuel averaged 38,000 gallons per mission. The refueling section here is the finest ever witnessed by the undersigned and their coordination and cooperation was largely responsible for the success of the missions being run off as scheduled. It is highly recommended that four-thousand gallon units be made available and that kits be designed for their conversion for JP-1 type fuel.

3. Underground storage for JP-1 fuel at this base will in a few days time total three-hundred-thousand (300,000) gallons. It is highly recommended that fuel storage be of such a capacity so as to coincide with whatever stock level is set up by higher commands. For example: if 45 day stock level is set up for supplies, the same should be set up for fuel storage.

4. The system of scoring reveals the discrepancies of the organization and it's equipment but penalizes same for matters beyond their control. The 86th Fighter Group was penalized fifty (50) points for not firing rocketry, and four (4) points for not having rails installed. No rocket rails or brackets have been made available for issue to tactical units. In addition to the above, the 86th Fighter Group lost fourteen (14) points for personnel not qualified for over-seas due to short enlistment even though over ninety-five (95) percent will volunteer in writing to reenlist if the Group moves over-seas. One point was lost because of inadequate field facilities for which no funds are available for alteration, five (5) points for non T.O. compliance for which the kits have been requisitioned but not yet received and five points for not having scheduled and run joint maneuvers with the Ground Forces and the Navy. These total to seventy-nine (79) points in all and had they not been counted, a score of 96.3 percent would have been attained rather that 85.4 percent.

5. It is recommended that the system of scoring be revised so that the total score will not be lowered for subjects beyond the Group's control, but that these subjects be brought to the attention of the Chief of Staff, United States Air Force, in the form of a written report submitted by the inspection team.

DAVID C. SCHILLING
Lt Col, USAF
Commanding

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B/Ltr, Op Readiness Test Rpt, to Chief of Staff, USAF, d/27 Mar 48

[illegible] 2d Ind [illegible]/4ls

Headquarters, 56th Fighter Wing, Selfridge Air Force Base, Michigan, 1 Apr 48

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

. Noted.

2. Comments and recommendations contained in 1st Indorsement are concurred in.

W. T. [illegible]
Colonel, USAF
Commanding

Basic: Ltr Rpt of Operational Readiness Test of 56th Ftr Gp. to Chief of Staff, USAF, 27 Mar 48

Capt Huddleston/mjw/3160/7 Apr 48

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SAC 373 (27 Mar 48) 3d Ind A382

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 25, D. C., 8 APR 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

FOR THE COMMANDING GENERAL:

CLEMENTS MCMULLEN
Major General, U.S. Air Force
Deputy Commander

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22 March 1948 to 26 March 1948
Dates of Inspection

31 March 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

509th Bombardment Group — Walker Air Force Base, Roswell, N. M.
Organization Inspected — Station and Location

MISSION: To organize and train a force capable of immediate and sustained long range offensive operations in any part of the world, utilizing the latest technical knowledge and advanced weapons, to include long range offensive bombardment, reconnaissance, photographic, mapping photography, sea search, anti-submarine patrol, either independently or in cooperation with land and naval forces.

Description of Unit: Type — B-29 Type Aircraft — 3 No. Squadrons — 2 Flights per Sq

Date of Activation 30 July 1946 Date Unit Training Started 30 July 1946

Commanding Officer: William F. Blanchard Colonel AO-212?? USAF
Name — Grade — AFF — Arm or Service

With Organization Since 30 July 1946 In Command Since 30 July 1946

Jurisdiction: Air Force Eighth Air Force Command Strategic Air Command

Previous ORT'S (Dates and Headquarters Conducting):

Summary of ORT Scores

Items Rated	ORT Ratings Mil Scores	Out of
Administration	71	85
Personnel	92	100
Training	93	125
Operations	414	500
Supply	82	90
Maintenance	98	100
Totals	850	1000

Final ORT Rating: UNSAT. Remarks: Unit is not operationally effective in that there is a critical shortage of trained and qualified combat crew members. Unit had to fill crews with unskilled personnel to accomplish tactical missions of test.

Delmore F. Wood Lt Colonel
Name — Grade: Senior Air Inspector Assisted by 4 Officers

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1st Ind

Subject: Operational Readiness Test Report

Headquarters 509th Bomb Wing (VH), Walker Air Force Base, Roswell, New Mexico, 31 March 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

CC: Commanding General, Eighth Air Force, Fort Worth, Texas
Commanding General, Strategic Air Command, Andrews AFB, Wash,DC
IG VH

1. In compliance with paragraph "Action Items", the following comments on numbered items are forwarded for your information.

ADMINISTRATION:

1. ADMINISTRATION: Administrative Practices and Procedures Generally good in the individual units, however a lack of coordination exists throughout the Group between the units in that many records maintained by the units do not agree.

A recent Annual Inspection and C&A Audit by the Eighth Air Force failed to indicate that general administration was such as to merit only three (3) points out of ten (10). Regarding discrepancies in records between the Group and the units, a recheck has established that generally a valid explanation exists. Under Item 1, the finding that "Ground Training Records of OJT do not agree with those maintained by the squadron and group", is concurred in. It appears to the undersigned that administration in general was unduly downgraded by this one deficiency; ie, the downgrading for Ground Training Records is administered in four (4) places (attention is invited to Items 1, 8, 16 and 24). The master consolidation at group level is now being rigidly maintained to reflect the number of OJT personnel and the number training in and out of OJT.

2. RECORDS: Maintenance of Personnel and Organization Records. Audits of C&A report, Forms 1, 20 and 60 are not thorough enough. Ground training records of OJT do not agree with those maintained by the squadron and group.

In the past a C&A audit has not been performed at base level as the Eight Air Force has performed these audits at frequent intervals. The last audit having been completed on 19 March 1948. Any discrepancies reported were corrected prior to the departure of the team. A current regulation now sets up a Wing classification and audit team. Regarding Ground Training records in the Ground Training Section, action has been taken to assure that detailed, complete, and correct records are maintained by this section.

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Subj: Opr Readiness Test Rpt - 1st Ind (contd)

6. MESS: Quality, operation, and supervision. Generally good, however, equipment is deteriorating.

New Equipment for the mess hall was requisitioned on 19 December 1947. On 8 March 1948 we were notified that the equipment was being shipped.

PERSONNEL

. SHORTAGES: List critical shortages of specialists which preclude accomplishment of the units mission. Remarks: See supplement.

While it is concurred in that a critical shoratge of specialists exists in this organization, the supplment of paragraph 9 under the column headed "OJT" fails to indicate that in numerous cases action had been initiated for school quotas or by requisition prior to the ORT to make up the shortage. In several other cases personnel are now actually attending school which should have been indicated under the OJT column, but was not.

ENLISTED

SSN
548 23 applications for school on file prior to ORT
683 6 applications for school on file prior to ORT
685 An overage of 96 750's adequately takes care of this deficit. In addition, there are 3 applications for school which were made prior to the ORT
686 One presently attending school.
957 Requesting school quota to cover shortage.
852 Requesting school quota to cover shortage.
580 Two OJT
1885 One will be OJT

OFFICERS

0200 3 officer on requisition prior to ORT
2200 Had 2 training "in" at time of ORT
7888 2 officers on requisition prior to ORT
9998 10 assigned and 12 presently in training
0142 7 1035's have graduated from Group 0142 school and 10 are in training, in addition to the 16 0142's assigned.
1034 The shortage of 14 is not understood. of 25 assigned 1034's 22 are available. Also available are 6 1036's, leaving a deficit of 3 1034's which are now on requisition from the Eighth AF.
NOTE: In addition to 3 1034's, Eighth Air Force now has requisition for 8 additional observers, either 1034, 1036, 1035 or 0142 which will alleviate to shortage of Bombardier-Radar-Navigators in aircrews. In view of the unit's demonstrated

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Subj: Opr Readiness Test Rpt - 1st Ind (Cont'd)

ability to perform its mission as indicated under section entitled "Operations" "Supply" and "Maintenance" the loss of 18 points on this item appears excessive.

TRAINING

14. INDIVID AL WEAPONS: Have all personnel fired the familiarization course with the weapon with which individuals are organically armed? If "No" state when scheduled. Scheduled weekly - except complete familiarization by 1 May 1948.

Approximately 65 per cent of personnel have completed firing the familiarzation course. Firing is being scheduled at the present time and should be completed by 1 May 1948.

15. CREW-SERVED WEAPONS: Type Weapon 50 Heavybarred MG. Number of crews authorized 12. Number not qualified 0. Scheduled for completion by Done.

No weapons available for this training. TOE weapons are in storage at overseas depot. One 50 Heavybarred is being requisitioned for training of the twelve authorized crews.

16. ON-THE-JOB-TRAINING: Is the on-the-job-training program effective?
See supplement.

The supplement that "insufficient personnel are placed on an OJT status to meet shortages of critical maintenance 33 1's, is not concurred in. As mentioned under Item 1 and Item 3 the Ground Training Section's records do not give the complete picture which will be done in the future. Attention is invited to Item 18 which indicates that 24.7 per cent of the personnel assigned to the Bomb Group are in an OJT status. This figure of 24.7 per cent in an OJT status within the Bomb Group is based on an assigned strength. Since the Bomb Group is approximately one third over authorized strength, this figure more than adequately takes care of the deficit in qualified maintenance 33X's authorized. In a thorough and searching inspection conducted by the Eighth AF in their annual inspection, this organization was commended for its outstanding maintenance OJT within the Bomb Squadrons. It is re-emphasized that the findings of the ORT team of the deficit of records in the Ground Training Section is concurred in.

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Subj: Opr Readiness Test Rpt

17. AIR CREWS: Number of complete crews authorized 30, assigned 25, trained 16. List major training deficiencies of crews not qualified.
Supplement: Two airplane commanders have no instrument card. Twenty-two co-pilots are not 1093's.
Thirteen co-pilots have no instrument card.
One navigator short and one on TDY until September 1960.
Eight navigators not proficient.
Five bombardiers not proficient.
Six radar operators not proficient.
Short one 0540 and one 1035.

Following is the present status of combat crew positions in which shortages exist:

Assigned	Position	Available
25	1034 - Navigators	22
6	1038 - Bomb-Navigators	6
16	0142 - Radar Operators	16
28	1035 - Bombardiers	23

In addition to the above there are three enlisted navigators and six enlisted radar operators, none of who are qualified.

There are at present twenty-seven (27) complete crews assigned. Eleven (11) of these crews have bombardiers OJTing as radar operators. There are three (3) partial crews using the unqualified enlisted navigators and radar operators. Eleven (11) observers have been requisitioned and indicated approval received from Headquarters Eighth Air Force. If these eleven (11) observers are received, thirty (30) complete crews will be available plus the authorized Bomb Group Staff.

The figure of twenty-five (25) crews assigned was arrived at by the ORT team by counting only personnel assigned and available to the Bomb Squadrons. Actually in order to conduct numerous cross-training courses, a number of observers are conducting Group level cross-training schools and were temporarily not shown on crew assignments. This presented a somewhat worse picture than actually exists, as is indicated above.

SUPPLEMENT. The two airplane commanders without instrument cards are within ten days of the expiration date and are receiving new cards immediately.

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Subj: Opr Readiness Test Rpt

The twenty-two (22) co-pilots not holding [illegible] have not met the qualifications for this [illegible] as yet and are still holding their present [illegible]'s such as 1 Lt, 1065, etc.

The thirteen (13) co-pilots with no instrument cards are on TDY at Kirtland Air Force Base. A B-25 is being dispatched to this base each Friday and will give instrument proficiency checks to these pilots.

Of the eight (8) navigators not considered proficient, three are enlisted men and the balance officers who have recently been recalled to active duty. Training is being currently given them to complete their proficiency by 1 May 1953.

The five (5) bombardiers not considered proficient have just recently been assigned to this base from civil life after an inactive status of about two years. Their training is proceeding as rapidly as possible.

The six (6) non proficient radar operators are the bombardiers OJTing as radar operators without sufficient experience to be considered fully qualified.

Two (2) enlisted men, one [illegible] 612 and one [illegible] 611 are OJTing for the two short [illegible]'s, [illegible] and 1686. These [illegible]'s should be awarded in the near future.

In order that all available B-29 type aircraft of the [illegible]th Bomb Group might participate in the OJT, two (2) pilots and four (4) enlisted personnel performed duty of Navigator. Two (2) pilots, four (4) [illegible] 1025 OJT 0142 and six (6) enlisted personnel OJT [illegible] 886 flew as Radar Operators.

10. [illegible]: List deficiencies noted in section training. Cross training and OJT program interferes with the accomplishment of an effective section training program. Squadrons are making effort to accomplish subject training. One squadron has ineffective system of monitoring section training.

Cross training Training Officers in the various squadrons will be monitored by the Ground Training Office in the conduct of the Section Training Programs. It is felt that by a more efficient scheduling of On-The-Job Training and Cross Training requirement, as set up by higher headquarters, that these training programs may all be accomplished. SOP's are in the process of being

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Subj: Opr Readiness Inst Rpt - 1st Ind (Contd)

drawn up to aid the Squadron Training Officer in the accomplishment of his mission.

28. R[illegible]: Are training records adequate and up-to-date? Training records are adequate and up-to-date, however the records maintained by the squadron and those maintained by the Group do not agree.

Attention is again invited to the number of different places that points have been deducted for the identical deficiencies of OJT records in the Ground Training Section.

S-3's are in the process of being written to guide the various squadron training officers. It is felt that these S-3's and a closer monitoring by the Ground training office will eliminate this discrepancy and will correct the apparent difference in records. These S-3's will set up uniform report[illegible]s for training accomplished for the units. It is believed that the discrepancies in group and squadron records are due to a faulty reporting system.

29. [illegible]: List deficiencies in availability and serviceability of individual clothing and equipment. Equipment is available but a shortage exists in individual clothing.

Clothing and equipage that would normally have been issued between the 1st and 17th of March were not available due to [illegible] Section of the [illegible] Depot being closed for National Inventory from 10-22 February inclusive, and no requisitions were processed until this was completed. Present large influx of personnel greatly aggravated this situation.

32. [illegible]: Describe adequacy and include stock levels. See supplement.

Office supplies that would normally have been issued between 22 Feb and 8 Mar were not available due to same reason listed under Item 30 (above). Base Supply is not cognizant of any unit being unable to obtain office supplies for a period in excess of three (3) months. [illegible] 8th Air Force has been notified of Depot action on Roswell Requisition 29-01[illegible]-2075-48, dated 28 January 1948, which listed several items such as paper and type-writer ribbons DOA and DNI. (Critical items listed on depot shortage report back ordered by depot.)

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Subj: Opr Readiness Test Rpt - 1st Ind (Cont'd)

36. SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible.
Shortage of vehicle gas.
Order for parts to Modify 14 AP 13 sets to AP 73 cancelled out.

Shortage of vehicle gasoline due to inadequate funds. Parts for modification of AP 13 sets cancelled due to S-32 project.

37. CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.
Bombay tanks and de-icer boots not properly stored.

Subject bombay tanks had been issued to 330th Bomb Squadron and were awaiting pickup by that organization at time of inspection. De-icer boots were being stored in accordance with Tech Order 01-[illegible].

MAINTENANCE

38. AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding OPT. 66.3%

Factors which contribute to the reported percentage in commission for the past thirty (30) days include:

a. The shortage of critical items of Supply, especially fuel injection pumps, master control units, and turbosuperchargers. Although this station manages to keep rather an appreciable credit of fuel injection pumps at Oklahoma City ASA deliveries from OCMA are not sufficient to keep from running into occasional RDCP status on fuel injection pumps. Status of fuel injection pumps as of this date, 30 Mar, is satisfactory.

b. The return of the Composite Squadron from the Tokyo maneuvers resulted in the grounding of all of those aircraft for "delayed" maintenance.

c. It is felt at this station that the measuring of efficiency on the basis of "time in commission" does not render a true picture of the actual efficiency of aircraft maintenance. The measure of efficiency of aircraft maintenance organization is the quality of the maintenance. It is felt that if an airplane is available for flight to meet the required flying commitments that all the other time should be available for maintenance. The minute an airplane is on the ground, maintenance on that airplane should be continuous so that when the airplane is required to fly, it will perform its airborne

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mission 100%. It is realized that such reporting would possibly paint a rather drab statistical picture but de-emphasis on "in commission" time will result in better maintenance and a higher percentage of satisfactory completed missions. (See insert No. 1)

41. GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 85%. Percentage in commission previous 30 day period 81%.

The 81% in commission for the past 30 days is considered quite adequate in view of the following conditions:

a. Monthly (PLM) inspections are deductions from the percentage of vehicles in commission.

b. Third echelon repair, even when parts are immediately available reduces the percentage in commission. Delay in procuring parts for Third echelon repairs when parts are not in Vehicle Service Stock or not in Base Stock is an important contribution in the lower percentage.

c. Twelve (12) vehicles are now at present on deadline for parts not available locally.

42. MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? See supplement.

Shortage of fuel injection pumps, master controls and other controlled items has been already commented on as a factor contributing to percentage of aircraft in commission.

Action has been taken to make up the shortages of radar test sets noted during the inspection. Test sets are on requisition from SAAMA.

43. TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders: (To include those affecting flying safety.) Average of 6 outstanding T.O.s per aircraft. Shortages of compliance kits. None outstanding affecting flying safety.

The major factor contributing to delay in Tech Order Compliance is that many tech orders are now published without any provisions for assembling tech order compliance kits. This results in a delay until all parts necessary to complete compliance with the tech orders are procured through local Supply channels. A

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Subj: Opr Readiness Test Rpt - 1st Ind (Contd)

local policy has been adopted of submitting UR's when Each Order Compliance is delayed due to kit or parts shortages.

2. Recommendations.

a. It is felt that in a test of this nature, too many points are given for proficiency in Administration, Personnel and Training as compared with the points given for Operations, Supply and Maintenance. It is felt that this test should be of the unit's ability to carry out its primary mission of long range sustained bombing of the enemy. In carrying out this mission, while it is realized that Personnel, Administration, and Training have a direct bearing on the result, it is felt that they are given much too prominent a place. It is therefore recommended that the points for these three items be reduced and the points for Operations, Supply, and Maintenance be increased.

b. It is recommended that every possible effort be made to stabilize personnel in bomb units of the Strategic Air Command. The turn over in personnel at Walker Air Force Base since 1 January 1947 has been so great as to adversely affect the ability of this organization to carry out its primary mission. The following figures cover the transfer of officers and enlisted men at Walker during the period 1 January 1947 to 31 March 1948 inclusive:

	Officers	Enlisted Men	Total
Transferred In	434	5507	5931
Transferred Out	462	5038	5500

This Group's failure to score higher points in items 1, 3, 9, 16, 18, 19, 20, and 24 are largely, or in some cases, entirely due to this extremely high turn over of personnel. Attention is further invited to Item 23 which further substantiates this comment by indicating that 41.87 per cent has been undergoing unit training for twenty-six (26) weeks or less.

/s/ W. H. Blanchard
/t/ W. H. BLANCHARD
Colonel, USAF
Commanding

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SUBJECT: Operational Readiness Test Report

2nd Ind 14 April 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TWX: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: The Air Inspector

Reference "Action Items" on the following OAT, the following comments are forwarded for your information:

a. ADMINISTRATION:

(1) Concur with comments made in 1st Indorsement pertaining to administration, further pointing out that administration must necessarily have suffered as direct results of recent heavy drain upon qualified administrative personnel.

(2) This headquarters does not concur in ratings of Items 1, 2 and 9. It is recommended these ratings read as follows:

No. 1 -- 3 rather than 5
No. 2 -- 6 rather than 10
No. 9 -- 14 rather than 2

b. OPERATIONS:

(1) Reference paragraphs 9 and 17, concur with remarks contained in 1st Indorsement. As observers are made available to Eighth Air Force, shortages will be filled. Stabilization of personnel would greatly aid the training program with consequent increase of trained crews available.

(2) Reference paragraph 14, schedule can be completed if range remains available.

(3) Reference paragraph 15, this headquarters will assist in the procurement of one heavy barrel 50 cal machine gun.

(4) Reference paragraphs 16, 18 and 24, concur with remarks in 1st Indorsement. The new system instituted for the supervision of the OJT program will alleviate the discrepancies outlined in the above referenced paragraphs.

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Subject: Operations Readiness Test Report

This headquarters will closely monitor the implementation of the new system.

c. SUPPLY AND MAINTENANCE:

(1) Reference paragraph 30 -- noted.

(2) Reference paragraph 32 -- reference supplies as listed in 1st Indorsement, this headquarters visisted San Antonio General Depot and secured immediate shipment of all items listed to Walker Air Force Base.

(3) Reference paragraph 36 - shortage of fuel gasoline noted.

(4) Reference paragraph 36 -- parts to modify 14 AF% - 15 sets to AF% - 23 sets, subject requisition was cancelled by order of SAC, reference SLL2 413.44 dated 5 Feb 48, Subj: "AF% - 23 conversion project for Eighth Air Force aircraft," and 1st Ind, SAC, 413.4 dated 27 Feb 48, which stated all components would be shipped to Boeing Aircraft Factory.

(5) Reference paragraph 37 -- noted.

(6) Reference paragraph 42 -- Upon completion of visit by this headquarters to Walker Air Force Base and Oklahoma City Depot Maintenance Division, excellent coordination now exists between the 2 organizations in exchange of items concerned. Critical conditions of the past have practically been eliminated.

(7) Reference paragraph 48 - noted.

FOR THE COMMANDING GENERAL:

FRANK J. [illegible]
Colonel, USAF
Act; Chief of Staff

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29 Mar 48 thru 2 Apr 48
Dates of Inspection

3 April 48
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector
(TWX: Command Channels)

4th Fighter Group — Andrews Air Force Base, Wash 20, D. C.
Organization Inspected — Station and Location

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MISSION: Train and equip the 4th Fighter Group in order that it be capable of immediate and sustained operations involving escort, long-range offensive, defensive, and intercept action in any part of the world, utilizing the latest and most advanced weapons and techniques in all-weather conditions. Particular emphasis will be placed on development of techniques and tactics for the employment of jet propelled fighter aircraft.

Description of Unit: Jet Fighter (Type) F-80 (Type Aircraft) 3 (No. Squadrons) 4 (Flights per Sq)
Date of Activation: 9 Sept 46 Date Unit Training Started: 1 April 1947
Commanding Officer: [illegible], [illegible], Colonel (Name) AO-21 638 (Grade) Air Force (ASN) (Arm or Service)
With Organization Since 9 Sept 46 In Command Since 9 Sept 46
Jurisdiction: Air Force -- --------- Command SAC
Previous ORT'S (Dates and Headquarters Conducting): None

Summary of ORT Scores

Items Rated	ORT Ratings: Unit Scores	ORT Ratings: Out of
Administration	72	85
Personnel	85	100
Training	104	~~[illegible]~~ 120
Operations	428	~~[illegible]~~ 490
Supply	79	90
Maintenance	57	~~[illegible]~~ 80
Totals	825	~~[illegible]~~ 965

Final ORT Rating: 85%. Remarks: Factors influencing this ORT - Weather (4th day's missions uncompleted) Graded on 3 days sustained effort. Heavily congested aerial traffic at this AF base in local flying area.

[illegible], [illegible] A. Major AO-[illegible]
Name — Grade: Senior Air Inspector Assisted by 3 Officers

THIS REPORT WILL NOT BE HELD LONGER THAN 72 HOURS BY ANY ECHELON OF COMMAND

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[illegible]: Operational Readiness Test, 351 2 April 1948

1st Ind [illegible]/CTD/Agr

HEADQUARTERS, 4TH FIGHTER WING, Andrews Air Force Base, Washington 20, D. C., 8 April 1948.

TO: Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.

With regard to Operational Readiness Test Report compiled on this unit on 2 April 1948, the following is submitted:

1. ADMINISTRATION:

a. Administrative Practices and Procedures.

(1) To expedite distribution of directives, an adequate log in and log out system has been instituted.

(2) AF Letters 35-5A, 35-6A are now on file in Group Headquarters.

(3) Two (2) copies TO 12-30A were requested on 22 March 1948, and received in this headquarters 1 April 1948.

(4) AF Manual 35-7-1 was supplied to this unit in insufficient numbers to assure adequate distribution to the squadrons. This situation applies to many other letters and directives forwarded to this unit from higher Headquarters.

2. SECURITY. Noted.

3. METHODS:

a. Maintenance of personnel and organizational records.

(1) Forms 24 and 24A were screened, completed and proper entries executed 7 April 1948.

(2) 201 files screened, completed and proper entries made 8 April 1948.

4. HEALTH: Adequate physical training facilities are not available. However the basketball championship of the area was won by the 336th Fighter Squadron of this Group. During the recent

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AAF Golden Gloves tournament the 4th Fighter Group, place 3 men in the finals. Due to the shortage of personnel and heavy work load being carried by this group it has not been deemed advisable to try to conduct a scheduled physical training program.

5. MILITARY JUSTICE: Noted.

6. MESS: Although under the "Hobson Plan" the mess hall is operated and maintained by the Airdrome Group this organization is required to furnish nine (9) men for Kitchen Police daily. This is a loss to the Group of highly skilled airplane technicians.

7. FLIGHT SURGEON'S ACTIVITIES: See Inclosure # 1.

8. STRENGTH: Noted.

9. SHORTAGES:

a. This unit is short twelve (12) enlisted men in the MOS 750A due to the recent overseas shipment of twenty-two (22) personnel in this MOS.

b. Shortage in the MOS 754, though not authorized under the current T/O&E, was requisitioned per Letter, this Group, dtd 17 March 1948, subject: Additional Personnel for Communications Section. (See Inclosure # 2).

c. Shortage in the MOS 681, though not authorized under the current T/O&E, was requisitioned per Letter, this Group, dtd 2 January 1948, subject: Request for Addition to Table of Organization. (See Inclosure # 3)

d. In addition to the above cited shortages which preclude the efficient accomplishment of the unit's mission, it was requested per Letter, this Group, dtd 16 March 1948, subject: Maintenance Personnel for Radar Beacon AN/APN-19, that additional personnel in the MOS 862 for installation and maintenance of radar beacon AN-APN-19, as authorized by Air Force Headquarters for service tests in conjunction with the all weather flying training mission delegated to the group, be assigned. (See Inclosure # 4)

e. Twenty per cent (20%) under-manning of officer personnel due to T/O&E 1-12R, change 2 and T/O&E 1-27R, change 1, and letter Headquarters Strategic Air Command, SAC 320.4 (10 Oct 47) date 10 October 1947, subject: Interpretation of Officer Manning Policy, (See Inclosure # 5) which authorizes eight (8) non-rated

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S/L 800g: Operational Readiness Test, 82d F Sqr [illegible] Sqdn 82d Ftr
3 Apr 43 continued

officers and eight-four (84) rated officer. The authorized shortage of non-rated personnel necessitates the assignment of ground duties to rated officers.

10. OVERSEAS QUALIFICATIONS: Personnel in the not-qualified-for-overseas category consists of fourteen (14) officers who are presently on competitive tour; officer and enlisted personnel whose last date of return from overseas duty is less than the required amount of continental service required before being eligible for reassignment to overseas duty; and, anumber of enlisted personnel do not have sufficient time remaining in their current enlistment to commit them to overseas duty.

11. ASSIGNMENTS: Noted.

12. MORALE: The inadequacies of this base for fighter organization coupled with inadequate housing, recreational and athletic facilities, tends to be the greatest factor governing the morale of the personnel assigned this Group. A theatre, gymnasium, and non-commissioned officers club is not considered to be sufficient facilities whereby a person may spend his leisure hours. It is recommended that the aforementioned facilities be expanded to accomodate more personnel and a service club be erected in place of the one that was destroyed by fire.

13. DISCIPLINE: A directive has been issued in reference to the state of discipline within this group. It is the responsibility of all officers and senior non-commissioned officers to correct on-the-spot discrepancies in military courtesies, appearances, and general deportment.

14. ASSIGNED AS WEAPONS: Due to the fact that Andrews AFB has no small arms range, it has been necessary to fire all courses at other base. To date, McGuire AFB has been used for this purpose. The following percentages of personnel are qualified with the type of weapon with which they are organically armed:

334th Fighter Squadron (JP), 80% (to continue firing at McGuire AFB during the month of April).

335th Fighter Squadron (JP), 85% (presently on orders for TDY to Davis-Monthan AFB).

336th Fighter Squadron (JP), 20% (to fire while on TDY at McGill AFB during the month of April).

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S/L Subj: Operational Readiness Test, dtd 5 Apr 43 & 1st End dtd 9 Apr 43 continued.

18. CREW SERVED WEAPONS: Not applicable.

19. ON-THE-JOB-TRAINING: Noted

17. AIR CREW: Of the total number of pilots assigned, thirteen (13) are recently assigned officers who are in the process of being checked out and/or rechecked in P-40 aircraft; nine (9) officers are checked out but do not possess sufficient diversified fighter time and/or P-40 flying time to be considered a qualified IOS. Of the sixty-seven (67) qualified pilots assigned, eleven (11) are scheduled for overseas assignment.

a. Deficiencies in Rocket Firing are due to the fact that the P-40 has not been cleared for rocket firing by AAF.

b. Deficiencies in Dive Bombing and Aerial Gunnery are a direct result of the lack of facilities at this base. (See Paragraph 23)

c. In addition, it might be noted that the demands on the Group for various nontraining activities greatly interferes with any proposed training schedule. Although any period may be selected as typical, the following is selected as and example. On the 4th of November, of 74 pilots assigned, 55 were TDY (one other than actual flying training missions).

15. INDIVIDUAL TRAINING: On-the-job training is in operation to train all men possible to qualify intheir respective MOS.

16. SECTION TRAINING: Noted.

20. UNIT TRAINING: This score is dependent upon the flow of personnel into and out of the organization, a factor over which this command exercises no control.

21. COMBINED TRAINING AND JOINT MANEUVERS: Noted.

22. SIMULATED COMBAT TRAINING: Noted.

23. FACILITIES: Inadequacies in training facilities at this base have greatly hampered efficient operation and training. In addition to the maintenance and supply items, which indirectly affect all training, the following facilities have been found most wanting:

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3/1 Subj: Operational Readiness Test, dtd 2 Apr 46 & 1st Ind dtd 2 Apr 46 continued.

a. Location of the base: Andrews AFB is located in a very heavy air-traffic region. Due to the speed and endurance of the P-80, all scheduling and flying must be accomplished under unusual safety precautions. Necessary training under marginal weather conditions which could be conducted from other bases must be cancelled due to this heavy traffic problem. Traffic on this base consists of aircraft of this group; national guard, reserve; base flight, ATC flight, and transient aircraft. During the month of March, there were over 6,000 landings and take-offs. As a result, jet aircraft of this group cannot safely employ GCA facilities.

b. Aerial Gunnery Range: The nearest range available for the use of this group is 110 miles east of Andrews AFB, which is the danger area assigned to the Naval Air Station at Patuxent, Md. This range is very unsatisfactory due to its distance; differences in weather conditions over range and home-base; use of the range is dependent upon the Naval Air Stations schedule. Attempts have been made to secure facilities at Dover AFB with no success. At the present time, one squadron is scheduled for temporary duty at Mac Dill AFB for gunnery practice. However, this entails movement of supplies and personnel and does not account for the gunnery training of the other two (2) squadrons.

c. Ground Gunnery Range Facilities. The nearest ground gunnery range available for use of this group is Delaire AFB, N.J. Adequate training has been received by the two (2) squadrons using this facility, however, it too entails placing a unit on temporary duty which results in a small percentage of the group being present for duty at home base to fulfill other commitments. In addition, such duty as this creates a morale problem among the men with families.

d. Dive-bombing and Skip-bombing ranges: Remarks made under (c) are also applicable to this item. Actual ranges for these missions must be constructed at Delaire AFB.

e. Lack of MCI Equipment: Washington National CAA is employed by this group in lieu of a station MCI unit. The Group has set up a Ground Control Center of its own to operate in conjunction with Washington National CAA but lacks personnel (authorization for personnel) to maintain and man the unit.

f. Small Arms Range: Remarks made under (c) also applicable to this item.

g. Athletic and recreational facilities: See Par 4.

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1. Length of runways: Due to length of runways, night flying in P-80 aircraft off Andrews AFB, has been cancelled by the Commanding General, 4th Fighter Wing. As a result all night flying must be accomplished at other bases until June when one runway will have been lengthened. Length of runways is adequate for daylight operation of P-80 aircraft during cold weather, however, during summer months P-80 aircraft cannot take-off with full fuel load.

24. RECORDS: Noted.

25. SUPERVISION: Noted.

26. SCHEDULE: Noted.

27. OPERATIONAL [illegible]: Although this group received full credit for missions flown, it should be noted that the group cannot fly two (2) missions a day on sustained operation due to:

a. Refueling facilities. (See Maintenance remarks)

b. Auxiliary Power Units. (See Maintenance remarks)

c. Fuel storage. (See Supply remarks)

(1) In addition, aerial gunnery cannot be fired at the operating altitude of the P-80, due to lack of a high altitude tow aircraft.

28. SCORES IN OPERATIONS ITEMS: Noted.

29. BASIS: Noted.

30. INDIVIDUAL EQUIPMENT: 1. A 4th Fighter Group Memorandum has been sent to all squadron supply officers, directing that all clothing be marked in accordance with par 2 & 5 of AR 850-3. It has also been directed that all stored T/O & E equipment be boxed and marked in accordance with AAF Regulation 66-19 and TM 38-41A.

2. In TWX dated 2 October 1947, SAC quotes AFC, in stating that procurement of type A-15A, oxygen masks was at that time at a point where all sizes would be available within, "the next few days". Subsequent requisitions have been only partly fulfilled and the group at this time has only forty-nine (49) masks of this type.

3. At the present time shoes are being repaired at Ft. Myers in less time than indicated at the time of the ORT.

4. Information received regarding service test shoe, with oil resistant sole reveals that type shoe, wears better than the old

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type shoe and that the stitching in the oil-resistant shoes wears better than that on service shoes. It is recommended the completion of service tests by expedited to permit normal issues of this shoe.

5. 1st Indorsement from Headquarters 4th Fighter Wing, dated 27 January 1947, stated that 59 C-2A Life Rafts obligated this station, were shipped to Selfridge Air Force Base in error. These rafts were issued to personnel at Selfridge, consequently Middletown is attempting to locate a like amount for issue to base supply, this station.

31. CLOTHING AND EQUIPMENT RECORDS: Noted.

32. ORGANIZATIONAL SUPPLIES AND EQUIPMENT: 1. Equipment authorized under T/O & E 1-12R and 1-27R, pertaining to communications, is 75% on hand per basic communication from communications section.

2. Overall average T/O & E equipment on hand is 90%.

33. AIRCRAFT: 1. As stated there are no provisions made for Rocket Firing on F-80 aircraft. JATO units are not available.

2. Modification kits for shock mounts for AN/ARC-3 and AN/ARC-6 have not all been received therefore approximately 40% of assigned aircraft are restricted from aerobatics.

34. ORGANIZATIONAL PROPERTY RECORDS: Noted.

35. REQUISITIONS: Noted.

36. SUPPLY ACTION: 1. The technical supply organization in the 4th Fighter Group is operated on a squadron level. Each squadron supply is therefore regulated by Base Regulation 65-3, which does limit the requisitioning dates and curtails supply activity.

2. As noted, AOCP and Special requisitions average 24 days. The majority of items AOCP are headquarters regulated, which means they cannot be stocked by Base Supply, i. e., (Brake linings, emergency fuel pump, main and nose gear casings and tubes, and high and low pressure filters).

37. CARE AND RESPONSIBILITY: 1. There is insufficient storage facilities for Plan 55 equipment for the 4th Fighter Group Communications Section. The present location is inadequate and presents a fire hazard.

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S/L subj: Operational Readiness Test, dtd 3 Apr 49 1st End dtd 9 Apr 49 continued.

39. AIRCRAFT IN COMMISSION: Noted.

40. AIRCRAFT SERVICE: Noted.

40. SERVICE FACILITIES - VEHICLES: 1. Refueling Units and Drivers.

a. The fuel servicing facilities available to this organization are inadequate for the following reasons:

(1) Shortage of Equipment: There are only nine (9) fuel servicing trailers, type P-2A, available for our use. Assuming that all trailers were in condition the total capacity of fuel for immediate refueling of a mission would be 18,000 gallons or enough for twenty-six (26) aircraft. A minimum of two (2) hours would be required to refill these trailers at the fuel dump and return them to the line. The distance from the parking area to the fuel dump is approximately three (3) miles. This is insufficient equipment when each of our squadrons are assigned from twenty-seven (27) to twenty-eight (28) aircraft. A maximum of six (6) truck tractors are available for our use, however, due to maintenance problems only four (4) of these tractors have been available daily.

(2) Lack of Personnel: Only six (6) fuel servicing drivers are installed to this group. These men must rotate their hours so that fuel servicing is available seven (7) days per week. This results in four (4) drivers for duty daily.

b. When we receive our authorized allowance of eighteen (18) P-2A trailers, nine (9) tractors and sufficient fuel servicing operators, (WSS 522) to permit nine (9) men to drive daily, our fuel servicing facilities will be adequate.

41. GENERAL PURPOSE VEHICLES: 1. The present operation of administration transportation within this organization reduces our operation efficiency and curtails our combat effectiveness for the following reasons:

a. We are operating twenty (20) to twenty-five (25) administrative vehicles daily. Our own technicians must drive these

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3/L subj: Operational Readiness Test, dtd 3 Apr 43 & 1st Ind dtd 9Apr 43 continued.

vehicles as an additional duty. This results in a minimum loss of from forty (40) to fifty (50) man hours daily, hours which are urgently needed for maintenance, training and administrative duties.

b. No vehicle operators are presently authorized or assigned to our squadrons.

c. Until such time as the squadrons are authorized and assigned transportation personnel or until sufficient full time drivers are furnished by the Airdrome Group, this condition will continue and we will continue to lose valuable man hours.

42. MAINTENANCE: 1. To enlarge on the adverse maintenance conditions noted under this item the following considerations are presented:

a. The available fuel storage of 10,000 gallons is sufficient to support not more than two maximum effort group missions flying 72% of assigned aircraft on each mission. For sustained maximum effort the requirement for fuel by the group demands the use of an inordinate amount of transportation to keep the storage tanks full.

b. Inadequate hangar space, as cited, delays maintenance and periodic inspections and is further aggravated by the lack of parking space near the hangar area. Consequently aircraft must be towed for two (2) miles when ready for inspections and maintenance and upon completion of inspections and maintenance. Maintenance crews on the flight line and in the hangar are thus so widely separated that proper supervision is difficult to maintain. The training of maintenance personnel is affected both by insufficient space to conduct training and by the amount of travel necessary to assemble a group for training.

c. The inadequacies of the type C-18 power plant as brought out should reflect the importance of proper maintenance on powered ground equipment. There is considerable maintenance required to keep these power plants in operations and in T/O [illegible] 1-27N not personnel are authorized for this specific duty. The task therefore falls to the using of personnel (mechanics and crew chiefs) to perform this maintenance and directly affects the time available for aircraft maintenance.

d. With only two (2) A-20 type aircraft in the group, a stock level has not been authorized and all parts must be requisitioned from the Air Materiel Area. This procedure takes excessive time and results in grounding the critically needed tow ships.

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5/1 subj: Operational Readiness Test, dtd 5 Apr 48 & 1st Ind dtd 9 Apr 48 continued.

e. The shortage of auxiliary fuel tanks is a dominant factor in the operational efficiency of this unit. Recent correspondence concerning this shortage indicates that procurement of the tanks is under way and availability will be sometime during July. At present the group has approximately fifteen (15) extra sets of tanks and by June it is estimated there will be no extra sets of tanks available.

f. The M & S Group and facilities are overtaxed on Andrews AF Base by the large volume of other units. Maintenance of the 4th Fighter Group airplanes by these facilities is impeded and delayed by higher priority projects in the field maintenance shops emanating from the number of using agencies. The work load imposed by all units on Andrews AF Base is so high that work request is slower in being accomplished.

43. TECHNICAL ORDER COMPLIANCE: The status of Technical Order compliance has been considerably affected by maneuvers and squadron moves. The aircraft on ground gunnery at McGuire AF Base, aircraft on maneuvers at Spokane and the recent completion of the modernization program involving all aircraft contributed to delay Technical Order Compliance. Progress is apparent when it is considered that every aircraft arriving from modernization had between one and twenty outstanding Technical Orders.

44. DESAGRIZATION EQUIPMENT MAINTENANCE RECORDS: Noted. The present Form 41-B for aircraft does not properly apply to the P-80 type airplane in several places. Local changes in certain columns have enhanced the value of this form but a revised form is needed.

45. MAINTENANCE EQUIPMENT: The maintenance of all ground equipment is impaired by lack of authorization for specialists to maintain the equipment. Maintenance at present is performed by aircraft engineering personnel who use and maintain the equipment in addition to maintaining airplanes. Consequently ground equipment does not receive the full attention necessary.

5 Incls:
1. Memo fr Flt Surgeon (sextuple)
2. Ltr, Add Pers for Comm Sect dtd 17 Mar 48 (sextuple)
3. Ltr, Req for Add to Table of Orgn w/Inds (sextuple)
4. Ltr. Maint Pers for Radar Beacon dtd 16 Mar 48 (sextuple)
5. Interpretation of Off Manning w/Incl (sextuple)

ERNEST W. BEVERLY
Colonel, USAF
Commanding

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Operational Readiness Test -
(3 April 1948) 2nd Ind A/[illegible]rd

HEADQUARTERS, 4TH FIGHTER [illegible], Andrews AF Base, Washington 25, D. C., 12 April 1948.

TO: Commanding General, Strategic Air Command, Andrews AF Base, Washington 25, D. C.

1. In compliance with instructions indicated on page 11 of the report, this headquarters offers the following comments on ACTIC [illegible]:

2a. FACILITIES:

It is believed that this item has been well covered in the 1st Indorsement. Base facilities as a whole are inadequate due to lack of funds for new construction.

4a. MAINTENANCE:

This item is greatly influenced by the physical layout of the base and the lack of facilities with which the base is equipped to perform its many functions. The undersigned recommended in August 1947 that the 4th Fighter Group be moved to a more suitable location.

6 Incls: n/c

T. D. TAYLOR
Brig. Gen., USAF
Commanding

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S.C 333 (3 Apr 48) 3d Ind AG[illegible]

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 25, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

FOR THE COMMANDER GENERAL:

5 Incls: n/c

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26 April 1948 thru 30 April 1948
Dates of Inspection

5 May 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

307th Bomb Group VH — MacDill Air Force Base, Florida
Organization Inspected — Station and Location

MISSION: A. Sea search and anti-submarine training; development of Sea search and Anti-submarine warfare, tactics and technique.
B. Completion of SAC 50-9 requirements.

Description of Unit VH B-29 — 3 — 3
Type Type Aircraft No. Squadrons Flights per Sq

Date of Activation 4 Aug 46 Date Unit Training Started February 1947

Commanding Officer [illegible] J. Colonel AO 22 617 USAF
Name Grade ASN Arm or Service

With Organization Since 24 June 1947 In Command Since 12 August 1947

Jurisdiction: Air Force 307th Bomb Wing Command Strategic Air Command

Previous ORT'S (Dates and Headquarters Conducting):

Summary of ORT Scores

Items Rated	ORT Ratings Unit Scores	Out of
Administration	74	85
Personnel	94	100
Training	118	125
Operations	456	500
Supply	87	90
Maintenance	89	100
Totals	91.6	1000

Final ORT Rating: 91.6%. Remarks: The 307th Bomb Group is a well trained and tactically sound organization. Morale and discipline is good. Overall operational effectiveness is excellent.

DELMORE P. WOOD — Lt Colonel
Name — Grade: Senior Air Inspector Assisted by 4 Officers

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Subject: Operational Readiness Test Report
(5 May 1948)

1st Ind JLL/ete

Hq 307th Bomb Group VH, MacDill AFB, Fla, 5 May 1948

TO: CG, 307th Bomb Group, MacDill AFB, Fla

With reference to basic communication, the following comments are submitted:

ADMINISTRATIVE

1. Corrective action taken to improve coordination between squadron staff sections with regard to the posting of current data on records.

2. Noted.

3. Changes on basic records are now being coordinated.

4. The average VD rate for this Group for the past year was 14.5. Three new cases during the month of March raised the March rate to 32.3. Constant efforts are being made to reduce the VD rate of this command.

5. Company punishment books will be periodically reviewed by this headquarters to prevent further discrepancies of this nature.

6. Noted.

7. Noted.

PERSONNEL

8. Noted

9. Noted.

10. Noted.

11. Noted.

12. Noted.

13. Noted.

TRAINING

14. Noted.

15. Noted

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Subject: Operational Readiness Test Report 3 May 194[illegible]

16. Noted.

17. A constant transition program is being maintained to qualify flying personnel not proficient in their MOS.

18. Noted.

19. Noted.

20. Noted.

21. Noted.

22. Noted.

23. Noted.

24. Noted.

25. Noted.

26. The estimate of 90 days to reach 100% combat readiness is based on the quarterly training schedule which this Group maintains.

27. Noted.

28. Noted.

29. Noted.

30. Noted.

31. Noted.

32. Minor discrepancies corrected.

33. Noted.

34. Bin cards are being brought up to date and will be posted currently.

35. Noted.

36. Noted.

37. Noted.

38. Noted.

39. Noted.

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Subject: Operational Readiness Test Report

40. Noted.

41. Noted.

42. Noted.

43. All hits to accomplish T.O. compliance were properly requisitioned on receipt of the T.O.

44. Noted.

45. Noted.

/s/ John L. Lambert
/t/ JOHN L. LAMBERT
Lt Col, USAF
Commanding

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Basic: Hq USAF, Wash 25, DC, dated 5 May 1948, subj: "Operational Readiness Test Report," (Cont'd

8 May 1948

1st. 2d Ind WOC/sff

HEADQUARTERS 307TH BOMBARDMENT WING VERY HEAVY, MacDill Air Force Base, Tampa 8, Florida.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. The following comments with regard to basic Operational Readiness Test Report and 1st Indorsement thereto are as follows:

a. Reference Supplement to Item #9, Operational Readiness Test Report - The personnel required to fill the officer shortages as indicated by SSR have been periodically requisitioned by this headquarters from Strategic Air Command. Enlisted personnel shortages have been reflected on AF Forms 127 and no special requisitions have been submitted.

b. Reference Supplement to Item #17, Operational Readiness Test Report - Enlisted personnel shortages have been reflected on AF Forms 127 and no special requisitions have been submitted.

c. Reference Supplement to Item #42, Operational Readiness Test Report - The availability of automotive fuel to MacDill Air Force Base is predicated upon the availability and allocation of necessary funds by Headquarters Strategic Air Command, for the local purchase of this item. This headquarters is cognizant of the limited aviation gasoline storage facilities available to the station, and has made provisions for additional facilities in the Post-War Planning Program. However, in view of the ever increasing demand upon MacDill Air Force Base for aviation gasoline, a letter of request was submitted through command channels by this headquarters, File A4AE 678, dated 5 May 1948, subj: "Request for Construction of Aviation Fuel Pipe Lines." If the project request for additional aviation gasoline pipeline and storage facilities is approved, adequate storage facilities will become available. Oil storage, although not entirely adequate, is not a critical problem at this time inasmuch as there is a total of three (3) tanks (one of which is being utilized for used oil storage) with 12,079 gallon capacity each. In addition to storage tanks, drum storage is authorized for this item.

All other items not referred to above noted and 1st Indorsement thereto concurred in.

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BAYARD JOHNSON
Colonel, U. S. Air Force
Commanding

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SAC 353 (6 May 48) 3d Ind

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 25, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: The Air Inspector

FOR THE COMMANDING GENERAL:

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24 May 1948 thru 29 May 1948
Dates of Inspection

3 June 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

2 3th Bombardment Group (VH) Weaver Air Force Base, Weaver, S.D.
Organization Inspected Station and Location

MISSION: To organize and train a unit capable of operating in the field and to conduct long range bombardment missions against the enemy both night and day and at high altitude, and to conduct reconnaissance and strategic missions and such special missions as the Commanding General, 15th Air Force, may direct.

Description of Unit: TYP B-29 3 3
Type Type Aircraft No. Sqd rons Flights per Sq

Date of Activation 4 August 1946 Date Unit Training Started 4 August 1946

Commanding Officer: Everett T Post Lt Colonel AO 23570 USAF
Name Grade ASN Arm or Service

With Organization Since 4 August 1946 In Command Since 24 December 1947

Jurisdiction: Air Force 15th Command SAC

Previous ORT's (Dates and Headquarters Conducting): None

Summary of ORT Scores

Items Rated	ORT Ratings Unit Scores	Out of
Administration	59	65
Personnel	94	100
Training	102	125
Operations	448	500
Supply	80	90
Maintenance	84	100
Totals	86.7	1000

FINAL ORT Rating: 86.7% Remarks:

DEMORE F. WOOD LT COLONEL
Name Grade: Senior xxx Inspector Assisted by 4 Officers

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Basic: Operational Readiness Test Report, Weaver Air Base, Weaver, S. Dak., 24 May 1943 to 25 May 1943

AG 461-339 1st Ind

AG/3 (AAFBG 527) Operational Readiness Test (OR), Weaver Air Force Base, Weaver, South Dakota, 3 June 1943

TO: Commanding General, Headquarters United States Air Force, Washington, D. C.

THRU: Channels

1. In compliance with instructions contained in basic report the following action is being taken with respect to all action items indicated in the basic report:

a. Reference paragraph 1 (Administration)

1. All Squadron administrative personnel are being compelled to attend classes which are being conducted by Group Headquarter personnel in all types of administrative procedures. It is believed this will familiarize them with all existing regulations and proper methods of maintaining records and preparation of reports. Each officer and enlisted man will be interviewed to check the current status of records on his records, this will be accomplished by 25 June 1943.

b. Reference paragraph 2, (Administration)

1. This situation is one the Group has been cognizant of for a period of several months. Constant turn-over of administrative personnel, TD status of squadrons, filling of overseas commitments, and necessary training of replacements have caused all personnel records to fall into an undesirable state of upkeep. As referred to in paragraph a, a thorough familiarization of all regulations and proper procedures in upkeep of records will alleviate the present situation. All Squadron Commanders have been impressed with the necessity of correcting this discrepancy immediately and a diligent follow-up program has been set up. Upon completion of this training program an audit of all officer and enlisted personnel records will be made to ascertain that records are up to date and being maintained as required. All records in this Group should be up to date by 1 July 1943.

c. Reference paragraph 3, (Administration)

1. All personnel concerned have been instructed in the proper upkeep of records of punishment under the 104th Article of War and punishment that can be awarded. This will be closely monitored by the Bomb Group Adjutant to insure that punishments and records are current.

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SUBJ: [illegible] Test cont'd

d. Reference paragraph 7, (Administration)

1. One (1) replacement for the four (4) Medical Officers scheduled for relief from active duty will arrive 1 July 1948. The Commanding Officer, 25th Station Medical Group advised that the Surgeon, S.C., is aware of the current shortage of personnel and replacements via personal communication have been requested from him. The Medical Group has attached certain Medical Officers to each Squadron and Headquarters of this Group, but since they are not assigned, the Overage and Shortage List reflects a shortage of four (4) 5100's.

e. Reference paragraph 9, (Administration)

1. Current shortages of both officers and enlisted men have been reported as required.

f. Reference paragraph 11, (Personnel)

1. One (1) Officer ([illegible]) requested authority to attend Finance Officers School which was granted by Headquarters Fifteenth Air Force (TWX AFFS 314 7 Jan 48). The 580 working as 405 is doing so by utilization of his additional MOS. The individual has expressed a desire to further his Army career in administration and at the time authority was granted to do this, an overage of men working in 580 MOS existed. At present time there is one (1) extra man working in this MOS, on an OJT status.

g. Reference paragraph 12, (Personnel)

1. The Wing Commander has endeavored to make available every housing and recreational facility possible. The city of Rapid City offers little as to housing. Rentals are in most cases too high for the average Air Force family. The area is a tourist attraction and Tourist Courts will allow personnel to remain during summer only if they pay summer rates which range from $8.00 to $14.00 per day. Building costs and types of construction accomplished is prohibitive. Future recreational plans call for a swimming pool (project now awaiting funds), a bowling alley (a shift in buildings will allow this to be installed in a permanent type building as per regulations). An allotment for baseball fields and lighting has been received, and the contracts are to be let in the near future. The Special Service section is becoming more active daily. It is felt that present facilities plus future additions will prove adequate.

h. Reference paragraph 16, (Training)

1. A control of the OJT Program will be established within the OJT Training Offices whereby the responsibility for the OJT program will be centralized and maintained with close coordination with the various sections.

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SUBJ: ORT Test cont'd

2. Competant personnel will be assigned the duty of monitoring the programs to include type of training, adequacy of training, training in like field of skills, the progress of training by individuals, and maintenance of records.

3. By use of shortage and overage reports, training will be accomplished to fill existing shortages as far as possible.

1. Reference paragraph 17, (Training)

1. Due to the turnover in combat crew personnel as it has been in the past year, this Group has lost trained personnel and has gained untrained crew members. Every effort is being made to train each specialist in his job on the crew as well as to cross-train him in other duties on the combat crew. As was brought out by the ORT Inspectors in paragraph 15, this training is a slow process which cannot be rushed due to other duties many combat crew members perform outside of flying, maximum efforts which distract from ground school schedules, and also the ability of the individual in the rate of absorption of new material in the cross training program. This training program will be expedited in every way possible to attain the proficiency desired by higher headquarters. One other point that might have been overlooked by the ORT Inspector is the fact that he was basing his figures on an eleven (11) man crew whereas we are of a necessity flying a ten (10) man crew, utilizing a Navigator-Bombardier, Navigator-Radar, or Radar Bombardier, in a dual roll on the crew.

3. Reference paragraph 18, (Training)

1. The main reason for so many enlisted men being untrained and qualified in a technical MOS is that this Group has lost many of its qualified personnel in technical MOS's and have been replaced by other basic soldiers from Basic Training Center, or individuals with a technical MOS who have had little experience in that MOS. These individuals are either put in OJT status or are reclassified, whichever is deemed necessary.

2. The reason for 28.8% of the officers not technically qualified in their MOS is somewhat the same as for the enlisted men, with the exception that a number of officers in this Group have MOS's that this Group is not authorized and by means of OJT and technical schools in the Training Command this Group is making every effort to get these officers trained and qualified in a technical MOS.

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3. Every effort will be made to bring the percentage of personnel not technically qualified in MOS's down by means of every type of training available.

4. Reference paragraph 20, (Training)

1. Due to commitments of overseas transfers and transfers to other bases within the U. S. of this Group's personnel, both officers and enlisted men, who were trained in authorized MOS's and both in turn the receipt of untrained personnel to take their places has been a great problem for this Headquarters. There is very little that this Group can do to overcome this situation except train as soon as possible those technically unqualified personnel in MOS's that are authorized within the Group, which is being done. Information from higher headquarters indicate this condition will undoubtedly become aggravated in the future instead of improving.

5. Reference paragraph 23, (Training)

1. Maintenance personnel from Ogden AFB have been working on two (2) AN-T Radar Supersonic Trainers during three (3) different TDY assignments at this station since 1 February 1948, but have been unable to place equipment in a completely operational status due to a reported lack of maintenance information. As of 1 June 1948, one (1) set is practically operative and can be utilized for training in radar navigation. One (1) AGF mechanic at this station was assigned to work with AAF personnel to become familiar with the required maintenance on this type of specialized equipment. Four (4) AN-T Radar mock-ups in radar maintenance are presently utilized for radar training. Both AN-T Radar Superscopes at present can be used for equipment familiarization. Every effort is being made to place the radar equipment in operation.

2. In regard to the OQ Range, a Work Order has been submitted through channels to higher headquarters in Letter AG [illegible] 600.1, dated 17 May 1948, Headquarters 28th Bombardment Wing, (H), for the building of an OQ Range. Requisitions have been made up on Form 44d but the submission of the requisition is being held up pending instructions from higher headquarters as to what action is taken on Work Order.

3. This Headquarters knows of no authorization for the securing of AN 15 and 25 mock-ups as this Group is equiped entirely with AN-T type Radar sets.

6. Reference paragraph 24, (Training)

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Subj: CRT Test cont'd

1. All training records are being brought up to date and revised to insure adequacy. A record will be kept on every individual who is in a training status and a system to determine individual proficiency is being devised. A system of consolidation is also being put into effect in this Group.

n. Reference paragraph 30, (Supply)

1. Letter, Columbus QM Depot, File [illegible] 40[illegible].312[illegible], stated, size small fatigues are in short supply and that two-piece fatigues are to be substituted. Action has already been taken by the AF 90 Supply Officer to obtain the two-piece fatigues.

2. All Squadrons were checked and all shortages of underwear have been supplied.

3. The AF 90 Supply Office requisitioned 100[illegible] as 71-1-115 Insigna, Collar, USTM, from Columbus QM Depot. The requisition was filled by Columbus QM Depot with 7 each Insigna, Collar, USAF, and [illegible] each, Insigna, Collar, Corps of Engineer. Corrective action has already been taken by AF 90 Supply Officer.

4. All requisitions for docks (cotton) were filled 2 June 194[illegible].

o. Reference paragraph 31, (Supply)

1. Records for all three (3) Squadrons are in the process of being audited, estimated date of completion is 15 June 194[illegible]. A method has been devised whereby Base Supply personnel will assist in the supervision of maintaining Squadron records so as to insure their being up to date at all times.

p. Reference paragraph 32 (Supply)

1. Approximately 86% of O. E. L. equipment is on hand in the Bomb Group. The remaining 14% is on active requisition on 14 October 1947 to AF 90 Supply Officer.

q. Reference paragraph 33, (Supply)

1. AF 90 Supply Officer has active requisition for forty-eight (48) each Thermos Jugs on Ogden AMA.

2. Oxygen Walk-Around Bottles are in sufficient quantities in personal equipment section to adequately equip all aircraft.

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Subj: [illegible] Test cont'd

3. Bomb Bay tanks and fittings requisitioned on 18 March 1945 on authority of Fifteenth Air Force [illegible] AASA 119 dated 3 March 1946. Partial issues have been received on these items. Other items are coded "Due Out" and all "Due Outs" for these items are in an active status with AF 90 Supply Officer.

r. Reference paragraph [illegible], (Supply)

1. The Two (2) Squadrons mentioned in basic communication are in the process of compiling property record files and estimateddate of completion is as follows:

[illegible]th Bombardment Squadron	5 June 1946
717th Bombardment Squadron	30 June 1946

2. When this has been accomplished all Squadron records will be properly maintained.

s. Reference paragraph [illegible], (Supply)

1. Shortage of Automotive Fuel: Original allocation of funds for automotive fuel was inadequated for normal operation of Motor Vehicles and ground powered equipment. Additional funds for automotive fuel was allocated but the amount was still far below normal operational requirements. Therefore motor fuel is now rationed at the rate of 75 gallons per day for the Bomb Group. The lack of transportation in Maintenance and Supply Sections has lowered the efficiency of this organization to some extent.

2. Shortage of Parts for Special and General Purpose Vehicles: Stock levels were researched and found to be kept as high as deemed necessary. Forty-five (45) to sixty (60) days delay from initiation of requisition to receipt of part.

3. Shortage of Maintenance Kits and Crew Chief Stands: Maintenance Kits are being issued to Bomb Squadrons by component part instead of complete kits. Crew Chief Stands are not available from OGDEN AMA due to "Cocoon Program" and overseas allocation.

4. Lack of Adequate Hangar Space and Wash Rack Facilities: One (1) large hangar under construction to house eight (8) B-29's, three (3) BH Type hangars now being modified for nose docks for B-29's. Field Maintenance Hangar equipped with rail dolly for moving aircraft into hangar accomodating two (2) aircraft, however the procedure of moving aircraft in and out of this hangar

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requires excessive amount of time, in some cases it has taken one half (½) to one (1) full day to get a B-29 in or out of this hangar. Wash racks are inadequate due to the lack of funds to build a proper wash rack. A drainage sump is required to keep from polluting the water shed. Decontamination units are now in use to supplement wash rack facilities.

5. Shortage of T.O. Compliance Kits: This occurs due to the fact that T.O. Kits are now ordered by individual items and consequently it takes longer to receive parts for the kit. Ogden Air Material Area has afforded all possible assistance in securing supplies and equipment. Coordination and liason with OAMA has been excellent and many supply problems have been eliminated.

t. Reference paragraph 43, (Maintenance)

1. Technical Order Kits are now incomplete due to the fact that all items for T.O. Kits are ordered individually by Property Class. This causes delay in completion of Kits. All parts for Technical Order Compliance Kits are on active requisition to the AF 90 Supply Officer.

u. Reference paragraph 45, (Maintenance)

1. Technical Supply Rooms are crowded due to the fact that hangar modification is in process and some items are now stored in the Supply Rooms that are usually stored in hangar proper. The present hangar and Quonset's were constructed for B-17 operations and not for B-29's. As a result, there is insufficient space for Operations, Engineering, Armament, Communications, and Supply Sections. This difficiency should be eliminated when the new hangar has been completed. All Squadrons advised by letter of instructions from 20th Headquarters Group S-4 Officer, dated 3 June 1948, for proper storage of Bomb Bay fuel Tanks in accordance with T. O. 03-10J-5. Follow ups will be made by this Headquarters to insure the compliance with this Technical Order.

/s/ Everett W. Best
/t/ EVERETT W. BEST
Lt. Col, USAF
Commanding

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Basis: Operational Readiness Test Report, Weaver AFB, Weaver, S. D. 24 May 1948 to 28 May 1948.

CT: 333 2d Ind TJD/aml

Hqs 28th Bombardment Wing, VH, Weaver Air Force Base, Weaver, South Dakota, 8 June 1948.

TO: Channels

TO: Chief of Staff, United States Air Force, Washington, D. C.

1st Indorsement concurred with.

2 Incls
n/c

/s/ Thomas J. Hunt, Jr.
/s/ [illegible]
Colonel, USAF
Commanding

COPY

AF 333 DAC 3d Ind 10 Jun 1948

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Report of corrective action as indicated in 1st Ind is concurred in. Supplemental corrective action and comments by Headquarters Fifteenth Air Force relative to action items of basic report and corresponding paragraphs of 1st Ind are as follows:

a. Item 1 & 3: Report of corrective action being taken is considered adequate providing it is possible to accomplish the work outlined within the time limit specified. Periodic follow-up action will be taken by Headquarters Fifteenth Air Force through the medium of supervisory staff visits at which time a check of personnel records will be made and also a check as to administrative procedure being followed. Vigorous follow-up action by the station is required to maintain adequate personnel records.

b. Item 2: Shortages listed in report have been previously listed and submitted to higher headquarters. Requisitions have been submitted for those officers which could not be furnished from within Fifteenth Air Force. Shortages listed for enlisted men are common shortages of all stations of this Air Force, and such shortages can be filled only by an OJT program and the use of technical training schools.

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AG 333 IGAC 3d Ind
Subject: Operational Readiness Test Report, Beaver AFB, Beaver, S. D., 24 May 1948 to 27 May 1948

c. Item 11: The authorization of 1 officer (MOS 7088) to attend Finance School was granted through administrative error. Rapid City has been instructed to reassign enlisted man to duty in his primary field (MOS 580), or, in the event his services are not needed, to report enlisted man to Headquarters Fifteenth Air Force for reassignment.

d. Item 23: Reference is made to pars 11(2) of 1st Ind. Work Order for building of Oil Range was returned to Rapid City Air Force Base by 1st Ind on 3 Jun 48, for additional information and revision.

e. Item 32: Records in Headquarters Fifteenth Air Force of aircraft out of commission for parts for May 1948, indicates an average of 12.5 per cent AOCP for B-29 aircraft for Rapid City Air Force Base. Figures for administrative aircraft would increase this percentage. The Commanding General, 28th Bombardment Wing, was requested on 9 Jun 48, to take action to reduce his 12.5 per cent on B-29 aircraft. Follow-up on the CEL shortages will be made by Headquarters Fifteenth Air Force.

f. Item 34: Follow-up action on 1 Jul 48, will be taken to insure that organizational records are up to date, accurate, and complete. Fifteenth Air Force IRs 48-3 and 48-4 have been submitted on the present unsatisfactory method by which organizational equipment is issued by Base Supply, and on the lack of a suitable organizational equipment record form. The issue of supplies to units by dropping of accountability to the units concerned and the maintenance of a simplified squadron property record form similar to the now obsolete AF Form 15-115 has been recommended. The use of such a form will permit a more simplified bookkeeping system which will provide all the necessary information on the organizational equipment.

g. Item 36: The Commanding General, 28th Bombardment Wing, will be notified of the correct procedure for issue and assembly of Class 17D sets and kits. Follow-up will be made to insure proper handling of these kits. This Headquarters is currently in the process of preparing and submitting an Unsatisfactory Report 48-5 on M&S Dir 67-45, Assembly and Issue of Class 17D Sets and Kits, in which it is recommended that this directive be rescinded and all components of sets and kits be issued as component individual items. All Fifteenth Air Force stations will be screened for possible overages of crew chief stands and kits. If a shortage still exists, a follow-up to Air Materiel Command will be made. Headquarters Fifteenth Air

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AG 333 ITAC 3d Ind

Subject: Operational Readiness Test Report, 4x4x4 (2½, Heavy, S. D., 24 May 1960 to 29 May 196[illegible]

Corps will follow-up to determine that NIC parts are received as expeditiously as possible. Shortage of parts for general and special purpose vehicles has been a matter of constant follow-up by this and higher headquarters. Funds have been made available to stations for local purchase of such vehicle parts as may be available.

FOR THE CHIEF OF STAFF:

2 Incls - n/c

D. P. [illegible]
LT Col., USA
Asst Adjutant General

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Capt Miller/jm/3150

BASIC: Operational Readiness Test Report Form, 28th Bomb Group VH, dated 3 June 48

SAC 333 (3 Jun 48) 4th Ind 1883

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C., 28 Jun 1948

TO: Chief of Staff, United States Air Force, Washington 25, DC
ATTENTION: The Air Inspector

FOR THE COMMANDING GENERAL:

2 Incls: n/c

[redacted]
Lt Col, USAF
Asst Adj Gen

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21 June 48 to 25 June 48
Dates of Inspection

30 June 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

92d Bombardment Group VH — Organization Inspected
SPAFB, Spokane, Washington — Station and Location

MISSION: To maintain the Group in a state of training and indoctrination to permit immediate long range offensive bombardment in any part of the world.

Description of Unit VHB (Type) B-29 (Type Aircraft) 3 (No. Squadrons) 3 (Flights per Sq)
Date of Activation 7 July 1947 Date Unit Training Started 7 Jul 47
Commanding Officer: George A. Blakey (Name) Colonel (Grade) AO-32460 (ASN) USAF (Arm or Service)
With Organization Since 12 April 1948 In Command Since 12 April 1948
Jurisdiction: Air Force 15th Command SAC
Previous ORT'S (Dates and Headquarters Conducting):

Summary of ORT Scores

Items Rated	Ort Ratings: Unit Scores	Out of
Administration	63	85
Personnel	81	100
Training	[illegible]	[illegible]
Operations	[illegible]	[illegible]
Supply	86	90
Maintenance	84	100
Totals	811	1000

Final ORT Rating: [illegible]

[illegible] Wood [illegible]
Name Grade: Senior xxx Inspector Assisted by [illegible] Officers

[illegible] OF COMMAND

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Basic: Operational Readiness Test Report dtd 30 June 1946

1st Ind

HEADQUARTERS, 92D BOMBARDMENT GROUP (VH), Spokane Air Force Base, Spokane, Washington dtd 1 July 1946

TO: Commanding Officer, 92d Bombardment Wing (VH), Spokane Air Force Base, Spokane, Washington.

1. Item #1, Administration: The generally lax condition of administration in the Group can be attributed directly to the shortage of non-rated administrative officers in the organization and the severe flying requirements placed on rated officers who are performing administrative duties. Because of the shortage of experienced non-rated administrative officers to rely upon for advice, the training of rated officers to perform these duties is seriously hampered. It is believed that the principle factor in correcting this condition is time; time to gain experience and knowledge. To sight a specific example, the principle administrative officer in this Group, the Group Adjutant, is a 1st Lt who is a grounded Flight Engineer and who was originally commissioned on 3 October 1945. This officer is a very capable, ernest officer who is completely interested in his job and a career in administration. In the short time that I have observed his work, I would rate him superior. However, his handicap in lack of knowledge normally gained through experience and service is obvious. Further, the Adjutants of the three Squadrons in the Group are all Aircraft Commanders on combat crews. Squadron Commanders have been directed to exercise greater supervision over their administrative activities in order to correct the discrepancies reported. An attempt is being made to obtain Squadron Adjutants on a full-time duty basis.

2. Item #2, Security: Effort is being made to obtain qualified enlisted personnel for intelligence work.

3. Item #3, Records: It is noted that the records of the 326th and 327th Bomb Squadrons are generally satisfactory with the exception of discrepancies in Forms 66 and Officer's Leave Records. In order to correct this condition, and to improve the administration of all records of the 325th Bomb Squadron, which is most deficient, the most qualified personnel from the 92d Bomb Group Headquarters will be furnished the Squadrons, and assistance from the 92d Bomb Wing Headquarters has been requested. A request has been forwarded to Headquarters, 15th Air Force, for the temporary services of the Assistant Classification Officer for instruction in the maintenance of records. Continual emphasis will be placed on all administrative activities, and particularly the maintenance of basic records.

4. Item #7, Flight Surgeon: Shortage of medical officers is beyond the control of this organization.

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Basic: Operational Readiness Test Report dtd 30 June 1948

5. Item #9, Shortages: Personnel shortages are a matter of record. Such OJT training as can be accomplished is being done and will continue.

6. Item #11, Assignments: Reclassification action will be taken in order to award the SSN to personnel indicated in which they are best qualified.

7. Item #16, On-The-Job Training: The OJT training program of the 325th Bomb Squadron will be organized and in operation within one week.

8. Item #17, Air Crews: The crew training and cross-training programs are progressing as rapidly as possible. The programs for the last half of this calendar year are being drawn up, and will be designed to completely qualify thirty (30) crews in the performance of their primary mission.

9. Item #22, Simulated Combat Training: Fighter interception training missions will be scheduled in the future.

10. Facilities: All training devices on this station are handled by Wing Headquarters. Inclosed is an extract copy of a recent report submitted by 92d Bomb Wing A-3 to Commanding Officer, 92d Bomb Wing WH, outlining the status of various trainers.

11. Item #24, Records: Noted.

12. Item #30, Individual Equipment: Requisitions have been placed to obtain properly fitted clothing.

13. Item #42, Maintenance: Shortages in automotive fuel are beyond the control of this organization. Requisitions have been placed with Supply to obtain a sufficient number of crew chief stands. Maintenance Docks will have to be manufactured locally. At the present time, lack of necessary funds precludes the possibility of procuring the docks to facilitate maintenance activities.

14. Item #44, Organizational Equipment Maintenance Records: Noted.

15. Item #45, Maintenance Equipment: Space is being provided so that engine conditioning equipment and bomb bay tanks can be properly stored.

16. Continued emphasis will be placed on correcting all irregularities and discrepancies noted.

1 Incl:
Extract of report from
92d Bomb Wing A-3 to
CO 92d Bomb Wing WH

S. E. MANZO
Colonel, USAF
Commanding

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A3OF 452.09 2d Ind.
Subject: Operational Readiness Test Report

HEADQUARTERS 92D BOMBARDMENT WING, VH, Spokane Air Force Base, Spokane, Washington, 9 Jul 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: The Air Inspector
(THRU: Command Channels)

1. This headquarters concurs in the recommendations made in paragraph 1, first indorsement. Interpretation and execution of administrative procedures are dependent upon ever decreasing numbers of specialists at each lower echelon. Under a plan of decentralization, such as the Wing-Base Plan, it has become increasingly apparent that full time Adjutants and Personnel Officers, preferably non-rated, are required at the Squadron and Group level, or serious deficiencies in personnel accounting, reporting and administration will be experienced.

2. Concur in paragraph 3, first indorsement. On 17 May 1948, two teams of specialists were organized to work full time assisting and instructing personnel of each squadron in bringing officer and enlisted records to a current status. While this expedient resulted in some improvement, it was determined that the basic fault was the lack of stabilization in the assignment of personnel to perform these functions. Personnel once instructed had been reassigned when squadrons were revisited. To compensate for this deficiency, a School of Administration had been planned and organized prior to the ORT. On schedule, this school was implemented on 1 July 1948 and opening sessions of indoctrination were attended by 62 officers and enlisted men engaged in the personnel work of each squadron. Personnel being assigned first are those least eligible for overseas duty and those who may be retained to aid in a non-flexible administration program. As required, it is planned that this school will conduct additional training after the first 30 day semester. Coupled with increased emphasis on the part of unit commanders, it is believed that this progressive, planned schooling will assist in relieving the currently prevalent incompetencies.

3. Reference paragraph 13, first indorsement, thirty repairable crew chief stands have been located at the 902 CSD and the Accountability has been transferred to the Base Accountable Officer. One crew chief stand per day is being repaired by Third Echelon Maintenance. Two complete sets of maintenance docks have been manufactured locally. Sufficient material has been obtained to manufacture one set for each squadron in the Wing. A high priority is being given this project and a night shift is on duty to further expedite the completion of the docks.

1 Incl
n/c

JAMES D. BRIGGS
Colonel, USAF
Commanding

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Basic: Operational Readiness Test Report dtd 30 June 1948

AFCAI-7A 3d Ind 21 Jul 1948

Department of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Fifteenth Air Force, 1600 E. Boulder St., Colorado Springs, Colorado

Attached report of Operational Readiness Test of 92d Bombardment Group, with 1st and 2d Ind by the group and wing headquarters, is forwarded for return to this Headquarters thru Command channels in compliance with provisions of AF Regulation 123-1 and instructions contained in 2d Ind.

BY COMMAND OF CHIEF OF STAFF:

1 Incl
n/c

JOHN C. MING
Major, USAF
Executive, The Air Inspector

(No file no.) 30 June 1948
Subject: Operational Readiness Test Report

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AC 333 IGAC 4th Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Report of corrective action as indicated in 1st and 2d Inds is concurred in. Supplemental comments relative to action items of basic report and corresponding paragraphs of 1st and 2d Inds are as follows:

a. Item 1: Comments in 1st and 2d Inds are concurred in.

b. Item 3: Reference is made to the request submitted to Headquarters Fifteenth Air Force for the assistance of a Classification Officer. At the present time a compilation of all pertinent personnel directives and methods of proper personnel records maintenance is being made at this Headquarters. At such time as this directive is completed, a qualified officer will be sent to Spokane Air Force Base to properly instruct all personnel in maintenance of personnel records. It is expected that this directive will be completed approximately 1 Sep 48. Instructions to be given will tend to augment schooling now being received.

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AG 333 [illegible]C 4th Ind 29 JUL 1948
Subject: Operational Readiness Test Report

c. Item 7: It is realized there is a shortage of Medical Corps officers at Spokane Air Force Base. All officers assigned the Medical Department must perform duties in the hospital and can be relieved to perform group training only when the medical duties of the hospital will permit. Arrangements are made whereby Medical Officers will accompany their unit overseas. At such time as additional qualified Medical officers are available, those assigned will be permitted to participate to a greater extent in group training functions.

d. Item 9: [illegible]% shortages listed on page 3 of supplement are, with the exception of 57[illegible], 683, 737, and 970, critical within Fifteenth Air Force and Strategic Air Command and in some instances are critical within United States Air Force. Spokane personnel records reflect an overage in 92N 57[illegible] and 863. Shortages in 905 737 can be trained by the 92d Bombardment Wing. At the present time there are no combat crew shortages in the 92d Bombardment Group.

e. Item 22: Changes in the SAC fighter-bomber training schedule have been necessitated by operational commitments for fighter aircraft that are beyond the control of Fifteenth Air Force. Since ORT was conducted, 1 fighter interception mission has been performed by the 92d Bomb Group and another was scheduled, but fighter group did not make the scheduled rendezvous for interception. It is expected that combined training will be resumed as soon as the situation permits.

FOR THE COMMANDING GENERAL:

1 Incl - n/c

C. W. McCLUGHAN
Major, USAF
Asst Adjutant General

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[illegible] June - [illegible] July 1948
Dates of Inspection

[illegible] July 1948
Action Date

SUBJECT: Operational Readiness Test Report

TO: Chief of Staff, United States Air Force, Washington 25, D.C.
ATTENTION: The Air Inspector
(THRU: Command Channels)

2d Bomb Group (VH) 43d Bomb Wing (VH) Davis-Monthan AF Base, Tucson, Ariz
Organization Inspected Station and Location

[illegible]: [illegible], equip and train a bomb group (VH), capable of intense and sustained combat operations in all parts of the world, either independently or in cooperation with land and sea forces.

Description of Unit VH 9-20 3 8
Type Type Aircraft No. Squadrons Flights per Sq

Date of Activation 24 Sep 47 Date Unit Training Started 9 Oct 47
Commanding Officer: [illegible] Colonel [illegible] USAF
Name Grade ASN Arm or Service
With Organization Since 20 Oct 47 In Command Since 20 Oct 47
Jurisdiction: Air Force Eighth Command Strategic Air Command
Previous ORT'S (Dates and Headquarters Conducting): --None

Summary of ORT Scores

Items Rated	ORT Ratings Unit Scores	Out of
Administration	73	85
Personnel	89	100
Training	103	125
Operations	434	500
Supply	72	90
Maintenance	83	100
Totals	854	1000

Final ORT Rating: 85.4%. Remarks:

[illegible] Lt Col
Name Grade: Senior xxx Inspector Assisted by 4 Officers

THIS REPORT WILL NOT BE HELD LONGER THAN 72 HOURS BY ANY SCHELON OF COMMAND

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BASIC: 1st TO: Chief of Staff, USAF, Washington, 25, D. C., SUBJ: Operational Readiness Test Report, dtd [illegible] July 1948

2300 373.2 1st Ind

HQ 20 BOMB GROUP (TH), Davis-Monthan Air Force Base, Tucson, Ariz, [illegible] Jul 48

TO: CO, 43d Bombardment Wing (TH), Davis-Monthan AF Base, Tucson, Ariz

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN TO: The Air Inspector

1. Since the organization of the 2nd Bomb Group, the assimilation and training of newly graduated pilots and officers recalled to active duty has posed a major problem in the accomplishment of the assigned mission. There are twenty seven new pilots and thirty officers recalled, most of the latter are on a competitive tour for a Regular Air Force commission and have been inactive for a period up to two and one half years.

2. Another problem, as indicated on attached Squadron roster, is that since activation a very considerable number of officer personnel have been on DS or TDY from their organization either in attendance at service schools or assigned for duty with other organizations. In addition, much of our efforts were directed by higher headquarters towards crosstraining personnel. However, many were not yet fully qualified in their primary MOS due in part to their being out of the service and, in many cases, being confronted with an aircraft and equipment with which they had not had past experience.

3. The lack of qualified rated supervisory personnel has been a great detriment to the Group and has hampered the training of the air crews. In addition a seventy six (76) percent turnover of assigned personnel since activation has served to greatly impede the efficient training and operation of the Group. For example, ten of the radar operators used in the ORT had just recently graduated from the 0142 school conducted on this base and therefore had very little or no actual practice previous to these missions. The shortage of qualified personnel is further apparent when it is realized that although there are sufficient bodies to man gunner positions, there are inadequate facilities to train personnel holding a 612 SSN to a 611 slot. Because of a shortage of armament personnel, gunners have been utilized to a great extent for this purpose. Also there is no adequate range to qualify gunners in their crew capacity.

4. The aircraft for the Group were originally assigned just prior to our first maximum effort of 7 January 1948. Since November

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File 373.2, 6 July 1942
SUBJECT: Operational Readiness Test Report

1. We have accepted a total of sixty four aircraft and have transferred a total of thirty seven. These numerous transfers adversely affect the amount of flying time available for the training of air crew personnel. On 10 June 1942, eighteen days prior to this ORT there were eighteen aircraft assigned to this group. Thirteen aircraft were assigned in the last ten days before this ORT. Accomplishment of all training commitments and CG-2 requirements for rated personnel has been extremely difficult under these circumstances.

2. It is recommended that the 2nd Bomb Group be allowed a period of sixty days in which to concentrate solely on individual and unit training for the purpose of qualifying all air crew personnel in their primary flying duties. It is further recommended that the assignment of personnel and aircraft for this group be stabilized in so far as is possible in order to accomplish this training more effectively.

3. Pertinent comments in answer to discrepancies listed in basic report as action items are attached as inclosure number 1 to this indorsement.

2 Incls
1. Pertinent Comments in answer to discrepancies
2. 20th Sq Orders No 1 and 2

DAVID S. BAILEY
Colonel, USAF
Commanding

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BASIC: Ltr, Chief of Staff USAF, subject, "Operational Readiness Test Rpt", dtd 8 Jul 48

WCO 373.2 2nd Ind 8 JUL 1948

HQ 43D BOMBARD EST WING (WH), Davis-Monthan Air Force Base, Tucson, Ariz

TO: Commanding General, Eighth Air Force, Fort Worth, Texas

The comments and recommendations as made by the Group Commander in 1st Ind are concurred in.

1 Incl
No change

JAMES C. BELGER, JR.
Colonel, USAF
Commanding

COPY

A5 310.1 (8 Jul 48) 3d Ind 14 JUL 1948

Headquarters Eighth Air Force, Fort Worth, Texas

THRU: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: The Air Inspector

Reference "Action Items" on subject Operational Readiness Test Report, the following comments are submitted:

a. Administration

1) Reference paragraph 2. Should the 2d Bomb Group operate as an individual organization, the security plan would be the same as for the 43d. Due to the extreme shortage of qualified intelligence officers, it has been necessary for the 43d and 2d Groups to operate as one unit under the Wing A-2. The S-2 of the 2d Group acts as assistant for the 43d Wing A-2 and replaces the 43d Wing A-2 in his absence from the station. Your attention is invited to Inclosure #1, the comments of the 2d Bomb Group.

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Ltr no File no. (8 Jul 48)
Subject: Operational Readiness Test Report

(2) Reference Paragraph 8. No comment.

(3) Reference paragraph 8. Shortages in 336's for enlisted personnel are being alleviated by extensive training programs in on-the-job training, schools on the station, technical training school quotas and personnel of higher skill made available to Davis Monthan from other sources.

b. Training

(1) Reference paragraph 16. Ground Training Section, this headquarters, has implemented a program to make on-the-job training records adequate at squadron level.

(2) Reference paragraph 17. With the assignment of a full complement of aircraft, adequate training time will be available to train specialists not now considered trained. When Kundalupe Gunnery Range is reopened, facilites will be available to correct the inadequacy of air-to-air and air-to-ground gunnery.

(3) Reference paragraph 22. It is the opinion of this headquarters that the low grade on this item is unjustified since the circumstances were beyond the control of the Wing; namely, this headquarters does not control scheduled maneuvers.

(4) Reference paragraph 28. Adequate gunnery mock-ups are available at Davis Monthan AFB at wing level and are available to the 2d Bomb Group for training purposes. This headquarters concurs with the recommendations of having these mock-ups available at group level but cannot fulfill the request due to the non-existence of Remote Control Turret gunnery mock-ups for issue from Air Materiel Command and the non-availability of parts for local manufacture. Each time a new VLR Group is assigned or activated in this command, the available gunnery mock-ups are divided and made available to the units on equal bases. As more units are activated, the inadequacy of gunnery mock-ups will become more apparent due to the non-existance of equipment over and above that presently available.

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Ltr no file no. (8 Jul 43)
Subject: Operational Readiness Cost Report

c. Supply

(1) Reference paragraph 30. Attention is invited to the 2d Bomb Group's comments contained in Inclosure 1. Follow up action will be taken by this headquarters.

(2) Reference paragraph 32. Your attention is called to Inclosure #1, comments of the 2d Bomb Group. Follow up action will be taken by this headquarters.

(3) Reference paragraph 32. Attention is invited to 2d Bomb Group's comments in Inclosure 1. Follow up action will be taken by this headquarters.

(4) Reference paragraph 36. Tentative plans are to equip the 2d Bomb Group with bomb bay bins and flyaway kits from the 47d Bomb Wing as the latter unit receives B-50 type aircraft. Also, consideration is being given to the possibility of transferring bomb bay bins and flyaway kits from the 7th Bomb Wing to the 2d Bomb Group.

(5) Reference paragraph 46. Your attention is invited to Inclosure 1. Follow up action will be made by this headquarters.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

L. T. Norms
Brigadier General, USAF
Chief of Staff

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[illegible] SAO, 8 Oct 4[illegible], subj: "Operational Readiness Tests."

1st Ind.

DEPT. OF THE AIR FORCE, TH. USAF, WASHINGTON 25, D. C., 20 October 1[illegible].

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Action has been taken to insure that when USAF Inspectors conduct Operational Readiness Tests they do so in accordance with "USAF Operational Readiness Test Missions for Medium and Heavy Bombardment Groups" established by the Bombardment Branch, Requirements Division, Director, Training and Requirements, Deputy Chief of Staff, Operations, this Headquarters.

2. These standard missions emphasize individual proficiency in navigation and require only one mission involving formation flying. It appears that normally the formation phase of this mission will amount to less than six hours.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ A. [illegible]
Brig. Gen., U. S. A. F.
The Air Inspector

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12 October 1[illegible]

SUBJECT: Operational Readiness Tests

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. Incident to revision of Operational Readiness Test procedures, it is believed that increased requirements for sustained operations during the test would add realism and meaning to the over-all test score. Therefore, your comments and recommendations as to the best method of implementing this increase are desired. Consideration should be given to lengthening the period of time which unit effective flying must be sustained rather than increasing the percentage of aircraft utilized during the conduct of the test missions.

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2. It appears that a period of three weeks may be of greatest benefit in indicating the ability of a unit to sustain operations. For this reason, it is proposed for your consideration that the sustained unit effective flying item of the operations scoring sheet be changed to specify mission requirements covering three consecutive weeks. This would not only afford a true picture in regard to the capabilities of a unit to sustain operations and in regard to various deficiencies in maintenance and supply procedures and inadequacies in base facilities which do not now show up, but would also afford a more effective period of intensive unit training than is now normally utilized.

BY COMMAND OF THE CHIEF OF STAFF:

E. A. Bridget,
Colonel, USAF
Deputy, The Air Inspector.

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1st Lt Holstrom/3150/mm/28 Oct 48

Ltr fm CS USAF, dated 12 Oct 48, subj: "Operational Readiness Tests"

SAC 353 (12 Oct 48) 1st Ind OOC2A1

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C., 1 Nov 48

TO: Chief of Staff, United States Air Force, Washington 25, DC

1. This headquarters concurs in the proposal of increasing requirements for sustained operations in the Operational Readiness Test for groups that will be brought up to war time strength only. The groups that are manned at peace time level are organized to produce sixty hours of flying time per aircraft a month and the maintenance and supply operation is geared to this level. Consequently these organizations cannot conduct sustained operations at their home base without working the assigned maintenance and supply personnel extremely long hours. The groups that are manned at war time strenght, however, should be capable of maintaining sustained operation and it is recommended that the Operational Readiness Test be changed to specify mission requirements covering three consecutive weeks and requiring a maximum effort mission every other day or night. It is further recommended that no more than three of these mission be flown in its entirety in formation but that emphasis be placed on individual radar bombing technique and skill.

2. This headquarters conducts continuing Operational Readiness Test by numerous staff visits requiring operational demonstrations, by field exercises, and by our overseas rotational program. Through this method a thorough knowledge is gained of the capabilities of all of our organizations. With the activation of new units and extending the period of the test for our six war strength groups, it will become a year around project to conduct Operational Readiness Tests, therefore it is recommended that a team be organized and assigned to The Air Inspector, Headquarters United States Air Force, for the purpose of conducting these tests.

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
DC/S, Operations

SECRET

P_____T until _____ N _____
(Date)

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C/S	
DC/S	
SEC GS	
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A-3	Noted
A-4	Noted
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ST/587

19 MAY 48 AFOPR 9276

FROM AFOPR SGD AFCCS

TO: CG USAFE WEISBADEN GERMANY

INFO CG SAC ANDREWS AFB MD

CITE URAD EASY ABLE FOX DOG DOG SPACE UNCLE ABLE EIGHT ONE SEVEN NINE DTD ONE EIGHT MAY PD NO ACFT WILL BE ROUTED TO OVERFLY EITHER SYRIA OR IRAQ PD OVERFLIGHT CLEARANCES FOR THESE TWO COUNTRIES HAVE NOT BEEN OBTAINED BUT IS BEING INVESTIGATED HERE PD STATE DEPT IS VERY DOUBTFUL THAT CLEARANCES CAN BE OBTAINED PD THEREFORE CMA THE THREE BAKER DASH TWO NINES CANNOT CONTINUE ON THEIR SCHEDULED FLIGHT PD DESIRE ACFT RETURN TO THEIR HOME STATION PD RE PUBLIC RELATIONS ASPECT OF THIS SITUATION SUGGEST STATMENT SUBSTANTIALLY AS FOLLOWS BE ISSUED BY YOUR HQ AT TIME ACFT PROCEED HOMEWARD CLN QUOTE DUE TO UNSETTLED SITUATION IN COUNTRIES OVER WHICH THE CONTEMPLATED FLIGHT TO OKINAWA WOULD HAVE FLOWN IT IS DEEMED ADVISABLE TO POSTPONE FLIGHT FOR PRESENT PD THE THREE ACFT ARE RETURNING VIA ATLANTIC TO HOME STATION IN UNITED STATES PD UNQUOTE SIMILAR STATEMENT WILL BE ISSUED HERE UPON NOTIFICATION FROM YOU THAT FLIGHT HAS DEPARTED HOMEWARD PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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ST/514

17 MAY 48 WARX 973

FROM AFOPO SGD AFCCS

TO: CG SAC ANDREWS FLD MD

CG FEAF TOKYO JAPAN

RPTD FOR INFO TO CINCEUR BERLIN PD

THERE WILL BE NO REPEAT NO FLIGHTS OF USAF ACFT INTO OR OVER NORTHERN EGYPT UNLESS SPECIFICALLY CLEARED BY THE MILITARY ATTACHE CMA CARIO PD FLIGHTS INTO DHAHRAN WILL BE SUSPENDED UNTIL FURTHER NOTICE EXCEPT NECESSARY ATC RPT ATC MAINTENANCE FLIGHTS PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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ST/759

27 MAY 48 UAX 8283

FROM CG USAFE WIESBADEN GERMNAY

TO: CHIEF OF STAFF USAF WASH DC

INFO CG SAC ANDREWS AFB MD

CITE EAFDD

DUE TO CANCELLATION OF LONG RANGE BAKER DASH TWO NINE FLIGHTS TO DHAHRAN AND ADEN REQUEST YOUR COMMENTS SOONEST CONCERNING DISPATCHING TWO BAKER DASH TWO NINE ACFT EACH WEEK NONSTOP FROM FURSTENFELDBRUCK TO ICELAND AND RETURN TO PRESTWICK SCOTLAND PD ACFT WOULD RON AT PRESTWICK ONE NIGHT THEN RETURN TO FURSTENFELDBRUCK PD

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Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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S E C R E T

PARAPHRASE

1 June 1948

FROM: COMSTRATAIRCOMD

TO: C/S, USAF, WASHINGTON, D. C.

SUGGEST USE OF ROBERTS FIELD, LIBERIA, INSTEAD OF ICELAND, AS SUBSTITUTE FOR DHAHRAN AND ADEN.

PARAPHRASE

S E C R E T

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

A3B3

25 June 1948

SUBJECT: Training Flights to Roberts Field, Liberia

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. Reference secret message from this headquarters A3B3 5004, dated 1 June 1948.

2. It is requested that further consideration be given to the proposed training flight of two (2) B-29 aircraft per week from Furstenfeldbruck to Roberts Field, Liberia.

FOR THE COMMANDING GENERAL:

/S/ Alan Marceau
ALAN MARCEAU
CWO, USAF
Asst Adj Gen

1st Ind.

DEPARTMENT OF THE AIR FORCE, Hq., USAF, Washington 25, D. C.
20 JUL 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Not favorably considered at this time.

2. Survey of Central African Routes conducted by Military Air Transport Service between 26 April and 20 May 1948, indicates that Roberts Field, Liberia, is not suitable for the proposed training flights of B-29 aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ C. W. BAGSTAD
Lt Colonel, USAF
Executive, Operations Division

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B/L fr Hq SAC Andrews AFB, Wash 20 DC to C/S USAF Wash DC dtd 25 Jun 48, subj: Training Flights to Roberts Field, Liberia

SAC 373 (25 Jun 48) 2d Ind A3B
HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 28 JUL 1948

TO: Chief of Staff, United States Air Force, Washington 25, D.C.

Inasmuch as Roberts Field, Liberia is not suitable for the proposed training flights of B-29 aircraft, request consideration be given to dispatching two (2) B-29 aircraft per week from Furstenfeldbruck to Accra, West Africa.

FOR THE COMMANDING GENERAL:

s/ Robert C. Nutt, WOJG, USAF
for MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

3rd Ind. 8 OCT 1948
Department of the Air Force, Hq., USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Roberts Field, Liberia, is now open for intermittent B-29 operations.

2. The Commanding General, USAFE, has been authorized to implement the proposed program of individual B-29 training flights from Furstenfeldbruck or bases in the United Kingdom, via Istres, Oran, Casablanca, Dakar, Roberts Field, to Accra (RON Accra), and return by the same route.

3. Weekly gasoline requirements (100/130 octane) of 10,000 gallons at Dakar, 10,000 gallons at Roberts Field, and 8,000 gallons at Accra have been arranged effective immediately. Program will be initiated as soon as practicable.

4. Necessary clearance rights for transiting and landing privileges have been arranged with the Governments of France and Great Britain.

5. The Commanding General, USAFE, and the Commander, MATS, have been notified of the above by cable.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ G. F. McGUIRE
Colonel, USAF
Assistant Chief, Operations Division
Directorate, Plans and Operations

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

ST/331

12 Jun 1948

FROM: AFOPO SIGNED AFCCS

TO: CG USAFE WEISBADEN GER

INFO: CG SAC ANDREWS AFB MD

COMDR MATS WASH DC

DESIRE YOU INSTITUTE PETER DASH FOUR SEVEN AND BAKER DASH TWO NINE TRAINING FLTS TO WHEELUS AS SOON AS YOU CONSIDER PRACTICABLE PD FLTS SHOULD BE OF SIZE AND FREQUENCY TO MENSURATE WITH SUPPORTING CAPABILITIES ON THE BASE AND CONSISTENT WITH OVERALL MISSION PD SUGGEST FIGHTER FLTS BE COMBINED WITH CURRENT FLTS TO MALTA PD DESIRE THS HQ BE NOTIFIED OF APPROX DATE AND PROPOSED FREQUENCY CMA AND SIZE OF INITIAL FLT PRIOR TO IMPLEMENTATION PD DIRECT COMMUNICATION WITH CG MATS IS AUTH PD

Paraphrase is not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), 380-5, 15 August 1946.

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Maj Francis /mlp/3159 A303A
Rtrn: 26 Jan 1948

AAG 353 (29 Jan 48) 29 January 1948

SUBJECT: Cross Training.

TO: Commanding General, Eighth Air Force, Griffiss Air Force Base, Fort Worth, Texas.

Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

Commanding General, 307th Bombardment Wing, VH, MacDill Air Force Base, Tampa 8, Florida.

1. The [illegible] Officers Cross Training Record" and "[illegible] Certificate of Proficiency" forms are being published and will be forwarded to your headquarters in the immediate future. Proficiency records will be maintained until the [illegible] forms are distributed.

2. [illegible] proficiency tests for navigation and bombing are being forwarded under separate cover this date. The proficiency test for radar observers will be forwarded when compilation is complete.

3. It is reiterated that materials provided by this headquarters are an "assist" only. Your subordinate units are expected to develop their individual cross training resources.

4. The AOP School, Mather Air Force Base, agreed to supply one set of AOP lectures per TAC WHD group provided this headquarters would maintain the current status of the material and make the distribution (this is to protect the AOP School from reoccurring and duplicating requests). The AOP School lectures were received in this headquarters on 12 January 1948 and delivered to your headquarters prior to 14 January 1948. In accordance with the wishes of the AOP School, AAG will not make additional requests for AOP lectures. However, no restriction is placed on procurement by your headquarters of any other training materials or aids from Air Training Command.

BY COMMAND OF GENERAL KENNEY:

D. [illegible] HUTCHINSON
Brigadier General, USAF
AC/S, A-3

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AFDAT [illegible]
Maj Francis/ac/2199 A3431

Ltr 353 (19 March AC) 19 March 1942

SUBJECT: Night Training

TO: Commanding General
Fifth Air Force
Colorado Springs
Colorado

Also to: CG, Eighth Air Force,
Carswell AF Base, Fort Worth,
Texas.
CG, 3rd Bomb Wing, MH
AF MacDill AF Base, Tampa, Florida.

1. All commanders (1091), who are [illegible] rated as 2C/T's will, after completing the course [illegible], be qualified for [illegible] (3) flights as a navigator, five (5) flights as bombardier, and five (5) as a radar observer.

2. The flights must be accomplished before award of the appropriate AF certificate and the individual classified in a particular specialty at any time after the individual concerned has completed the training in that specialty. During each of these flights, the officer will serve as a regular or member in the [illegible] specialty; without benefit of an instructor, i.e., no instruction will not be included in the crew.

3. A record of the accomplishment of these flights will be certified by the Group Commander and placed in the officers's 201 file.

BY COMMAND OF GENERAL KENNEY:

D. N. HUTCHINSON
Brigadier General, USAF
AC/S, A-3

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SUBJECT: Cross Training Program

1. A two (2) day cross training conference was held at Headquarters, Strategic Air Command, 13 - 14 April 1948, with representatives this headquarters, Eighth Air Force, Fifteenth Air Force, and 307th Bomb Wing in attendance.

2. The purpose of the conference was:

a. To exchange recommendations for conducting the program.

b. To improve and refine the course material agreed upon as essential.

c. To establish a method of assuring that all personnel awarded an AFSC meet a minimum standard consistent throughout Strategic Air Command.

3. The following were to be raised and discussed:

a. Effect that the Cross Training Program was having upon combat crew training.

b. The desirability of having SAC Headquarters exhibit a training directive that would give a detailed outline of material to be presented and number of hours to be utilized.

c. The feasibility and desirability of establishing completion dates for types of training.

d. The receptiveness of personnel to the Cross Training Program. 111

e. The use of synthetic training aids and the procurement of replacement parts.

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f. The elimination of certain phases of training from the program.

g. Representatives from each command presented the methods of training utilized by their respective command.

h. The methods of conducting annual proficiency tests.

4. The following conclusions were reached:

a. That with the acceleration of individual training (cross training) combat cross training will be restricted to minimum proficiency.

b. That it would be more desirable for SAC Headquarters to issue a broad directive and have the sub-commands issue the detailed training directives.

c. The representatives did not feel qualified to establish completion dates for the Cross Training Program. They believed that this decision should be held in abeyance until an inspection team could visit each MAB base to conduct a study.

d. That personnel was generally receptive to cross training and that the ten (10) 1093's undergoing 1097 training were unusually receptive to training being given. No delays were expected in completing the 1093's training by 1 July 1948.

e. That all units were having great difficulty in procuring replacement parts for synthetic trainers (representatives were informed that action was being taken by this headquarters to correct this matter).

f. That the following phases would be eliminated from the indicated courses:

(1) Bombing - Glide Bombing Attachment and Automatic Bombing Computer.

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g. That the methods of instruction varied from one command to another and in some cases from one base to another in the same command. Local conditions had a great bearing on the methods used in training.

h. That each group should have a Standardization Board composed of outstanding crew members of the group to give an annual proficiency check to the combat crews.

5. Recommendations:

a. That a Cross Training Inspection Team conduct a study of the cross training program by visiting each VHB base and upon completion to recommend the length of time required to qualify VHB crew personnel in other specialities.

b. That a Standardization Board be established for each group and that subject board conduct annual proficiency checks for all VHB combat crew personnel.

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28 MAY 1948

SUBJECT: Aeronautical Rating (Aircraft Observer, Bombardment)

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. In a letter dated 12 Jan 48, subject as above, your command requested that this headquarters grant the rating of Aircraft Observer, Bombardment (SSN 1037) to singly rated observers and to pilots who had received instruction in the cross-training program being conducted in your command.

2. This request received wide circulation in this headquarters and in commands of the Air Force other than yours. On the basis of consideration in this headquarters and the answers received from other commands, it has been decided that the award of an aeronautical rating will be reserved for officers completing a formal course of individual flying or associated technical instruction in an approved Air Force School.

3. It is not believed that your command, which already has extensive operational commitments, should be burdened with the activation of such schools. The mobility required of SAC units contradicts the requirements for stability in a school where classroom space, installed training aids, a body of organized instructors, and unbroken scheduling are prime requisites.

4. The limitations of the AF Bombardment school have largely been solved by retention of Mather Air Force Base by that activity. It is planned for the present to assign almost the entire output of this school to your command. Between 14 May 48 and 27 Sep 49 over six hundred (600) officers can be expected to graduate. This number should satisfy the immediate requirement for triple trained officers.

5. It is suggested that your command might, as aninterim measure, consider the resources of its cross-training program to fill the present shortage of Radar Observers, Bombardment (SSN 0142) to fill B-29 air crews On-the-job upgrading of rated navigators or bombardiers to this specialty is specifically authorized in the phrase "equivalent military training" in the

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job description of the 0142 in AF Manual 35-0-1.

6. It is further suggested that the proficiency status acquired by officers under the cross-training program be recorded in item 17, DA AGO Form 66.

BY COMMAND OF THE CHIEF OF STAFF

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ODC3A1
1 September 1948

MEMORANDUM FOR GENERAL McMULLEN:

SUBJECT: Report on Status of 1037 Training of Pilots

1. Attached as Inclosures 1 through 11 are detailed reports on the status of 1037 training of pilots prepared as of 15 August 1948.

2. A summary of the report reveals the following:

Group	No. Pilots Enrolled	No. pilots who have completed course or average % of course completed by pilots enrolled		
		Navigation	Bombing	Radar
Eighth Air Force				
7th Bomb Wg*	10	10	10	10
2d Bomb Wg	10	10	10	10
43d Bomb Wg	10	10	10	9
97th Bomb Wg**	13	13	13	13
509th Bomb Wg***	11	10	5	0
93d Bomb Wg	10	10	10	10
28th Bomb Wg	10	10	71%	71%
92d Bomb Wg	9	74%	74%	71%
98th Bomb Wg****	9	Acad 100%	100%	100%
		Fly 62%	62%	62%
301st Bomb Wg	10	Acad 92%	92%	92%
		Fly 29%	29%	29%
307th Bomb Wg*****	5	75%	75%	100%

* Part #2 of Incl 1 indicates progress on second phase of program in which 10 AC and 10 pilots are being trained as 1037.

** Final examinations in Radar and Bombing not yet graded.

*** Final examination in Radar and Bombing not yet taken.

**** Indicated one pilot fatality in B-29 crash.

***** Indicates report is as of 1 July 48.

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Memo to Gen McMullen, subj, "Report on Status of 1037 Training of Pilots", contd

3. The requirement that pilots fly five missions as bombardier, five missions as navigator and five missions as radar operator is subsequent to the successful completion of the course. No deadline date was established. However, these missions were to be accomplished before the SAC Certificate of Proficiency can be awarded.

11 Incls
1. 7th Bomb Wg Report
2. 2d Bomb Wg Report
3. 43d Bomb Wg Report
4. 97th Bomb Wg Report
5. 509th Bomb Wg Report
6. 93d Bomb Wg Report
7. 28th Bomb Wg Report
8. 92d Bomb Wg Report
9. 98th Bomb Wg Report
10. 301st Bomb Wg Report
11. 307th Bomb Wg Report

D. W. HUTCHISON
Brigadier General, USAF
DC/S, Operations

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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base
Washington 20, D. C.

SUSPENSE ODO3A1
DATE 1 October 1948

SAC 353 (20 Aug 48) 20 August 1948

SUBJECT: Cross Training Report.

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. It is requested that a written report on the status of training directed in paragraphs referenced below of SAC Regulations 50-8 and 50-23 be prepared, as of 24 September 1948, and submitted by units to reach this headquarters not later than 1 October 1948.

2. Reference is made to paragraph 3 d (3) (a) through (m) of Change No. 1, dated 20 May 1948, to SAC Regulation 50-23. For each item "a" through "m", stated in the respective subparagraph of referenced change, the following information will be submitted:

a. Number of personnel assigned.

b. Number of personnel qualified in that specialty.

c. Number of personnel undergoing cross training or OJT in that specialty.

d. Average percent of training completed by personnel undergoing training.

3. Reference paragraph 1 c (1) (d) (5) of Supplement 1, SAC Regulation 50-8, dated 28 June 1948, which states "upon completion of flight engineers course, co-pilots will complete the minimum of one flight each month of eight hours duration, performing the duties of flight engineer in all its aspects, including flight planning utilizing cruise control", the following information will be submitted:

a. Number of co-pilots assigned.

b. Number of co-pilots who have completed at least one (1) flight of eight hours duration as flight engineer.

SAC Ft. Crook-1-7-49-10,000

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353 (20 Aug 48
CDO3A1
Ltr to 15th Af, subj "Cross Tng Report", Cont'd,

SUSPENSE
DATE 1 October 1948

c. Number of flights of eight hours duration completed by co-pilots as flight engineers.

4. Reference paragraph 1 b (4) of Supplement I, dated 28 June 1948, to SAC Regulation 50-8, the following information will be submitted on the number of crews who have attained the following capabilities:

a. Radar bombing utilizing radar bombing reflectors from 25,000' mean CPE 1000' (40 mils).

b. RBS bombing from 25,000' mean CPE 2000' (80 mils).

c. Visual bombing from 25,000' mean CPE 375' (15 mils).

5. Reference paragraph 1 b (5), (6) and (7) of Supplement I, dated 28 June 1948, SAC Regulation 50-8, the following information will be submitted:

a. Number of crews who have completed mission outlined in paragraph (5) above.

b. Number of crews who have completed mission outlined in paragraph (6) above.

c. Number of crews who have completed mission outlined in paragraph (7) above.

6. Reports Control Symbol assigned this one-time report is SAC-OT-SP34.

BY COMMAND OF GENERAL KENNEY:

/s/t/ MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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SAC Ft. Crook-1-7-49-30,000

O-0022

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SAC 353 (20 Aug 48) 20 Aug 48
Subject: Cross Tng Report

353 1st Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo, 28 Sep 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. The following tabulation, by groups, is forwarded in compliance with paragraph 1, basic:

a. 92d Bombardment Group, Spokane Air Force Base

(1) Reference paragraph 2, basic

(a) Pilots training as aircraft observers (1037)

1. 55

2. 2

3. 30

4. 19%

(b) Co-pilots training as flight engineers

1. 23

2. 2

3. 7

4. 5%

(c) Pilots training as loran observers

1. 55

2. 37

3. 0

4. 0

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353 1st Ind
Subject: Cross Tng Report

(d) Bombardiers training as radar observers (0142)

1. 16

2. 0

3. 5

4. 10.3%

(e) Bombardiers training as navigators (1034)

1. 19

2. 0

3. 3

4. 3.6%

(f) Navigators training as radar operators (0142)

1. 11

2. 0

3. 2

4. 4.3%

(g) Radar operators training as bombardiers (1035)

1. 16

2. 6

3. 2

4. 1.6%

(h) Flight engineers training as crew chiefs

1. 25

2. 3

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353
Subject: Cross Tng Report

1st Ind

3. 11

4. 5%

(i) Crew chiefs training as flight engineers

1. 37

2. 0

3. 28

4. 8.6%

(j) CFC gunners training as radio operators

1. 28

2. 0

3. 7

4. .66%

(k) Tail gunners training as engine mechanics

1. 39

2. 0

3. 19

4. 26.6%

(l) Right scanners training as propeller mechanics

1. 41

2. 0

3. 15

4. 11%

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353 1st Ind
Subject: Cross Trng Report

(m) Left scanners training as radar mechanics

1. 28

2. 0

3. 7

4. 1.6%

(2) Reference paragraph 3, basic

(a) 23

(b) 2

(c) 5

(3) Reference paragraph 4, basic

(a) 3

(b) 6

(c) 6

(4) Reference paragraph 5, basic

(a) 0

(b) 0

(c) 0

(5) The following personnel, having completed the per cent of training indicated, were transferred from the 92d Bomb Group to the 98th Bomb Group on or about 15 August 1948:

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353 1st Ind
Subject: Cross Tng Report

(a) One aircraft commander trained as aircraft observer, 75%

(b) Three pilots trained as navigators, 32%

(c) One co-pilot trained as flight engineer, 6%

(d) Six navigators trained as radar operators, 84%

(e) Two navigators trained as radar operators, 6%

(f) Three bombardiers trained as radar operators, 6%

(g) Two radar operators trained as navigators, 50%

(h) Four flight engineers trained as crew chiefs, 5%

(i) Four radar operators trained as navigators, 6%

(j) Five flight engineers trained as crew chiefs, 6%

(k) Six gunners trained as engine mechanics, 6%

b. 22d Bomb Group, Smoky Hill Air Force Base

(1) Reference paragraph 2, basic

(a) Pilots training as aircraft observers (1037)

1. 46

2. 0

3. 23

4. 20

(b) Co-pilots training as flight engineers

1. 22

2. 6

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353 1st Ind
Subject: Cross Tng Report

3. 0

4. 0

(c) Pilots training as loran observers

1. 46

2. 20

3. 0

4. 0

(d) Bombardiers training as radar observers (0142)

1. 23

2. 3

3. 0

4. 0

(e) Bombardiers training as navigators (1034)

1. 24

2. 9

3. 0

4. 0

(f) Navigators training as radar operators (0142)

1. 24

2. 9

3. 0

4. 0

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353 1st Ind
Subject: Cross Tng Report

(g) Radar operators training as bombardiers (1035)

1. 19

2. 8

3. 0

4. 0

(h) Flight engineers training as crew chiefs

1. 18

2. 17

3. 1

4. 40%

(i) Crew chiefs training as flight engineers

1. 20

2. 0

3. 0

4. 0

(j) CFC gunners training as radio operators

1. 30

2. 0

3. 0

4. 0

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353 1st Ind
Subject: Cross Tng Report

(k) Tail gunners training as engine mechanics

1. 30

2. 6

3. 24

4. 40

(l) Right scanners training as propeller mechanics

1. 30

2. 0

3. 1

4. 10

(m) Left scanners training as radar mechanics

1. 30

2. 0

3. 0

4. 0

(2) Reference paragraph 3, basic

(a) 22

(b) 0

(c) 0

(3) Reference paragraph 4, basic

(a) 0

(b) 0

(c) 0

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353 1st Ind
Subject: Cross Tng Report

(4) Reference paragraph 5, basic

(a) Not applicable

(b) No sand filled bombs available at this station

(c) Tanker type aircraft not available at this station.

c. 301st Bomb Group, Smoky Hill Air Force Base

(1) Reference paragraph 2, basic

(a) Pilots training as aircraft observers (1037)

1. 60

2. 0

3. 32

4. 41

(b) Co-pilots training as flight engineers

1. 30

2. 10

3. 20

4. 32

(c) Pilots training as loran observers

1. 60

2. 38

3. 22

4. 75

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353 1st Ind
Subject: Cross Tng Report

(d) Bombardiers training as radar observers (0142)

1. 22

2. 0

3. 21

4. 45

(e) Bombardiers training as navigators (1034)

1. 22

2. 0

3. 21

4. 36

(f) Navigators training as radar operators (0142)

1. 19

2. 2

3. 15

4. 27

(g) Radar operators training as bombardiers (1035)

1. 13

2. 6

3. 7

4. 25

(h) Flight engineers training as crew chiefs

1. 26

2. 22

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353 1st Ind
Subject: Cross Tng Report

3. 4

4. 50

(i) Crew chiefs training as flight engineers

1. 29

2. 8

3. 21

4. 50

(j) CFC gunners training as radio operators

1. 20

2. 0

3. 29

4. 0

(k) Tail gunners training as engine mechanics

1. 29

2. 5

3. 24

4. 35

(l) Right scanners training as propeller mechanics

1. 29

2. 0

3. 0

4. 0

13

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353 1st Ind
Subject: Cross Tng Report

(m) Left scanners training as radar mechanics

1. 17

2. 0

3. 17

4. 16

(2) Reference paragraph 3, basic

(a) 30

(b) 6

(c) 6

(3) Reference paragraph 4, basic

(a) 16

(b) 15

(c) 15

(4) Reference paragraph 5, basic

(a) Negative

(b) Negative

(c) Negative

d. 93d Bomb Group, Castle Air Force Base

(1) Reference paragraph 2, basic

(a) Pilots training as aircraft observers (1037)

1. 69

2. 0

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353 1st Ind
Subject: Cross Tng Report

1. 20

4. 0

(b) Co-pilots training as flight engineers

1. 28

2. 6

3. 22

4. 25%

(c) Pilots training as loran observers

1. 69

2. 69

3. 0

4. 100%

(d) Bombardiers training as radar observers (0142)

1. 30

2. 0

3. 30

4. 85%

(e) Bombardiers training as navigators (1034)

1. 30

2. 0

3. 10

4. 0

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353 1st Ind
Subject: Cross Tng Report

(f) Navigators training as radar operators (0142)

1. 27
2. 0
3. 27
4. 0

(g) Radar operators training as bombardiers (1035)

1. 3
2. 3
3. 0
4. 100%

(h) Flight engineers training as crew chiefs

1. 32
2. 24
3. 8
4. 90%

(i) Crew chiefs training as flight engineers

1. 30
2. 0
3. 30
4. 20%

(j) CFC gunners training as radio operators

1. 30
2. 0

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353 1st Ind
Subject: Cross Tng Report

3. 30

4. 40%

(k) Tail gunners training as engine mechanics

1. 28

2. 0

3. 28

4. 25%

(l) Right scanners training as propeller mechanics

1. 48

2. 0

3. 48

4. 0

(m) Left scanners training as radar mechanics

1. 30

2. 0

3. 30

4. 0

(2) Reference paragraph 3, basic

(a) 28

(b) 6

(c) 190 (This figure is an estimate. The 6 co-pilots have flown a total of 2945 hours as flight engineers.)

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353 1st Ind
Subject: Cross Tng Report

(3) Reference paragraph 4, basic

(a) 0

(b) 0

(c) 0

(4) Reference paragraph 5, basic

(a) 0

(b) 0

(c) 0

2. Reference paragraph 4a, basic, the Carrington Island target was considered the same as a radar reflector target.

3. Reports for units of this Air Force on overseas TDY have not been received this Headquarters; upon receipt, they will be forwarded your Headquarters with the least possible delay.

FOR THE COMMANDING OFFICER:

W. P. BRETT
Colonel, USAF
Deputy Chief of Staff, Operations

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COMGENAIRDIVRCN THREE ONE ONE TOPEKA AFB KANS MULTIPLE ADDRESS

ODC3A 941 PD EFFECTIVE IMMEDIATELY ALL CROSS TNG BEING CONDUCTED UNDER SAC REG 50 DASH 23 AND CHANGE ONE THERETO IS HEREBY SUSPENDED UNTIL ALL SAC COMBAT CREWS ATTAIN LEAD CREW PROFICIENCY X LEAD CREW PROFICIENCY WILL BE DETERMINED BY THIS HQ X AFTER CERTIFICATION BY COMMANDING GENERALS OF NUMBERED AIR FORCES AND SEPARATE WINGS

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ODC 3A/lt col Wilson/mab/2295

191530 Oct 48

/s/t/ EARL C MILLER
Major, USAF
Asst Adj Gen

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HEADQUARTERS EIGHTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
Fort Worth, Texas

AIES 353 16 March 1948

SUBJECT: Technical Training School Program

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. The Eighth Air Force is experiencing considerable difficulty in accomplishing training required to round out the qualifications imposed upon a great many of our necessary Military Occupational Specialties.

2. Certain of these difficulties can be corrected only by higher headquarters.

a. Because shortages exceed OJT facilities, certain MOS's are not being filled sufficiently to even take care of normal attrition.

b. Because training aids are not available to the Eighth Air Force, certain MOS's must be filled by graduates of specialized schools.

c. Even though sufficient volunteers for attendance at specialized schools are ample, quotas are far fewer than requirements dictate. (Attention is invited to Inclosure 1, Progress Chart Formal School Training)

d. Because quotas are delayed for such long periods of time, applicants are discouraged, an administrative bureau on a station is created, and future school attendance programs are certain to have fewer volunteers.

3. It is recommended that:

a. Greater effort be made to obtain quotas required in order that SSN shortages will decrease as rapidly as possible.

b. It be recognized that training in certain MOS's cannot be conducted at the station and that special effort be made in obtaining quotas accordingly. (Attention is invited to Inclosure 2, List of SSN's which cannot be filled by OJT or station schools.)

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AIES 353 16 MAR 1948
Subject: Technical Training School Program

c. A special procedure be established to invalidate requests for unfilled quotas after the passage of a reasonable length of time. (Attention is invited to Inclosure 3, A Tabulation of Status of Formal School Quotas.)

3 Incls
1. Progress Chart Formal School Training.
2. List of SSNs not trainable at stations.
3. Tables, Quotas Req & Rec by this Comd.

/s/t/ R. M. RAMEY
Major General, USAF
Commanding

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EIGHTH AIR FORCE

SSNs that cannot be adequately trained at stations through local OJT Program or station schools.

SSN	TITLE
017	Baker
024	Blacksmith
037	Meat Cutter
050	Carpenter
062	Food Service Apprentice
063	Crane Operator
067	Dental Lab Tech
070	Draftsman
072	Physical Therapy Tech
080	Marine Engineer
110	Locomotive Engineer
322	Refrigeration Mech
* 405	Clerk-Typist
** 542	Communications Tech
575	Remote Control Turret Repmn
* 684	Ap Power Plant Mech
** 685	Ap Electrical Mech
** 686	Ap Instrument Mech
** 687	Ap Propeller Mech
* 747	Ap & Eng Mech
766	Radio Operator High Speed Manual
859	Pharmacy Tech
861	Surgical Tech
** 925	Aircraft Engineering Tech
957	Ap Elect Instrument Mech
958	Ap & Eng Elect Air Repmn

* Can be trained on the job, but shortages exceed OJT facilities

** Not feasible to OJT an untrained man. However, if man has basic background and holds prerequisite SSNs, he could be trained on the job.

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EIGHTH AIR FORCE

STATUS FORMAL SCHOOL QUOTAS

	NBR QUOTAS REQUESTED	NBR QUOTAS RECEIVED	QUOTAS NOT RECEIVED
Aug 47	63	23	40
Sep 47	54	18	36
Oct 47	96	10	86
Nov 47	236	109	127
Dec 47	174	87	87
Jan 48	154	18	136
Feb 48	822	6	816
Totals	1599	271	1328

BREAKDOWN BY STATIONS WITHIN COMMAND

	FORT WORTH		ROSWELL		TUCSON		KEARNEY	
	Nbr Quotas Requested	Nbr Quotas Received	Nbr Quotas Requested	Nbr Quotas Received	Nbr Quotas Requested	Nbr Quotas Received	Nbr Quotas Requested	Nbr Quotas Received
Aug 47	14	6	18	10	31	7	0	0
Sep 47	15	7	13	5	26	6	0	0
Oct 47	36	4	8	2	47	4	5	0
Nov 47	52	31	17	10	54	23	111	45
Dec 47	46	20	14	10	28	14	86	43
Jan 48	17	2	40	2	46	0	51	14
Feb 48	187	0	348	2	212	4	75	0
Totals	367	70	460	41	444	58	328	102

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SAC 353 (3 Mar 1948) 3 May 1948

113

SUBJECT: Schedule of Requirements for Training Military Personnel

TO: Commanding General
EighthAir Force
Carswell Air Force Base
Fort Worth, Texas

1. Reference is made to your letter, file AIOS 353, subject as above, dated 22 April 1948.

2. Your requests for technical training have been approved by this headquarters and forwarded to Headquarters United States Air Force for action with the exception of the following, which were not included for the reason indicated:

Course Requested	SSN of Personnel	Remarks
Military Management Course	1093	Submit Attn A1B3E
Aircraft Observer Bombardment	All SSN's	Requests no longer available under provisions of SAC Regulation 50-18
General Air Inspectors Course	1024	Submit Attn A1B3E
Automotive Maint and Repair	4000	Re-submit 24 Jul 48
Message Center Off Crypto	1051	Course discontinued
Aerial Photo Off	1092	Re-submit 24 Jun 48
Air Intelligence Off	1034	Re-submit 24 Jul 48
Enlisted Military Administration	All SSN's	Re-submit 24 Jul 48
Automotive Equip Technician	237	Out of field of skill
	824	Out of field of skill
	835	Out of field of skill
Construction Technician	931	Requires construction SSN prerequisite
Draftsman, General	747-A	Out of field of skill
	931	Out of field of skill

P_____T until _____ N _____
(Date)

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A3C1B 353 3 May 48

Subject: Schedule of Requirements for Training Military Personnel

Course Requested	SSN of Personnel	Remarks
Installer - Repairman Tel and Tel	521	Re- submit 24 Jul 48
Photo-Lithographer	911	Out of field of skill
Machinist	750-B	Downgrading - Justify
Photographer	All SSN's	Re-submit 24 July 48. This applies to all previous requests for which quotas have not been granted.
Stenographer	063	Out of field of skill
	931	Out of field of skill
Power Shovel Operator	824	Out of field of skill
Clerk-Typist	063	Out of field of skill
	548	Out of field of skill
	747	Out of field of skill
	405	*SSN of individual indicates that he is skilled and needs no further training. Air Training Command will not train personnel for SSN currently held by personnel.
Primary Armament Technician	505	See (*) above
Aircraft Sheetmetal Worker	747-I	Downgrading - justify
Aircraft Welder	835	Out of field of skill
AF Military Police	505	Out of field of skill
	932	Out of field of skill
	942	Out of field of skill
	677	See (*) above
Power Plant Mechanic R-4360	748	Prerequisite 747 required
AP Power Plant Mech V-1650	747-A	No requirement for this skill in SAC
	747-B	No requirement for this skill in SAC

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A3C1B 353 3 May 1948
Subject: Schedule of Requirements for Training Military Personnel

Course Requested	SSN of Personnel	Remarks
Power Plant Mech Jet Eng	748	Prerequisite 747 required
AF Instrument Mech	686	See (*) above
	521	Prerequisite 747 required
AF and Engine Mech, Conv	747	See (*) above
AF and Engine Mech, Jet	750	See (*) above
AF and Engine Mech, Liaison	745	Open to Department of Army personnel only
AF and Engine Mech, P-80	750-B	Course discontinued
Radio Mech, General	238	Out of field of skill
	502	Out of field of skill
	747-B	Out of field of skill
	754	See (*) above
Radio Operator, General	747	Out of field of skill
Weapon Repair, Small Arms	345	Course discontinued. Now a part of Course #50501
Adjutant General School, Enlisted Administration	All SSN's	Re-submit 24 Jul 48
Army Information School	274	Re-submit 24 May 48
Information and Education School	756	Re-submit 24 May 48
Flight Engineer, Ground Phase	580	Previously requested and not qualified
	748	Previously requested and not qualified
Officers Information and Education Course	1035	Previously requested, re-submit 24 May 48
	1054	Previously requested, re-submit 24 May 48

4

P_____T until _____(Date)_____ N_____

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A3c10 353 3 May 1948
Subject: Schedule of Requirements for Training Military Personnel.

3. The fact that requests for personnel to be trained in an MOS currently held by these personnel and that many requests for training do not meet the necessary prerequisites as listed in "A Prospectus of Air Training Command Courses" and War Department Memorandum No. 615-515-1, dated 12 September 1947 as amended, indicates to this headquarters that insufficient consideration is taken in screening applications for technical training and in consolidating requests in accordance with SAC Regulation 50-16.

4. It is directed that training for officers be submitted in accordance with paragraph 4b(1) and 4b(2) of SAC Regulation 50-16, dated 5 March 1948.

5. Your attention is invited to TWX A3C1A 1120, this headquarters, dated 27 April 1948, concerning submission of requests for food service training.

6. The present method of allocating school quotas on the basis of volunteered requirements has resulted in poor utilization of certain advanced training courses. In order to effect maximum utilization of advanced training facilities and to prevent further waste of training funds, it is directed that the following immediate steps be taken to increase student flow of assigned personnel to all advanced training courses:

a. Insure that all enlisted men are kept properly informed of available advanced training facilities as outlined in "A Prospectus of Air Training Command Courses."

b. Encourage applications for advanced training, under the provisions of AF Letter 50-58, by interview and by stressing the individual career development opportunity such training affords.

7. In view of the excessive backlog of requests Headquarters United States Air Force has accumulated for enlisted military administration training at the Adjutant General School, Camp Lee, Virginia, it is requested that no further applications for this training be forwarded to this headquarters prior to 24 July 1948.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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DEPARTMENT OF THE AIR FORCE
Headquarters United States Air Force
Washington

AFPMP-2 27 September 1948

SUBJECT: Schedule of Requirements for Training Military Personnel

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Reference is made to letter, your Headquarters, 2 September 1948, subject as above.

2. Enlisted quotas requested for Air Force courses have been approved and forwarded to the Air Training Command for necessary action with the exception of the following, which were not included for the reason shown below:

Course	Present SSN of Personnel to be Trained	Remarks
Cryptographic Technician	405	No course capacity until November. Resubmit when Cryptographic clearances have been attained.
Airplane Sheetmetal Worker	405	Training out of critically short specialty. If resubmitted, include justification.
Airplane and Engine Mechanic, Conventional	405	Training out of critically short specialty. If resubmitted include justification.
Radio Mechanic, General	550	Training out of critically short specialty. If resubmitted, include justification.
Radio Operator, General	405	Training out of critically short specialty. If resubmitted, include justification.
Chemical Technician	809	Course on standby status. Resubmit at later date.

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Ltr to CO, S.C. Andrews AFB, Nash 20, D.C., Subj: Schedule of Reqmts for Trng Mil Pers.

Course	Present SSN of Personnel to be Trained	Remarks
Enlisted Assistant Inspector Courses	All SSN's	Course not yet active. Resubmit upon resumption of training.

3. All quotas requested for training at Department of the Army schools, including medical training and food service training, have been approved and reporting instructions are being issued under separate cover except as noted below.

Course	Present SSN of Personnel to be Trained	Remarks
Advanced Enlisted Administrative	All SSN's	No space available. Resubmit upon notification by this Headquarters.
Explosive Ordnance Disposal	Unknown	No space available. Resubmit upon notification by this Headquarters.
Medical Department Enlisted Technician	120	Resubmit indicating correct titl of course desired.
Mess Steward Course "B"	062,321	Airmen not qualified for advanced training in accordance with AF Letter 53-7. Suggest entry into basic food service courses.
Food Supervision Course "B"	All SSN's	No space available until November. Resubmit in October.
Army Finance Administration	Unknown	Next class to convene in January, 1949. Resubmit in November.

4. This Headquarters is desirous of ascertaining the amount of training and retraining needed for Personal Equipment Technicians (SSN 594). It is requested that an estimate

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of the requirements for your Command during Calendar Year 1949 be included in the regular training requirements report submitted to this Headquarters on or before 1 November 1948.

5. Recent reports of excessive student elimination from both Air Force and Department of the Army schools have reached serious proportions, further emphasizing the need for extreme care in the selection of airmen for school attendance. AF Letter 122-6 authorizes Air Force schools to return all airmen to their home stations who do not meet course prerequisites cited in "A Prospectus of Air Training Command Courses." Army and Navy schools also excise the authority to return unqualified students. Principal reasons for recent student disqualifications include:

a. Fifteen (15) months service is not assured upon graduation from basic courses.

b. Lack of prerequisite qualifications for advanced courses.

c. Lack of expressed interest in training on the part of students selected for military police and food service training. (Reference The Prospectus and AF Letter 53-7, 19 August 1948).

6. Reports reaching this Headquarters also indicate that the provisions of AF Letter 50-48, 28 April 1947, are not being fully complied with when airmen are detailed to Air Force Schools. Particular attention is invited to paragraph 1d(4), cited letter, which provides that Service Records and allied papers must be forwarded. It is requested that appropriate action be taken to insure that these records are dispatched so as to reach the schools concerned on or before the date students are scheduled to arrive. Such action will prevent unnecessary correspondence and delayed entries into technical courses.

7. Continuing effort should be maintained, as a measure of self interest, to encourage utilization of advanced training facilities. While first priority is given to assigned airmen in scheduling all advanced course entries, a high proportion of advanced students is being enrolled directly from basic technical schools because of insufficient requests for quotas from major air commands. Such a practice is not

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Ltr to CG, SAC, Andrews AFB, Wash 20, D.C., Subj: Schedule of Request for Trng Mil Pers.

conducive to effective training from a qualitative standpoint, and greater numbers of qualified assigned airmen must be enrolled to obviate its necessity.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
1-Chart-Sep 1948

/s/t/ ALFRED V. VAN HOOZER
Major, USAF
Office, Director of Military Personnel

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington, D. C.

Mar 12 1948

SUBJECT: Training of On-the-Job Training Supervisors.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. It has been suggested that additional training be conducted for personnel engaged in supervising on-the-job training programs at Air Force bases. In many instances, those delegated the responsibility for the conduct of on-the-job training programs are unfamiliar with pertinent AF Training Standards. Air Training Command course outlines, syllabi of instruction, and other publications containing information vital to the subject. It is emphasized that the effectiveness of the present Air Force training program is contingent upon a well conceived, properly supervised, objective type on-the-job training program at all Air Force bases.

2. In the event a requirement exists within your command for the training of the aforementioned supervisory personnel, it is requested that this headquarters (ATTENTION: Director, Training and Requirements) be notified. Such information should include:

a. Estimated number of supervisory personnel requiring the type of training.

b. Identification of a, above, as officer or enlisted men.

c. Recommendation concerning the desirability of formalized, seminar, or conference type training.

3. Subject information is exempt from reports control symbol in accordance with paragraph 4b, AR 305-15, 25 August 1947.

BY COMMAND OF THE CHIEF OF STAFF:

JOHN B. CORNETT
Colonel, USAF
Deputy Chief, Training Division
Directorate of Training & Requirements

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B/L fr USAF, subj: "Training of On-the-Job Training Supervisors." dtd 12 Mar 48.

SAC 353 (12 Mar 48) 1st Ind A3C1A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 18 MAR 1948

TO: Chief of Staff, United States Air Force, Washington 25, D.C.

1. This headquarters has long been aware of the vital necessity for an adequate on-the-job training program to be conducted by units of this command.

2. However, it is the opinion of this headquarters that on-the-job training programs as conducted by units of this command are meeting the ever increasing requirement for qualified personnel. This manifests itself in the fact that all installations are making maximum use of the MTU in bringing pertinent MOS's to required proficiency.

3. It is the opinion of this headquarters that as long as supervisors produce the desired results, there is little need for training of such personnel.

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
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HQ DEPARTMENT FIFTEENTH Air FORCE
Colorado Springs, Colorado

A30/Lt Col Garland/ng/Ext 244

AG 353 A30 22 APR 1948

SUBJECT: Squadron Training Maneuvers at Wendover Air Force Base

121

TO: Commanding Officer
Wendover Air Force Base
Wendover, Utah

1. Each squadron of the 28th Group, 92d Group, 97th Group, and 301st Group will participate in seven-day maneuvers at Wendover Air Force Base. Squadrons of the 93d Group and 98th Group will participate during a period subsequent to the period specified herein and the schedule will be published at a later date.

2. Schedule:

GROUP	1st Sq	2d Sq	3d Sq
28th	2 - 8 May	9 - 15 May	13 - 19 Jun
92d	16 - 22 May	30 May - 5 Jun	6 - 12 Jun
97th	27 Jun - 3 Jul	1-7 Aug	8 - 14 Aug
301st	15 - 21 Aug	22 - 28 Aug	29 Aug - 4 Sep

3. Maneuvers will be conducted as an individual squadron training mission. Aircraft assigned to the respective squadrons will be utilized. Training to be accomplished will be at the discretion of the wing commander with emphasis placed on gunnery and visual and radar bombing. Conditions permitting, tactical type bombs will be dropped.

4. Squadrons will be supported by home station. Wendover Air Force Base will furnish normal base facilities but will be augmented by ten SSN 283 and two SSN 521 from participating squadron to assist in operating certain facilities.

5. Commanding Officer, Wendover Air Force Base will be notified at earliest practical date number of personnel participating and amount of fuel, lubricants, ammunition, and bombs needed to support mission.

6. A report will be rendered after each squadron maneuver to include the following:

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AG 353 A30
Subject: Squadron Training Maneuvers at Wendover AFB

a. Personnel by SSN on maneuver.

b. Types and amount of training accomplished.

c. Types and numbers of bombs expended.

d. Aircraft spares consumed.

7. Direct contact authorized between Commanding General, 92d Bomb Wing, and Commanding Officer, Wendover Air Force Base to arrange necessary details.

/s/t/ D.T. HAMILTON
Lt Col, USAF
Asst Adjutant General

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26 May 1948

Brigadier General D. R. Hutchinson
Commanding, 307th Bomb Wing
MacDill Air Force Base
Tampa 8, Florida

122

Dear General Hutchinson:

Attached hereto are three copies of data which reflects the bombing capabilities of the different bomb groups of this command for the period April 1948. This data does not contain all of the bombing of the Strategic Air Command, but only those phases which are considered important, i.e., high altitude.

It is desired that action be taken to reduce the circular errors in units of your command. Radar bombing should be particularly stressed in order that this command may be competent to bomb in all types of weather.

Copies of this report are being mailed directly to subordinate commanders throughout the strategic Air Command.

Sincerely,

CLEMENTS McMULLEN
Major General, U.S. Air Force
Deputy Commander

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A2B3

Lt Col Wood/pjn/3150

SAC 373 (27 May 48) 27 May 1948

SUBJECT: Competitive Bombing Maneuver, Castle Air Force Base

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Identical letters to Fifteenth AF and 307th Bomb Wg

1. During the week commencing 21 June 1948, this command will conduct a competitive bombing maneuver at Castle Air Force Base, Merced, California, to determine which combat crew within the Strategic Air Command is the most efficient bombing team.

2. You are directed to select three (3) combat crews from each bombardment group for this competition. The 93d Bomb Group will not participate because of overseas assignment during competition.

3. Each crew will fly its own airplane to the maneuver base. The crew will consist of the normal combat crew plus necessary maintenance personnel and will not exceed twenty (20) persons per aircraft.

4. Crews and aircraft will be in place at Castle Air Force Base by 2100, 20 June 1948 and will depart for home station by 1200, 27 June 1948.

5. Each crew will accomplish three (3) visual bomb releases and three (3) radar releases, utilizing the Wendover Bombing Range.

6. M-38 A-2 Practice Bombs will be used.

7. Bombing will be accomplished at an altitude of 25,000' PIA.

8. When Fifteenth Air Force crews are flying, a pilot or co-pilot from the 307th Bomb Wing or Eighth Air Force will ride in each aircraft as an observer. When the Eighth Air Force crews and the 307th Bomb Wing crews are flying, a pilot or co-pilot from the Fifteenth Air Force will ride in each aircraft as an observer.

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A3B3 27 May 48
SUBJ: Competitive Bombing Maneuver, Castle Air Force Base

9. Schedule for bombing is as follows:

22 June - Fifteenth Air Force accomplish visual bombing between 0700 and 1700.

23 June - Eighth Air Force and 307th Bomb Wing accomplish visual bombing between 0700 and 1700.

24 June - Fifteenth Air Force accomplish radar bombing between 0700 and 1700.

25 June - Eighth Air Force and 307th Bomb Wing accomplish radar bombing between 0700 and 1700.

26 June - All Air Forces complete bombing.

10. A rectangular pattern will be flown on the bombing range.

11. The A-3, Fifteenth Air Force will establish a control system to insure that not more than one (1) aircraft is on the range at one time.

12. The A-3, of Strategic Air Command, Fifteenth and Eighth Air Forces and 307th Bomb Wing will confer at Castle Air Force Base to determine the headings to be utilized for bombing runs on the Wendover Bombing Range.

13. Rules governing Bomb Scoring will be determined at a meeting of Representatives from Commands concerned upon arrival at Castle Air Force Base.

14. The crew winning the competition will be presented with a letter of commendation signed by the Commanding General, Strategic Air Command.

15. Upon completion of the maneuver, aircraft and crews will proceed direct to their home station.

16. This maneuver will be considered as a field exercise and is properly chargeable to SFE Project 440 Funds available.

BY COMMAND OF GENERAL KENNEY:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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24 JUN 1948

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, UNITED STATES AIR FORCE
WASHINGTON

SUBJECT: Air Proving Ground Report, Projects No. 1-47-4.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Attention is invited to Air Proving Ground Report, Project No. 1-47-4, subject: Accuracy Test of Radar Bomb Scoring, dated 30 March 1948.

2. This headquarters is interested in the present and contemplated future utilization of the SCR-584 MC-2/4 radar bomb scoring equipment as it reflects the state of training of bombardment units within your command. Specifically, this headquarters rrequests the following information.

a. What operatfonal ground difficulties are experienced with this equipment in its bombing use?

b. What operational air difficulties are experienced with this equipment in its bombing use?

c. To what extent do the results of training with this equipment reflect the operational proficiency of the individual com bat crew, as well as that of the combat group? Also, the combat wing?

d. What would you suggest to improve any ground or air difficulties being experienced with this equipment?

e. What are the over-all requirements of your command for this equipment? Also, what appears to be the over-all Air Force requirement for this type equipment?

3. It is requested that pertinent comments relative to paragraph 2 above and to the conclusions and recommendations contained in paragraphs 3 and 4 respectively of subject report be forwarded this headquarters at the earliest practicable date.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ W. T. Perkins, Col USAF
for THOMAS S. POWER
Brigadier General, USAF
Chief Requirements Division
Directorate of Training & Requirements

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Basic Ltr fr USAF, 24 June 1948, subj: Air Proving Ground Report, Project No. 1-47-4.

SAC 353 (24 June 1948) 1st Ind A3C3A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 1 JUL 1948

TO: Commanding Officer, 263rd Air Force Base Unit (RBS), Carswell Air Force Base, Fort Worth, Texas.

Basic communication is forwarded for comments and recommendations as requested therein.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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413.44-112 2d Ind SHC/tvn
Subj: Accuracy Test of Radar Bomb Scoring Project No. 1-47-4.

Headquarters, 263D AF Base Unit (RBS), Carswell AF Base, Fort Worth, Texas, 16 July 1948.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. In compliance with paragraph 2, basic communication, the following information is submitted:

a. The operational ground difficulties experienced with this equipment are:

(1) The equipment is old and requires an excessive amount of maintenance to keep it operational.

(2) The R-294, Plotting Equipment, is obsolete.

(3) Many equipment modifications are necessary in order to adapt the equipment for Radar Bomb Scoring.

(4) The scoring range is limited to a maximum of 20,000 yards, thus target selection is limited.

(5) The recorded ground track is interrupted when an altitude reading is taken because the equipment does not have a continous altitude dial.

(6) The equipment is not provided with automatic range tracking. Automatic Range tracking will increase the scoring accuracy and will permit more accurate tracking with a less experienced operator.

(7) The SCR 624 (VHF), the SCR 522 component of which is designed for airborne use, requires an excessive amount of maintenance and repair since it is operated continuously on the ground.

(8) The scale of the plotting board is 1000 yards to the inch. The ruler is divided into fifty units to the inch; each unit equals twenty yards on the plotting board. This scale makes it difficult to measure and compute the bombing problems accurately.

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(9) Some examples of the difficulties in obtaining supplies peculiar to this equipment are:

(a) Seventeen (17) or more months were required to receive a shipment of 10 rolls of plotting paper, AG Stock Number 3300-659410005, Signal Corps Stock Number SM 850.5 for the operation of plotting equipment RC-294. Requisitions for plotting paper, submitted by the detachments of this organization prior to January 1947, were returned with non-availability reports from the depots. This prompted action to be taken through Command Channels, resulting in a letter initiated by Headquarters, Strategic Air Command to Commanding General, Army Air Forces, subject: "Request for Priority to Requisition Critical Communication Supplies", file No. SAC 400.12 (23 Jan 47). The 5th indorsement to the above letter indicated that 24 rolls of plotting paper were extracted to 862nd Specialized Depot to be held on back order against PR 736320A and shipped upon delivery to Andrews Field. The Ten (10) rolls were received 9 June 1948 by this Headquarters, at Carswell AF Base, approximately 17 months after a requisition was submitted through Command Channels and 19 to 20 months after Detachments had submitted their requisition to these local supply points, as prescribed in existing AF Directives, before delivery was made. In the interim period, it was necessary to curtail operations in some of the Detachments until temporary stop gap arrangements could be made to borrow three (3) rolls of plotting paper from other agencies of the Army and Air Force.

(b) Hydrogen Supply: The mission of the 263d AFBU (RBS) necessitates the use of hydrogen gas for the purpose of inflating balloons ML-131 used in conjunction with Rawin observations.

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413.44-212 2nd Ind
Subj: Accuracy Test of Radar Bomb Scoring Project No. 1-47-4

These wind observations are made twice daily under normal operating conditions and as often as 5 and 6 times daily when required in cooperation with special missions or hurricane warnings. In conjunction with the above, the various detachments of the 263D AFBU (RBS) have at times been completely out of hydrogen gas for as long as 5 months; a period of 2 to 3 weeks is not uncommon. The difficulty has varied from lack of coordination between using agency and supply agency, lack of funds to purchase the gas or transport the cylinders, or lack of understanding between Depots and Supply Officers. Circumstances have necessitated transporting the cylinders 1500 or more miles one way by Air, when a purchase contract with a local manufacture could have been written to supply all needs, and considerably saving could have been effected, not to mention the time. To date many of the Detachments are still encountering considerable difficulty in stocking a sufficient supply of hydrogen gas to prevent a break down in operations and no two detachments are receiving the hydrogen supply in the same manner.

(c) As a further example of the difficulties being encountered by Detachments of the 263d AFBU (RBS) is procuring supplies, an extract of a letter received from CO Detachment "D", Fort George Wright, Spokane Washington is quoted herein: "We have run into another dead end on Supply. In November we submitted approximately 50 requisitions for 584 spares thru Signal and a couple of months later USAF 1677 Supply Officer bounced the lot of them stating that the equipment was peculiar to the Air Forces and would therefore have to be ordered through Air Corps Class 16. We complied and in addition, have since submitted approximately 100 more requisitions for like items. In other words, we now have in the mill about 150 requisitions for various 584 spares. We were advised

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413.44-112 2nd Ind
Subj: Accuracy Test of Radar Bomb Scoring Project No. 1-47-4.

that the Ogden Depot had decided that the requisitions would all have to be resubmitted through Signal, so now we have 150 requisitions to resubmit and what is even worse, we have lost six months time. I don't suppose that there is anything you can do about such mixups, it's really a battle that we have to fight out here in the field, but I thought that you would like to know about it. Frequent changes of Supply Officers and policy has made it difficult to pin down 1677 on this and similar matters, the best that we can get out of them is that they are sorry." No further explanation of the above quotation is believed necessary, as the lack of coordination and understanding by Supply Personnel is apparent.

(d) It has always been necessary for the 263d AFBU (RBS) to assume the initiative in locating equipment for establishment, of Radar Bomb Scoring sites and after establishment, the supplies necessary to maintain them in some semblance of order. As a further example, the e is planned in the very near future, to establish 4 to 5 new sites in various parts of the United States and overseas, however, the prospects for additional equipment to activate the site is limited to one (1) complete set modified for RBS operation, another set in one of the Air Materiel Depot (Project R-4CMO) (for approximately 140 days) overhaul and modification, but the Depot lacks technical information or parts to accomplish the overhaul or modification. One half of another set is on hand in one of the Air Materiel Area Depot (Project R-24-[illegible]) but the remaining half cannot be located by Headquarters, Air Materiel Command, thereby preventing the completion of a set of RBS equipment for future utilization and leaving the 263d AFBU (RBS) short 3 or more complete sets of equipment with which to activate additional sites.

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413.44-112 2nd Ind
Subj: Accuracy Test of Radar Bomb Scoring Project No. 1-47-4

(10) There is a scarcity of technical publications for the RC 294 (TM 11-1220) and the Jefferson-Travis Radio Set. TM 11-1220 is not listed in FM 21-6, consequently copies cannot be obtained to replace worn or lost copies. The manufacturer of the Jefferson-Travis Radio was able to furnish one copy of Preliminary Technical Instructions for their radio set, however, the company has changed owner hip and no addi-tional technical publications are available.

(11) Requests for use of the RBS bombing range are often not met and cancellations are often not received due to the lack of an adequate communications system.

b. The operational air difficulties experienced with this equipment are limited to:

(1) The bomb release point indicator system. The fading of tone release mechanism is caused by the VHF communications between the Aircraft and the RBS site. The fading is most pronounced when the aircraft passes directly overhead or nearly so. Under these conditions, the aircraft is between the aircorne antenna and the RBS site antenna. AS VHF travels in a straight line the signal strength is greatly reduced. The vertical polorization of both the aircraft and RBS antennas aggravate this condition.

(2) The improper dissemination of target material. In many cases using agencies request this organization to furnish target material on targets that have been in use a long period of time. New Bombardment units have difficulty in obtaining target information. New target material is very late in getting into the hands of using agencies. SAC Regulation 50-13 and Letter SAC 416 (19 May 48) subject: Domestic Target Material, prescribes the procedure for obtaining target material. Maximum utilization of radar bomb scoring sites is not being obtained due to lack of adequate target material.

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(3) Inadequate mission briefing. Crews often appear over the target and do not understand the proper range procedure due to unfamiliarity with SAC Reg 50-4, the SOP.

c. Suggest the answers to paragraph 2c, basic communication, be furnished by the Assistant Chief of Staff, A-3, Strategic Air Command.

d. The suggestions to improve any ground or air difficulties being experienced are:

(1) Replace all SCR 584-RC 294 sets with AN/MPQ2 or SCR 584 (BM) type sets modified with automatic range tracking. The radar set AN/MPQ2 and the SCR 584 (BM) utilize RC 306 plotting equipment which has a plotting scale of 800 yards to the inch plus a map scale of 1-250,000. This plotting scale facilitates plotting and renders greater accuracy. The AN/MPQ2 and the SCR 584 (AB) have a scoring range of 88,000 yards; this permits greater selection of targets within an area and facilitates operation and plotting. The newer type equipment has smoothing circuits which eliminate the hunt from the plot thereby assuring a more accurate ground track. Continuous altitude reading without interruption of the ground track are also available.

(2) At the present time, this organization has no solution to the problem of excessive maintenance and repair of the SCR 624 (VHF). The UR Digest, TO 00-10-1, recognizes this difficulty and recommends that the SCR 624 be operated for periods of time less than four hours. The Radar Bomb Scoring mission requires that the set be on continuously in order to score aircraft and to render navigational assistance when necessary. It is recommended a VHF set be developed which is suitable for continuous ground operation.

(3) It is recommended that an adequate stock levelof SCR 584 and RC 294 spare parts be procured and maintained, including plotting paper, Attention is invited to the fact that plotting paper used in the RC 306

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plotting equipment is more readily obtainable and less expensive than that used in the RC 294.

(4) It is desired that local purchase of hydrogen be directed for each scoring detachment on a contract basis.

(5) A permanent supply policy be established for articles of supply peculiar to both the Signal Corps and to the USAF.

(6) A radionote net within the 263d AFBU (MSS) would permit prompt scheduling of the scoring range. This radionote net should be tied in with the other radionote nets of Strategic Air Command.

(7) The fading of the tone release point indicator system is not usually experienced during normal scoring operations due to the fact that aircraft do not fly in the immediate vicinity of the scoring site. This problem could be solved by prohibiting the aircrew from selecting an approach over the VHF antenna or by removing the ground VHF antenna to a position over which there is no scoring traffic or by reloca - the VHF antenna on the aircraft.

(8) It is suggested the matter of target material distribution and briefing of crews be made a special subject for inspectors.

(9) In the event the RC 294 Plotting Equipment and the Jefferson-Travis Radio Set are to be continued in use that adequate technical instructions be published.

e. The future overall requirements of Strategic Air Command are undnown, however, three sets of bomb scoring equipment, preferrably SCR 584 (EM) or AN/MPQ2 are presently needed in order to meet the current requirements for radar bomb scoring.

f. The Air Training Command has indicated it will require a third scoring station at either Fresno or Stockton, California for the Aerial-Observer Bombardier School. There is no equipment available for this scoring detachment.

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413.44-112 2nd Ind
Subj: Accuracy Test of Radar Bomb Scoring Project No. 1-47-4

g. The Air Proving Ground requirements for Radar Bomb Scoring services are met by the scoring detachment located in Birmingham, Alabama.

h. All other major Air Commands have indicated that they have no requirement for Radar Bomb Scoring services at this time.

2. In compliance with paragraph 3, basic communication, the following comments relative to paragraphs 3 and 4 respectively of subject report are:

a. There is no differentiation between error attributable directly to the Radar Bomb Scoring method and the ballistical error of the bomb, therefore it is believed the conclusions contained in paragraphs 3a, 3b, and 3c, of subject report, are not indicative of the accuracy of Radar Bomb Scoring.

b. The conclusion reached in paragraph 3f, subject report, is not indicative of the reliability of the Scoring System as taken from the records of this organization. During the month of May 1948, the scoring detachments scored 1181 bomb drops, and failed to score only five bomb runs because of ground radar malfunction. Twelve bomb runs were aborted for the following reasons: Eight failures to locate bombing aircraft due to interference of mountains and because aircraft was not circling the proper initial point; three failures due to faulty VHF communications, both aircraft and ground, and once when "bombs away" was not given. Four of these seventeen failures occured at the San Diego Scoring site, all the others occured at the Ogden Scoring Site.

c. The recommendation contained in paragraph 4a of the report is not concurred in due to the fact that the "systamatic over's" may be due to "actual bomb trail being greater than bombing table values" as indicated in paragraph 6d of subject report.

d. In reference to paragraph 4b of subject report, it is believed a retest of the scoring system under controlled conditions and using the latest type scoring equipment would prove the radar bomb scoring method accurate for scoring visual bombing missions. The ACB program considers the present equipment adequate for scoring visual runs and plan to use it extensively.

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413.44-112 2nd Ind
Subj: Accuracy Test of Radar Bomb Scoring Project No. 1-47-4

e. A test of the accuracy of the radar bomb scoring method utilizing AN/APQ2 or SCR 584 (EM) equipment is recommended. A ballistic camera, such as recommended by Headquarters, Air Material Command in Inclosure #1, should be utilized in the bomb carrier in order to isolate the error due to the Radar Bomb Scoring method.

FOR THE COMMANDING OFFICER:

1 Incl
1. Ltr fr AMC, subj: Accuracy Test of RBS Project No. 1-47-4, dated 28 Nov 47

SAMUEL H. COX
CWO, USAF
Adjutant

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Basic Ltr fr USAF, 24 June 1948, subj: "Air Proving Ground Report, Project No. 1-47-4", w/2 Inds

SAC 353 (24 June 48) 3nd Ind A3C3A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 29 JUL 1948

TO: Chief of Staff, United States Air Force, Washington, 25, D. C.

1. Comments on Air Proving Ground Report, Project No. 1-47-4, subject: "Accuracy Test of Radar Bomb Scoring," dated 30 March 1948, are submitted as 2nd Indorsement hereto.

2. Reference Paragraph 2c of basic communication, this headquarters believes that radar bomb practice provides valuable training for actual bombing. This was proven during a recent bombing competition held within this command. It was noted that organizations having the lowest bombing circular error also had conducted the largest number of radar bomb scoring runs. Out of 2207 radar bomb scoring runs made by aircraft of this command, 1567 runs were made by the 8th Air Force, 310 runs by the 15th Air Force and 410 runs by the 307th Bombardment Wing. The final results on actual bombing showed that units of the 8th Air Force took the first five places and the 15th Air Force and 307th Wing took the last five.

3. Reference Paragraph 2e of basic communication, this command desires to continue the use of radar bomb practice utilizing a radar scoring method. It is therefore requested that careful consideration be given to the comments listed in Paragraph 1d(1) to (9) omitting Paragraphs (6) and (8) of the 2nd Indorsement, so improvements can be made in radar bomb scoring equipment and methods.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

EARL C. MILLER
Major, USAF
Asst Adj Gen

CG	
DC	
C/S	
EXE	
D/PER	
SURG	
JA	
CHAP	
D/INT	
D/OPNS	noted
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SAC, Ft. Crook-1-5-49-20,000

O-9010

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HEADQUARTERS EIGHTH AIR FORCE
Fort Worth, Texas

A3B 353.5 9 July 1948

SUBJECT: Unit and Individual Standing in Strategic Air Command Bombing Competition.

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D.C.

125

1. During recent Strategic Air Command Bombing Competition final standing of winning bombing teams and final standing of groups were not determined due to the undecisive status of one (1) bomb impact photo from First Lieutenant M. J. Jones' crew of the 509th Wing.

2. At the time of competition it was decided by the competition judges that the photograph in question be referred to a neutral organization for interpretation. The judges also decided if the neutral agency determined the impact point of the bomb on the photo that the bomb would be scored. The photograph was referred to the Tenth Photographic Technical Squadron, Bolling Air Force Base, Washington, D.C. , where it was decided by three (3) photo intelligence officers that the questionable point was definitely a bomb burst, which is certified in inclosure #1.

3. The bomb in question was scored changing the individual and unit standings as follows:

a. Individual Standings:

Standing	A/C	Group	Score
1st	1st Lt. M. J. Jones	509th	601'
2nd	1st Lt. L. H. Moulthrop	43rd	791'
3rd	1st Lt. S. A. Glassen	2nd	795'

b. Unit Standings:

Standing	Group	Score
1st	43rd	1065'
2nd	509th	1156'
3rd	2nd	1308'
4th	97th	1691'
5th	7th	1847'
6th	92nd	2177'

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A3E 353.5 (9 July 48)
Subj: "Unit and Individual Standing in SAC Bombing Competition" (Cont'd)

Standing	Group	Score
7th	301st	2405'
8th	28th	2470'
9th	307th	2527'
10th	98th	2985'

4. It is recommended that bomb scoring analysis on all future bombing competitions be by the triangulation method.

FOR THE COMMANDING GENERAL:

3 Incls
1. Ltr 10th Photo Tech Sq
2. Prints of winning team (25 cys)
3. Roster of winning team

/s/t/ T. J. DUBOSE
Colonel, USAF
Asst Chief of Staff

CC: CG, 15th AF

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Basic Ltr fr 8th AF, Subj: "Unit and Individual Standing in SAC Bombing Competition", dated 9 July 1948

SAC 353 (9 Jul 48) 1st Ind A3C3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 18 JUL 1948

	Noted	Appd
CG		
DC		
C/S		
SEC		
COMDT		
PIO		
DC/S P&A		
CHAP		
MED		
JA		
C/S INT		
C/S OPN	W	
ELEC		
DC/S MAT		
FIN		
INSTL		
B&F		
QM		
COMP		
STAT		
QA		
IG		
IN		
PM		

TO: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas

Receipt acknowledged of photographs on Strategic Air Command Bombing Competition.

BY COMMAND OF GENERAL KENNEY:

w/d 3 Incls - Incls 1, 2, and 3.

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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Capt Hayes/hip/3160 A3C3A
Wrtn 2 June 48

SAC 353 (2 Jul 48) 2 July 1948

SUBJECT: Bombing and Gunnery Training.

	Noted	Apd
CG		
DC		
C/S		
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TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Identical Ltrs to
15th & 307th BW

1. This headquarters desires that more emphasis be placed on bombing and gunnery training so that the highest proficiency can be attained by personnel performing these specialties as a primary duty. Only through actual practice in dropping bombs and shooting guns through Remote Control Turrets can the results of training be observed and capabilities be evaluated.

2. The attached expenditure report for the first quarter of 1948 indicates that very little bombing and gunnery training is being accomplished. The training that is being accomplished varies greatly with different groups. It is therefore directed that bombs and ammunition be expended as close to the authorized allowance as possible. The dropping of bombs and firing of ammunition should not be performed at random but should be conducted so as to obtain the maximum amount of training.

3. Since gun camera film is a critical item and is often unobtainable, due to manufacture and procurement difficulties, it is realized that maximum expenditure cannot always be made. Nevertheless, it is desirable that more effort be made towards performing fighter-bomber missions and exposing gun camera film.

4. Personnel being cross trained in bombing and gunnery duties should expend the authorized allowance during their training period.

5. The training program for regularly assigned bombardiers and gunners should be predicated on proficiency. Where results of examinations, scores, or observed standards, are of high quality, preliminary training in that particular phase can be dispensed with. The expenditure of bombs and ammunition, and the exposure of gun camera film, should be placed on a quarterly basis.

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A3C3A 353 2 July 1948
Str to CG, 8th AF, subj: "Bombing and Gunnery Tng," contd

6. It is desired that special emphasis be placed on radar bombing. All bombardiers and radar observers should be proficient in locating, identifying and bombing designated radar bombing targets during night or during inclement weather. Several radar bombing targets, located throughout this command, provide diversified training.

BY COMMAND OF GENERAL KENNEY:

	Noted	Apd
CG		
DC		
C/S		
SEC		
COMDT		
PIO		
DC/S P&A		
CHAP		
MED		
JA		
C/S INT		
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QM		
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1 Incl
Rpt on Bombs, Ammunition & Gun Camera Film.

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

12 JUL 1948

SUBJECT: Precision Bombing Standards

TO: Commanding General
Strategic Air Command
Andrews Air Force Base, Maryland

1. Action is being taken to establish precision bombing as the measure of merit of strategic bombing organizations. To implement this program, it is necessary to clarify the Air Force concept as it pertains to strategic bombing.

2. In the future we will not be able to use atom bombs in the same "shot-gun" fashion employed in the past with ordinary bombs. Due to their limited supply, they must be employed as though we had a rifle with but one (1) cartridge per man and very few men, thereby placing all the emphasis on the single "shot" where decisive results will be dependent upon the accuracy with which those few "shots" are placed.

3. Our goal is to be able to bomb accurately at altitudes of 35,000 feet and above. We are limited today by the inability of our equipment to function properly and accurately at these altitudes. However, equipment now being developed will permit the desired accuracy in the future.

4. In order that we may prepare ourselves for future operations, it is desired that the following be placed in effect at once:

a. Single bomb precision will be the measure of merit of bombing accuracy.

b. Bombardiers will be indoctrinated in the single bomb philosophy.

c. Airplane commanders will be trained in the fundamentals of the bombing problem.

d. Circular errors will be the measured distance from the center of the target to the bomb impact point thereby eliminating the conversion of C. E.'s to 12,000 feet.

5. Your attention is invited to the attached revision of the Operational Readiness Test.

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6. Similar letters are being sent to the Commanding General, Air Training Command, Commanding General, Air University, Commanding General, Air Materiel Command, Commanding General, Air Proving Ground Command and the Commanding General, Far East Air Forces.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl:
Operational Readiness Test
Missions for Red and Navy
Bomb Ops

/s/t/ MUIR S. FAIRCHILD
General, United States Air Force
Vice Chief of Staff

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HEADQUARTERS FIFTEENTH AIR FORCE CDCTF
Colorado Springs, Colorado

353 1 October 1948

SUBJECT: Radar Bombing Report, RCS: SAC-OT-SF36

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. In compliance with teletype CDC3A1 868, your headquarters, 16 Sep 48, the attached Radar Bombing Report is submitted.

2. Reports Control Symbol SAC-OT-SF36 is assigned this report.

FOR THE COMMANDING OFFICER:

1 Incl
Radar Bombing
Report (in trip)

/s/t/ W. P. BRETT
Colonel, USAF
Deputy Chief of Staff, Operations

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RADAR BOMBING REPORT

CODE:

Par 1. Officer 0142 Duty MOS
Par 2. Officer Cross Trainees
Par 3. Enlisted 0142 Duty MOS

Item A. No Radar Bomb Releases and Ace 15-25,000'
Item B. No Radar Bomb Releases and Ace above 25,000'
Item C. No SCR 584 Runs and Ace 15-25,000'
Item D. No SCR 584 Runs and Ace above 25,000'

Group	Item	Par 1	Par 2	Par 3
301st	A	276 @ 1207	0	561 @ 1297
Bomb	B	20 @ 1600	18 @ 3637	16 @ 18520
Group	C	11 @ 17917	0	24 @ 16376
	D	0	0	0
28th	A	41 @ 2150	131 @ 2255	0
Bomb	B	5 @ 914	45 @ 2945	0
Group	C	5 @ 2245	35 @ 3670	5 @ 2345
	D	0	0	1 @ Not scored
32d	A	124 @ 1194	35 @ 1750	222 @ 2501
Bomb	B	2 @ 1200	0	0
Group	C	34 @ 3746	33 @ 4046	45 @ 3739
	D	9 @ 6496	9 @ 6906	18 @ 9222
93d	A	90 @ 2091	100 @ 1208	408 @ 1783
Bomb	B	0	0	0
Group	C	0	0	0
	D	0	0	0
98th	A	37 @ 2032	10 @ Not sco 63 @ 2174	
Bomb	B	0	0	3 @ Not scored
Group	C	20 @ 2784	15 @ 2998	76 @ 3866
	D	0	0	0
22d	A	0	0	0
Bomb	B	10 @ 5600	0	0
Group	C	12 @ 5684	0	0
	D	20 @ 3400	0	0

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PARAPHRASE

FROM: COMUNSAC 25 Oct 48

TO: CO, WAF, 15AF, 307TW

Each group will make 20 radar bombing runs per month utilizing SCR 534 scoring in order that radar bombing proficiency may be improved.

SAC 343

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PARAPHRASE

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COPY

18 February 1948

Brigadier General Roger M. Ramey
Commanding, Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

Dear Rog:

The matter of the commendation of the 43rd was discussed with General McKee, Deputy to the Chief of Staff. According to the information which the comptroller people put together, the 43rd was the first organization which had all of its equipment, all of its crews, and all of its airplanes in commission. It was the only organization which attained that objective. While I told them that the 509th actually was a better unit, because we had not taken a squadron away from them, they stated that their commendation was based on the records available to them which was put together with information on status of equipment and personnel. I do not think it will materially affect the morale of the other two units. McKee stated that he would be glad to commend any other unit when that situation arose within them.

I have recently obtained a report from all of our VHB Groups setting out their accomplishments on 4,000 mile flights. The 7th Group is much poorer than any other group in the entire Strategic Air Command in carrying out that directive. According to this report, they have only completed 2 4,000 mile flights. I would like for you to investigate that and find out why they have done so poorly.

With the movement of our groups to the Pacific and to Europe, we will very shortly put an unusual load upon the 1st Air Transport Unit. As I have previously told you I am not very sympathetic with the accomplishments of that unit to date. I believe Martin to be a very conscientious officer but he has had very little experience in command position. Therefore, I would like to see you put the squeeze on that outfit and keep it there. They presumably have ten C-54s to maintain and operate. Last month they averaged 21.4 hours per airplane. They have an enlisted strength of 230 men. As a comparison of what can be done, the Headquarters Flight Section here maintains 18 airplanes of five different types. Included in these airplanes are two B-29s, six B-25s, three B-17s, five C-47s, and two AT-6s. Last

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month our airplanes averaged a little under 60 hours per airplane. The strength of our Headquarters Flight Section in soldiers is 154. It is my opinion that the average maintenance of airplanes in a Headquarters Flight Section is twice as difficult as it is to maintain C-54s. As I said above, I would like to see you get that outfit operating. When the load comes upon them I would like to have pilots and navigators substituted in the organization so that there will be no crying about the fact that the pilots and navigators are overworked. If the commader has been on the job it seems to me that all of his co-lilots (sic) could by now be qualified as first pilots. Hence, we could constitute on a TDY basis, 20 crews. It would be excellent training for our pilots who are taking navigation to go along on C-54 trips as navigators. Let me have your comments on the 1st ATU.

* * * * * *

Please give me an outline of the assignment of each officer in your headquarters in accordance with your latest reduction plan. I hope to be able to use this as a guide in reducing the headquarters of the 15th Air Force.

Sincerely yours,

CLEMENTS McMULLEN
Major General, U.S. Air Force

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HEADQUARTERS
307TH BOMBARDMENT GROUP VH
MacDill Air Force Base, Tampa, Florida

JLL/hp

AIB 353

31 Mar 48

SUBJECT: Long Range Cruise Control Flight from Barbers Point, T.H., to MacDill Air Force Base, Florida

TO: Commanding General
307th Bomb Wing VH
MacDill Air Force Base
Tampa, Florida

1. Three combat crews, one from each of the squadrons of the 307th Bombardment Group, were selected to attempt a long range maximum cruise control flight from Barbers Point, N.A.S. Oahu, T.H., to MacDill Air Force Base, Florida. Captain Gorham, Major Lewis, and Captain McFarland with aircraft numbers 1725, 1684, and 1710 respectively, departed MacDill Air Force Base 17 Mar 48 for Castle Air Force Base, California, enroute to Barbers Point, Oahu, T.H. The first leg of the flight was accomplished as briefed. The manner in which the combat crews were handled at Castle Air Force Base was efficient and well planned. Immediately prior to take-off, aircraft number 1710 developed a fuel leak in the center wing section and number 2 fuel cell, and for this reason aborted from the flight and returned to MacDill. Aircraft numbers 1684 and 1725 departed Castle Air Force Base as briefed and landed at Barbers Point between the hours of 1800 and 2000Z.

2. First Lieutenant Hackett, 7th Air Force Liaison Officer on B-29 Project from Hickam Field, met the aircraft and briefed the crews concerning transportation, quarters, refueling and maintenance. Necessary maintenance and refueling was performed by the combat crews, utilizing facilities provided by the 7th Air Force detachment at Barbers Point. No unusual maintenance problems were encountered. The combat crews were briefed by ATC at Hickam Field for the return flight at 0900 hours 22 Mar 48. Weather information was not available for that portion of the flight from point of contact on the west coast to MacDill. This information was received upon radio contact with the Los Angeles radio.

3. Major General Wooten, Commanding General of the 7th Air Force interviewed the two Airplane Commanders and expressed considerable interest in the proposed flight, and B-29 operations in general.

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A1B 353 31 Mar 48
Subject: Long Range Cruise Control Flight from Barbers Point, T.H., to MacDill Air Force Base, Florida

4. The two aircraft took off from Barbers Point between 2300 and 2400Z with 6785 gallons of fuel, and flew at assigned altitudes of 3000 and 3500 feet to a point approximately 200 miles from the west coast, at which point they climbed to 13000 and 15000 feet respectively. Moderately strong headwinds were encountered during the first few hours of the flight, as will be noted in the Navigator's log. Neither aircraft was able to complete the entire flight with the amount of fuel carried. Aircraft number 1684 landed at Eglin Air Force Base, Florida, and 1725 landed at Tyndall Air Force Base, Florida to refuel. Aircraft number 1725 flew a total of 3888 nautical air miles and consumed a total of 6385 gallons of fuel, with a average of .609 miles per gallon. Aircraft number 1684 flew a total of 4121 miles and consumed a total of 6485 gallons of fuel, with an average of .635 miles per gallon.

5. It is requested that this Group be authorized to make regularly scheduled flights to Hawaii for the purpose of permitting each assigned crew to attempt to make the return leg non-stop. The headwinds encountered during the first portion of the above narrated flights were unusual. Subsequent flights should be able to complete the entire flight plan if weather conditions are those that generally prevail over this route. It is felt that maximum training is derived from this flight in that the requirements which must necessarily be met for successful completion are considerably higher than those specified by SAC Letter 373, dated 24 Jul 47, subject: "Long Range Cruise Control and Navigation Flights."

4 Incls
1. N Log (Gorham)
2. FE Log (Gorham)
3. N Log (Lewis)
4. FE Log (Lewis)

s/t/ JOHN L. LAMBERT
Lt Col, USAF
Commanding

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COPY

HQ 509TH BOMBARDMENT WING VH
Walker Air Force Base
Roswell, New Mexico

2 April 1948

SUBJECT: Long Range Navigational Flight (Radius Action 2,020 Nautical Miles - Bomb Load 10,000 Pounds).

TO: Commanding General
Strategic Air Command
Andrews Air Force Base

1. On 4 March 1948, Roswell was notified that a flight involving 4,040 nautical miles was to be accomplished in the near future. On 24 March 1948, representatives from Roswell proceeded to Strategic Air Command Headquarters to accomplish pre-planning for this mission.

2. Upon arrival at Strategic Air Command Headquarters, all the ground rules were ascertained and a complete briefing was conducted by members of the A-3 Division, Strategic Air Command. A request was made to A-4, Strategic Air Command, that arrangements be made with Air Materiel Command to provide four (4) calibrated master controls and four (4) sets of matched injection pumps for this mission. A call was made by Colonel Farr, A-4 Division, Strategic Air Command, to the depot at Oklahoma City, requesting that the above items be made available to Roswell the following day.

3. The representatives from Roswell proceeded to Oklahoma City and received excellent cooperation from Air Materiel Command in procuring the items. Arrangements were also made to have all fuel flow meters, tachometers and manifold pressure gauges calibrated on Monday, 29 March 48.

4. Upon arrival at Roswell, a directive was issued that four (4) engines be changed on Aircraft No. 6291, the engines being new, factory type engines and equipped with the four (4) master controls and eight (8) injection pumps which were obtained at Oklahoma City.

5. The aircraft and crew departed Roswell on Monday, 29 March 48 and proceeded to Oklahoma City where the aircraft was turned over to the Maintenance Division of the depot to accomplish necessary calibration.

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SUBJ: Long Range Navigational Flight (Radius Action 2,020 Nautical Miles - Bomb Load 10,000 Pounds).

4. The aircraft and crew arrived at MacDill AF Base 30 March 42 where final maintenance on the aircraft was accomplished. Take off was accomplished on Runway 22 at 1456 EST 31 March 42 under the following conditions:

Take Off Weight: 135,699

Total Fuel: 8,020

Wind: 160° at 20 MPH

7. No difficulty was encountered on the first leg of the flight until bombay tanks were salvoed. A great deal of trouble was encountered in accomplishing this salvo, as directed. It was found that empty tanks have a tendency to tumble as they clear the airplane, particularly the upper tank. In this particular salvo, the upper tank did tumble after leaving the bombay, in a nose first attitude, which forced the fairings and other equipment in the rear of the bombay to be severly damaged. Pictures are being taken, this date, of the damage.

8. After passing over the Texas coast at Corpus Christy, thunder storms were encountered along the route which materially effected cruise control because of severe turbulence. The flight proceeded as planned and on arriving at the target, Salton Sea, the bomb was expended as briefed. This was accomplished by the SOR 584 station, directing course and giving the drop directive. Break-away was made and the heading picked up for Chattanooga, using single heading navigation procedures (Pressure System of Navigation). En route to Chattanooga, moderate turbulence was encountered at altitude throughout the flight, which also effected cruise control because of erratic airspeed readings. A let-down was initiated at Chattanooga into MacDill AF Base. A cold front was orientated in the Macon-Tallahassee area which necessitated erratic course changes in order to avoid thunder storms in the area. In the vicinity of Chattanooga, it was discovered that No. 2 engine tank booster pump was inoperative and at the time of arrival over MacDill, the tank had approximately 400 gallons available and was feeding by gravity only. Because two (2) fuel flows indicating less fuel being used than that indicated in the cruise control chart, it was decided that the combination was such to make it imperative that the aircraft land without expending more fuel as planned. Landing was made at 1115 EST and the following information is presented:

Total Nautical Miles Flown: 4,207

Total Time: 20:20

Average Ground Speed in Knots: 218.3

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SUBJ: Long Range Navigational Flight (Radius Action 2,020 Nautical Miles - Bomb Load 10,000 Pounds).

Fuel Used: 7,214

Reserve: 806

Total Nautical Miles Available on Landing With 200 gallons Reserve: 4,689

Take off run with a 20 MPH Wing, 40 off the Nose: 4,902'

Cleared 50' Obstacle in 7,000'

9. It was decided by the group commander that it would be appropriate to have this flight accompanied by an aircraft which had no special modifications or engine changes, to ascertain whether or not such an aircraft could make the flight, and if so, with what reserve. Aircraft No. 439 was chosen. The aircraft had approximately 300 hours on two (2) engines and the other two (2) engines had approximately 20 hours each. This aircraft accomplished the mission with the following results:

Total Nautical Miles Flown: 4,040

Total Time: 21:15

Average Ground Speed: 201 Knots

Reserve: 400 gallons

10. CONCLUSIONS: A stripped B-29B aircraft will fly a distance of 4,040 nautical miles with a 10,000 pound bomb load. A completely instrumented B-29 (with torque Meters) can exceed the above conditions.

11. RECOMMENDATIONS:

a. It is recommended that in the future, procedure be worked out with the proper agencies to make arrangements for disposition of bombay tanks in a manner which will ensure that the aircraft will not be damaged by using improper methods. It is highly recommended that this problem be given consideration and a research program be undertaken as soon as possible.

b. It is the opinion of personnel on this mission that it is imperative that properly calibrated master controls and matched injection pumps be installed prior to attempting such a mission. This fact is borne out by comparing the results of aircraft 291 and that of 439.

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SUBJ: Long Range Navigational Flight (Radius Action 2,020 Nautical Miles - Bomb Load 10,000 Pounds).

c. At the present time, the operating groups have no means of properly calibrating fuel flow indicators on their respective stations. It is recommended that such equipment be obtained and made available to the groups as soon as possible. It is essential to the confidence of the crew involved that such calibration be conducted if a mission similar to this is to be accomplished.

d. It is further recommended that torque meters be installed on all aircraft required to participate in missions of this type.

V. L. CLOYD
Lt. Col., USAF
Deputy Group Comdr

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BASIC: Ltr fr 509th Bomb Wg, subj: Long Range Navigational Flt (Radius Action 2,020 NM - Bomb Load 10,000 lbs), dated 2 Apr 48.

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTENTION: A-3

1. The simulated combat mission, in basic communication, was accomplished under average combat weather conditions. A total of three (3) fronts were flown through with moderate to severe turbulence and light rhime ice.

2. 200 nautical miles were gained by favorable wind conditions; however, a total of 4,600 nautical miles could have been flown if difficulty with the fuel system had not been encountered. This would have exceeded the problem set up (2,020 NM radius of action) by 360 nautical miles in a no wind condition.

3. In order to get a good cross section of the capabilities of a stripped B-29B aircraft, two (2) aircraft were dispatched. One (1) aircraft (No. 291) had completely calibrated instruments (fuel flow meters, tachometers, manifold pressure gages, master controls, benched flowed, new engines, fuel injection pumps matched, etc.) The other aircraft was an average aircraft with approximately 300 hours on two (2) engines and 20 hours on the other two (2). The difference in the performance of these two (2) aircraft is very apparent. Aircraft 291 exceeded 443's distance flown by 167 NM and had more fuel reserve upon landing. A portion of this better performance by 291 is explained by 44-86291 using the single heading system of navigation on return; however, the majority of this is attributed to Calibrated Instrumentation.

4. It is recommended by this headquarters that the Saddletree Aircraft of the 509th Bomb Group, and all future Saddletree Aircraft, be equipped with torque meters. This will enable these aircraft in an emergency to exceed the range outlined in the problem above.

FOR THE COMMANDING GENERAL:

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A3B2A

SAC 200.6 (19 Jul 48) 19 July 1948

SUBJECT: Recommendation for Distinguished Flying Cross

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

	Noted	Apd
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1. It is recommended that Lt. Colonel Lassiter, Olbert F., United States Air Force, be awarded the Distinguished Flying Cross for his performance in the accomplishment of the 5,767 statute mile flight in a B-29 aircraft 44-86451 on 11 June 1948.

2. In compliance with Army Regulation 600-45 and changes thereto, and AAF Regulation 35-7, the following information is submitted:

a. Lassiter, Olbert F., Lt. Colonel, USAF, AO-3910o Chief, Special Projects Branch, Operations Section, A-3, Headquarters Strategic Air Command. Home address: 1201 Jones Street, St. Elizabeth City, North Carolina. Lt. Colonel Lassiter is not to be separated from the military service in the near future.

b. Lt. Colonel Lassiter has been assigned as Chief, Special Projects Branch, A-3, from 1 April 1948 to present and his efficiency rating has been superior. The service of Lt. Colonel Lassiter has been honorable subsequent to the date of the 5,767 mile flight for which he is recommended.

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c. The following individuals will be recommended for their participation in the same flight:

(1). Major Ralph R. Taylor

(2). Captain Darwin S. Rasmussen

(3). 1st Lt. Arthur J. Grillion

(4). 1st Lt. Robert Donnell

(5). 1st Lt. Jack S. Neal

(6). 1st Lt. James L. Taylor

(7). 2nd Lt. William H. Mason

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A3B2A 600.6 19 Jul 1948
Subj: Recommendation for Distinguished Flying Cross

(8) Tech/Sgt. Delbert Howard

(9) Staff/Sgt. Cecil F. Carson

(10) Sgt. Donald Wilson

	Noted	Apd
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COMDT		
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d. Lt Colonel Lassiter has received the following awards:

(1) American Defense- - - - - - -WD Circular 326/46

(2) American Theater- - - - - - -WD Circular 59/47

(3) European Theater- - - - - - -WD Circular 56/47

(4) Asiatic-Pacific Theater - - -WD Circular 56/47

(5) Distinguished Flying Cross- -G. O. 62 (Hq 20th AF 1945)
(3 Oak Leaf Clusters

(6) Air Medal (4 Oak Leaf Clusters - G. O. 45 WD 5 January 1944

(7) Bronze Star Medal- - - - - - G. O. 76 Section 8, Hq, 20th AF 20 September 1945

(8) Distinguished Unit Citation- G. O. 135 (Hq 20th AF, 24 December 45
(2 Oak Leaf Clusters)

(9) Soldiers Medal- - - - - - - -AR 600-65

e. This recommendation is not being made for a posthumous award.

f. This recommendation is being made for an Oak Leaf Cluster to a previous award.

g. The award if approved, will not duplicate another award given for the same period of time.

h. Facts substantiating this recommendation are as follows:

(1) While commanding aircraft No. 0451, a standard B-29 carrying a bomb load of 10,300 pounds, Lt Colonel Lassiter established a long-distance flight record of 5,767 statute miles. The setting of this record required expert piloting and direction of his crew on the part of Lt Colonel Lassiter.

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A3E2A 600.6 19 July 1948
Subj: "Recommendation for DFC"

(2) He has proven that proper flight planning and extensive knowledge of the operation of the B-29 aircraft will result in extending the capabilities of that type aircraft.

(3) By his untiring efforts in planning the mission and his ability to understand and solve the technical problems involved, Lt Colonel Lassiter has contributed much to the preparedness of his country by aiding greatly in extending the range of the present long-range bomber aircraft of the United States.

1. The undersigned has personal knowledge of the facts as stated in the recommendation.

FOR THE COMMANDING GENERAL:

1 Incl
Citation

CLEMENTS McMULLEN
Major General, U. S. Air Force
Deputy Commander

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PARAPHRASE

FROM: CONGENSAC 15 DEC 46

TO: COMMENAMC, WRIGHT-PATTERSON AFB, OHIO

REFUELING MISSION OF B-50 ON 7 DEC 46 COVERED 8572 NAUTICAL MILES. PLANE REFUELED 3 TIMES. TEN-THOUSAND-POUND BOMB LOAD DROPPED AT 3627 MILES AT ALTITUDE OF 25,000 FEET. FIRST REFUELING AT 1610 MILES, SECOND AT 5861 MILES, THIRD AT 6283. TIME OF FLIGHT 41 HOURS, 36 MINUTES.

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PARAPHRASE

FROM: COMGENSAC 17 DEC 48

TO: CSUSAF, WASHINGTON, D. C.

B-36 FLEW 6970 NAUTICAL MILES IN 35 HOURS 22 MINUTES ON 7-8 DECEMBER

PARAPHRASE

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ST/716

17 DEC 1948 OTFE 287 5

FROM CG SAF CARSWELL AFB TEX

TO: CG SAC OFFUTT AFB FT CROOK NEBR

REURTT OBOE DOG CHARLIE TWO FIVE ONE FOUR SEVEN PD FIVE ZERO NINE BOMB WING REPORTS ONE TWO SUCCESSFUL CONTACTS FOR AN AVERAGE OF TWO SIX MINUTES PER CONTACT AND TRANSFERRING AN AVERAGE OF NINE SEVEN POINT FIVE GALLONS PER MINUTE PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

[redacted]

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ST/767

20 DEC 1948 OTO2877

FROM CG 8TH AF CARSWELL AFB FT WORTH TEX

TO: CG SAC OFFUTT AFB FT CROOK NEBR

RMURMSG OBOE DOG CHARLIE TWO CMA FIVE ONE FOUR SEVEN DTD ONE ZERO DEC FOUR EIGHT PD FOUR THREE MG REPORTS FIRST SUCCESSFUL AIR TO AIR REFUELING PD PLANS AND TENTATIVE OPERATIONAL SCHEDULES FOR REFUELING TRAINING ARE BEING FORMULATED AND WILL BE FORWARDED YOUR HQS AS SOON AS COMPLETED

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS 509TH BOMB WING (M)
Walker Air Force Base
Roswell, New Mexico CC/CSI/mml

17 November 1948

SUBJECT: Operation "Queen Bee"

THRU: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

1. The globe-circling project "Queen Bee," is herewith presented for your consideration.

2. The "Queen Bee" operation, properly planned and intelligently executed, will be of tremendous value to the Air Force and the country. The experience gained will be directly applicable to the tactical employment of our Atomic carriers. The successful completion of this flight will demonstrate to potential aggressors the capabilities of Air Force equipment in the primary role as the first line of defense of our country.

3. It is imperative that such a flight not be initiated until every part of the entire mission is carefully planned in detail, thoroughly flight tested, and double-checked. Mechanical and electronic perfection are essential. A complete study must be made of the equipment for each plane to make certain that it is adequately prepared for the mission. Also, an extensive study must be made of emergency procedures, emergency air fields, utilization of ground and air communications, plus a thorough and complete report by Air Force Weather Service in cooperation with the Eighth Air Force, of weather to be expected along and adjacent to the proposed routes.

4. The type of work involved in this operation is part of the normally assigned function of the 6th Air Force Flight Planning Section. This Section determines operational and engineering procedures necessary to obtain optimum performance from the assigned aircraft of the Eighth Air Force. The qualified personnel of this section are capable of supervising this flight as planned, including engineering studies and utilization of research and development data.

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Subject: Operation "Queen Bee" 17 Nov 48

5. It is recommended that the operational engineering aspects of this problem, and direction of the modification and technical revisions and changes in mission aircraft, be placed under the direct supervision of the undersigned and the 8th Air Force Flight Planning Section. The inclosed plan is far from marginal in every respect; however, a hastily and improperly planned flight of this nature, no matter how courageously flown, could well result in a fiasco that would do the Air Force irreparable damage.

6. It is recommended that the aircraft crews be selected by the Commanding General, Eighth Air Force, from specially qualified and experienced personnel of the 7th, 43rd, and 509th Wings of the Eighth Air Force.

7. The foregoing recommendations are made by the undersigned after due consideration of the experience gained in the planning, execution, and supervision of a number of maximum range flights. Full consideration has been given to other possible flight plans, including available aircraft types, and combinations of types.

8. Early approval of the "Queen Bee" plan is respectfully requested sothat an orderly and systematic training and equipment plan may be placed in motion, and that the proposed deadline date of 1 July 1949 may be met.

2 Incls: /s/t/ C. S. IRVINE
1. Cy ltr fr 8th AF Flt Plan. Sect to Col.Irvine, 1 Nov 48 (trip) Colonel, USAF
2. Proposed Flight Plan (trip) Commanding

ODC 373 (17 Nov 48) 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas FEB 2 1949

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska

The inclosed plan for project "Queen Bee" prepared by the Eighth Air Force Flight Planning Section is submitted for your consideration and approval.

FOR THE COMMANDING GENERAL:

/s/ J. H. Thompson, Lt Col USAF
for W. H. BLANCHARD
Colonel, USAF
Director of Operations

2 Incls
n/c

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HEADQUARTERS 509TH BOMB WING (M)
Walker Air Force Base
Roswell, New Mexico

1 November 1948

SUBJECT: Operation "Queen Bee"

TO: Commanding Officer
509th Bomb Wing (M)
Walker Air Force Base
Roswell, New Mexico

1. It is timely, in view of recent events, to consider the possibilities of a non-stop circumnavigation of the world, inclosing within the flight path Greater Eurasia.

2. The value of this project is fourfold:

a. The international political aspects of such a flight would be far reaching in determining the foreign policies of all nations.

b. It will advance American military aviation by breaking three (3) world records and establishing a precedent for long range heavy aircraft development.

c. It will be a highly effective way of providing data for the training of crews and development of flight plans of a global nature.

d. Preparation for this flight will accelerate the development of three (3) major projects:

(1) B-50 - Maximum Performance

(2) B-3o - Maximum Performance

(3) Air-to-Air Refueling

3. In brief, the proposed plan is as follows:

Utilizing three (3) aircraft, i.e., a B-50 receiver, and two (2) B-3o tankers; and three (3) bases of operations within the boundaries of the United States, the B-50 airplane can fly a total distance of approximately 17,000 nautical miles non-stop. This distance will necessitate two (2) air refuelings, one outgoing and one returning. The B-50 (Queen Bee) will fly over Washington, D.C.; Cairo, Egypt; Calcutta,

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India; and Tokyo, Japan. The attached diagram explains the preliminary flight plan.

4. It is the considered opinion of the undersigned that this project can be carried to successful completion by the 8th Air Force Flight Planning Section. The period of development will depend on the priority of the operation.

/s/t/ JOHN H. SANDSLIUS
Aerodynamicist
8th AF Flight Planning Section

/s/t/ MORRIS J. ARNOLD
Captain, USAF
Chief, 8th AF Flight Planning Section

/s/t/ FEN C. TAYLOR
Aerodynamicist
8th AF Flight Planning Section

/s/t/ ARTHUR J. CHILLION
1st Lt, USAF
Asst Chief, 8th AF Flight Planning Section

/s/ Dorothy H. Taylor
/t/ DOROTHY TAYLOR
Jr Aerodynamicist
8th AF Flight Planning Section

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HEADQUARTERS 509TH BOMB WING (M)
Walker Air Force Base
Roswell, New Mexico

NJA/sml

16 November 1948

SUBJECT: "Queen Bee" Reference Index

TO: Commanding Officer
509th Bomb Wing
Walker Air Force Base
Roswell, New Mexico

The following table of weights support the flight plan outlined on the attached maps. A slight change in refueling distances for each leg was made in order to distribute the reserve fuel in the aircraft concerned:

THE "QUEEN BEE" DEPARTING WASHINGTON, D. C.

TAKE-OFF WEIGHT	168,000 lbs.	Andrews Air Force Base
BASIC WEIGHT	75,000 lbs.	(Including everything except
FUEL ABOARD	93,000 lbs.	/fuel)

AT REFUELING POINT 1 (DISTANCE TRAVELED - 3,675 NM)

ARRIVING WEIGHT	121,000 lbs.
NO. 1 TANKER TO QUEEN BEE	52,390 lbs.
DEPARTING WEIGHT	173,500 lbs.

AT REFUELING POINT 2 (DISTANCE FROM REFUELING POINT 1 - 8,232 NM)

ARRIVING WEIGHT	81,730 lbs.	
NO. 2 TANKER TO QUEEN BEE	44,330 lbs.	
DEPARTING WEIGHT	126,060 lbs.	(For Washington- 5,132 NM)
ARRIVING WEIGHT	79,000 lbs.	Andrews Air Force Base

NO. 1 TANKER, DOW AIR FORCE BASE - BANGOR, MAINE

TAKE-OFF WEIGHT	320,000 lbs.	
BASIC WEIGHT	130,000 lbs.	(including everything except fuel)
FUEL ABOARD	190,000 lbs.	

AT REFUELING POINT 1 (3,200 NM FROM DOW AIR FORCE BASE - OVER MARSAILLE, FRANCE

ARRIVING WEIGHT	236,000lbs.	
NO. 1 TANKER TO QUEEN BEE	52,390 lbs.	
DEPARTING WEIGHT	183,610 lbs.	(3,200 NM to Dow AFB)
ARRIVING WEIGHT	134,500 lbs.	(At Dow AFB)

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Subject: "Queen Bee" Reference Index 16 Nov 48

NO. 2 TANKER, MOSES LAKE, WASHINGTON

TAKE-OFF WEIGHT	320,000 lbs.	
BASIC WEIGHT	130,000 lbs.	(including everything except fuel)
FUEL ABOARD	190,000 lbs.	

AT REFUELING POINT 2 (3,300 NM FROM MOSES LAKE, WASHINGTON

ARRIVING WEIGHT	234,000 lbs.	
NO. 2 TANKER TO QUEEN BEE	44,830 lbs.	
DEPARTING WEIGHT	190,170 lbs.	(For Moses Lake-3,300 NM)
ARRIVING WEIGHT	139,000 lbs.	(Moses Lake)

The above data was compiled by Aeronautical Engineers of the Eighth Air Force Flight Planning Section.

/s/t/ NORRIS J. ANGELL
Captain, USAF
Chief, 8th Air Force
Flight Planning Section

REFERENCES: A.M.C. Memorandum Report on Preliminary Cruise Control Data on the B-50A, Serial No. MCREAU-339, dated 1 March 1948. (Adjusted Range for Removing Turrets.)

Summary Report of B-36 Airplane Long Range Simulated Tactical Mission. Flight Three
Consolidated Report No. FZA-36-100, dated 9 August 1948

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington

30 Dec 1948

SUBJECT: Around the World Refueling Flight

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. It is desired that you submit plans to this Headquarters to conduct a non-stop refueling flight around the world by a B-50 or other type aircraft in your command. This plan to include the proposed route, bases to be used by refueling aircraft and when the flight can be conducted.

2. No publicity will be given this projected flight until advised by this Headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ O. S. PICHER
Brigadier General, USAF
Chief, Operations Division,
Directorate, Plans and Operations

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Col Wheless/eg/3133 A3B

SAC 373 (12 Jan 48) 12 Jan 1948

SUBJECT: Report of Maximum Effort Missions by Tactical Units.

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

Reference your TWX 90959, dated 24 November 1947, the following report is submitted:

a. 4th Fighter Group

1. 54 P-80 aircraft assigned
2. 48 aircraft airborne (88.8%)
3. Manner of performance - (satisfactory)
4. 6 aircraft AOCP

b. 56th Fighter Group

1. 63 P-80 aircraft assigned
2. 59 aircraft airborne (95.2%)
3. Manner of performance - (satisfactory)
4. 4 aircraft AOCP

c. 82nd Fighter Group

1. 71 P-51 aircraft assigned
2. 58 aircraft airborne (81.6%)
3. Manner of performance - (satisfactory)
4. 1 aircraft AOCP. Remainder aircraft out for routine maintenance.

d. 307th Bomb Group

1. 29 B-29 aircraft assigned
2. 28 aircraft airborne (96.5%)
3. Manner of performance - (satisfactory)
4. 1 aircraft out for routine maintenance.

e. 7th Bomb Group

1. 30 B-29 aircraft assigned
2. 25 aircraft airborne (83.3%)
3. Manner of performance - (satisfactory)
4. One aircraft TDY USAFE - other aircraft out for routine maintenance

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B/L Ltr fr Hq SAC, subj: "Report of Maximum Effort Missions by Tactical Units.

f. 2d Bomb Group

1. 30 B-29 aircraft assigned
2. 29 aircraft airborne - (96.6%)
3. Manner of performance - (satisfactory)
4. One aircraft out for routine maintenance

g. 43d Bomb Group

1. 30 B-29 aircraft assigned
2. 30 aircraft airborne - 100%)
3. Manner of performance - (satisfactory)
4. 100%

h. 509th Bomb Group

1. 32 B-29 aircraft assigned
2. 31 aircraft airborne (96.9%)
3. Manner of performance - (satisfactory)
4. 1 aircraft AOCP

i. 33d Fighter Group

1. 75 P-51 aircraft assigned
2. 59 aircraft airborne (80,8%)
3. Manner of performance - (satisfactory)
4. 8 aircraft out for routine maintenance
   6 aircraft AOCP

j. 27th Fighter Group

1. 80 P-51 aircraft assigned
2. 69 aircraft airborne (86.2%)
3. Manner of performance - (satisfactory)
4. 11 aircraft either AOCP or routine maintenance

k. 92d Bomb Group

1. 29 B-29 aircraft assigned
2. 25 aircraft airborne (86.2%)
3. Manner of performance - (satisfactory)
4. 1 aircraft AOCP, 2 aircraft away from home station, one aircraft out for routine maintenance.

l. 93d Bomb Group

1. 29 B-29 aircraft assigned
2. 29 aircraft airborne (100%)
3. Manner of performance - (satisfactory)
4. No remarks

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B/L fr Hq SAC, Subj: "Report of Maximum Effort Missions by Tactical Units."

m. 98th Bomb Group

1. 30 B-29 aircraft assigned
2. 23 aircraft airborne (76.6%)
3. Manner of performance - (satisfactory)
4. 3 aircraft AOCP, 3 aircraft away from home station, one aircraft being modified.

n. 28th Bomb Group

1. 30 B-29 aircraft assigned
2. 30 aircraft airborne (100%)
3. Manner of performance - (satisfactory)
4. No remarks

o. 301st Bomb Group

1. 30 B-29 aircraft assigned
2. 30 aircraft airborne (100%)
3. Manner of performance - (satisfactory)
4. No remarks

p. 55th Group - 16th Photo Sq

1. 8 F-13 aircraft assigned
2. 8 aircraft airborne (100%)
3. Manner of performance - (satisfactory)
4. No remarks

q. All B-29 missions consisted of take-off, assembly and bombing either with practice bombs or 584 radar. Fighter groups performed rendezvous or escort missions at maximum range. All missions were considered satisfactory for determination of combat efficiency. During the missions, from the standpoint of SAC command, there were 117 P-80 aircraft assigned of which 107 or 91.4% were Airborne; 224 P-51 aircraft assigned, 186 or 83.3% were airborne and out of the 307 B-29 assigned 288 or 93.8% were airborne.

FOR THE COMMANDING GENERAL:

CLEMENTS McMULLEN
Major General, USAF
Deputy Commander

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HEADQUARTERS
STRATEGIC AIR COMMAND
ANDREWS AIR FIELD, WASHINGTON 20, D. C.

7APR 48

DATE-TIME GROUP 071542Z

FROM WAR AFOPO 5348 SIGNED AFCCS

TO: CG SAC ANDREWS AFB MD

CG ADC MITCHELL AFB NY

DESIRE THAT SAC CONDUCT SIMULATED ATTACKS ON TARGETS IN SEATTLE AREA TO TEST RADAR COVERAGE AND FIGHTER DEFENSE PD TWO OR MORE ATTACKS TO MADE DURING A FOUR EIGHT DASH HOUR PERIOD ON OR AFTER ONE TWO APR FOUR EIGHT WITH FTR INTERCEPTION ATTEMPTED PD ROUTE OF APPROACH TO BE FROM THE WEST CMA NORTHWEST OR NORTH ONLY PD ONE ATTACK MAYBE CONDUCTED AT NIGHT WITH NO FTR INTERCEPTION ATTEMPTED PD CG SAC TO COORDINATE DATE OF ATTACKS WITH CG ADC PD REPORT OF MISSION TO BE DISPATCHED BY TWX TO THIS HQ PD REPORT FROM SAC TO INCLUDE CLN ABLE PD NUMBER OF ACFT ATTACKING PD BAKER PD NUMBER OF ACFT INTERCEPTED PD CHARLIE PD ALITUDE OF INTERCEPTION PD DOG PD DISTANCE FROM SEATTLE TARGET AREA WHEN INTERCEPTED PD REPORT FROM ADC TO INCLUDE CLN ABLE PD NUMBER ATTACKING ACFT SIGHTED ON RADAR SCREEN AND DISTANCE OUT WHEN SIGHTED PD BAKER PD NUMBER ACFT MAKING INTERCEPTION PD CHARLIE PD EFFECTIVENESS OF RADAR SCREEN AND GCI PD NEW PAR REPORTS CONTROL SYMBOL ABLE FOX DASH CHARLIE ROGER DASH SUGAR PETER ONE FOUR ONE PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS ST/158
STRATEGIC AIR COMMAND
ANDREWS AIR FIELD, WASHINGTON 20, D. C.

6 APR48 MSG REF NR AFOPO 5292

FROM WAR AFOPO SIGNED AFCCS DATE-TIME GROUP 062204Z

TO: CG SAC ANDREWS AFB MD

CG ADC MITCHEL AFB NY

CG AMC WRIGHT PATTERSON AFB OHIO

IT IS DESIRED THAT ELECTRONICCOUNTER MEASURES EXERCISES BE INCLUDED AS PART OF THE MANEUAER IN THE NORTH WEST AREA IN WHICH THE FIVE ZERO FIVE AIR CONRTOL AND WARNING GP AND THE TWO SEVEN FTR GP ARE ENGAGED PD SAC WILL FURNISH ABLE MINIMUM OF FOUR BAKER DASH TWO NINE ACFT EQUIPPED WITH NECESSARY ELECTRONIC COUNTER MEASURES EQUIPMENT PD DETAILS OF EXERCISES WILL BE WORKED OUT BETWEEN SAC AND ADC PD DIRECT COMMUNICATION BETWEEN ALL ADDRESSEES AUTHORIZED PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS ST/370
STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE WASHINGTON 20, D. C.

15APR 48 MSG REF NR A3945

FROM CO WALKER AFB ROSWELL N MEX DATE-TIME GROUP 151ØØZ

TO: CG 8AF CARSWELL AFB TEXAS

INFO CG SAC ANDREWS AFB MARYLAND

CSUUSAF WASHINGTON 25 D.C.

CG AMC MITCHEL AFB HEMPSTEAD L I

FINAL REPORT FIVE ZERO NINE WG FOX OBOE SEVEN CMA SAC TWX ABLE THREE BAKER THREE FIVE ZERO FIVE NINE PD RCS AF DASH CR DASH SP ONE FOUR ONE PD NINE BAKER DASH TWO NINE ACFT ATTACKED SEATTLE WASH ONE THREE APR AT ONE SIX ZERO ZERO MST PD ONE FTR ATTACKED ONE BAKER DASH TWO NINE ONE SIX ZERO ZERO ZERO FT CMA ON BOMB RUN CMA THREE SEVEN NAUTICAL MILES NORTHWEST OF SEATTLE TARGET AREA PD SIX FTRS ATTACKED ONE BAKER DASH TWO NINE AT ONE FIVE ZERO ZERO ZERO FT CMA ONE BOMB RUN CMA TWO ZERO NAUTICAL MILES NORTHWEST OF SEATTLE TARGET AREA PD FIVE BAKER DASH TWO NINE TYPE ACFT WERE ATTACKED CMA AFTER TARGET CMA AT TWO ZERO ZERO ZERO ZERO FT CMA BY ONE FIVE FTRS CMA APPROX TWO ZERO NAUTICAL MILES SOUTHWEST OF SEATTLE TARGET AREA CMA AFTER JAMMING EQUIP TURNED OFF PD FOL ECM EQUIP USED CLN ONE EACH MD DASH TWO THREE SLASH ABLE RA DASH THREE CMA SIX EACH ROGER DASH FIVE GOUR SLASH APR DASH FOUR CMA TWO EACH ROGER DASH FOUR FOUR SLANT APR DASH FIVE CMA TEN EACH TARE DASH ONE ONE SIX SLASH APT DASH FIVE CMA

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ST/370

SEVEN EACH TARE DASH TWO EIGHT SLANT APT DASH ONE AND TWO

EPCH ABLE NAN SLANT APG DASH TWO ZERO PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS ST/411
STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE WASHINGTON 20, D. C.

16APR48 MSG REF NR AFADCC 193

DATE-TIME GROUP 161449Z

FROM CG ADC MITCHEL AFB N Y

TO: CS USAF WASH DC

INFO CG SAC ANDREWS AFB MD

REURAD ABLE FOX OBOE PETER OBOE FIVE THREE FOUR EIGHT CMA ZERO SEVEN ONE FIVE FOUR TWO ZEBRA CMA REPORTS CONTROL SYMBOL AF DASH CR DASH SP ONE FOUR ONE PD INTERCEPT MISSION ACCOMPLISHED ONE THREE APR FOUR EIGHT BETWEEN ONE FOUR THREE ZERO AND ONE FIVE ZERO ZEROPD ABLE RADAR DETECTION AS FOLLOWS CLN EIGHT BAKER DASH TWO NINE SIGHTED FROM ARLINGTON GCI STATION CMA DISTANCE OUT APPROX SEVEN ZERO MILES CMA APPROX ALT ONE SIX ZERO ZERO ZERO TO ONE EIGHT ZERO ZERO ZERO FT PD HEADING ONE FIVE ZERO DEGREES PD BAKER NBR ACFT MAKING INTERCEPTION ONE ZERO PETER DASH FIVE ONES AS FOLLOWS CLN FOUR ACFT FROM SCRAMBLE CMA FOUR ACFT ON PATROL CMA AND TWO ACFT ON ROUTINE TNG FLT PD CHARLIE EFFECTIVENESS OF NORTHWEST RADAR EARLY WARNING NIL PD EARLY WARNING FOR ARLINGTON STATION CONSIDERED EXCEPTIONALLY GOOD PD EFFECTIVENESS OF GCI GOOD UNTIL CONTROL FREQ JAMMED PD REMARKS CLN ALTERNATE FREQ WILL BE USED WHEN ATTACKING ACFT JAM FTR CONTROL FREQ PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS ST/448
STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE WASHINGTON 20, D. C.

16APR48 MSG REF NR A3 951

FROM CO WALKER AFB ROSWELL NEWM DATE-TIME GROUP 162215Z

TO: CG 8AF CARSWELL AFB TEX

INFO CG SAC ANDREWS AFB MD

CSAF WASHINGTON DC

CG ADC MITCHEL AFB NY

REPORT FIVE ZERO NINE WING FOX OBOE EIGHT CMA SAC TWX ABLE THREE BAKER THREE FIVE ZERO FIVE NINE PD ROGER CHARLIE SUGAR ABLE FOX DASH CHARLIE ROGER DASH SUGAR PETER ONE FOUR ONE PD NINE BAKER DASH TWO NINE ACFT ATTACKED SEATTLE CMA WASHINGTON ONE FIVE ZERO SIX THREE ZERO MIKE SUGAR TARE APR FOUR EIGHT PD NO FIGHTER OPPOSITION WHATEVER ENCOUNTERED PD FOLLOWING EASY CHARLIE MIKE EQUIPMENT USED CLN TWO EACH MIKE DOG DASH TWO THREE SLANT ABLE ROGER ABLE DASH THREE CMASIX EACH ROGER DASH FIVE FOUR SLANT ABLE PETER ROGER DASH FOUR CMATWO EACH ROGER DASH FOUR FOUR SLANT ABLE PETER ROGER DASH FIVE CMA EIGHT EACH TARE DASH ONE ONE SIX SLANT ABLE PETER TARE DASH FIVE AND SIXEACH TARE DASH TWO EIGHT SLANT ABLE PETER TARE BASH ONE PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS FIELD
WASHINGTON 20, D. C.

ST/436

146

16 APR 48

MSG REF NR AFADCC 199

FROM CG ADC MITCHEL AFB NY

TO: CSAF WASHINGTON DC

INFO CG SAC ANDREWS AFB MD

REPORTS CONTROL SYMBOL ABLE FOX DASH CHARLIE ROGER DASH SUGAR PETER ONE FOUR ONE PD SIMULATED BOMBING ATTACK ACCOMPLISHED BY BAKER TWO NINES ON SEATTLE WASHINGTON BETWEEN ZERO FIVE FOUR FIVE AND ZERO SIX ZERO ZERO ONE FIVE APR FOUR EIGHT PD ABLE NO ACFT SITED ON RADAR SCREENS PD BAKER NO ACFT MADE INTERCEPTION PD CHARLIE EFFECTIVENESS OF RADAR SCREEN NIL PD GEORGE CHARLIE ITEM NOTUSED PD ELECTRONIC COUNTER MEASURES BY ATTACKING BAKER TWO NINES EXCELLENT PD REMARKS CLN ABLE RECOMMEND REPEAT MISSION ON TWO ZERO APR FOUR EIGHT WITH ATTACKING ACFT COMING IN FROM SEA PD BAKER NO ACFT ON PATROL OR SCRAMBLE DUE TO WEATHER PD

Paraphrase not required. This message may be handled as correspondence of same classification per paragraphs 51I and 60A (4), AR 380-5, 15 August 1946.

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HEADQUARTERS
92ND BOMBARDMENT WING (VH)
Spokane Air Force Base
Spokane, Washington

92BWCO 5 May 1948

SUBJECT: Special Mission Report.

TO: Commanding General
15th U. S. Air Force
Colorado Springs, Colorado

1. The 98th Bombardment Group (VH) participated in a simulated bombing attack 3 May 1948 on Boeing Aircraft Plant, Seattle, Washington and a target within Hanford Works, Washington. After conference with the Commanding Officer, Northwest Air Defense Wing, McChord Air Force Base, Washington, the following is a summary of the Ground Radar coverage and the effectiveness of Fighter Interception.

2. Information received from interrogation of our crews places the number of intercepting fighters (P-51) at ten (10). The 98th Bombardment Group (VH) placed six (6) aircraft over the Seattle target, numbers 7765, 7739, 1953, 1822, 9977, and 7753. It was the opinion of some of our crews that fighters were not vectored to our aircraft, but were merely vectored to an area; to patrol such an area. Individual passes of the fighters were aggressive in spirit, but apparently had difficulty in attaining sufficient altitude and airspeed necessary to make speedy and accurate passes. Time lag between any two passes by the same fighter was excessive --- indicating further that attaining sufficient airspeed and altitude was difficult. The altitude of our B-29's was 30,000' and Calibrated Indicated Air Speed was 180mph. With an additional 5,000' and fifty (50) miles per hour, doubt exists that the P-51 aircraft could fulfill the above mentioned mission.

3. Information from the Radar Tracking Overlay furnished this headquarters by Northwest Air Defense Wing as pertained to the track of our aircraft over the ground is correct. Certain areas, however, were void of radar coverage due to inoperative radar sets and areas being blanketed by mountainous terrain. In addition to this, it was stated in the conference (par. 1) that the profusion of aircraft in the sky caused confusion on the ground radar scopes.

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Basic: Hq. 92nd Bomb Wg (VH), SPAFB, Spokane, Wash., 5 May 1948, subj., Special Mission Report.

/s/t/ JAMES E. BRIGGS
Colonel, USAF
Commanding

3 Incls-

1. 3 cys Mission Report 98th Bomb Gp (VH)
2. 3 cys Mission Report NWAD Wing
3. 1 cy Radar Tracking Overlay

AG 373 A30 1st Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo 19 MAY 1948

To: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Forwarded in compliance with SAC teletype A3B3 5001, 2 May 48.

FOR THE COMMANDING GENERAL:

/s/t/ D. T. HAMILTON
Lt Col, USAF
Asst Adjutant General

3 Incls
1 cy Incl 1 and 1 cy
Incl 2 w/d

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HEADQUARTERS
98TH BOMBARDMENT GROUP (VH)
Spokane Air Force Base
Spokane, Washington

3 May 1948

SUBJECT: Narrative Mission Report.

TO: Commanding Officer
92nd Bombardment Wing (VH)
Spokane Air Force Base
Spokane, Washington

1. In compliance with instructions set forth in Section C-6 92nd Bombardment Wing (VH) Tactical Doctrine, dated 1 March 1948, the following Narrative Mission Report is submitted:

Under the provisions of 92nd Wing Field Order #35, dated 30 April 1948 and 98th Bomb Group Field Order #1, dated 2 May 1948 nine (9) aircraft and three spares (3) were scheduled to participate in the bombing of Boeing Aircraft Plant, Seattle, Washington (Target No. #1) and Hanford Works, Hanford, Washington (Target No.2) by visual or radar methods.

Eight (8) aircraft were airborne, the first was off the ground at 1041 hours PST and the last was off at 1127 hours PST. "Bombs Away" over Target No. 1 was at approximately 1528 hours PST between 25,000' and 35,000' with six (6) aircraft participating. "Bombs Away" over Target No. 2 was at approximately 1600 hours PST between 25,000' and 35,000' with four (4) aircraft participating.

There were no bombs loaded. Bombing was conducted visually or by radar using cameras. First reports were excellent as reported by crews.

Seven (7) aircraft landed at the home station. The first was on the ground at 1725 hours PST and the last landed at 1848 hours PST. One (1) aircraft landed at McClellan Air Force Base, California at 1515 hours PST.

Aircraft # 2073 aborted at the Group Assembly Point, Baker Radio, due to malfunctioning of engines No. 1 and No. 2 at higher altitudes. This aircraft returned to the Spokane Area and conducted SCR-584 runs until 1725 hours PST when it landed.

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Aircraft # 9861 aborted due to No. 2 engine going out. An emergency landing was effected at McClellan Air Force Base, California, landing at 1515 hours PST.

Weather conditions failed to materialize as briefed, consequently take-off was effected under IFR conditions. Group Assembly was not effected until an altitude of approximately 27,000' was attained. Navigation was restricted due to the weather conditions. Target # 1 was obscured to broken and Target # 2 was obscured. Landings were effected under contact conditions due to broken clouds to the west of the field. The entire mission was hampered by adverse weather.

Fighter aircraft were encountered over the Seattle Area. Crews reported from five to ten P-51 type aircraft engaging the bomber formations over the target.

No ECM transmitters were available for use due to lack of antennas. The following Radar and/or CW stations were detected during the flight using AN/APR-4 receiver with TH-17 tuning unit and AN/APA-10 panoramic adapter with AT-38 antennas being used:

Possible VHF point ot point on 150 MC around Pendleton and Walla Walla Area.

Possible EW radar on 203 MC along Columbia River valley between Portland and Pendleton.

Radar on CW at 151 MC with a radar PRF estimated at 1800-2000 in an area of radius of 100 miles about 4433N-12217W.

Radar at 200 MC with PRF estimated 1000 either in City of Seattle or at Foothills of Wenatches Mountains between 47 and 48 degrees north. Radar or CW in the area north of Mt. Ranier and south of Yakima River at 140 MC with PRF of 1000, 139 MC with PRF of 1800, and 138 MC with PRF of 900.

200 MC Radar with estimated PRF of 1000 believed at peak 4648N-12112W scanning a sector to the northwest of 45 to 60 degrees.

WILLIAM D. CAIRNES
Colonel, USAF
Commanding

A TRUE COPY

s/ Walter L. Neeballs, Maj USAF
for t/ JOHN B. WILLIAMS JR.
First Lieutenant, USAF
Ass't S-2 Officer

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HEADQUARTERS
NORTHWEST AIR DEFENSE WING
McCHORD AIR FORCE BASE
Tacoma, Washington

4 May 1948

SUBJECT: Consolidated Mission Report for Intercept Mission, 3 May 1948.

TO: Commanding General
Fourth Air Force
Hamilton Air Force Base
San Rafael, California

1. The following Report of Mission accomplished on 3 May 1948, is submitted for your information.

2. Fighter Intercept Mission was ordered by Field Order #1, Hq. Northwest Air Defense Wing, dated 3 May 1948.

3. General:

a. Designation of Unit: Northwest Air Defense Wing (1) 522nd and 523rd Fighter Sq, of the 27th Fighter Gp (P-51's) (2) 325th Figher Sq (P-61's)

b. First aircraft took off at 1506 PST

c. Last aircraft returned at 1930 PST

d. Thirty (30) aircraft were airborne

e. Five (5) aircraft aborted.

f. Twelve (12) aircraft actually made interception

g. Time of Interception: Ranging from 1521 to 1544 PST, from Grid coordinates BHUG 7050 to BHUK 2550 at angles ranging from 20 to 30

h. Total of fourteen (14) individual intercepts were made on six (6) bombers bearing the numbers of 753, 953, 765, 977, and one (1) aircraft with no numbers visible. All bombers bore 15th AF Insignia.

i. Six (6) individual bombers were visually intercepted twenty five (25) to thirty (30) miles north northwest of Seattle on bomber headings of 110 degrees angles ranging from 25 to 30.

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j. Twelve (12) of the fourteen (14) intercepts effected were in the area BHUG 7050 to BHUG 6060, and the other two intercepted at BHUK 2550 and BHUK 2585.

4. Narrative of Fighter intercept and radar effectiveness:

a. Attention is invited to Incl. 2 "Radar Plot Overlay".

b. Commune station being inoperative because of high winds damage 0100PST, 3 May 1948, scope contacts were not available until first B-29 came on Choir at 1500 hours PST at BHUG 9080; Schilling picked up only one aircraft. Initial landfall of bombers was at Aberdeen instead of Lapush and was point of first plot. Bombers then turned to a track of 345 degrees true and flew up the coast thus remaining shielded from Schilling. Choir picked up initial plot and continued giving the only plots on B-29s west of Seattle. Choir had excellent coverage except when plots faded for ten (10) minutes as the bombers crossed the Olympic Mountains, on an estimated heading of 110 to 120 degrees true, possibly because of passing out of high lobe. Motion One picked up targets east of the Cascades and tracked them south of station, after B-29's turned for return to Spokane, they were tracked for 100 miles south of Pasco to Spokane using Rude and Motion. Arlington GCI was not effetive because of multiple targets and too many scrambled flights appearing on the screen at once. Motion One GCI not operational since VHF to fighters has not been remoted to scope. Overall radar screen to west is adequate when Schilling and Commune are both operational.

5. Narrative by Flight commanders intercepting bombers:

a. Attention is invited to Inclosure #2 "Controllers Log".

b. Gorilla Red Flight was scrambled by the controller at 1459PST and was airborne at 1505PST. Flight reports intercepting the following ship numbers twenty to twenty five miles northwest of Seattle at angles 25: 953, an unidentified B-29, and 853 at angles 27. At the same time he directed his second element down on an unknown tail number at 25,000 ft.

c. Gorilla White scrambled at 1459 and was airborne at 1505. Flight intercepted two (2) B-29s, numbers 765 and 977 at BHUG 7040, time 1524PST, Angels 25 to 27. Further intercepted B-29 number 753 at angels 25, grid BHUD 3050.

d. Earmark Red flight scrambled at 1459 and was airborne at 1515 PST. Flight intercepted ship numbers 765, at BHUK 2090, at 25,500' at 1540 PST. Also intercepted 753 at angels 26, grid BHUK 2050 at 1600PST.

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e. Earmark White flight scrambled at 1459 and was airborne at 1515. Flew direct to Everett, orbited on a thirty mile radius, no contact was made, no vectors received from controller, and could not contact Crosspatch.

f. Gorilla Black flight was on patrol between Mary and Sadie from 1300 PST until time of intercept, at which time they were intercepted toward Bremerton at 25,000' time 1521 PST where they intercepted three (3) unidentified B-29's. The wingman separated at the same time to attack B-29 with tail number 753 and at 1540 PST tail number 793.

g. Darkey Red flight was scrambled at 1530 and was airborne at 1545. Flight proceeded to 20,000 feet and was orbited at Sadie with no vectors being given from Crosspatch or Choir. No contacts were made.

h. Gorilla Blue flight scrambled at 1540PST and was orbited at 20,000' over Mary. Received no vectors and made no contacts.

i. Earmark Blue flight was scrambled at 1540 and was airborne at 1542PST. Orbited over Mary at 20,000' until all aircraft were recalled whereupon flight was directed to finish patrolling Mary to Sadie until 1930 hours.

6. Communications:

a. All flight commanders as well as the controller reported excessive radio chatter which tended to hinder the efficiency of control and prevented proper pin pointing of intercepts.

b. Pilots reported extreme interference on C Channel but experienced none on secondary channel A.

c. Choir reported extrement interference on all channels and believed it due to nearby highway traffic.

FOR THE COMMANDING OFFICER

HAL W. FOSTER
Captain, USAF
Wing A-2

A TRUE COPY:
/s/ Walter L. Neeballs, Maj USAF
for JOHN B. WILLIAMS, JR.,
First Lieutenant, USAF
Ass't Group S-2

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: 92d & 98th Bomb Groups - Simulated Bombing Attack

FROM: Operations Analysis
AC/S, A-5
AC/S, A-4
AC/S, A-2
AC/S, A-1

DATE 1 June 1948

COMMENT No 1
Capt Miller/pa/3150

FROM: A-3 Division

1. The inclosed mission reports on 92d and 98th Bomb Group participation in a simulated bombing attack on Boeing Aircraft Plant, Seattle, Washington is forwarded for your information and action which you may deem necessary.

2. Request that the inclosed reports be returned to this office by 21 June 1948.

1 Incl
1. Ltr fr 92d Bomb Gp, dtd 5 May 48, w/1 Ind & 3 Incls

/s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

TO: AC/S, A-5

DATE 3 June 1948

COMMENT No. 2.
Dr Alaoglu/er/4109

FROM: Operations Analysis

1. It is rather difficult to make any critical study of this mission. There is no report of bombing accuracy; nothing is known about the chances of success of the fighters since gun camera film is not available; even the ECM estimates of position and type of radar stations encountered cannot be checked, since no information is given as to what and where the NWADC's stations are.

2. The comment that another 5000 feet and 50 mph for the bombers would put them beyond the fighters is interesting, if only P-51 type opposition is expected.

1 Incl.
n/c

s/t/ CARROLL L. ZIMMERMAN
Chief, Operations Analysis

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SAC, Ft. Crook-2-11-49-5,000 O-0238

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: 92d & 98th Bomb Groups - Simulated Bombing Attack

AC/S, A-4 DATE 7 June 48

COMMENT No 3

FROM AC/S, A-5 Maj Stillson/mm/4142

When these missions are complete the end results, if properly evaluated, should disclose the glaring deficiencies in early warning and present day defense. These missions were conducted with daylight conditions, previous warning and with knowledge of the general areas of the targets to be struck. A mission at 35,000 feet at night under bad weather would not be nicked.

1 Incl
n/c

s/t/ R. O. CORK
Colonel, USAF
AC/S, A-5

AC/S, A-2
AC/S, A-1
AC/S, A-3
IN TURN

DATE 11 Jun 48

COMMENT No. 4
Mr Reese/mkh/3244

FROM: AC/S, A-4

1. Concur with Comments 2 and 3.

2. Report contains little information of value to A-4. Suggest that subordinate units be instructed in detail of what data are desired in future reports of this nature. It is possible that a report from the ADC units involved might be of value.

1 Incl
n/c

s/t/ K. B. TIBBETTS
Colonel, USAF
AC/S, A-4, M&S

TO: AC/S, A-1
AC/S, A-3
IN TURN

DATE 15 June 1948

COMMENT NO. 5
Lt Col Benn/fms/2224.

FROM: AC/S, A-2

Noted. Concur in Comments 2 and 3.

1 Incl
n/c

s/ R. W. Benn
for WILLIAM A. ADAMS
Colonel, USAF
AC/S, A-2

SAC, Ft. Crook-2-21-49-5,000 O-0238

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: 92d and 98th Bomb Groups - Simulated Bombing

TO: AC/S, A-3

DATE: 16 Jun 48

COMMENT No 6

FROM: AC/S, A-1

Lt Col Walker:sjp 2121

Noted.

/s/ Arthur J. Walker, Lt Col
for RICHARD T. KING
Colonel, USAF
AC/S, A-1

1 Incl. n/c

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SAC. Ft. Crook-2-21-49-5,000 O-0238

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

AG 373 CG 8 May 1948

SUBJECT: Operational Employment of VHB Aircraft

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. The A-3 of this Air Force, Colonel William P. Brett, recently returned from a trip to the ETO with the 301st Bombardment Group (VH). While in the ETO, the Group placed 29 aircraft over England for a fighter intercept problem with the RAF. The B-29's flew for one hour twenty minutes at 30,000 feet with Hornets, Vampires, and Meteor IV's used to intercept. It was the judgment of the Bombers that the Hornets and the Vampires were ineffective at 30,000 feet. The Meteor IV's had about 200 mi/hr on the bombers and made attacks with ease. At the critique following the mission, the Squadron Leader of the Meteors reported that 30,000 feet was his best altitude and that should the bombers have operated at 35,000 to 40,000 feet, he would have had little, if any, advantage over them. In addition, he reported that the ground radar control wasn't very effective above 30,000 feet.

2. This report made us believe that this altitude should be investigated, and possibly exploited. Therefore, when the 92d Wing was called upon to operate against the fighter intercept unit in the Northwest this past week, we placed our bombers at 30,000 feet with individual bombers at 35,000 feet. The bombers had to approach the Coast from 100 miles out and simulate bombing the Boeing plant and the Hanford works. There were approximately 100 fighters available to defend the area and the fighter control was established at McChord Field.

3. On the first mission, the 30,000-foot bombers were intercepted approximately five minutes from "bombs away" on the Boeing plant. They then proceeded to the Number 2 target, the Hanford plant, without further interference. The 35,000-foot bomber was not intercepted.

4. On the second mission, the bombers came in from the sea at the mouth of the Columbia River, one plane turned off at 30,000 feet and proceeded to the Boeing plant. Five planes (one at 25,000 feet, three at 30,000 feet, and one at 35,000 feet) proceeded directly to the Hanford plant. Colonel Brett

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AG 373 CG 8 May 1948
Subject: Operational Employment of VHB Aircraft

and I were in the Fighter Control Room at McChord Field. As the bombers were about 30 miles inland from the Coast, they were shown on the board for approximately five minutes. They faded and were not picked up again. Both simulated attacks were made without intercept. The time was 1600 and the weather practically clear. No radar counter measures were used.

5. I asked General Schram, present in the Control Room, if this section was more poorly protected than the rest of the country. He said the other areas are about the same. If this is true it appears that our bombers can fly over this country at 30,000 feet and above with practically no danger of intercept. It also appears that they can fly over England at above 30,000 feet with little danger of intercept. To my mind it follows that we can do the same over the USSR.

6. There are two things needed to bomb the USSR--they are range and the power to penetrate. With air to air refueling or from bases in England, it appears that we can have the range. By flying individually at night at 30,000 or above we will have the power to penetrate.

7. There are several problems to be solved. They are:

a. Supercharger surge has been encountered frequently at altitude.

b. The ignition harness breaks down at altitude.

c. Bombing accuracy falls off with altitude.

With a little work and assistance from AMC, I am sure difficulties of high altitude flying can be solved. The solution of the bombing problem is more difficult but with the use of Atomic bombs and General Purpose bombs being used primarily for diversionary effort, the required accuracy can be obtained.

8. This Air Force plans to start high altitude operations so that we can cure the problems inherent with altitude and learn our bombing accuracy. From the few operations I have seen to date, I am convinced that this high flying will enable us to get the bombs to the target.

LEON W. JOHNSON
Major General, United States Air Force
Commanding

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COPY 1

BASIC: Ltr from Fifteenth AF, subj "Operational Employment of VHB acft" dated 8 May 48.

SAC 373 (8 May 48) 1st Ind A3B3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 17 MAY 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. The information presented in the basic letter is a matter of concern within this command. This command has been led to believe that the Radar Search and Early Warning Equipment used by the U. S. Air Force is capable of searching for and locating aircraft up to 40,000'. As evidenced by the basic letter, it appears that the equipment now in use is not capable of this performance.

2. It is true that if the USSR Search and Early Warning Equipment is comparable to ours, we will be able to fly high over the USSR with practically no danger of interception, however, by the same token, it will be equally simple for the USSR to fly high over the U. S. with practically no danger of interception.

3. There is a definite requirement within the U. S. Air Force for a more adequate Early Warning Radar set up, and more complete training of fighter units for interception in adverse weather conditions.

4. Information available to this headquarters indicates that the greater percentage of training of fighter units within the Air Force is concerned primarily with daylight visual attacks.

5. Present planned tactics for atomic attacks are based on individual sorties to be flown at night and during adverse weather conditions. This type of attack is that which provides the most assurance of a bomb carrier delivering an atomic weapon to the enemy. It is logical to assume that the USSR, if they attack, will utilize these same tactics. Therefore, it is of prime importance that our fighter units be trained and proficient in the art of intercepting and attacking an aircraft at high altitude regardless of weather conditions or the hour of the day.

6. To accomplish these requirements, it is recommended that Air Defense Command be provided with more adequate and suitable Radar Early Warning and Search Equipment and that fighter units in the U. S. Air Force be trained for a high degree of proficiency

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BASIC: Ltr from Fifteenth AF, Subj "Operational Employment of VHB Acft" dated 8 May 48.

in high altitude interception, regardless of weather or the hour of the day.

FOR THE COMMANDING GENERAL:

D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

COPY

2nd Ind.

DEPARTMENT OF THE AIR FORCE, HQS., USAF, Washington 25, D. C., 8 JUL 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. The information contained in basic letter was received with great interest by this headquarters. This headquarters agrees that radar coverage up to 50,000 feet is a primary necessity to insure adequate early warning of hostile aircraft and missiles.

2. With reference to paragraph 5 of basic letter, the radar network used in these maneuvers consisted of one (1) AN/CPS-1 (MEW) and four (4) AN/TPS-1B equipments. These equipments are an improvisation pending the availability of more powerful permanent type equipment. The more powerful equipments will be the AN/CPS-6B and the AN/FPS-3 which will provide coverage up to 40,000 and 50,000 feet respectively. It might be mentioned that altitude coverage can be increased at the expense of range by tilting or modifying the antenna.

3. This headquarters is pressing the study of fighter intercept tactics as is evidenced by Inclosure No. 1 which details APG Project No. 4-47-33, subject: Interception of High Speed, High Altitude Bombers. This headquarters is also cognizant of the requirement for efficient interception capabilities on a twenty-four hour, all-weather basis. In an endeavor to fulfil this requirement, the number of authorized all-weather fighter groups was increased from three to eight in the USAF, and from two to eight in the Air National Guard. A proportionate decrease in day or penetration fighter groups accompanied this increase. Efforts are continuing toward making the penetration fighter capable of a certain amount of combat operation during night and inclement weather.

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B/Ltr fm 15th AF, subject: Operational Employment of VHB Aircraft, dated 8 May 1948.

4. Various other projects are now being studied by the Air Proving Ground Command and Air Materiel Command. These projects include airborne control centers for intercept fighter aircraft, radar beacons for GCI purposes in fighter aircraft and navigation systems for fighter aircraft.

5. The recommendations advanced in paragraph 6 of the 1st Indorsement are concurred in by this headquarters, and will undoubtedly remain one of the top priorities and missions of the Air Force.

BY COMMAND OF THE CHIEF OF STAFF:

E. E. PARTRIDGE
Major General, United States Air Force
Director, Training and Requirements

1 Incl:
Inter Rpt on Interception High Speed High Altitude Bombers by Jet Fighters Under Other Than Ideal Conditions, APG Proj No. 4-47-33(E), dtd 10 May 48.

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SAC 373 (8 May 48) 3d Ind A3B3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 20 JUL 1948

TO: Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.
Commanding Officer, 56th Fighter Wing, Selfridge Air Force Base, Mt Clemens, Michigan
Commanding Officer, 82d Fighter Wing, Grenier Air Force Base, Manchester, New Hampshire
Commanding Officer, 27th Fighter Wing, Kearney Air Force Base, Kearney, Nebraska
Commanding Officer, 33d Fighter Wing, Walker Air Force Base, Roswell, New Mexico
IN TURN

Comments by each command and forward to the next as listed above. The Commanding Officer, 33d Fighter Wing will forward the final comment direct to this headquarters.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

1 Incl: n/c

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HEADQUARTERS
33RD FIGHTER GROUP
WALKER AIR FORCE BASE
ROSWELL, NEW MEXICO

7 May 1948

SUBJECT: SAC Fighter Gunnery Meet

THRU: Channels

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Camp Springs, Maryland

1. In compliance to paragraph 3x, (1), (c), Field Order 15, Strategic Air Command, dated 1700 Zebra, 12 April 1948, the following report is submitted. The attached folders cover comprehensively all phases of the SAC Fighter Gunnery Meet. The recommendations on page 2 of these reports were arrived at during a conference held by Colonel Beverly, Fourth Fighter Group Commander and representatives of the participating teams on 1 May 1948 at MacDill Air Force Base and deserve careful consideration.

2. In general, the SAC Gunnery Meet was considered highly successful, although on the third day of the Meet, 28 April 1948, a record schedule was performed as indicated by page 3 in the report. This schedule required each participant to fly at least five (5) missions and is not recommended for future Gunnery Programs. The original schedule set up for the entire week was not followed due to maintenance and armament difficulties during the first days' operation and weather during the second days' operation. While the weather cannot be controlled, the maintenance and armament factors may be eliminated at the next Gunnery Meet by all participants being in place three (3) days prior to the Meet as indicated in recommendation 15.

3. The success of the SAC Gunnery Meet was in great part due to the cordial cooperation of the officers and men at MacDill Air Force Base. Particular assistance was rendered by:

Major Burrows, CO of Transportation Squadron "E"
Major Stinson, 307th Bomb Wing, A-3 Officer
Major Fowler, Base Operations Officer
Major Bell, S-4
1st Lt Johnson, Ass't Base Operations Officer

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Subject: SAC Fighter Gunnery Meet 7 May 1948

4. Probably the greatest single factor attributing to the successful competition of the Gunnery Meet was the highly efficient operation of the officers and men at the Avon Park Gunnery Range. Lt Colonel Harvey Hogan was extremely cooperative and extended every effort to arrange facilities as desired by both Colonel Beverly and myself. His work was certainly commendable. As a result of his friendly association with the people of Avon Park, a precedent was established in the form of a barbeque banquet given for participants and those associated with the SAC Fighter Gunnery Meet by the Avon Park City Council Chamber of Commerce and the American Legion. This event proved to be a fitting climax to the highly successful five (5) day operation and as indicated in recommendation 28 on page 2 of the report, should be planned in some similar form as a conclusion for each future Fighter Gunnery Meet.

5. The results of the SAC Gunnery Meet definitely dictate the necessity for the 33rd Fighter Group to institute a continuing Gunnery Program as soon as possible. The Group is ready with P-51 type aircraft to go into extensive gunnery programs as soon as an adequate air to ground and air to air gunnery range are available. After the transition period in Jet type aircraft, the perfection of the Armament equipment on these aircraft and assignment of adequate gunnery range facilities, nothing should prohibit an intensive program being established by this group in Jet Fighter Gunnery.

/s/ Albert A. Cory
ALBERT A. CORY
Lt Col, USAF
O.I.C. of P-51 Competition

4 Incls
SAC Fighter Gunnery Meet

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Subject, SAC Fighter Gunnery Meet 27 MAY 1948

A3F 373 (7 May 48) 1st Ind 18 MAY 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Contents noted.

2. The three (3) best gunners of any fighter group is not indicative of the gunnery ability of the group as a whole. It is believed that some or possibly all fighter groups in Strategic Air Command have pilots assigned that are graduates of the fighter gunnery school at Williams Air Force Base, and/or the old Air Force Fighter Gunnery School at Matagora Island, Texas. Such pilots have the know-all of fighter gunnery. It is therefore requested that the following suggestion be given consideration:

a. Each fighter group participating in the meet will be allowed to select only one (1) best gunner in the group.

b. The other two (2) participants from each group will be selected at random from all pilots assigned to the group for a period of six (6) months or more. This selection should be made at Strategic Air Command by drawing names of qualified pilots from a hat or by some similar method. Such a method should tend to give a better cross-section of the gunnery ability of each group and it will also determine the best gunner in Strategic Air Command fighter groups. Further, it should create an incentive to make better all around gunners of those pilots who are below average. This suggestion can be altered such as having the two (2) best gunners from each group and two (2) picked at random. Should this suggestion be followed the information should be put out to the groups at the earliest possible date.

FOR THE COMMANDING GENERAL:

s/t/ T. J. DuBOSE
Colonel, USAF
Chief of Staff

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S U M M A R Y

	P-80		P-51		Combined		MEET AVERAGE
AERIAL GUNNERY	56th Group	66.9	82d Group	37.7	56th Group	66.9	44.3
GROUND GUNNERY	56th Group	35.8	82nd Group	23.8	56th Group	35.8	27.2
DIVE BOMBING	56th Group	64.7	27th Group	67.4	27th Group	67.4	48.9
SKIP BOMBING	4th Group 56th Group	27.8 27.8	33rd Group	33.3	33rd Group	33.3	25.6
ROCKETRY	Not applicable		82nd Group	58.3	82nd Group	58.3	40.7

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HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

000 373.2 10 DEC 1948

SUBJECT: Final Report of Operations Combine III

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Fort Crook, Nebraska

Enclosed is final report of Strategic Air Command Field Order 39 (Operations Combine III) performed by the 64th Bombardment Squadron, 43rd Bombardment Wing, Davis-Monthan Air Force Base, Tucson, Arizona.

FOR THE COMMANDING GENERAL:

s/ J. H. Thompson, Lt Col USAF
for W. H. BLANCHARD
Colonel, USAF
Deputy Chief of Staff, Operations

1 Incl
1. Final Rpt (Opns Combine III) (Trip)

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F O R E W O R D

This report is published as a summary of activities of the 43rd Task Group during the period of Operation Combine III maneuver.

s/ Michael N W McCOY
t/ MICHAEL N W McCOY
Lt Col, USAF
Commanding

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64TH BOMBARDMENT SQUADRON (M)
43RD BOMBARDMENT GROUP (M)
MacDill Air Force Base
Tampa 8, Florida

I N T E L L I G E N C E

1. MISSION

A. The Ninth Air Force in conjunction with Third Army, Fleet Marine Force, Atlantic, Naval Air Fleet, Atlantic, Strategic Air Command, and Air Proving Ground Command will execute Operation Combine III in the Eglin Air Force Base Area during the period 7 September 1948 through 10 November 1948. The purpose is: to provide tactical indoctrination in the employment of a combined Army-Navy-Air Task Force to student officers of various service schools; to train all units participating in the execution of their primary missions; and to portray staff coordination and communications.

B. GENERAL PLAN OF OPERATIONS.

a. Due to the eminence of war, the Namoran Government has decided to become the aggressor nation and to attack Deluvia without warning. Through the element of surprise and a short campaign, it is planned to end the war by dividing the Deluvian nation in two parts and capturing the capitol, Atlantis, in 60 days.

b. Two task forces, one from the North and one from the South, Task Force "Combine III," will make simultaneous drives for the capitol of Deluvia, Atlantis. The southern task force will consist of strategic and tactical air forces, airborne forces, amphibious forces, and naval forces. The strategic and tactical forces, will obtain air superiority by destroying Deluvian air forces on the ground and in the air through simultaneous attacks prior to H-Hour on D-Day. The airborne forces will establish and airhead in the Eglin AFB area on H-Hour of D-Day with the mission of securing the Eglin AFB area and the beaches in that area for amphibious landings. The amphibious forces will land on D plus 1 with the mission of capturing the port of Sacola and establishing a base area in preparation for the major offensive towards Atlantis. Combined Namoran army and air forces will launch an offensive from the Sacola base area with the objective of capturing Atlantis.

The campaign culminating in the capture of Atlantis on D plus 60 will be divided into three phases. Phase I will be the establishment of the airhead, the landing of the amphibious forces, securing the port of Sacola, and establishing a base area. Phase II will be the period between establishing the base area and the next offensive towards Atlantis from the base area. Phase III will be offensive from the base area, resulting in the capture of Atlantis.

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The time schedule for these phases follows:

Phase I

D-Day	--	Air head
D plus 1	--	Beach-head
D plus 18	--	Capture of Sacola

Phase II

D plus 18 thru D plus 30 - Consolidation of Base Area. Destruction of Deluvian air and ground forces, industry and communications in preparation for Phase III.

Phase III

D plus 30 thru D plus 60 - Atlantis Offensive
D plus 60 - Capture of Atlantis.

C. SUMMARY OF ENEMY SITUATION:

a. Strength in Aircraft:

461 Fighter Aircraft	225 Troop Carriers
214 Medium Bombers	200 VH Bombers

b. Replacement of aircraft: The Deluvian aircraft industry is capable of manufacturing 200 combat aircraft per day.

c. Personnel replacement: Deluvia has a potential military manpower strength of 3,000,000 men. Training centers and schools are in a high state of efficiency.

D. MISSION OF TASK FORCE "COMBINE III"

a. Air - will provide units for the destruction of the Deluvian Air Forces, destruction of defense installations in airborne-amphibious landing areas prior to landings, visual and photo reconnaissance, night photo reconnaissance, isolation of battle areas, destruction of ground targets in cooperation with Army Forces.

b. Training Exercises (Thursday, Friday, weekly).

All units under the Operational control of Headquarters Ninth Air Force during the period of Operation Combine III will participate in joint training exercises consisting of Army-Navy-Marine-Air Force missions, night and day high and low altitude interception missions, bombing and gunnery training, radar warning and radar countermeasures missions, unit and individual

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proficiency training missions. Missions will be assigned by Field Orders, Headquarters Ninth Air Force, daily.

E. TASK OF STRATEGIC AIR COMMAND

a. A descriptive mission assigned the Strategic Air Command represented by the 43rd Task Group.

MAPS: U.S. Sectional Charts, Scale 1:500000, Code APC-6, Mobile, Birmingham, Savannah, Jacksonville.

World Aeronautical Charts, Scale 1:1,000,000, Code WAC, 407, 408, 409, 410, 466, 467, 468.

1. 9 B-29 Aircraft will attack an airdrome.

Load 10 x 500 lb GP per acft. Inst nose fuse, AN-M103A1 and 0.1 sec delay tail fuse, AN-M101A2.
Route Base to N 30-23 W 87-14 to Bomber IP to target to Base.
Alt enroute 10,000'
Alt at IP 10,000' or below cloud base.
TOT-Mon-H-38
"Diaphram Able"
Missions to be conducted on D plus 1, D plus 5, D plus 6, D plus 13, D plus 20, D plus 27, D plus 34.

F. CONCLUSION

The 43rd Task Group destroyed all targets assigned by higher headquarters during the maneuver. All missions flown in coordination with ground forces were well within the allowable time limits and at no time were the friendly ground forces endangered by the bombs of the Strategic Air Command.

Due to the nature of assigned fighter interception missions our aerial gunners exposed a minimum amount of gun camera film.

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OPERATIONS

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64TH BOMBARDMENT SQUADRON (M)
43RD BOMBARDMENT GROUP (M)
MacDill Air Force Base
Tampa 8, Florida

Training Schedule for the period of Operation Combine III Maneuver

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
			7 Flt to MacDill AF from D-M	8 "A"
11 "D" & "I"	12 "A"	13 "A"	14 "G-B-C-H"	15 "B-E-G-H"
18 "D" & "I"	19 "F" & "I"	20 "A"	21 "G-B-C-H"	22 "B-E-G-H"
25 "D" & "I"	26 "F" & "I"	27 "A"	28 "G-B-C-H"	29 "B-E-G-H"
1 "D" & "I"	2 "F" & "I"	3 "A"	4 "G-B-C-H"	5 "B-E-G-H"
8 "D" & "I"	9 "F" & "I"	10 "A"	11 Take-off for Davis-Monthan AFB	

LEGEND

A --Formation Bombing Mission--Combine III
B --Interception Mission-Combine III
C --Practice Bombing Mission
D --Navigation and Air to Ground Gunnery Mission
E --SCR 584 Runs
F --Transition and Instrument Flying
G---Synthetic Trainer
H --Small Arms Firing
I --Ground School

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64TH BOMBARDMENT SQUADRON (M)
43RD BOMBARDMENT GROUP (M)
MacDill Air Force Base
Tampa 8, Florida

O P E R A T I O N S

I. Narrative:

1. In accordance with F.O. 4 dated 5 Oct 48 Hqs 43rd Bomb Wing DMAFB, a Composite Sq consisting of 15 crews and 15 aircraft (B-29) departed DMAFB 0600 7 Oct 48, and landed MacDill AFB 1700 (EST) 7 Oct 48. The 64th Bomb Sq furnished nine crews and nine B-29 aircraft and the 65th Bomb Sq furnished six crews and six B-29 aircraft. The Composite Sq will be referred to as the 43rd Task Group, commanded by Lt Col Michael N. W. McCoy.

Three Base Flight C-47 aircraft were used on the move to MacDill AFB to carry excess personnel and equipment, and two C-47's were used on the return trip to Davis Monthan Air Force Base.

Operation Combine III was terminated 10 November 1948. The 43rd Task Group completed its final mission at 1200 10 November 1948. Fourteen B-29's returned to Davis Monthan AFB 1500 11 November 1948, one B-29 was left at MacDill to clear all Mess, Supply and Maintenance problems. The last B-29 arrived Davis Monthan AFB 2120 12 November 1948.

II. Purpose:

The 43rd Task Group replaced the 97th Task Group which was staging out of MacDill AFB for the purpose of participating in Combine III. The 43rd Task Group was placed under operational control of the 9th AF, for the duration of Combine III.

All Combine III missions were flown in accordance with F.O.'s received from Joint Operation Control at EglinAFB #2 and are given in detail later in this report.

Training missions were accomplished in accordance with 8th Air Force Reg 51-1 and 50-8, utilizing all spare time that combine commitments would permit. A summary of this training is covered in pertinent annexes.

III. Outline of Flying:

A. Combine Mission

1. On 8th of Oct 48 a practice mission was flown in accordance with F.O. #159 Hq 9th AF. 9 B-29 flew four dry runs, and one wet run dropping 10 500lb GP bombs per aircraft. Mission was successful.

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2. 11 Oct 48 a practice mission No. 71 was flown--one dry run was made and bombs were dropped on second run. The mission was successful.

3. On 13 Oct 48 the first mission was flown. Nine (9) B-29 dropped ordnance on target as briefed in accordance with mission number 71, F.O. #159 Hqs 9th AF. Time Over target was 9 seconds early and bombing was excellent.

4. On 14 Oct 1948 an interception mission was flown, simulating the bombing of Crestview, Florida and Mobile, Alabama at 25,000'. Three (3) B-29 were over the target on time as briefed. Fighter interception was negligible.

5. On 15 Oct our interception mission was flown, simulating the bombing of Eglin AFB No. 1, Brookley AFB at 25,000' and Pensacola, Florida at 15,000'. Three B-29's made the first two targets on time as briefed. Only one B-29 made the third target on time. Two B-29's returned to Base at dark. Only one Fighter was seen.

6. On 20 Oct 48, Mission 71, F.O. #159 Hqs 9th AF was flown. Nine B-29's dropped ordnance as briefed. Take-off was 3 seconds early. Bombing was excellent.

7. On 21 Oct 48 an interception mission was flown simulating the bombing of Eglin AFB #2, Eglin AFB at 25,000' and Milton, Florida at 15,000'. Three B-29's made first two targets on time as briefed and one B-29 made 3rd target as briefed. Only minimum fighter interception was seen.

8. On 22 Oct 48 an interception mission was flown simulating the bombing of Eglin AFB, and Milton, Florida, at 25,000' and Pensacola, Florida at 15,000'. Three B-29 were over Targets 1 & 2 on time as briefed and one B-29 was over Pensacola, Florida on time. Four F-51's made interception on 2nd Target.

9. On 27 Oct mission 71, F.O. #159 was flown. Nine B-29's dropped ordnance on target as briefed. Time over Target was 21 seconds early. Bombing was excellent.

10. On 28 Oct an interception mission was flown simulating the bombing of Dothan, Alabama and Eglin AFB at 32,000' and Atmore, Alabama at 15,000'. Mission was cancelled by Joint Operation Control at Eglin AFB before first target was reached.

11. On 3 Nov mission 71 F.O. #159 Hqs 9th AF was flown. Nine B-29 dropped ordnance on target as briefed. Time over target was zero hour. Bombing was excellent.

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12. On 4 Nov an interception mission was flown simulating the bombing of De Funiak Springs, Florida and at Eglin AFB at 32,000' and Milton, Florida at 15,000'. Three B-29's were over targets 1 & 2 as briefed. Target No. 3 was cancelled by Joint Operation Control.

13. On 10 Nov mission 71, F.O. #159 was flown. Nine B-29's dropped their ordnance on target as briefed. Time over target was zero hour and bombing was excellent. This was final mission of Operation Combine III.

B. Total flying time during this maneuver for 43rd Task Group including trip to MacDill AFB and returning to Davis Monthan AFB was 1133 hours and 40 minutes. 558 hours and 10 minutes were flown on Combine III missions. A total of 575 hours and 30 minutes were flown on training missions. Toward accomplishing minimums in accordance with 8th AF Reg 51-1 and 50-8.

IV. From an operational standpoint the mission was highly successful. Fighters could not intercept satisfactoribly at 30,000'. Fighter interception on scheduled interception missions was neglegible.

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HEADQUARTERS
STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE NEBRASKA

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DEL
OCS

DATE DECODED 21 SEP 48 DECODED BY MILL NSS REF TR PADCC 617
(taken from text of message)

FROM: CG MITCHEL AFB NEW YORK 2117382
DATE-TIME GROUP 2117382

TO: CG SAC ANDREWS FIELD MD

THIS CMD PLANS TO PARTICIPATE IN JOINT MANEUVERS DURING PERIOD ONE TO SIX NOV AND ONE ZERO TO ONE FIVE NOV FOR BASES IN THE SEATTLE AND SAN FRANCISCO AREAS TO THESE PLANS WERE WILL CONSIST OF ONE CARRIER TASK FORCE CONSISTING TWO HEAVY CARRIERS AND TWO NAVAL AIR GROUPS WHICH WILL ATTEMPT TO ATTACK MILITARY INSTALLATIONS IN PUGET SOUND AREA DURING PERIOD ONE TO SIX NOV FOUR EIGHT FD THESE ATTACKS WILL BE OPPOSED BY THREE TWO FIVE OF CHA ONE FOUR OF CHA NAVAL PATROL ACFT AND OTHER NAVAL ACFT STATIONED OR SHORED RING PERIOD FD DURING PERIOD ONE ZERO TO ONE FIVE NOV FOUR EIGHT ATTACKS WILL BE MADE ON SANFRANCISCO OR MONTEREY AREA WITH SAC FORCES PARTICIPATING FD DEFENDING FORCES CONSISTING OF FOURTH AF AND EASTERN SEA FRONTIER HAVE REQUESTED THAT ONE TWO HEAVY BOMBERS OPERATING FROM SPOKANE AFB BE MADE AVAILABLE TO MAKE SIMULATED ATTACKS ON THE CARRIER TASK FORCES OFF THE WASHINGTON COAST FD ALSO REQUEST WAS MADE THAT AN ADDITIONAL ONE TWO HEAVY BOMBERS

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Paraphrase not required. This message may be handled as correspondence of same classification per paragraph 61l and 60A (4), AR 380-5, 15 Aug 46.

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SECRET

ST/705

HEADQUARTERS
STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE WASHINGTON 20, DC

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I N F O

AAC
MDC
DEL
CCS

DATE DECODED _____ DECODED BY _____ MSG REF NR FADCC 617
(taken from text of message)

FROM

TO:

OPERATING FROM CASTLE AFB BE MADE AVAILABLE TO MAKE SIMULATED ATTACKS ON CARRIER TASK FORCE OFF CALIF COAST PD SUBJ TO YOUR APPROVAL FURTHER DETAILED PLANS OF THESE MANEUVERS CANNOT BE MADE ND PAR LT COL EDWARD FOX RECTOR WILL VISIT YOURHQS TWO TWO SEP FOUR EIGHT TO DISCUSS THIS IN MORE DETAIL PD

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Paraphrase not required. This message may be handled as correspondence of same classification per paragraph 511 and 60A (4), AR 380-5, 15 Aug 46.

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COPY

340TH BOMBARDMENT SQUADRON, MEDIUM GAD/drb
97th Bombardment Group, Medium
Biggs Air Force Base
Biggs Field, Texas

97G340 354.25 18 October 1948

SUBJECT: Final Report of Operation Combine III

THRU: Commanding Officer
97th Bombardment Group, Medium
Biggs Air Force Base
Biggs Field, Texas

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. In accordance with 8th AF Regulation 55-2 the following final report is submitted.

2. GENERAL NARRATIVE: On approximately 20 August 1948, the 97th Bomb Group, Biggs Field, Texas, received Field Order 734, Strategic Air Command, dated 17 August 1948, which directed that the 97th Bomb Group send 15 B-29's, with complete air and ground crews, plus necessary mess, motor vehicle operators, supply and administrative personnel to MacDill Field, Tampa, Florida, for a period of approximately 60 days, to be in place on 7 September 1948 in order to participate in Operation Combine III which was under the direction of the Commanding General, Ninth Air Force. UCS was to be carried.

Ten days prior to departure all 15 aircraft were grounded for maintenance which included either a 50 or 100-hour inspection. The 340th Bomb Squadron was selected to furnish 10 aircraft and crews, the 341st Bomb Squadron to furnish 3 aircraft and crews and the 342nd Bomb Squadron to furnish 2 aircraft and crews. The entire 15 aircraft and all personnel were placed under the jurisdiction of the Commanding Officer of the 340th Bomb Squadron, Major Gordon A Dressler.

In the 340th Bomb Squadron alone there were 7 engine changes and 20 cylinder changes prior to departure. Serviceable cylinders were not available from supply and it was necessary to remove the serviceable cylinders from inserviceable engines in order to have enough replacement cylinders. This resulted in considerable additional work by the Ground Crews. However, all 15 aircraft were ready to go by the scheduled departure date of 7 September 1948,

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even though maintenance and run-up on the last aircraft was completed at 0400 hours on the morning of departure.

There was another problem prior to departure. Many of the aircrews were incomplete with regards to one or more essential crew members. This acute shortage of personnel necessitated transferring a sufficient number of personnel from aircrews remaining at Biggs to fill the vacancies existing in the 15 aircrews going to MacDill. As a result very few, if any of the aircrews had the advantage, or the opportunity to train as an integrated unit. Further, the cross-training program, especially the 1037 school phase, had curtailed the flying training and proficiency of many essential crew members to a considerable extent.

On 1 September 1948 an advance party of 3 officers and 22 airmen was sent to MacDill by transport aircraft. These personnel were given the job of setting up and furnishing an engineering office, and operations office, quarters for both airmen and officers, a mess hall, orderly room and radio ground station for point-to-point contact with Eglin Field #2, Headquarters of Operation Combine III.

On 6 September 1948 all aircraft were loaded. The ten aircraft assigned to the 340th Squadron each carried one of the fly-away bins. The other five aircraft each carried an engine. All aircraft carried as much MER as possible in addtion to authorized baggage. All aircraft carried from 4,000 to 5,000 gallons of fuel and the average take off weight from Biggs Field was around 114,000 pounds. Briefing for the entire organization was conducted 3 days prior to departure. Final briefing for pilots and navigators was conducted on the morning of departure. Scheduled take-off for the first aircraft was 0400 MST. All aircraft took off and arrived at MacDill on 7 September 1948.

Two C-47 loads of MER plus 36 additional personnel were transported to MacDill. A B-25 aircraft was taken to MacDill for use on administrative flights.

Upon arrival at MacDill Field all aircraft were placed under the operational control of Headquarters, Operation Combine III. The following day radio contact was established with Joint Operations Control (hereinafter referred to as JOC), Headquarters Ninth Air Force, Eglin Field #2, Headquarters for Operation Combine III. The commanding Officer and Operations Officer of the 340th Bomb Squadron were ordered to Eglin #2 for briefing. Upon arrival they were informed that the B-29's from Biggs should have been in place at MacDill on 3 September 1948, and that several practice and familiarization missions had been missed. They were also given Field

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Orders and target information for future practice missions. Due to the late arrival it was necessary to run additional missions to make up for the time that had been lost. This placed a considerable strain on maintenance and as a result it was seldom that more than 7 aircraft were scheduled on a dry run even though all Field Orders called for 9 B-29's on each mission. Take-off for morning missions was usually 0630 hours and for afternoon missions 1200 hours. This meant that for the morning flights, aircrews had to get up at 0300 hours in order to have enough time for briefing and preflight. Where possible, brisfing was conducted the night before. However, this was frequently either impossible or impractical.

The 15 B-29's were divided into 3 flights of 5 ships each. These flights were designated as A,B and C flights. Since the Combine III Field Orders called for 9 B-29's per mission, this necessitated using 2 flights per mission and allowed one spare aircraft provided all 10 ships of the two flights were in commission. It also allowed the aircrews of the flight not scheduled to fly to attend ground school. This schedule worked well as long as only one mission was scheduled per day. When two missions were scheduled per day, as they were several times, no ground school was accomplished and the number of aircraft out of commission increased considerably.

A Russian language instructor was taken to MacDill to give all aircrews 20 hours of instruction. Considerable progress was made in this during the time spent at MacDill, though no crew finished the full 20 hours. The 1037 school was continued at MacDill and the navigation phase completed. Plans were made to begin the radar phase when the organization received orders to return to Biggs Air Force Base.

Briefings scheduled by Combine III were usually held Sunday mornings at 1000 hours CST for the missions to be conducted the following week. The Commanding Officer and Operations Staff attended these briefings at Eglin #2, using the B-25 as transportation when available.

All missions were practice missions except the last mission which was run on 5 October 1948 and were the same except that some of the missions were made without ordnance. All missions took off from MacDill, flew direct to Fair Point (across the bay from Pensacola), assembled there into formation, flew direct to the IP (about 8 minutes) and then to the target (about 7 minutes). On the missions with ordnance the bomb load was ten 500 lb. GP per aircraft. Fuzing was one-tenth second for both nose and tail fuses.

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A considerable amount of bad weather including a hurricane evacuation hindered completion of the missions a number of times. The Commanding Officer of the 340th Bomb Squadron was allowed to cancel the B-29 missions only if the weather at MacDill was such that the aircraft could not get off the ground, either VFR or IFR. Not once was it necessary to cancel a mission because of bad weather at MacDill, however, several missions were cancelled by JOC, usually after the aircraft were airborne because of bad weather over the target area.

The missions run in support of Combine III resulted in two unique problems. One of these problems was the precision navigation necessary to meet a bomb impact time on the target with an allowable tolerance of plus or minus 30 seconds. Moreover, the time from the IP to target was only about 7 minutes with a definite tract to be made good; therefore no time could be made or lost on the bomb run. From the assembly point to the IP (about 8 minutes) some time could be lost by S-turning, this means turned out to be a rather hit-and-miss method. The solution seemed to lie in leaving the assembly point right on the second and in having the correct precalculated ground speed. It was so closely calculated that if, on the last 5 minutes of the bomb of bomb release would 3 seconds late. On the first few practice missions the timing was unsatisfactory in that it would be off from 30 seconds to 2 minutes. A pattern was devised to be flown at the assembly point after all aircraft were in formation which, with the help of radar, enabled the formation to leave the assembly point, on course, within a few seconds of the desired time. The squadron navigator, using this "racetrack" pattern, consistently arrived at the target within the allowable 30 seconds, and had an average for times he led the missions of plus or minus 14 seconds. The other problem, unique for the aircrews participating, was the precision bombing required. Since friendly ground troops were at first stationed within 3100 feet, and later within 5000 feet of the aiming point of the lead ship and since the target itself was small, precision bombing was not only required--it was mandatory. On the second practice mission with ordnance, the bombs missed the target some 3000 feet to the left causing fatalities and injuries to a number of tank troops. A special report has already been submitted on this tragic accident to Eighth Air Force and Strategic Air Command.

There is a phychological factor that should be mentioned here as it concerns the lead bombardier when he is participating in bombing of this kind, i.e., close to friendly troops and in front of high-ranking spectators. First, he must have explicit confidence in the bombsight and C-1 autopilot he is using; he should have used the same ones a number of times previously. Second, the urge to

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"bust the target" and to impress high-ranking spectators is very strong. Third, the possibility of hitting ground troops and spectators should he not be properly synchronized on the target, or should a violent malfunction of the equipment occur at the instant prior to bomb release is a very real possibility. Fourth, conditions of poor visibility, partial cloud coverage, arriving just a few seconds early or late at the target and not knowing whether or not the formation will be permitted to drop by the ground controller until a few seconds before bomb release point and the possibility of misidentification of the target are factors providing a certain amount of mental stress in a lead bombardier engaged in this type of bombing. Though no trouble of this nature was observed during the four actual bombing missions at MacDill, it is believed that this possibility should be kept in mind by Commanders and lead airplane commanders. A definite SOP is essential for the lead bombardier so that, insofar as possible, the lead bombardier will know exactly what to do under varying anticipated conditions.

The first attempt at loading bombs was unsatisfactory. It required some 8 hours to load 10 aircraft. This was mainly due to the fact that bombs could not be delivered and loaded at one aircraft at a time because of the shortage of necessary equipment. At our request individual bomb dollies were drawn from supply and loading time was cut down to about 3 hours per 10 aircraft. Also upon arrival at MacDill it was discovered that some of the C-6 bomb hoists were operating so poorly as to be unsatisfactory for bomb loading use.

Several times radio equipment either at Eglin or MacDill broke down. During inclement weather, of which there was a considerable amount, the radio telephone was practically useless because of static. Long distance telephone was authorized but there was frequently a two hour delay on these calls. For efficient operation the radio station should be usable during inclement weather and a direct wire should connect the radio telephone station to the operations office or squadron headquarters. In good weather, with equipment working properly, communications was very satisfactory.

The 340th had its own unit mess at MacDill. The quality and quantity of the food was excellent.

Normal supply was furnished to the 340th Bomb Squadron. Special mention should be made of the superior supply system in operation at MacDill Field. When a crew chief took an unserviceable part to service stock to get it exchanged for a serviceable one, the only delay was in case he had to stand in line to get to the counter. If parts were not available in Service Stock and an AOCP requisition was required, information was extracted and action

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was initiated to T.I. to the nearest Air Depot within a period of 10 to 30 minutes. During the entire 30 days at MacDill not one of the aircraft was grounded from lack of parts and only three items were used from the fly-away kits. All maintenance and supply personnel from this squadron stated that the supply system was the best and most efficient one they had ever seen.

All personnel at MacDill Field cooperated to the maximum extent in helping to solve the various problems that arose during our stay there. Their local demolition bombing range was put into shape so that we could use it to give the lead bombardiers additional bombing practice and to air check the lead aircraft's bombsights and associated bombing equipment. All vehicles necessary for surface transportation were furnished. Classrooms and all synthetic trainers were made available. Third and fourth echelon facilities were cheerfully tendered.

On approximately 27 September 1948, the 340th received orders to return to Biggs Field on 7 October 1948. Operation Combine III officially started 4 October 1948 and the first and last mission in front of spectators was run that day. In the afternoon all aircraft were loaded with the equipment each had brought to MacDill. Briefing for the return trip was 0600 hours, 7 October 1948; first take-off was scheduled for 0900 hours. Each aricraft proceeded IFR; the last aircraft departed MacDill approximately 1200 hours the same day. All 15 B-29's plus the T-25 arrived at Biggs on the afternoon and evening of 7 October 1948.

Two days prior to departure from MacDill, the process of transferring all buildings, furniture, mess equipment, etc., to the supply officer of the organization replacing the 340th Bomb Squadron in Operation Combine III was begun. This was completed in time for the 340th supply officer to return to Biggs with his regular crew. Personnel and UTE remaining behand were transported by C-47 aircraft to Biggs with very little delay. Two C-47's from Davis-Monthan Air Force Base also helped by transporting personnel and UTE on their return trip to Tucson.

3. RECOMMENDATIONS: (For missions with future Operations Combine)

a. That an experienced B-29 liaison officer be assigned to Headquarters, Operation Combine before any missions are scheduled.

b. That all aircrews be complete and trained as an integrated unit for at least thirty days prior to movement to the maneuver area.

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c. Each aircrew should have loaded, fuzed, and dropped the type of ordnance which is anticipated to be used on the mission.

d. Bombsights, C-1 autopilots, bomb racks, bomb-bay doors and associated bombing equipment on each aircraft should be ground and air checked before any mission of this type. Particular attention should be given to this.

e. A complete squadron staff without flying duties should be available to handle briefings, mission planning and necessary reports.

f. All C-6 hoists should be checked under load for proper operation prior to departing for maneuver area.

g. One C-12 power unit for use with C-6 hoists should be available for each aircraft.

h. That a full time Adjutant and/or Executive Officer be assigned to handle the administrative load of 360 personnel.

j. That on the bomb run, the deputy lead and alternate deputy lead bombardiers use their bombsights for target identification and course synchronization, and that they indicate to the lead bombardier verbally by radio whether he is or is not on the proper target and is or is not properly synchronized. This precaution will prevent the lead bombardier from dropping in case he has misidentified the target and/or his bombsight is not functioning properly unbeknown to him.

k. That, for a similiar flying schedule of practice missions, at least five (5) additional B-29's with flying and maintenance personnel be assigned to accomplish the missions in accordance with similiar Field Orders requiring 9 aircraft per mission.

l. That maneuvers simulating and Operation Combine maneuver be staged by fighter and bomber units of Strategic Air Command. It is recommended that only dummy ground troops be used and that the maneuver be competitive in nature for groups and/or squadrons; further, that the winning squadron or group be that one which gets the most planes over the target, comes closest to their bomb impact time, and has the lowest average CE.

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Subject: Final Report of Operation Combine III

4. [illegible]:

a. The 11 days TDY at MacDill Field provided exceptional opportunities for excellent training of personnel for:

1. Movement of personnel and equipment.

2. Precision navigation.

3. Bomb loading and fuzing.

4. Precision bombing.

5. Precision formation flying.

b. Many opportunities to solve administrative and operational problems were presented to the Squadron Commander; much valuable experience and training resulted.

c. A more reliable method of point-to-point communication system is needed.

d. The morale of all personnel remained high even though the work load necessitated a 12 to 16 hour day most of the time and on occasional instances even longer hours for some of the aircrews.

e. Though an excessive number of malfunctions occured in bombsights and associated bombing equipment, a close study of these malfunctions (see Bombsight Malfunction Annex) does not provide a basis for any specific remedial action other than normal care, maintenance and inspection. Normal and regular use of all bombing equipment is probably the best preventative action indicated.

[illegible]
Major, USAF
Commanding

A CERTIFIED TRUE COPY

/s/t/ JOHN D. HALL
Major, USAF
Adjutant General

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HEADQUARTERS
307TH BOMBARDMENT GROUP, VH
MacDill Field, Tampa, Florida

JII/ete

COO 353

6 Jan 43

SUBJECT: Anti-Submarine Warfare Training

TO: Commanding General
307th Bomb Wing VH
MacDill Field, Fla

1. It has come to the attention of this headquarters that the Navy conducts a school for anti-submarine warfare instructors at the Naval Air Station located at Norfolk, Virginia. Available information indicates that the course is from four to five weeks duration.

2. It is believed that the Anti-Submarine Warfare Course presently being conducted by this group would be greatly benefited if instructor personnel of this group were able to attend this school.

3. It is requested that a quota of up to five officers per class be secured from the school for instructor personnel of this group.

/s/ Clifford J. Heflin
/t/ CLIFFORD J. HEFLIN
Colonel, USAF
Commanding

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Basic Ltr, Hq 307th Bomb Gp VH, MacDill Fld, Fla, subj: "Anti-Submarine Warfare Training", dtd 6 Jan 48.

Al 353 1st Ind PTT/jw

HEADQUARTERS, 307TH BOMBARDMENT GROUP, VH, MacDill Field, Florida.

TO: Commanding General, Strategic Air Command, Andrews Field, Washington 20, D. C., 8 Jan 48

1. Approved.

2. The need for such a quota, as described in basic communication, is apparent, in that instructors presently being utilized in the Anti-Submarine Warfare Course conducted at this field are obtaining all their material from manuals or verbally from visiting Naval officers. The value of such a course to personnel of this station would be very great, as the primary mission of the 307th Bomb Group, VH, is anti-submarine sea-search training.

3. Request that all possible consideration be given to obtain the quota desired.

FOR THE COMMANDING GENERAL:

/s/t/ NORBERT J. OSWALD
Captain, USAF
Adjutant

SAC 353 (6 Jan 48) 2d Ind A3C3A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Field, Washington 20, DC

TO: Chief of Staff, United States Air Force, Washington 25, DC, 14 Jan 1948

1. Concur in basic request and 1st Indorsement.

2. Request approval and procurement of quota as stated in paragraph 3, basic letter.

FOR THE COMMANDING GENERAL:

/s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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Basic Ltr, Hq 307th Bomb Gp VH, MacDill Fld, Fla, subj: "Anti-submarine Warfare Training", dtd 6 Jan 43.

1st Ind. 6 MAR 1943

Department of the Air Force, Hq. USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Field, Washington 25, D. C.

1. Arrangements have been made with the Department of Navy which will permit your Command to send three (3) officers to each Naval Anti-submarine Warfare class, commencing Monday, 8 March 1943.

2. The course consists of a two-week's introductory Anti-submarine Warfare instruction period at the Fleet Training Center, Norfolk, Virginia, followed by a four-week's Anti-submarine Warfare course at Fleet Sonar School, Key West, Florida. In view of the different time schedules of the two schools at Norfolk and Key West, there exists a vacant week between the Norfolk course and the Key West course in the case of every odd group reporting. The schedule for the first five quotas is submitted below:

	Reporting to C.O., Flt. Training Cen., Norfolk, Va.	Report to Key West, Fla., PCO/ PXO Course
First Quota	8 March	29 March
Second Quota	22 March	5 April
Third Quota	5 April	26 April
Fourth Quota	19 April	3 May
Fifth Quota	3 May	24 May

Each quota should report to the Commanding Officer, Fleet Training Center, Norfolk, Virginia, prior to 0800 on the dates specified above.

3. Due to previous Naval commitments, no SAF quotas will be assigned for the weeks commencing 17 May, 31 May and 14 June. Subsequent USAF quotas begin 28 June 1943.

4. It is requested that you advise the Commander-in-Chief, U. S. Atlantic Fleet, and the Commanding Officer, Fleet Training Center, Norfolk, Virginia, in advance, of the names of SAF officers assigned these courses.

5. Your Command is authorized direct communication with Commander-in-Chief, U. S. Atlantic Fleet, and the C. O., Fleet Training Center for purpose of coordinating attendance.

BY COMMAND OF THE CHIEF OF STAFF:

SECRET /s/t/ WILEY D. BAKEY
Colonel, USAF
Deputy Chief, Opns Div

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77TH BOMBARDMENT SQUADRON (VH) KSS/z
28TH BOMBARDMENT GROUP
Weaver Air Force Base
Weaver, South Dakota

GG-353 7 February 1948

SUBJECT: Report on Sea Search and Rescue and Anti-Sub Training.

TO: Commanding Officer
28th Bombardment Group (VH)
Weaver Air Force Base
Weaver, South Dakota.

1. Following is a comprehensive report of thirty-days training mission on Sea Search and Anti-Submarine Training at MacDill Air Force Base, Tampa, Florida, by ten (10) B-29 aircraft and crews of the 77th Bombardment, Squadron (VH), per instructions contained in Field Order No. 28, Headquarters Fifteenth Air Force.

2. ADMINISTRATION:

a. One officer and eighteen (18) enlisted men departed Weaver Air Force Base on 6 January 1948, for MacDill Air Force Base, as an advance party for the ten (10) aircraft and crews to follow on the 10th, Their mission was to set up a Squadron area and base of operations. MOS's taken on this party were as follows: 2200 (1), 791 (1), 542 (1), 826 (1), 824 (1), 835 (1), 345 (1), 965 (1), 931 (1), 405 (1) 060 (8).

b. Upon arrival it was found that the 307th Bombardment Group was to act as host for the visiting Squadron. All necessary buildings, Mess Hall, hangar facilities, and office space for Operations, Engineering, Personal Equipment and Tech Supply were in readiness. Telephones were available but all supplies, mess equipment, and furniture had to be requisitioned and drawn as the preceding Squadron had turned in all equipment before their departure.

c. Within two days all supplies had been requisitioned and drawn, beds set up, and bedding, cleaning supplies, etc., were ready for issue. The Mess Hall was thoroughly cleaned and some equipment in bad condition was repaired. All necessary equipment and rations were drawn and made ready for the first meal. Transportaion was drawn from the 307th Bombardment Group Motor Pool and held in readiness for the arrival of the Squadron.

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Basic: GG-353
Subject: Report on Sea Search and Rescue and Anti-Sub Training. 7 Feb 48.

d. One building was reserved and readied for thirty-eight (38) officers by the BOQ Officer. All facilities at the Officer's Club was put at our disposal and no dues were collected for the period of our stay. BOQ fees in the amount of $5.75 were charged each officer to cover linen, orderly, and telephone fees.

e. MOS's and number of personnel, in addition to the advance party, were as follows: 750 (20), 911 (3), 747 (15), 612 (13), 737 (11), 683 (2), 1685 (9), 580 (9), 2756 (11), 866 (1), 611 (5), 684 (5), 754 (1), 528 (1), 620 (1), 594 (1), 555 (1), 1093 (13), 2161 (1), 1035 (6), 1034 (6), 1092 (4), 1028 (4), 4821 (1), 4822 (1), 0142 (2).

f. REMARKS:

(1) After the arrival of the aircraft, operations became more routine. No particular difficulties were encountered and all routine matters were handled with dispatch.

(2) All business was coordinated with the staff of the 307th Bombardment Group. Too much cannot be said for the efforts expended in our behalf by the personnel of the 307th and all other agencies on the Base. Throughout our stay, every one on the Base, without exception, and far beyond the usually accepted standard, was friendly, cooperative, and anxious to please.

(3) Hq. 307th Wing, advised that a Standard Operation Procedure and guide is being prepared for the use and information of visiting organizations of this sort. This should be of great aid in acquainting strange outfits with practices and procedures of the Base and be helpful toward eliminating errors and causes of probable embarrassment.

g. RECOMMENDATIONS:

(1) An advance party, containing men from all sections, should precede their organization by at least four days, and in any event, so as to arrive prior to departure of Squadron already at MacDill. This will anable and arrange for property transfers, clean linen, and rations and to acquaint them with the Base.

(2) An adequate file, card or otherwise, should be included in matters administrative, reflecting pay, service record and personal data of all personnel. A copy of Form 79, Dental Identification Record, on all flying personnel is required by Base Surgeon and should be included. Drivers of vehicles should have a

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current and valid operators permit. The Personnel Officer should also have a copy of the Manual for Courts Martial and rubber stamps for classified material.

3. SUPPLY AND MAINTENANCE:

a. Due to the difficulties in maintenance of aircraft at Weaver Air Force Base such as weather, shortage of spare parts, inadequate hangar space, etc., the aircraft arrived at MacDill Air Force Base in rather poor condition for a prolonged maximum effort, but upon landing at MacDill the above mentioned problems were alleviated by good weather, parts from Fly-Away Kits and base supplies, hangar space when needed, etc., For example, seven engines were changed due to excess maintenance because of more than eight or nine cylinders to be changed and complete engine failures. These engines were obtained from MacDill Air Force Base.

b. An MR account was set up with Air Corps Supply for the requisitinoning of parts needed. If the part was "Not in Stock" at MacDill, the part was obtained from the fly-away-kit. By this means the drain from the kit was kept to a minimum and excess work of restocking the kit.

c. Crew Chiefs stands, Cle-tracs. Transportation, and auxiliary equipment was obtained from the 307th Bombardment Group at MacDill and none was brought with this Squadron on its mission. The transportation supplied by the 307th Bombardment Group was two (2) 1/4 Ton (Jeep), one (1) Weapons Carrier, one (1) Personnel Carrier, and one (1) 6 by 6. This transportation was considered to be adequate.

d. To alleviate an existing shortage of maintenance personnel flight crew personnel were used by the maintenance section when they were not attending ground school or flying.

e. The aircraft were parked in dispersal areas approximately one-half mile from the hangar line. This caused very little trouble, if any at all, due to the strict dispatching of the transportation.

f. The facilities for reservicing the aircraft on this field is considered to be inadequate to handle the traffic because this unit encountered difficulty in getting our aircraft serviced after flights.

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Basic: GG-353
Subject: Report on Sea Search and Rescue and Anti-Sub Training. 7 Feb 48.

g. CONCLUSION:

(1) A five day week, eight hour day was used while on this mission and more progress was made in maintenance than could have been made in ten work days at Weaver Air Force Base under the present existing working conditions at that base.

(2) The 307th Bombardment Group S-4 and the Base S-4 should be commended on the exceptionally fine cooperation and helpfulness shown in overcoming our maintenance difficulties. There was nothing that we needed that couldn't be obtained from this base if the item was available.

4. OPERATIONS:

a. Missions which were scheduled and flown as scheduled are as follows:

One -----Search Day Parallel and expanding Square.
One -----Search Night Barrier.
Two -----Low altitude Visual Bombing (10 bombs each mission)
One------Low altitude APQ-5 Bombing (15 bombs).
Three----Mining Missions.
One------Submarine and Aircraft Rendezvous Mission.

b. All flying crews accomplished scheduled missions and total or 348 hours were flown, 436 practice bombs dropped, and 246 SCR-584 Radar and Visual bomb runs made.

c. Ground School.

(1) Thirty-seven (37) hours of ground school and twenty (20) hours of APQ-5 Trainers (two crews per hour) were scheduled. All subjects were covered in approximately twenty (20) hours. This does not include the trainer time scheduled which coincided very closely to the trainer time consumed.

d. Recommendations and suggestions pertaining to flying and ground school:

(1) It is suggested:

(a) That one mining mission be deleted from the course.

(b) That one mining mission should include the actual dropping of a dummy mine or a practical demonstration of dropping the mine by experienced personnel.

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(c) That mining missions be planned for both the APQ-7 and APQ-13 types of Radar-sets and not for just the APQ 13 as was found to be the case.

(d) That the Radar target be placed in deeper water so that the ground return received at low tide would not hamper the APQ-5 mission as it is now.

(e) That the patterns on the mining mission be reduced in size and perhaps more runs made per mission.

(f) That a better classroom be obtained for the ground school because the one being used now is in a very noisy location, has very poor acoustics, is not air conditioned for heating or cooling, and is too large for a classroom work.

(g) That subject matter in class be made more interesting with training aids such as films, mock-ups, cut-a-ways, etc.

(h) That instructor personnel be thoroughly familiar with his own subject and those of the entire course.

(i) That a training unit be authorized, consisting of seven (7) officers and three (3) enlisted men under a TO, to conduct this training. This should be their primary duty and not an additional duty as is the case now. This Squadron was training at a time when most of the 307th Bombardment Group personnel, who were former instructors in this course, were on a thirty day TDY trip to ETO. This caused much confusion in trying to get capable instructors to take their places.

(j) That instructors be carefully screened and be sure they are capable of presenting their material in a way that can be understood

(k) That technical matter be deleted from the mining lectures for it is of very little value to a combat crew transporting and dropping the mine.

(l) That enlisted personnel be given instruction on loading and hauling the mines by actually performing these functions.

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Basic: GG-353
Subject: Report on Sea Search and Rescue and Anti-Sub Training.
7 Feb 48.

5. CONCLUSION:

a. This course is Sea Search and Anti-Submarine Training was well presented and conducted under existing conditions. It is badly handicapped by lack of personnel and training aids. All personnell of this organization feel that they have learned much from the course and many favorable comments have been forthcoming from the combat crews.

b. The Anti-Submarine Warfare Tactics, as taught, caused much comment and there were questions in the minds of many as to the value of this part of the course. These questions arise due to the fact that is is known that the submarine of today and tomorrow need not necessarily be required to surface. Therefore, the possibility of visual detection from the air is reduced to nil. The course definitely stressed the tactics used in stalking and killing a submarine while it was surfaced. Other methods of dealing with the submarine threat were sketchy and inconclusive. It seemed to our crews that the main objective of aerial warfare versus submarine warfare is to destroy the submarine at its source, i.e., in port, manufacturing bases, dens, and of blocking harbor entrances. Other methods of stalking while the submarine is submerged may be in the process of being devised. If so, it is felt that this new information or procedures should be the source material for the present course, rather than that currently used. It is felt by our combat crews that the present information is obsolete.

c. It is stressed that nowhere has a unit been more readily accepted and received than was the 77th Bombardment Squadron by their hosts, the personnel of the 307th Bombardment Group. We were most warmly welcomed and the cooperation, willingness to help, and the friendly attitude shown us during our stay here centainly contributed toward making our mission the success it has become. We are most certainly going back to our home base in much better shape, technically and machanically, than we had hoped for. Our training has been excellent with the small exceptions already noted. The SCR-584 unit must also be commended for the technical excellence shown and for their friendly and most helpful comments and advice. The opportunity they afforded our flight personnel in observing the operation of their unit and the explanations they gave on how it worked did much to further an understanding and knowledge of dropping and scoring by radar.

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Basic: GG-353
Subject: Report on Sea Search and Rescue and Anti-Sub Training.
7 Feb 48.

Upon leaving MacDill we can do no more than say that we hope to again have the privilege of working with some of the most helpful and cooperative people we have yet known.

(KENNETH S. STEELE)
KENNETH S. STEELE
Lt. Col., USAF
Commanding

4 Incls.
1 - Training Schedule (Air-Ground)
2 - MacDill Base Welcome
3 - Consumption Report (Long Range TDY Flights)
4 - Mission Flimsies.

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718TH BOMBARDMENT SQUADRON (DET)(VH)
28TH BOMBARDMENT GROUP (VH)
MacDill Air Force Base
Tampa, Florida

15 March 1948

SUBJECT: Report on Sea Search and Anti-Submarine Warfare Training.

TO : Commanding Officer
28th Bombardment Group (VH)
Weaver Air Force Base
Weaver, South Dakota.

In compliance with Field Order No. 31, dated 29 January 1948, Headquarters, Fifteenth Air Force, inclosed herewith is a report pertaining to the general operation of this organization while on temporary duty at MacDill Air Force Base, Tampa, Florida. This report is for the period 13 February to 13 March 1948.

/s/t/ LESTER C. BUSH
Major, USAF
Commanding

10 Incls:
Incl 1 - Report on Sea Search & Anti-Submarine Warfare Training
Incl 2 - Flight Plan for Mission No. 1
Incl 3 - Flight Plan for Mission No. 2
Incl 4 - Flight Plan for Mission No. 3
Incl 5 - Flight Plan for Mission No. 4
Incl 6 - Flight Plan for Mission No. 5
Incl 7 - Flight Plan for Mission No. 6
Incl 8 - Flight Plan for Mission No. 7
Incl 9 - Flight Plan for Mission No. 8
Incl 10 - Training Schedule

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BASIC: Report on Sea Search and Anti-Submarine Warfare Training, 718th Bombardment Squadron (VH), dated 15 March 1948

28BGA-319.1 (15 Mar 48) 1st Ind EWB/jrh

HEADQUARTERS, 28TH BOMBARDMENT GROUP (VH), Weaver Air Force Base, Weaver, South Dakota. 22 March 1948

TO: Commanding General, 28th Bombardment Wing (VH), Weaver Air Force Base, Weaver, South Dakota.

For your information and approval.

/s/t/ EVERETT W. BEST
Lt. Col., USAF
Commanding

10 Incls: n/c

CG 319.1 2d Ind. TJG/aml

Hqs 28th Bombardment Wing, VH, Weaver Air Force Base, Weaver, South Dakota, 24 March 1948.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

Approved and forwarded.

/s/ John B. Henry, Jr
For and in the absence of
THOMAS J. GENT, JR.
Colonel, USAF
Commanding

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No File No. 15 Mar 48
Subject: Report on Sea Search and Anti-Sub Warfare Tng

AG 319.1 A3OB 3d Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado 6 APR 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Basic report forwarded as directed in SAC Field Order 3, 16 January 1948.

2. Recommendations in basic concurred in.

FOR THE COMMANDING GENERAL:

10 Incls
n/c

/s/t/ JAMES E. BRIGGS
Colonel, USAF
Chief of Staff

SAC 373 (15 Mar 48) 4th Ind A3C3A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 15 APR 1948

TO: Commanding General, 307th Bombardment Wing, VH, MacDill Air Force Base, Tampa 8, Florida.

For comments and return to this headquarters.

BY COMMAND OF GENERAL KENNEY:

/s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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B/L fr Hq 718th Bomb Sq, 28th Bomb Gp, no file number, subject: Report on Sea Search and Anti-Submarine Warfare Training, dtd 15 Mar 48

A-3 373 5th Ind 20 APR 1948 RGS/jep

HEADQUARTERS 307TH BOMBARDMENT WING VERY HEAVY, MacDill Air Force Base, Tampa 8, Florida

TO: Commanding Officer, 307th Bombardment Group, MacDill Air Force Base, Tampa 8, Florida

For comments and return through this headquarters with least practicable delay.

/s/t/ D. R. HUTCHINSON
Brigadier General, U.S.A.
Commanding

10 Incls:
n/c

COB 6th Ind JLL/ete

Hq 307th Bomb Gp VH, MacDill AFB, Fla, 26 Apr 48

TO: CG, 307th Bomb Wing VH, MacDill AFB, Fla

1. In compliance with 5th Indorsement the following comments on recommendations contained in basic communication are submitted:

a. Reference paragraphs 2 a & b, the ASW Course has been amended to the extent that only two hours are provided for mine ordnance lectures.

b. Reference paragraph 2 c, this headquarters has been advised by Headquarters SAC that a cut-away mine is being procured for the course.

c. Reference paragraph 2 d, instructors have been briefed to stress calibration of the APQ-5 equipment in the academic phase of the course.

d. Reference paragraph 2 f, the shortage of APQ-5 trainers makes it impracticable to schedule crews on the trainer for periods of more than one hour. If this schedule were altered so that one crew was scheduled for two hours on the trainer, the first few crews would complete their trainer instruction 2 1/2 to 3 weeks before flying the APQ-5 mission.

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Subject: Report on Sea Search and Anti-Submarine Warfare Trng. 15 Mar 48

e. Reference paragraph 2 g, the APQ-5 flight missions have been placed at the end of the course to provide maximum trainer time prior to air operation of the equipment.

f. Reference paragraph 4 a & b, it is realized that crews will not become proficient with one APQ-5 flight mission. However, one mission is sufficient to give crews a basic knowledge of the capabilities of the equipment. It is the opinion of this headquarters that the present flight schedule is the most satisfactory for the overall objectives of the course.

g. Reference paragraph 4 c, bombing missions for the visiting squadrons are now scheduled on different days than bombing missions for the 307th Bomb Group.

h. Reference paragraph 4 d, a course outline booklet is now being provided for all personnel of the visiting squadrons.

i. Reference paragraph 4 e, each crew is now issued a mission folder on the first day of the school which includes low altitude bombing SOP's and check lists outlining the duties of the APQ-5 bombing team.

j. Reference paragraph 2 a, page 6 of basic communication, the room presently being used for personal equipment is the only available space for this purpose.

k. Reference paragraph 2 b, page 6, basic communication, the roof of the mess hall has been repaired.

/s/t/ JOHN L. LAMBERT
Lt Col, USAF
Commanding

A-3 373 7th Ind 3 MAY 1948 RGS/jep

HEADQUARTERS 307TH BOMBARDMENT WING VERY HEAVY, MacDill Air Force Base, Tampa 8, Florida

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Attention is invited to 6th Indorsement.

/s/t/ BAYARD JOHNSON
Colonel, U. S. Air Force
Commanding

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718TH BOMBARDMENT SQUADRON (DET)(VH)
28TH BOMBARDMENT SQUADRON (VH)
MacDill Air Force Base
Tampa, Florida

REPORT ON SEA SEARCH AND ANTI-SUBMARINE WARFARE TRAINING

ADMINISTRATION.

1. No serious difficulties were encountered in the administration of the unit. Full cooperation was given by the 307th Bombardment Group Headquarters to which the detachment was attached for administrative purposes. Advanced party personnel, consisting of two officers, one enlisted clerk, one supply clerk, and one mess sergeant, were instructed prior to departure to MacDill to make preparations for the arrival of the main body. Two well-instructed clerks were sufficient to care for the administrative needs of the organization.

OPERATION AND TRAINING.

1. Ground Training.

a. A total of thirty-two (32) hours of classroom lectures was scheduled. This schedule was adhered to.

b. The APQ-5 trainer was scheduled to the 718th Bombardment Squadron for a total of twenty (20) hours.

c. The training schedule is attached as Inclosure No. 10.

2. Recommendations.

a. That less detail be given on construction of mines and firing devices.

b. That lectures not be repetitious in nature in regard to mines.

c. That a cutaway mine be made available to this course.

d. That more time be given to bombardiers and radar men on calibrating and setting up the APQ-5 trainer and equipment. During scheduled lecture of APQ-5 equipment little emphasis was given to calibration, which was the most important phase of the operation of the set.

e. That a group of six (6) instructors be assigned to the Anti-Submarine Warfare School as a primary duty.

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f. That crews be scheduled on the APQ-5 trainer for half a day, or until they are proficient in the operation and calibration. A one-hour period is too brief to accomplish much training.

g. That all APQ-5 trainer time be scheduled before the actual flight operation of this equipment, or at least enough time for thorough familiarization.

3. Flight Training.

a. A schedule of eight (8) missions was set up and completed. These missions were as follows:

Two search
Two low altitude visual
Three mining missions
One APQ-5 low altitude bombing

b. Flight plans for these missions are attached as Inclosure Nos. 2 through 8.

c. In addition, two (2) more missions were accomplished. These were: rendezvous with submarine, and one (1) gunnery, air to water.

4. Recommendations.

a. That two (2) APQ-5 bombing missions be scheduled and two (2) mining missions, instead of three (3) and one (1), as it now stands.

b. That two (2) aircraft be assigned to the course for APQ-5 bombing, for use of visiting squadron only.

c. That organizations participating in this course be scheduled to use the bombing targets and SCR 584 stations on different days from those scheduled for the 307th Bombardment Group.

d. That an operations SOP be made available for the squadron undergoing Anti-Submarine Warfare training.

e. Check lists on APQ-5 for bombardiers, navigators, and radar men.

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5. The following is a breakdown of the flying time and flight accomplishments of the Squadron during the course of the school:

a. Flying Time:

Total	404:50
Instrument	19:30
Hood	5:00
Night	66:30
Formation	27:40

b. Flight Accomplishments:

GCA Runs	26
SCR-584 Runs	256
Total M38-A-2 Bombs dropped	501
Visual	346
Radar APQ-5	155
Rounds of 50-cal ammunition expended	20,000

Each pilot made a minimum of 25 loran fixes

AIRCRAFT MAINTENANCE.

1. The following is a list of the number of personnel by MOS who were carried to MacDill Air Force Base, making up the maintenance section for the 718th Bombardment Squadron (VH).

750	13	960	2
684	26	925	1
747	11	867	9
687	2	594	1
826	1	555	3
683	3	405	1
685	2	542	1
911	1	754	2
941	1	686	2

Total 82

2. The assigned aircraft which were taken on the temporary duty trip to MacDill Air Force Base were as follows:

44-84094	44-86256
44-84096	44-84100
44-86260	44-86303
44-86088	44-86300
44-84112	44-86304

a. These planes were loaded with the following equipment: four (4) main wheel tires, two (2) nose wheel tires, ten (10) flyaway kits, four (4) flyaway engines plus compression testers, magic wands, six (6) crew chief stands, and various other items used in maintenance.

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3. The 718th Bombardment Squadron (VH) maintenance section, in leaving Weaver Air Force Base on 13 February 1948 for thirty (30) days temporary duty at MacDill Air Force Base, ran into some excessive maintenance in preparing the ten (10) assigned aircraft for the mission. Most of these maintenance difficulties were fuel injection pump leaks and other gas leaks which came up on the planes that were assigned from the 77th Bombardment Squadron (VH). The reason for the leaks could be attributed to the aircraft coming from the warm climate of Florida to the extreme cold being experienced at Weaver Air Force Base at that time.

a. At the time of departure, all planes with the exception of 44-84112, which was in the main hangar undergoing an engine change, left Weaver Air Force Base as scheduled. Of the nine (9) aircraft departing Weaver Air Force Base on 13 February 1948, all but aircraft 44-86303 arrived at MacDill Air Force Base that afternoon. Aircraft 44-86303 was forced to land and RON at Barksdale Air Force Base due to developing a rough engine while in flight. The three-engine landing was accomplished without difficulty. The ground check of the rough engine proved to be an excessive fuel injection pump leak. After replacing the injection pump, the aircraft was brought to MacDill Air Force Base Sunday evening 15 February, and aircraft number 44-84112 arrived late on 16 February 1948, thus completing the full complement of aircraft scheduled for the temporary duty training period.

b. The maintenance section was set up in two (2) buildings located next to Hangar 5, adjoining the 371st Bombardment Squadron buildings. Storage space for equipment and flyaway kits was made available in a corner of Hangar 5. The aircraft were parked out on the hard stands some distance out from Hangar 5, which made transportation a vital link in our operations. A jeep, a weapons' carrier, and 6 x 6 truck proved to be adequate transportation.

c. Coordination of engineering problems, such as accomplishing work orders, obtaining extra crew chief stands and power units was negotiated through the 307th Bombardment Group S-4 office, and a fine spirit of cooperation was evidenced with Major STAPLES, Group S-4, and all of his subordinates. The flying schedule, as set up by operations, worked out to the Engineering Section's advantage in that flying was only scheduled two (2) days a week, leaving three (3) days for the maintenance inspections.

d. Over and above the routine inspections that were accomplished, much of the work required on the special inspections, such as the 400, 500, and 600-hour inspections, was taken care of and without extra load, although some aircraft are still being carried on red dash on some items of those special inspections, due to the fact that the necessary replacement parts are not available at this station at the present time.

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e. During the temporary duty period here three (3) engines were changed, two (2) on aircraft 44-84088 and one (1) on aircraft 44-86260, plus one (1) cylinder change on plane 44-86304. Along with the above each aircraft was given a jack test and only one (1) difficulty was found and this occurred on plane 44-86304. The trouble encountered was a broken lock ring in the retracting gear mechanism which allowed the normal and emergency drives to be engaged at the same time, causing too much drag on the motor which, in turn, was unable to retract the gear. After changing the gear box and the landing gear motor, the gear operation was normal. Also along with the routine work seven (7) turbo-superchargers were changed due to excessive radial cracks and bearing end play beyond tolerance.

RADAR.

1. The lack of radar testing and maintenance facilities for AN/APQ-7 proved to be a great handicap to this section. For this reason radar maintenance and testing was not up to par and it is recommended that in the future trips where radar missions are to make up the bulk of the flying that adequate testing and maintenance equipment be made available.

COMMUNICATIONS.

1. Communication difficulties could be attributed to various climatic conditions peculiar to this locality as well as some pieces of equipment being obsolete and worn; i.e. SCR 522 sets on seven (7) aircraft. Then too, having a frequency that was not always monitored by the tower resulted in radio write-ups which, upon further investigation, proved to be something that could not be held against the communications section and its maintenance of the equipment. The communications section was kept busy during the time the aircraft were on the ground and it was only though the fine cooperation by the base communication section that all encountered difficulties were taken care of without having to abort any missions due to communications.

ARMAMENT.

1. This was the first time recently that the armament on these assigned aircraft was used extensively, and by such use several aircraft experienced minor difficulties. The armament equipment on the aircraft at the present time is in good condition. One gunnery mission was flown and several rounds were fired from each turret and in most instances the guns functioned properly, except for minor operational difficulties.

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SUPPLY.

1. The Supply Section was able, through supplementing the flyaway kits with parts from the 307th Bombardment Group service stock, to take care of all the maintenance requirements without excessive delay and with a minimum number of AOCPs being submitted. Consequently, a great deal was accomplished here in the way of replacing parts and the overall efficiency of the aircraft has been brought up considerably since leaving Weaver Air Force Base on 13 February 1948. Some difficulty was experienced in getting the planes serviced with gas and oil after some scheduled missions. However, at no time did Refueling actually hold up any of our scheduled missions.

2. The temporary duty period, as far as this section is concerned, was a definite aid in bringing the assigned aircraft up to a high degree of efficiency. The warm weather throughout the temporary duty period allowed the maintenance personnel to work, unhampered by heavy clothing and temperatures that were below freezing. The morale was much higher at this station than it was prior to departing Weaver Air Force Base.

3. Also, the fine spirit of friendliness and cooperation as evidenced by our relations with the 307th Bombardment Group and the MacDill Air Force Base personnel aided in keeping the morale high and working conditions good. Along with the above, a contributing factor in making the maintenance section function with very little additional effort was the adhering to, as much as possible, the flying schedule as set down by the 307th Bombardment Group.

FACILITIES.

1. Buildings supplied to this organization were: orderly room, supply room, mess hall, operations and engineering room, personal equipment and tech supply room, and four (4) barracks.

a. Transportation:

(1) Vehicles assigned to this organization were: two (2) jeeps, two (2) 6 x 6 trucks, and one (1) weapons' carrier.

(2) This proved to be adequate, as did the gasoline ration of five (5) gallons per day per vehicle.

2. Recommendations.

a. That a larger room be supplied for personal equipment and that parachute bins be supplied.

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b. That the roof of the mess hall be repaired. The roof leaks to such an extent that only one-half of the mess hall is usable during rainy weather.

CONCLUSION.

1. It is believed that the 718th Bombardment Squadron (VH) could now perform any operational anti-submarine mission assigned within limits of the facilities now available.

/s/t/ LESTER C. BUSH
Major, USAF
Commanding

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717TH BOMBARDMENT SQUADRON (VH)
28TH BOMBARDMENT GROUP (VH)
Weaver Air Force Base
Weaver, South Dakota

20 April 1948

SUBJECT: Report of Sea Search and Anti-submarine Training.

THRU: Commanding Officer, 28th Bombardment Group (VH)
Commanding General, 28th Bombardment Wing (VH)
Weaver Air Force Base
Weaver, South Dakota

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

INFO: Commanding Officer, 307th Bombardment Group (VH)
MacDill Air Force Base
Tampa, Florida.

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1. In accordance with paragraph 2 c (4) of 15th Air Force Field Order Number 34, DTG March 082258Z, there follows a detailed report on Sea Search and Anti-Submarine Training conducted by the 307th Bomb Group (VH) at MacDill Air Force Base for combat crews of the 717th Bomb Squadron. As provided in cited Field Order, the 717th Bomb Squadron moved ten B-29 aircraft, ten complete combat crews, and an adequate number of maintenance and administrative personnel from Weaver Air Force Base to MacDill Air Force Base on or about 18 March 1948. Mechanical difficulties prevented all ten aircraft from arriving on 18 March, but all aircraft and personnel were present and indoctrinated prior to the first day of training. (22 March 1948.)

2. Paragraph 3 (Personnel and Administration), paragraph 4 (Operations and Training), and paragraph 5 (Maintenance and Supply) comprise the body of this report. Recommendations and conclusions appear as paragraphs 6 and 7 respectively. Intelligence and Security activities were properly conducted, and need no further comment.

3. Personnel and Administration.

a. Advanced Party. The advanced party consisted of one officer and four enlisted personnel (one Mess Sergeant, One Supply Sergeant, and two drivers). The advanced party arrived at MacDill on 11 March 1948 in sufficient

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time to assume responsibility for the buildings and supplies used by the preceding squadron. The barracks and mess hall were in excellent condition upon arrival of the squadron one week later.

b. Transportation. MacDill Base Transportation furnished the 717th two 6 x 6 trucks, one 3/4 ton truck, and two jeeps. Properly dispatched from a central location, these proved adequate.

c. Buildings. The following buildings were made available: 3 barracks, one combination operations-engineering office, one combination barracks, orderly room and mail room, and one briefing room. The barracks interiors and mess hall roof were in need of repair, but the assigned buildings were adequate. Two BOQ's provided good quarters for officers.

d. Mess. Admirable cooperation was given the squadron by MacDill Base Food Service. Cooks were furnished to assist in preparation of the first meal. Post engineers, plumbers, and electricians, called by the squadron through Base Food Service, responded quickly. Rations were delivered on time in each instance, and garbage and trash were removed promptly. All necessary mess equipment was provided.

e. Supply. Supplies consisting of beds, bedding, soap, toilet tissue, mops, brooms, buckets, clothing and office supplies were received without unnecessary delay.

f. Medical. Daily sick call was held in Dispensary "A" located near the 717th orderly room. Transportation was provided by the Base for personnel admitted to the station hospital. Aerosal bombs, insect repellant and foot powder were provided for squadron use.

g. Personnel. In addition to the complement of flight crew and maintenance personnel, the following accompanied the squadron to MacDill Air Force Base:

One (1) 502 Administrative NCO
One (1) 824 Mess Steward
One (1) 835 Supply NCO
Five (5) 060 Cooks
Two (2) 062 Cook Helpers

4. Operations and Training.

a. Ground Training.

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(1) Thirty four (34) hours of lectures or films were scheduled.

(2) Twenty eight (28) hours of APQ-5 trainer were scheduled (average of 2.8 hours per crew).

(3) The complete schedule, both flying and ground, is attached. A mission flimsy for each of the eight missions is also attached. These flimsies were a great aid to the Squadron in briefing its missions.

b. Flying Training.

(1) Each of the ten crews completed all prescribed missions as follows:

Two	(2)	Sea Search
Two	(2)	Low Altitude Bombing
Three	(3)	Mining SCR 584
One	(1)	APQ-5 Radar Bombing

This is a total of eight missions. Additional missions flown were submarine rendezvous and gunnery missions.

(2) Flying time:

Total Flying Time	385:15
Average per Crew	38:30
Prescribed per crew	37:00
Actual Instrument	0:00
Hooded Instrument	3:00
Night Instrument	44:05
Formation	36:20
Enroute (both ways)	158:05
Average time per crew including enroute time (four week period)	54:20

(3) Flight Accomplishments:

SCR 584 runs	300 av C.E.	1900'
Practice Bombs M38A2 (Visual)	305 av C.E.	127'
Practice Bombs M38A2 (Radar)	150 av C.E.	178'
Rounds of Ammo fired	52,195	
G C A runs	2	

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c. The entire Squadron returned to Weaver Air Force Base on 15 April 1948.

5. Maintenance and Supply.

a. The following is a list of maintenance personnel by MOS taken to MacDill Air Force Base by the 717th Bomb Squadron (VH):

955-1	750-14	683 - 2
941-1	747-28	521 - 23
925-1	687-1	555 - 1
911-1	686-3	405 -1
867-4	625-2	754 - 1
826-1	684-5	Total 90

b. The aircraft taken to MacDill Air Force Base are as follows:

44-86246	44-84122
44-86300	44-27308
44-86294	44-84086
44-84076	44-84114
*44-84100	44-84080

*later replaced by 44-84110

c. The following equipment was air-lifted in unit aircraft: Two main wheel tires, one nose wheel tire, ten flyaway kits, two flyaway kit engines and other miscellaneous items used in maintenance. Two additional flyaway kit engines arrived at a later date on aircraft #44-84110 at MacDill Air Force Base. These engines were not available at the time of departure.

d. The maintenance section was set up in two buildings located next to Hangar #5 adjoining the 371st Bomb Squadron area. Storage space for equipment and flyaway kits was made available in a corner of Hangar #5. The aircraft were parked on hard stands some distance from Hangar #5. This factor made transportation most vital to maintenance activities.

e. Much maintenance was accomplished which had been impossible at Weaver Air Force Base because of cold weather. All aircraft were washed and given landing gear retraction tests. Excessive maintenance required was:

(1) 44-86246 - Engine Change
Cause - Internal Failure
Time - 71:35

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(2) 44-84124 - Engine Change
Cause - Cracked cylinder head and low compression
Time - 368:05

(3) 44-86294 - Engine Change
Cause - Internal Failure
Time - 135:50

(4) 44-84076 - Engine Change
Cause - Expiration Time
Time - 501:05

(5) 44-84124 - Engine Change
Cause -- Internal Failure
Time - 483:35

(6) 44-84110 - Engine Change
Cause - Internal Failure
Time - 386:30

(7) 44-84122 - #18 cylinder change on #3 engine
Cause - Swallowed exhause valve
Time - 257:55

(8) 44-84086 - Supercharger change #1 setting
Cause - Radial cracks
Time - 502:20

(9) 44-86246 - Supercharger change #1 setting
Cause - Due to internal engine failure
Time - 669:00

(10) 44-86246 - Supercharger change #2 setting
Cause - Due to internal engine failure
Time - 669:00

(11) 44-86294 - Supercharger #2 setting
Cause - Due to internal engine failure
Time - 544:40

f. The Technical Supply Section for most part was able to operate from flyaway kits. With the excellent cooperation of Base Supply and the 307th Bomb Group, the maintenance section was supplied in such a way that a high quality of aircraft maintenance was made possible.

g. Radar. The lack of radar testing and maintenance facilities for AN/APQ-7 proved to be a distinct handicap. All mock-ups available at MacDill are for AN/APQ-13, with the exception of a few interchangeable units.

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h. Armament. The Armament Section experienced no difficulties other than routine turret malfunctions. A new ejection chute for the lower forward turret, designed by the 371st Bomb Squadron Armament Section, was tried and found to be very satisfactory. This chute prevents brass links from damaging the eagle radar wing during firing operations.

i. Communications. Difficulty was experienced in the maintenance of radio set SCR-522. While test unit IE-36 is used in tuning this set, the test unit IE-97 is recommended for best results. Test unit IE-97 should be carried in flyaway kits. Test set AN/ARM-1 proved very satisfactory on all field maintenance problems on AN/ARC-3 radio sets.

6. Recommendations.

a. Personnel and Administration.

(1) That the interiors of barracks and the mess hall roof be repaired.

(2) That upon departure all light bulbs be turned in to the Base Q.M., even though the Advanced Party for the next squadron has arrived. Ninety-six bulbs were pilfered from the 717th Squadron before arrival of the main body.

(3) That screens be replaced in the mess hall.

(4) That a responsible Base officer accompany the Squadron Commander on his inspection of all facilities just prior to departure of the Squadron.

b. Operations and Training.

(1) That succeeding Squadrons fly on Wednesdays and Fridays rather than Mondays and Wednesdays. Some difficulty was experienced on Mondays getting 307th B-29's at the prescribed time. (307th aircraft were used on APQ-5 missions).

(2) That the Navy be contacted in regard to spotting a submarine in the general search area on search missions. This would make the search more realistic, and would double the interest.

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(3) That Ground School be held in the Base Theater. The briefing room is near the line, and noise from aircraft engines was often distracting. Facilities for showing film would be far better in the Theater.

(4) That continuing attempts be made by the 307th Group to improve the quality of instruction, both air and ground. In some cases, ground instructors read their lectures - a practice which tends to lessen interest. Air instructors were in some cases not fully qualified on the APQ-5 radar bombing set.

(5) That combat crews have a minimum of two sessions on the APQ-5 trainer prior to the first APQ-5 mission. The 717th Squadron crews had one session on the trainer, and it was considered insufficient.

(6) That flights be rearranged to avoid the situation on mission number 8 where all crews are flying SCR-584 runs. The SCR-584 station cannot properly handle more than five aircraft at one time.

c. Maintenance and Supply.

(1) That the following radar units be included in flyaway kits:

NOMENCLATURE	AUTHORIZED	ADDITIONAL	TOTAL
Modulator (MD8)	1	2	3
Rectifier (PP-72)	0	2	2
Indicator (ID56)	0	2	2
Indicator (ID57)	0	2	2

(2) That communications test set IE-97 be carried in flyaway kits.

7. Conclusions.

a. As a result of the four weeks' course of instruction at MacDill, the 717th Squadron is considered capable of performing a primary mission of Sea Search and Anti-Submarine warfare, provided the proper equipment is furnished. Admittedly, it is difficult to detect and "kill" the modern submarine which can remain submerged for an extended period of time. Further, the B-29 could be more efficiently used against submarines by the bombing of submarine pens rather than by search. These facts are realized by all interested headquarters and operating units. The

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fact remains that the primary mission of indoctrinating the combat crews of the 717th Bombardment Squadron on Sea Search and Anti-Submarine Warfare was accomplished.

8. Special Notation.

a. The alert attitude of cooperation shown by personnel at MacDill Air Force Base demonstrated the result of firm command policy. This prevalent spirit, which made the Squadron's training period both beneficial and pleasurable, just didn't happen. It exists only because it was initially vigorously sought, - and then continuously pursued.

b. The recommendations contained herein were for the most part made known to personnel at MacDill prior to the Squadron's departure, in order that they might be weighed and accepted (if possible) for the benefit of the next squadron.

c. Special note is made of the admirable work done by the following officers who were in direct contact with the 717th Squadron during the four weeks' TDY:

Lt Col	Lambert	- Acting CO, 307th Bomb Group
Major	Frank	- Project Officer, ASW
Major	Staples	- Group S-4
Mr.	Hubsch	- Group S-4 office.

/s/t/ FRANK W. ISEMAN
Lieutenant Colonel, USAF
Commanding

2 Incls:
Incl 1 - Schedule of Training.
Incl 2 - Curricula of Flying.

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28BGA-319.1 1st Ind DLS/n
(20 Apr 48)
HEADQUARTERS, 28TH BOMBARDMENT GROUP (VH), Weaver Air Force Base, Weaver, South Dakota 22 April 1948

TO: Commanding General, 28th Bombardment Wing (VH), Weaver Air Force Base, Weaver, South Dakota.

Noted and forwarded.

FOR THE COMMANDING OFFICER:

ROBERT R PEASE
1st Lt., USAF
Asst. Adjutant

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n/c

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CG 319.1 2d Ind TJG/aml

Hqs 28th Bombardment Wing, VH, Weaver Air Force Base, Weaver, South Dakota, 26 April 1948.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

1. Approved.

2. Three (3) squadrons of this command have rotated through MacDill Field for 30 day courses in sea search and anti-submarine warfare training. Each of these squadrons has returned to this Base with high praise for the personnel of the 307th Bombardment Group (VH), who conducted this training. All squadrons reported that the course was well presented and although the supervisor instructor personnel worked under handicaps, such as lack of personnel and training aids, much was gotten from the course.

3. The squadrons from Weaver Air Force Base were working under serious handicaps at Weaver due to weather, lack of hangar facilities, etc. This TDY at MacDill Field gave an opportunity to do some much needed maintenance in a warmer climate. Each squadron reported that the 307th Bombardment Group S-4 and the Base S-4 cooperated to the fullest extent possible in overcoming our maintenance difficulties and that there was nothing that was needed by our squadrons that couldn't be obtained if the item was available on the Base. The result was that every aircraft returned to this Base in much better shape technically and mechanically.

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2d Ind, Hq Weaver AFB, Weaver, S Dak, File CG 319.1, 26 April 1948 cont'd

3. The cooperation, willingness to help, and friendly attitude which contributed much to the success of each of these missions reflects great credit to the 307th Bombardment Group.

2 Incls - n/c

THOMAS J. GENT, JR
Colonel, USAF
Commanding

Copy furnished:
CO, 307th Bomb Group (VH)
MacDill Air Force Base
Tampa, Florida

AG 319.1 A30 3d Ind

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo, 7 MAY 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

s/ D.G.H.

2 Incls
n/c

SAC 373 (20 Apr 48) 4th Ind A3C3A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 18 MAY 1948

TO: Commanding General, 307th Bombardment Wing, VH, MacDill Air Force Base, Tampa 8, Florida.

1. Successive reports submitted to this headquarters stress the friendly spirit and cooperation exhibited by personnel of the 307th Wing. This headquarters recognizes this as the result of a sustained effort and commends the personnel of the 307th Bomb Wing, the 307th Bomb Group and particularly the personnel specially mentioned for their admirable work, in paragraph 8 c of basic report.

2. Request this report be reviewed for comments and return to this headquarters.

BY COMMAND OF GENERAL KENNEY:

s/t/ D. W. HUTCHISON
Brigadier General, USAF
AC/S, A-3

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B/L fr 717th Bomb Sq, subj: "Report of Sea Search and Anti-Sub Tng," dated 20 Apr 48, w/4 Inds.

A-3 373 5th Ind CRH/jnk

HEADQUARTERS 307TH BOMBARDMENT WING VERY HEAVY, MacDill Air Force Base, Tampa 8, Florida 25 MAY 1948

TO: Commanding Officer, 307th Bombardment Group VH, MacDill Air Force Base, Tampa 8, Florida

1. I wish to take this opportunity to add my appreciation to the commendation set forth in paragraph 8 a and c, basic communication for the excellent manner in which you have assisted in training and have cooperated with the visiting squadrons in their Anti-Submarine Warfare program. Admirable reports have been received on your performance every time a visiting squadron has completed its training which is extremely gratifying to me and this headquarters.

2. Request you comply with paragraph 2, 4th indorsement and return through this headquarters no later than 4 June 1948.

2 Incls
n/c

s/t/ D. R. HUTCHINSON
Brigadier General, U.S.A.F.
Commanding

A3B 373 6th Ind SDL/fsb

HEADQUARTERS 307TH BOMBARDMENT GROUP (VH), MacDill Air Force Base, Florida

TO: Commanding General, 307th Bombardment Wing, Very Heavy, MacDill Air Force Base, Florida

Reference basic communication, comments and recommendations have been taken into consideration, and the following corrective measures have been taken:

a. Reference paragraph 6 b (1), APQ-5 equipped aircraft are now being scheduled on Monday afternoon instead of morning, thus giving engineering more time for minor repairs. In so far as Monday is the 307th Bombardment Group Ground Training Day, more targets are available for the ASW Squadron on that day; whereas, if the flying schedule for the visiting squadron was changed from Monday to Friday, both the 307th Bombardment Group and the visiting squadron would require targets, thus overloading bombing facilities.

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B/L fr 717th Bomb Sq, subj: "Report of Sea Search and Anti-Sub Tng," dated 20 Apr 48, w/4 Inds.

b. Reference paragraph 6 b (2), recent correspondence from the Submarine Base at Key West indicates that submarines would not be available for use in our sea search due to their own commitments. It is felt that merchant shipping is ample training in Sea Search and reporting procedures.

c. Reference paragraph 6 b (3), the Briefing Room, now being used extensively for ASW Training, is admittedly not adequate. Steps have been taken to remodel this building. The Base Theatre has too many commitments to be used as a regular class room.

d. Reference paragraph 6 b (4), every effort is being made to use our best instructors for this program.

e. Reference paragraph 6 b (5), due to the breakdown of our APQ-5 Trainer, it has been impossible to give as much trainer time as is desired. Further, revision of the schedule to accommodate additional APQ-5 Trainer time before flight would crowd too much of the flying schedule into the latter part of the 30-day period. Since an even distribution of flight missions over the entire period increases maintenance efficiency, it is desirable to continue scheduling APQ-5 Trainer as at present.

f. Reference paragraph 6 b (6), the flying schedule has been revised so that no more than four (4) aircraft are using the SCR-584 station at one time.

/s/t/ CLIFFORD J. HEFLIN
Colonel, USAF
Commanding

2 Incls
n/c

A-3 373 7th Ind CRH/rbj

HEADQUARTERS 307TH BOMBARDMENT WING VERY HEAVY, MacDill Air Force Base, Tampa 8, Florida 12 JUNE 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Attention is invited to 6th Indorsement.

s/t/ D. R. HUTCHINSON
Brigadier General, U.S.A.
Commanding

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By AFSHRC
Date: MAR 25 1974

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1948

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By AFSHRC
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HISTORY

STRATEGIC AIR COMMAND

1948

VOLUME VI

SUPPORTING DOCUMENTS

Chapter 4

MAINTENANCE

Exhibits 1 thru 70

Chapter 5

SUPPLY

Exhibits 1 thru 66

Chapter 6

Exhibits 1 thru 7

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MAINTENANCE

SUPPORTING DOCUMENTS

Chapter 4

MAINTENANCE

Exhibits 1 thru 70

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SAC 452 (11 Feb 48) 11 February 1948

SUBJECT: Engine Conditioning Program for the R-4360

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. Experience with R-3350 engine conditioning has proved conclusively the advantages resulting from such a program. The increase in service life of the R-3350 together with better performance characteristics indicate that a similar program for the R-4360 will be desirable as soon as possible after receipt of that type engine in this command.

2. Operation of the R-4360 engine has not progressed to the point where sufficient information is available for the publication of an engine conditioning regulation. Therefore, it will be necessary to obtain this information within the command.

3. To accomplish this purpose it is contemplated that representatives of the Maintenance Division, this Headquarters, will proceed to Carswell and Davis-Monthan Air Force Bases, and conduct on-the-spot studies of the requirements for the R-4360 engine conditioning regulation. This action will be taken soon after receipt of B-36 and B-50 aircraft at those stations. It is further contemplated that the studies will follow along the lines of the present SAC Regulation 66-8 with necessary substitutions, additions, or deletions as required to apply that regulation to the R-4360.

4. The above information is furnished so that your maintenance personnel may be alerted and be prepared to assist in the formulation of the regulation. You will be advised later of the representatives scheduled for this work and the date of their arrival at the two stations named above.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt., AC
Actg. Asst. Adj. Gen.

P_____T until _____N_____
(Date)

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HEADQUARTERS 97TH BOMBARDMENT GROUP (VH)
APO 937, c/o Postmaster
Seattle, Washington

ABSSM 452.13 18 February 1948

SUBJECT: Maintenance Difficulties R-3350 Type Engines

TO: Commanding General
Strategic Air Command
Andrews Air Force Base, Maryland

1. The R-3350 type engine installed on B-29 type aircraft causes a definite maintenance handicap under normal operating conditions in temperate latitudes and this difficulty is increased considerably during Arctic operation. This difficulty originates from an inherently unsatisfactory exhaust valve and/or exhaust valve seat design and is responsible for the expenditure of approximately 1000 additional man hours monthly for the accomplishment of the necessary cylinder compression checks during major maintenance inspections of thirty (30) B-29 type aircraft assigned. This estimate is based on a monthly average of fifty (50) hours per aircraft. Under Arctic conditions this requirement is increased approximately 800 man hours. Such unnecessary maintenance seriously impairs the efficiency of all tactical units equipped with B-29 type aircraft.

2. Current estimates of the operation of other type tactical aircraft indicate a general average of forty per cent more monthly flight time than the B-29 operational group average of approximately fifty (50) hours per aircraft, per month. The average R-3350 engine life between overhauls is approximately 200 to 250 hours of operation, despite numerous modifications made and implementation of an intensive engine conditioning program. This figure is approximately fifty per cent less than that of other reciprocating engines now being operated by the USAF. A very high percentage of all R-3350 engine changes result from cylinder compression checks that reveal more than three (3) cylinders with less than the minimum of 50 PSI compression. If the total defective cylinders per engine is three (3) or less, station maintenance personnel remove and replace the defective cylinders. This practice results in an additional expenditure of approximately 2000 man-hours monthly which could be utilized more effectively to increase the quality and volume of required aircraft maintenance.

3. During January 1948, Mr. Gast, a civil service employee from Colonel Jackson's office, Maintenance Division, Hqs, AMC, Wright Field, Ohio, visited maintenance personnel of this unit.

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EBOSN 452.13, 11 Feb 48, Subj: Maintenance Difficulties R-3350 Engines

During this visit Mr. Cast advised the S-4 officer of the above unit that a satisfactory type exhaust valve and seat had been designed and incorporated in a new forged head cylinder for the R-3350 type engine. He also stated that procurement of same had been cancelled by AMC due to lack of funds.

4. In view of the present USAF program to increase the operating efficiency of all Air Force Units, with special emphasis placed on B-29 equipped Units, it is hereby recommended that action be initiated by your headquarters to request a thorough service test of subject cylinder, exhaust valve and seat, reported as available by Mr. Cast, to determine operating capabilities under all phases of Tactical Operation.

5. It is the belief of this unit that the overall efficiency and total flying time of the average B-29 Bomb Group would be increased more than fifty per cent if all R-3350 engines were equipped with a longer life exhaust valve and seat.

6. It is further recommended that a study be initiated by Hqs, AMC to determine the expense of short time overhauls, internal damage caused by exhaust valve failures, salvage of unserviceable cylinders and the extra expense incurred during shipment of R-3350 engines to and from the using activities. In all probability the procurement expense of a satisfactory exhaust valve and seat would not exceed the extra expense now being incurred as a result of operating subject engine under present difficulties.

/s/ GEORGE L. [illegible]
Colonel, USAF
Commanding

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EBCO 1st Ind JRM/vlw.

HEADQUARTERS, 97TH BOMB WING (VH), APO 937, Seattle, Washington, 24 Feb 48.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colo.

Concur in recommendation.

JEROME B MC CAULEY
Colonel, USAF
Commanding.

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[illegible] 452.13, 97th Bombardment Group 18 Feb 46
Subject: Maintenance Difficulties R-3350 Type Engines

AG 452 AAF 2d Ind 10 MAR 1946

HEADQUARTERS [illegible] AIR FORCES, Colorado Springs, Colo

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

Concur in recommendation contained in paragraph 6 of basic.

FOR THE COMMANDING GENERAL:

G. J. deCICCARO
Major, USAF
Asst Adjutant General

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: History of SAC 1948 - Maintenance Portion of Maintenance & Supply Chapter

Historical Section, AC

DATE 21 Dec 49

COMMENT No 2

FROM: Director of Materiel

Capt Steinhauer/vns/4234

* * * * *

"The SAC 1948 average R-3350 engine life between overhauls was approximately 200 hours of operation".

* * * * *

"Over 50 percent of the spare parts required to support the B-36 have not been on procurement."

* * * * *

"There are many factors which may or/may not be apparent, but which nevertheless immeasurably affect the maintenance efficiency of a unit, but which are not considered in the ORT. Certain recommended changes in forms and methods to be employed in making an ORT were submitted to Hq USAF and some were adopted. In the following paragraphs, some important factors contributing to the ORT standings of the SAC bomb and fighter groups are outlined."

* * * * *

/s/ K. E. Tibbetts
/t/ K. E. TIBBETTS
Colonel, USAF
Director of Materiel

SAC, Ft. Crook-2-21-49-5,000 O-0238

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SAC 452.1 (18 Feb 48) 3d Ind A4E3

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 18 MAR 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

1. Reference paragraph 4 of basic letter, this headquarters has requested that Headquarters United States Air Force initiate procurement at once for the cylinder and valve assembly incorporating the new type exhaust valve, valve seat, and the forged head in sufficient quantity to equip all B-29 aircraft of this command.

2. The statements made in basic letter regarding the additional cost and maintenance manhours now being expended because of the unsatisfactory valve and cylinder assembly incorporated in the R-3350 engine are supported by records in this headquarters. Ninety-two percent of R-3350 engine changes made in this command are due to cylinder or valve failures, sixty-five percent of these changes are made due to low cylinder compression detected during maintenance inspections. The remaining twenty-seven percent are made due to valves, valve seats, or valve guide failures in flight with result internal damage to the engine.

3. These facts are forwarded to your headquarters so that you may be apprised of the additional maintenance burden that the R-3350 engine is to units operating B-29 aircraft, and so that you may be informed of action taken toward providing the improved cylinder.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

Originator

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A483

SAC 452 (11 Mar 48) 11 March 1948

SUBJECT: Valve Clearance, R-3350 Engine

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. Records in this headquarters reveal that ninety-two percent of R-3350 engine changes are made because of low compression resulting from faulty valve conditions or cylinder failures. The portion of these failures actually attributable to the failure of the valve itself, or improper adjustment of the valve, cannot be determined from existing information. There is a possibility that incorrect valve clearances are a factor and that valves may require checking at other intervals than are presently specified.

2. In order to obtain definite information regarding compression and valve adjustment requirements, it is requested that the 509th Group at Walker Air Force Base, Roswell, New Mexico, conduct the following service test:

a. Select three B-29 aircraft for the conduct of the test.

b. Check and set the valve clearance in accordance with SAC Regulation 66-7, dated 15 April 1947.

c. Check cylinder compression in accordance with T.O. 02A-1-90, dated 17 February 1948.

d. Record the valve clearance and compression readings for each cylinder on each engine, together with complete data on any valve or cylinder failures encountered.

e. Repeat this procedure at each 50-hour inspection period.

3. At the expiration of 150 hours of operation, forward completed data to this headquarters, together with comments relative to recommended periodic compression and valve checks of the R-3350 engine.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND A483
Andrews Field
Washington 20, D. C.

SAC 452 (15 Mar 48) 15 March 1948

SUBJECT: Periodic Inspection of Valve Clearance Adjustments R-3350 Engines

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. A recent survey was conducted throughout this command to determine whether the valve check performed on engine build-up was serving any useful purpose. The result of this survey indicated that a valve check at this period served merely to create additional work and did not reveal any faulty valve conditions. Because of this fact, our Regulation 66-7 was amended to delete the requirement for a valve check prior to initial operation.

2. Engine and cylinder failures indicate that a valve check should be made on the R-3350 in the early life of the engine. Performance of this check at the first 25-hour period is often inconvenient because of operational commitments and/or absence from the station. To overcome this difficulty, SAC Regulation 66-7 was changed to prescribe that the initial valve check be performed in conjunction with shakedown inspection of engine after completion of the test flight. The valves will have been run-in sufficiently at that time to fulfill the requirement for an early valve check. Test flight requirement was increased from one hour to three hours duration to further allow for adequate valve seating.

3. In view of the above, request that Technical Order 02A-1-89 be revised insofar as the R-3350 engine is concerned to eliminate the requirement specified in paragraph 2c, and that paragraph 2c be amended to prescribe that the initial valve check be performed after completion of test flight following engine installation as now prescribed in SAC Regulation 66-7.

FOR THE COMMANDING GENERAL:

1 Incl:
Cl, SAC Reg 66-7
dtd 26 Feb 1948

/s/t/ VONTIE THOMPSON, JR.
1st Lt. USAF
Asst Adj Gen.

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Basic: Ltr, Hq Strategic Air Command, 15 Mar 48 to: CG AMC, subj: Periodic Inspection of Valve Clearance Adjustments, R-3350 Engines

1st Ind MCMM/TdMcD/hmw

HQ AMC, Wright-Patterson Air Force Base, Dayton, Ohio, Apr 29, 1948.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

1. Paragraph 2b of Technical Order 02A-1-89 is only mandatory on those engines on which valves were not previously adjusted by the method prescribed therein. Your headquarters was authorized by letter in February 1947 and Oklahoma City Air Materiel Area was directed about the same time to adjust valves by this method. The quantity of engines, therefore, on which compliance with paragraph 2b is required should be very limited. This compliance is desired on any engine on which the valves were not adjusted accordingly.

2. Your request for revision of paragraph 2c to authorize performance of initial valve check after completion of test flight following engine installation is approved. Paragraph 2c of Technical Order 02A-1-89 is being revised to include the following:

"c. INITIAL VALVE CHECK. A complete and detailed inspection and adjustment of valve mechanism after completion of test flight following engine installation and not later than the first 25-hour inspection period after installation will be accomplished on the following engines....."

FOR THE COMMANDING GENERAL:

/s/ Thomas B. McDonald
THOMAS B. McDONALD
Brigadier General, USAF
Chief, Maintenance Division

Incl:
w/d

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SAC 452.1 (16 Mar 48) 16 March 1948

SUBJECT: New Type Cylinders for the R-3350 Engines

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. The average operating time between overhaul for the R-3350 engine installed in the B-29 aircraft is two hundred seventy two hours. This low engine life affects the operating efficienty of our Units, directly limiting their overall capability.

2. Numerous engine modifications, together with an intensive engine conditioning program and strict adherence to correct operating procedures, has only raised engine life to its present low level. Further increase in engine life is not expected since the R-3350 engine presently incorporates a cylinder and valve assembly that has proved to be inherently unsatisfactory.

3. Records in this headquarters reveal that during the period 1 September 1947 to 1 February 1948, ninety two percent of our engine changes were due to cylinder or valve failures. Sixty five percent of these changes were due to defective cylinders detected during maintenance inspections. The remaining twenty seven percent were due to internal failures directly caused by the valves, valve seats, or valve guides failing in flight, with resultant internal damage to engines. Eight hundred eighty five cylinder failures on R-3350 engines have occurred in this command during the period 1 September 1947 to 1 March 1948.

4. The Air Materiel Command has advised this headquarters that a modified exhaust valve and seat has been designed which is incorporated in a new type forged head cylinder for R-3350 engines. Although this cylinder assembly has not been service tested, information from Wright Aeronautical Corporation and Air Materiel Command indicates that this new cylinder is a definite improvement over those now in use.

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A4E3
Subj: New Type Cylinders for the R-3350 Engines

FROM: AFMSS Sgd AFCCS

5. It is becoming increasingly apparent that we must depend on the B-29 as our striking weapon for some time to come. Considerable time would be consumed in service testing this new cylinder which due to the mission of the Strategic Air Command should not be spared at this time. Our classified aircraft constitute the backbone of our striking force and should be furnished the best available equipment.

6. In view of the above, it is requested that procurement be initiated at once for eight hundred ninety six engines equipped with this new type cylinder. This quantity will equip classified B-29 aircraft presently assigned and also provide engines for the B-29's scheduled for modification to classified aircraft by 15 December 1948. One hundred percent replacement engines for these aircraft are also included in the above figure. Further, request that every consideration be given to furnishing this improved cylinder for all our B-29 aircraft at the earliest possible date.

FOR THE COMMANDING GENERAL:

/t/ K. E. TIBBETTS
Colonel, USAF
AC/S, A-4
Materiel & Services

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SAC 452.1 (5 May 48) 5 May 1948

SUBJECT: New Type Engine for Classified B-29 Aircraft

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

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1. The R-3350-57 Model engine presently installed in B-29 aircraft of this command is a war-time model engine and contains many unsatisfactory features. Chief of these are an inherently unsatisfactory cylinder and valve combination and the marginal cooling characteristics of the present installation. Engine development during and since the war has produced a new model which can be used in the B-29 by provision of a new engine nacelle. This engine is the Wright Model 749C18BD1.

2. This command considers it mandatory that all classified B-29 aircraft be equipped with the best engines available and strongly recommends that the present type engine installed in these aircraft be replaced with the Wright Model 749C18BD1, with the least possible delay. This engine will provide the following specific advantages over the present model:

a. Range

(1) Miles per gallon of the B-29 will be increased an estimated 16 to 26% at high gross weights and 4½ to 13% at medium gross weights.

(2) Range is increased approximately 9 to 18% with further potential increases possible through improved flight plan techniques by virtue of higher available climb and cruise thrust horsepower.

(3) Auto rich specific fuel consumption of the C18BD is from 5 to 10% lower than that of the R-3350-57, and in auto lean it can be operated satisfactorily with 2 to 3% leaner mixtures. This is a result of improvements in supercharger and combustion efficiencies as well as in cooling.

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Subj: New Type Engine for Classified B-29 Acft

b. Cooling

(1) The brake horsepower now lost in cooling the R-3350-57 engine will be reduced 80 to 90% with the C18BD engine. This means that with the C18BD:

(a) Present airplane speeds can be equaled with as much as 100 to 200 less brake horsepower for engine with consequent reduction in fuel consumed per mile.

(b) Present cooling limitations to very high altitude application of the B-29 will be drastically reduced or entirely eliminated.

(c) Present requirements of operating in auto rich at high gross weights - present or contemplated - will be virtually eliminated.

c. Take-off Characteristics will be definitely improved since the 18BD1 engine with its 300 additional horsepower will be operating well within its power rating during take-off. Consequently, there will be less stress on the engine with less likelihood of engine failures. In addition a reserve of power will be available for emergencies.

3. Engineering improvements include forged head cylinders, low tension ignition, split ring valve seat, cast iron exhaust valve guide, heavy wall cylinder barrel, many improvements in the fuel injection system, and other miscellaneous items.

4. Since the records of the R-3350-57 engine reveal that 92% of our engine changes are due to cylinder or valve failures, the 18BD1 engine with a forged head and split ring valve seat should eliminate the major portion of these failures. The improved cooling characteristic should in itself reduce the excessive maintenance man hours now being expended in changing cylinders and engines. These features will materially improve the operating efficiency of our units, thereby increasing the overall capabilities of the Strategic Air Command striking force.

5. With the assignment of additional B-29 aircraft to the Strategic Air Command, the stock pile of new R-3350-57 engines must of necessity be increased. The additional cost incurred for this new type engine will therefore be only the amount re-

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Subj: New Type Engine for Classified B-29 Acft

quired to provide the new nacelle. The improved operating characteristics and reduction in maintenance man hours with resultant substantial increase in range and therefore in the striking capability of our units assuredly warrants the expenditure of funds required to secure the new nacelle for the Model 749C18BD1 engine.

6. Present and projected assignment of classified B-29 aircraft to the command established the following requirements to fulfill the program:

a. 740 engines for 120 classified B-29 aircraft and to provide 50% replacements.

b. 552 quick change nacelles for 120 classified B-29 aircraft and to provide 15% replacements.

/t/ GEORGE C. KENNEY
General, U.S. Air Force
Commanding

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
AFMMT WASHINGTON

30 Jun 1948

SUBJECT: New Type Engines for Classified B-29 Aircraft

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. The proposal contained in your letter, dated 5 May 1948, subject as above, to install an improved model of the R-3350 engine in certain B-29 aircraft has been investigated and studied by this Headquarters with the following results:

a. The R-3350-23 and -57 models currently being operated by the Air Forces will be modernized by Air Materiel Command depots in accordance with the plan proposed by Wright Aeronautical Corporation and modified by the Air Materiel Command.

b. Modernized R-3350 engines will be earmarked for installation in B-29 Saddletree, Ruralist, and Superman equipped aircraft before service-wide authorization for installation is granted.

c. Procurement of Wright Aeronautical Corporation Model 749C18BD1 is not considered practical. Ten months will be required before this model could be delivered and then in quantities deemed insufficient to meet the Air Forces immediate requirements. Mechanical difficulties with this engine and the required nacelle changes are certain to occur, which would require a corrective operational period before the installation would become operationally satisfactory.

d. B-50 type aircraft will be delivered at a rate sufficiently great to equip previously specified activities with a classified aircraft more rapidly than equipping B-29 aircraft with a new engine and nacelle configuration could be achieved.

2. In view of the foregoing it is considered that a modernization program for the R-3350 engines is the most practical from all aspects. The Air Materiel Command has been instructed to proceed

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Ltr fr Hq USAF to CG, SAC, Subj: New Type Engines for Classified B-29 Aircraft.

with the modernization and to earmark modernized engines for Strategic Air Command's classified and supporting aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ L. P. WHITTEN
Major General, USAF
Director, Maintenance, Supply and Services
Office, Deputy Chief of Staff, Materiel

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

AFMGT

9 June 1948

SUBJECT: Letter of Transmittal

TO: Commanding General
Strategic Air Command
Andrews Air Force Base,
Washington, 20, D. C.

ATTN: Colonel C. D. Farr

Forwarded herewith is copy of first indorsement from this Headquarters dated 9 June 1948 to basic letter from Headquarters, Air Materiel Command, subject: "Program for Improvement of R-3350 Engine Performance", dated April 13, 1948, for your information and file.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Donald W. Hamilton Lt Col
for /t/ C. C. HARRIS, JR.
Colonel, USAF
Chief, Maintenance Division, D/MS&S
Office, Deputy Chief of Staff, Materiel

Incl:
cc 1st Ind.
dtd 9 June 48

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SUBJECT: Program for Improvement of R-3350 Engine Performance

AFMDT 1st Ind 9 June 1948

Department of the Air Force, Hq, US Air Force, Washington, 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attn: MCMM

1. The proposal to modify R-3350-23 and -57 engines in Air Materiel Command installations to the list of service improvements presented by the Wright-Aeronautical Corporation and modified by your command is approved.

2. The only funds available to meet the requirement outlined in the basic letter are those presently contained in Project 421 in the Fiscal Year 1949 budget. A total of $47,703,000 is in the estimate currently before Congress. However, all but $15,000,000 of this latter is for specific projects and cannot be considered as available to meet this requirement. It is suggested, therefore, that your Command review the relative importance of this project as against other new projects requiring Project 421 funds and recommend to this Headquarters the part of this program which you believe should be accomplished from Fiscal Year 1949 funds. To the extent that Fiscal Year 1949 funds cannot be made available, because of other mandatory projects, for modernization of sufficient engines to meet Air Force requirements the additional requirement not funded in Fiscal Year 1949 should be included in the Fiscal Year 1950 budget.

3. It is deemed necessary to modify, earmark, and make available sufficient modified R-3350 engines for SAC classified aircraft prior to releasing modified engines for general service usage.

BY COMMAND OF THE CHIEF OF STAFF:

/t/ C. C. Harris, Jr.,
Colonel, USAF
Chief, Maintenance Division, D/MS&S
Office, Deputy Chief of Staff,
Materiel

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

A483

SAC 452.1 (8 Jul 48) 8 July 1948

SUBJECT: Modernization of the R-3350-57 Engine

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTENTION: Mr. Schlub, MCPPEX4

1. Request that this headquarters be advised the status of the program for modernization of the R-3350-57 engine installed in B-29 aircraft assigned to this command. Information presently available indicates that Supplement No. 6 to AF Contract No. 19069 with the Wright Aeronautical Corporation will provide for the modernization of 4610 of these engines.

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2. The following specific information is requested:

a. List of approved items that are included in the contracts for modernizing the R-3350-57.

b. When will this command start receiving modified engines exclusive of those now being received on a service test basis?

c. What will be the rate of delivery of modified engines?

d. In view of new compression requirements for these engines, will AMC publish the required instructions in Technical Order form?

3. Further, request that this headquarters be advised of changes as they occur in order that we may stay abreast of the program and so that units of this command may be advised accordingly.

FOR THE COMMANDING GENERAL:

/s/t/ MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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BASIC: Ltr SAC 6 July 48, to: CG, AMC, subj: Modernization of the R-3350-57 Engine.

1st Ind MCMMKT/PMD/na

HQ, AMC, WRIGHT-PATTERSON AFB, DAYTON, OHIO, 16 JULY 1948

TO: Commanding General, Headquarters Strategic Air Command, Andrews AF Base, Washington 20, D. C. ATTN: AAE3.

1. For your convenience the questions in paragraph 2 of the basic communication will be answered in the same sequence.

a. A chart compiled by the Wright Aeronautical Corporation indicating their recommended service improvements and estimated delivery schedule is attached. The eleven (11) items indicated by a check mark are the items that have been approved by this Command for modernizing the R-3350-57 and -57A engines. An engine will be considered modernized when it incorporates split ring exhaust valve seats, cast iron exhaust valve guides, heavy cylinder barrels and reworked front and rear cams. The remaining checked items will be incorporated as they become available.

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There are some of the unchecked items that are being incorporated in engines at time of overhaul in accordance with Technical Orders. Other items will be procured as standard replacement items when the present stock level is such that additional procurement is required.

b. Modified engines will be available as soon as delivery of parts is started by the contractor. (See chart for estimated delivery.)

c. The rate of delivery of modified engines will also depend upon the rate of delivery of the parts from the contractor.

d. Technical Order 02A-1-90 is now in the process of revision to include instructions pertaining to compression of cylinders incorporating the split ring type exhaust valve seat.

2. Information will be furnished your command with respect to any changes that may occur in this program as requested in paragraph 3 of the basic communication.

BY COMMAND OF GENERAL McNARNEY:

/s/ Wm F. Barns, Major USAF
for /t/ JAMES L. JACKSON
Colonel, USAF
Chief, Maintenance Technical Section
Maintenance Division

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HEADQUARTERS FIFTEENTH AIR FORCE MDC
Colorado Springs, Colorado

452.1 14 Oct 1948

SUBJECT: Procurement of R-3350-57 (A) Type Engines

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Reference is made to paragraph 1c, SAC 452, 7 July 1948, subject: "R-3350-57 Engine Modernization Program". (Inclosure 1).

2. During a recent visit by staff officers of this command to Headquarters Air Materiel Command, Dayton, Ohio, Colonel Endress, Chief of Maintenance Control Section, Maintenance Division, Headquarters Air Materiel Command, stated that installation of the component parts necessary to modify the standard R-3350-57 engine to the R-3350-57 (A) model was temporarily delayed due to procurement problems. The above office estimates that parts will be made available and installation will be initiated on a limited scale by OCAMA, Tinker Air Force Base, Oklahoma, approximately six to eight months from now.

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3. Reference 97th Bomb Group letter ESSM 452.13, 18 February 1948, APO 937, c/o Postmaster, Seattle, Washington, subject: "Maintenance Difficulties on R-3350 Type Engines", (Inclosure 2), cancellation or delay in procurement of modified engines and component parts is considered detrimental to the operation of B-29 type aircraft. The excessive amount of corrective maintenance currently being expended for routine cylinder compression checks, cylinder and engine changes due to low compression and emergency changes of oil coolers and turbo superchargers damaged by swallowed exhaust valves and the resultant internal engine failures, creates an extremely unsatisfactory waste of aircraft maintenance man-hours. For example, 441 R-3350 engines were overhauled by OCAMA, Tinker Air Force Base, during the period 1 January to 1 July 1947 as a direct result of exhaust valve failure and low compression. These 441 engines overhauled during the six months period cost the Government the following minimums:

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Subject: Procurement of R-3350-57 (A) Type Engines

Initial Cost	Total
441 engines @ $25,000.00 each	$10,030,000.00
441 engines @ $5,000.00 man hours and materials expenditure for top overhaul and transportation charges for one engine	2,205,000.00
Man-hours required for removal and installation of 441 engines @ $1,800.00 each	793,800.00
Total cost of removal, installation and overhaul	2,998,800.00

The removal, shipping, overhaul and installation expenses amount to 30% of the initial cost or, in three overhauls, new engines could be purchased. A very serious condition is reflected when the SAC Average Engine Time of 274 hours between overhauls is compared with the average 800 hours between overhauls on modified engines of the same time, used by commercial carriers operating Lockheed Constellation type aircraft. Only 6% of all R-3350 engines used in the entire Strategic Air Command attained the basic operating time of 500 hours during the past twelve months.

4. During the past 12 months there have been 9 major accidents in this Air Force, resulting from unsatisfactory engine operation and/or engine fires. It is felt that the loss of life and valuable equipment is far in excess of the normal accident rate incurred during routine training missions. This situation is considered so serious as to warrant immediate attention by higher headquarters in order to expedite procurement of a satisfactory power plant for B-29 type aircraft.

5. Recommend that vigorous follow-up action be initiated by Headquarters USAF to ensure that component parts necessary for modification of above engines be made available to the engine overhaul activity, OCAMA, Tinker Air Force Base, Oklahoma, at the earliest practicable date.

FOR THE COMMANDING GENERAL:

2 Incls
1. Cpy SAC ltr 452, 7 Jul 48
2. Copy EASSM 452.13, 18 Feb 48

EMERY S. WETZEL
Brigadier General, USAF
Chief of Staff

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SAC 452.1 (14 Oct 48) 1st Ind MD/AC

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C., 27 Oct 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. The condition described in basic letter concerning the unsatisfactory feature of R-3350 engines has been and continues to be of increasing concern to this headquarters. As early as October 1947 action was taken with Air Materiel Command to provide an improved valve seat and guide configuration for the R-3350 engine. Since that time continued follow-up action through personal contacts and official correspondence with Air Materiel Command and your headquarters has been effected in an effort to expedite action to remedy the inherently unsatisfactory valve condition in the present R-3350 engine.

2. As of this date Air Materiel Command advises that contract negotiations are in process to provide 4610 engines which will incorporate split ring valve seats, cast iron or stellite guides, reworked cams, heavy barreled cylinders, and other miscellaneous modifications designed to improve engine dependability and increase operating life between overhauls.

3. Copies of correspondence showing action taken on this subject are inclosed herewith for ready reference.

4. The low tactical capability of assigned B-29 aircraft together with the added hazards to flying caused by this unsatisfactory condition certainly warrants expedited remedial action. Request assistance from your headquarters for the consummation of contractual arrangements and the expeditious delivery of modified R-3350 engines to this command.

FOR THE COMMANDING GENERAL:

7 Incls
Added 7 Incls
3. Copy of Proposed Technical Order (in dup)
4. Copy of Ltr, SAC 452.11, Hq SAC, 28 Oct 47, w/1 Ind (in dup)
5. Copy of Ltr, EaSSM 452.13, Hq 97th Bomb Gp, 18 Feb 48, w/3 Inds (in dup)

F. H. BRANDSTEDTER
2nd Lt., USAF
Asst. Adj. Gen.

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SAC 452.1 (14 Oct 48) MDO4C 1st Ind
Subj: Procurement of R-3350-57 (A) Type Engines

6. Copy of TT, A453 160, 4 Mar 48 (in dup)
7. Copy of TT, MCMMAT24-3-8, 8 Mar 48 (in dup)
8. Copy of Ltr, SAC 312 x 452.1, Hq SAC, 16 Apr 48, w/2 Incls (in dup)
9. Copy of Ltr, SAC 452.1, Hq SAC, 8 Jul 48, w/1 Ind (in dup)

AFMMT-R 2nd Ind. 2 November 1948

Department of the Air Force, Hq U.S. Air Force, Washington 25, D.C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1. Paragraph 2 of the basic correspondence indicates that procurement difficulty is being experienced by Air Materiel Command in obtaining necessary R-3350 parts to support the R-3350 modernization program authorized in First Indorsement, dated 8 June 1948, to your letter, subject: "Program for Improvement of R-3350 Engine Performance," dated 13 April 1948, file MCMM.

2. It is desired that this Headquarters be informed of any procurement difficulties relative to procurement of the necessary R-3350 modernization parts and anticipated date procurement delaying factors will be eliminated. To aid in solving the R-3350 modernization program problems, assistance should be requested of this Headquarters when deemed necessary.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Walter W. Wise Jr
WALTER W. WISE, JR.
Colonel, USAF
Chief, Maintenance Division,
D/MS&S Office, Deputy Chief of Staff, Materiel

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Basic: Ltr frm SAC 452.1, dtd 14 Oct 48, Subj: "Procurement of R-3350-57 (A) Engines".

3rd Ind MCMM/ThMcD/msc

HQ AMC, Wright-Patterson Air Force Base, Dayton, Ohio
Dec 8, 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C., ATTN: Deputy Chief of Staff, Materiel.

1. Delay in implementing the R-3350 modernization program is primarily due to the inability of the contractor to deliver the required parts in quantities prior to 1 January 1949. Procurement for modernization parts was initiated immediately after receipt of authorization listed in paragraph 1 of 2nd Indorsement, and letter of award for the modernization parts was made to the contractor on 26 June 1948.

2. Contract to cover rework of cams has not been delivered to the contractor. This contract was delayed pending availability of 1949 funds; however, negotiations and contract writing have now been completed and the contract will be accepted within the next ten days. The proposed delivery schedule indicates reworked cams will be available concurrently with the required modernization parts.

3. Limited quantities of parts will be available in December 1948. However, this Command intends to stock pile parts to a certain extent so that as many changes as possible can be incorporated in the modernized engines. Modernized engines incorporating heavy cylinder walls, split type exhaust valve seats, cast iron guides and reworked cams will be identified by adding the letter "M" to the model designation. For example, a modernized R-3350-57A engine will be redesignated as R-3350-57AM. This proposal has been discussed with personnel of Hq. Strategic Air Command and meets with their approval.

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FOR THE COMMANDING GENERAL:

THOMAS B. McDONALD
Brigadier General, USAF
Chief, Maintenance Division

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SUBJECT: Procurement of R-3350-57 (A) Type Engines

AFMMT 4th Ind. 16 Dec 1948

Department of the Air Force, Hq U.S. Air Force, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Offutt Air Base, Fort Crook, Nebraska.

TO: Commanding General, Headquarters 15th Air Force, Colorado Springs, Colorado.

This correspondence is being returned without further action by this Headquarters in view of the information furnished by the Air Materiel in the preceding indorsement.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Francis H. Griswold
FRANCIS H. GRISWOLD
Major General, USAF
Asst Deputy Chief of Staff, Materiel

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n/c

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SAC 452.1 (14 Oct 48) 5th Ind MDC/C

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Fort Crook, Nebraska, 28 Dec 48

18

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

1. Further information from the Air Materiel Command indicates that some modified R-3350 engines will become available in January 1949, with full production of 400 engines monthly being attained in February 1949. Priority for allocation of these modified engines will be in accordance with SAC letter file 370, subject: "SAC Development Program", dated 17 November 1948.

2. This headquarters will maintain close follow-up on this program. You will be further advised as soon as additional information becomes available.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

9 Incls
n/c

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

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SUSPENSE DATE MDC4C 15 Dec 48

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Fort Crook, Nebraska

SAC 452 (20 Nov 48) 20 November 1948

SUBJECT: R-3350 Engine Conditioning

Same letter sent to:

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

CG 8th AF
CG 307th Bomb Wg
CG 15th AF
311th Air Div, Hcn

1. Maintenance instructions for R-3350 engines contained in the basic engine handbook are general in nature and do not incorporate adequate engine conditioning procedures. In view of this fact, SAC Regulation 66-8 was initially published to provide maintenance and operating personnel with a handbook containing a standard method for ascertaining the type and degree of engine malfunctioning, together with instructions for conditioning the engine to obtain maximum trouble-free performance. Sufficient copies of this regulation were published to allow for distribution to each B-29 Pilot, Co-pilot, Flight Engineer, and Crew Chief.

2. In support of the engine conditioning program. the Air Materiel Command conducted an extensive study of engine conditioning procedures. Technical Order 02A-1-88 recently published by Air Materiel Command contains essentially the same procedures as those outlined in SAC Regulation 66-8

3. It is desired that each station assigned your command review the procedures outlined in Technical Order 02A-1-88 and SAC Regulation 66-8. Comments are desired on the following:

a. Does Technical Order 02A-1-88 adequately cover instructions for engine conditioning?

b. Should SAC Regulation 66-8 be maintained as a current publication? If so, for what reasons?

c. Recommended changes that should be incorporated in either directive.

4. It is desired that recommendations be submitted to this headquarters by 15 December 1948. These recommendations are exempt from requirement of reports control symbol in accordance with paragraph 8m, Air Force Regulation 11-5, dated 11 February 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

SAC Ft. Crook-1-7-49-10,000

O-9022

/s/t/ MONTIS THOMPSON, JR.
1st Lt. USAF

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Ref: Ltr fr Hq SAC, Offutt AFB, Fort Crook, Neb., File SAC 452 (20 Nov 48), dtd 20 Nov 48, Subj: "R-3350 Engine Conditioning."

MDC 452 (20 Nov 48) 1st Ind EDG/ama

HEADQUARTERS 307TH REINFORCEMENT WING MEDIUM, MacDill Air Force Base, Tampa 9, Florida 15 DEC 48

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska.

1. The procedures as outlined in Strategic Air Command Regulation No. 86-8, and Technical Order 02A-1-88, have been reviewed by stations of this command, and the following recommendations are submitted:

a. Paragraph 3a: Technical Order 02A-1-88 adequately covers instructions for engine conditioning.

b. Paragraph 3b: SAC Regulation No. 86-8 should be rescinded, as it is now largely a duplication of T. O. 02A-1-88.

c. Paragraph 3c: No recommended changes to either directive.

FOR THE COMMANDING GENERAL:

/s/t/ JOHN S. GOODSON, JR.
1st Lt., U.S.A.F.
Assistant Adjutant

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SAC 452 (20 Nov 48) 20 November 1948
Subject: R-3350 Engine Conditioning

452.1 1st Ind MDCM

HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colo 15 DEC 1948

TO: Commanding General, Strategic Air Command, Offutt Air Force Base
Fort Crook, Nebraska

1. Comments and recommendations required in basic are inclosed.

2. It is recommended that consolidation of information contained in current directives on engine conditioning be published under one cover. This will preclude confusion presently experienced by field personnel in complying with existing directives published on the same subject.

3. The following desirable features are suggested in the publishing of a pamphlet referenced in paragraph 2, above.

a. Size to be 5 x 6" inches. Past experience denotes that a pocket size literature receives wide-spread reading by all personnel. The reason factually being that the literature is always at fingertip.

b. Loose leaf binding in order to absorb latest revisions.

c. The pamphlet or handbook be incorporated as part of the aircraft "C" file replacing SAC Regulation 66-8, as amended.

FOR THE COMMANDING GENERAL:

/s/t/ JOHN E. ALLEN
Major, USAF
Adjutant General

4 Incls
1. R-3350 Engine Conditioning Report, Rapid City AFBase
2. R-3350 Engine Conditioning Report, Spokane AF Base
3. R-3350 Engine Conditoning Report, Castle AF Base
4. R-3350 Engine Conditioning Report, Smoky Hill AF Base

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Basic ltr fr Hq SAC, file 452, dtd 20 Nov 48, subj: "R-3350 Engine Conditioning"

452 1st Ind

HEADQUARTERS, 311th AIR DIVISION, RECONNAISSANCE, Topeka Air Force Base, Topeka, Kansas, 9 December 1948

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

Reference paragraph 3, basic letter. Following comments have been received from maintenance personnel of this command:

a. Technical Order 02A-1-88 adequately covers the instructions for engine conditioning in its present form.

b. That SAC Regulation 66-8 be rescinded.

/s/t/ P. T. CULLEN
Brigadier General, USAF
Commanding

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SAC 452
Subject: R-3350 Engine Conditioning

MWS 452 (20 Nov 48) 1st Ind 14 Dec 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. Comments and recommendations from the 509th Bombardment Wing on basic communication are as follows:

"a. It is the opinion of this headquarters that Technical Order 02A-1-88 adequately covers instruction for engine conditioning.

"b. SAC Regulation 66-8 should be maintained as a current publication. This regulation covers in much greater detail the engine conditioning procedures for the 3350 engine.

"c. It is the opinion of this headquarters that Section III, Step 12, Technical Order 02A-1-88 is not complete enough and should be divided to give more detail for cruising mixture checks on engines where fuel injection systems are employed. Section IV, Paragraph 16 b (2) states 'Turn Booster Pump on High'. It is recommended that this be changed to 'Turn Booster Pump on Low'. It is believed that carburetors or master controls incorporating diaphragms may be damaged by using high boost except at altitude. Paragraph 5 b (9) SAC Regulation 66-8 should also be changed to conform with above listed recommendation. It is recommended that a close study be made of the 'Cruising Mixture Check', SAC Regulation 66-8, par 6 d (2) to determine whether some of the steps could be eliminated to cut down ground operating time of engine."

2. The following comments were received verbally from the A-4 Officer, 2d Bombardment Group:

a. Technical Order 02A-1-88 should give more detail for cruising mixture checks on fuel injection engines.

b. SAC Regulation 66-8 need not be retained if the addition to the technical order as outlined in "a" above is made.

c. (1) It is recommended that some study be made toward reducing the ground operating time on engines the present checks require.

(2) It is recommended that requirement in Technical Order 02A-1-88 to turn fuel boost pump on "high boost" be changed to read "low boost."

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SAC 452 14 Dec 1948
Subject: R-3350 Engine Conditioning

3. Comments from the 97th Bombardment Wing and 43d Bombardment Wing will be forwarded as soon as possible.

FOR THE COMMANDING GENERAL:

/s/t/ LEKIE FRYE
Captain, USAF
Asst. Adj. Gen.

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Lt Col Catton/hmb/4153 AAC1
Rtn 23 Aug 48

SAC 452 (23 Aug 48) 23 Aug 1948

SUBJECT: Overage of Aircraft

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. This command faces a serious problem of properly maintaining aircraft currently scheduled for delivery from the "Gem Project" and from new production. The delivery schedule indicates that this command by 1 September 1948 will have 37 B-29 medium bombers in excess of the requirements and capacities of available units. The overage will increase steadily to 155 and 294 by 31 December 1948 and 31 December 1949, respectively, unless early remedial action is taken.

2. The detailed problem is demonstrated by the figures incorporated in Inclosure 1. The figures shown therein are based on the following conditions:

a. Activation of units will be accomplished in accordance with Forecast, Interim USAF, dated 15 June 1948.

b. Unit requirements for aircraft are as follows:

Heavy Bombardment Group - 16
Medium Bombardment Group - 33
Tanker Squadron - 20
Reconnaissance Squadron - 12

c. Aircraft deliveries will be in accordance with current AMC schedules.

d. 61 SAC B-29 aircraft now in depots for modification are not shown in Inclosure 1 until the months they are scheduled for redelivery.

e. Attrition has not been included in the chart. Attrition has been averaging less than 1 percent and is considered as having negligible effect on the totals.

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AAG1
Subj: Overage of Aircraft

3. Section I of Inclosure 1 indicates the total number of medium bombers that this command requires by month under the conditions previously stated. Compared to the number of medium bombardment aircraft scheduled, Section I indicates that by 31 December 1948, an overage of 155 will occur and that this overage will be aggravated by delivery of new aircraft and reach an overage of 294 aircraft by 31 December 1949.

4. Section II of the attached chart, being in consonance with the Unit Forecast, indicates B-36 aircraft in excess of the one group protected for activation. An additional heavy group converted from medium bombardment will absorb these aircraft. The reduced requirement for medium aircraft will aggravate the overage shown in Section I by 33 aircraft by December 1948.

5. Section III indicates the position of this command on Superman aircraft. Activation of the first squadron has not been accomplished in accordance with the USAF Unit Forecast. Plans are to activate these units in consonance with scheduled deliveries of aircraft. Therefore, the possibility of absorbing basic B-29's in these units to alleviate an overage of this latter type has been rejected.

6. Section IV indicates the number of aircraft required by month for SAC reconnaissance units activated in accordance with USAF Unit Forecast. These numbers modified by projected deliveries of RB-50 and RB-29 aircraft and by the number of RB-17 aircraft on hand indicate a shortage of 17 aircraft by 31 December 1948. This shortage can be met by assignment of basic B-29 aircraft for transition purposes, thereby alleviating the command overage by 12 aircraft as of 31 December 1948.

7. Section V is a recapitulation of overage aircraft anticipated by this command if current delivery schedules hold.

8. An active storage problem of the magnitude indicated could not be accomplished by this command without an increased allocation of manpower and operating funds required to activate an additional base for central storage. Storage under these conditions is not considered a proper function of this command nor in consonance with its assigned mission.

9. Maintenance of overage aircraft, in this number, at wing bases, at the expense of the efficiency of SAC medium bombardment units is not recommended.

10. Therefore, it is suggested that aircraft deliveries be re-scheduled to reflect the requirements of this command. Re-scheduling should take into account the following factors:

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AAG1
Subj: Overage of Aircraft

a. Activation of the balance of bombardment groups remaining in the 70-group program by 31 December 1948 would alleviate the overage by 99 aircraft. Such action would require approval of the base utilization plan recently recommended by this command, and the allocation of manpower and sufficient funds to activate, maintain and operate the bases included therein.

b. The current impending overage can be dissipated by taking action in the following order:

(1) Immediate interruption of delivery of basic B-29 aircraft.

(2) SAC acceptance of new, and modified aircraft (Duralist, Saddletree, Superman and B5 types) on a one for one trade basis with ATC for basic B-29's currently assigned to this command, until aircraft assigned are in accord with unit requirements.

(3) Re-scheduling of basic B-29 aircraft in accordance with the requirements of this command.

11. Section VI of Inclosure 1 indicates the accumulative totals of basic B-29's becoming due for 1000-hour inspections. Totals are projected on the basis of 50 hours flying per month and reflect past experience and projected activities. The scheduling of these aircraft to depots would alleviate the problem by the numbers shown. However, the increase in overages indicated through 1949 is produced by delivery of new aircraft. It would appear therefore that requirements for basic B-29's are temporary in nature, and ultimately action will be required to return these aircraft to storage or to salvage. With this in mind, scheduling aircraft for 1000-hour inspections may prove impractical.

12. Pending remedial action by Headquarters United States Air Force, this command plans to store excess aircraft on a temporary basis, in flyable condition, on home bases of units currently overseas on temporary duty.

/t/ GEORGE C. KENNEY
General, United States Air Force
Commanding

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SAC Acft
Asgmt Study

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Subj: Overage of Aircraft

1st Ind AFOOP

Department of the Air Force, Headquarters United States Air Force
Washington 25, D. C.

6 Oct 1948

To: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. The decision to remove B-29 type aircraft from storage at a rate in excess of actual requirements was predicated on world conditions as they were envisaged at the time the decision was made. It now appears propitious to reduce this rate to one consistent with actual requirements. Accordingly, affected project directives will be amended to require the removal of these aircraft from storage in the most economical manner consistent with the requirements of the Air Force. The manner in which your Command intends to store excess aircraft on a temporary basis is concurred in.

2. It is considered that the scheduling of aircraft through Air Material Command depots should be held to actual requirements and should not be based on overages of these aircraft within the Strategic Air Command. In consideration of Air Force wide requirements for B-29 type aircraft, the necessity for their return to storage by virtue of their replacement by new production aircraft will not occur for a protracted period of time.

3. There is attached hereto as an inclosure a chart which indicates the basis of the determination of Air Force requirements for B-29 aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

/t/ MUIR S. FAIRCHILD
General, United States Air Force
Vice Chief of Staff

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Incl.
Add - Chart

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Mr. Bethorst/er/4130
Written 4/14/48

SAC 452 (20 Apr 48) 20 Apr 1948

SUBJECT: Airborne Overload Fueling of B-29 and B-50 Aircraft

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. A requirement exists for extending the range of B-29 and B-50 aircraft to accomplish better the mission of this Command. The practice of airborne refueling will contribute appreciably towards meeting this requirement. However, this method alone does not appear to furnish the total range required unless one or more refuelings are accomplished at some distance towards the target, which involves certain tactical difficulties.

2. A preliminary study by the Operations Analysis Section of this Command indicates that the concept of airborne refueling might be extended to yield further significant increases in range by airborne overload fueling of the aircraft to a higher gross weight than could be employed for take-off.

3. This proposal increases to three the objects for employing airborne transfer of fuel. These are:

a. Airborne refueling: The oldest and best known system, refueling in the sense that consumed fuel is replaced.

b. Airborne fueling: Employing a low gross weight for take-off to minimize the take-off hazard, and taking on the bulk of the fuel when airborne.

c. Airborne Overload Fueling: Taking aboard after becoming airborne a greater load of fuel than could be carried in the aircraft on the ground. Once the ground condition is eliminated, this can be done by distributing the inertia loads to relieve the air loads, up to the power limitations of the aircraft. This system may be combined, of course, with the

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OA
Subj: Airborne Overload Fueling of B-29 and B-50 Aircraft

advantages of airborne refueling and with the desirability of take-off with a low gross weight to minimize take-off hazard.

4. To avoid undue hazard at take-off, a high rate of climb generally must be provided, employing maximum power. A lesser rate of climb, based on rated power, is sufficient at cruising altitude to provide a reserve for maneuvering and avoidance of stalling due to gusts. Thus the limitation on gross weight and consequently on range imposed by power considerations may be more severe during the take-off condition than during level flight. Preliminary data available at this Command indicate that the rated power of 2650 HP of the 4360-35 engines will maintain level flight at 10000 feet altitude in the present B-50 configuration with no excess power for climb at 230,000 lbs. gross weight. This weight, as contrasted with the projected 164,500 lbs. for the B-50-B, indicates the great potentialities for increase in range offered by this concept.

5. The structural limitations on landing gear strength of course may be circumvented by taking the aircraft off at low gross weight and fueling when airborne.

6. The structural limitations on the wing also appear more severe during taxi, take-off, and landing than during level flight. Since by airborne overload fueling these ground conditions are eliminated, the weight of additional fuel can be distributed out along the wing in such a manner that the inertia loads will tend to cancel the lift loads, and the added weight will then relieve rather than add to the bending moment in the wing.

7. Volume limitations can be circumvented by the use of external droppable tanks, at a price in added drag, but this compromise should nevertheless permit increased fuel weight and increased range.

8. In view of these considerations, it is recommended that provisions for obtaining maximum range from B-29 and B-50 aircraft be provided by full utilization of this concept of airborne overload fueling to the rated power limitations of the aircraft, leaving a minimum of 300 ft. per minute climb at initial cruising altitude for minimum maneuvers. Droppable wing tip tanks would appear to be a particularly suitable provision to achieve this objective.

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OA
Subj: Airborne Overload Fueling of B-29 and B-50 Aircraft

9. Full utilization of this concept of airborne overload fueling can best be accomplished when an aircraft is in the design stage. This is true to a greater extent than in the case of airborne refueling. It is accordingly suggested that this point be reviewed for the jet bomber projects now under development as a means of increasing their range.

FOR THE COMMANDING GENERAL:

/t/ CLEMENTS MCMULLEN
Major General, United States Air Force
Deputy Commander

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Basic Comm: Ltr frm Hq SAC, Andrews Fld, Wash 20, DC, to C/S USAF dtd 20 Apr 48 - subj: "Aircorne Overload Fueling of B-29 and B-50 Aircraft."

1st Ind AFMAD-3B

Headquarters, United States Air Force, Washington 25, DC, 3 May 1948

TO: CG, SAC, Andrews Fld, Washington 20, DC

1. The thoughts contained in the basic letter with regards to increasing the range of B-29 and B-50 aircraft have been carefully reviewed by the interested agencies of this Hq. To date, every effort is being made to extend the range of the B-29 aircraft by the installation of provisions for in-flight refueling. It is felt that although the present system for in-flight refueling is only an interim solution, it offers the best possible means of extending the range of our B-29 aircraft in the shortest possible time. Once the necessary refueling equipment is installed, it is felt that there will be a great amount of inflexibility as to the tactics of the time and altitude for accomplishing in-flight refueling on any specific mission. It might be found as a result of tests, that although undesirable, more range can be gained by taking the aircraft off only partially loaded with fuel, refueling once immediately or shortly after take-off, and refueling again at the optimum radius of the tanker aircraft.

2. With regards to the B-50 aircraft, it is contemplated that the initial B-50's will have a refueling system similar to that on the B-29's. On the later B-50's, it is planned to incorporate a more improved system. On the B-50B's and B-50D's which will have provisions for droppable wing tanks, greater internal fuel capacity plus an approved refueling system (single point, manifold system) there will be an even greater flexibility of operational use than with the B-29's as stated above. With this flexibility of operation, the principles as outlined in paragraph three and four of basic letter can be applied to these aircraft.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ F. I. Ordway, Jr., Lt.Col.
for JOHN W. SESSUMS, JR.
Colonel, U. S. Air Force
Actg Director of Research & Development
Office, Deputy Chief of Staff, Materiel

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Mr Rethorst/e**/4108
Written 10 May 1948

SAC 452 (20 Apr 48) 2d Ind OA

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. The 1st Indorsement apparently evaluates the basic proposal as a suggestion for tactical or operational use of the in-flight refueling systems now being tested for B-29 and B-50 aircraft. If such was the interpretation used in preparing the 1st Indorsement, it overlooks the fundamental point of the proposal.

2. The point is that an aircraft can maintain level flight at altitude at a higher gross weight than can be employed at take-off. This fact is somewhat attributable to power limitations, but in the case of a large heavy bomber is even more attributable to the conflicting requirements of the location of large inertia loads. Such loads can best be located in the fuselage during the ground run, but should be disposed along the wing in flight so that they will tend to relieve gust loads.

3. The net effect of these circumstances is that with provisions for airborne fueling the aircraft can be loaded in the air to a higher gross weight, for any given load factor, than could be employed during the ground run, and the range thereby greatly increased. However, this can be done only if the aircraft are modified or designed initially to both provide and locate the space for this fuel along the wing so as to relieve the gust loads.

4. This concept of airborne overload fueling is more than a tactical consideration, as implied by the 1st Indorsement. It will involve modification of existing requirements for all long range bomber aircraft, particularly jet aircraft, where range is so severely limited by high rates of fuel consumption. It will involve detailed structural engineering studies, probably by Boeing, on present long range aircraft, particularly the B-29 and B-50, to determine to what extent, when, and where it would be practical to incorporate such modifications in aircraft existing and those now in production.

5. The requirement for long range bombers which appears attainable by this concept is for the provision of as much space as possible internally in dumpable tanks, and in addition externally in dumpable or droppable tanks where required, for

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Basic ltr dtd 20 Apr to C/S USAF.

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SAC 452 (20 Apr 48) GA 2d Ind
Subj: Airborne Overload Fueling of B-29 and B-50 Aircraft

additional overload fuel to be taken aboard only when airborne. This overload fuel could be taken on up to the rated power limitations of the aircraft, leaving a minimum of 300 feet per minute climb at initial cruising altitude for minimum maneuvers.

6. This requirement, as applied to the B-50 aircraft, for example, would necessitate the provision of space to increase the gross weight from the present projected 164,500 pounds up to something over 200,000 pounds, with attendant great increases in range. Two gross weight limitations would be determined for the aircraft, the maximum ground gross weight, and the maximum airborne gross weight. The provision of space for upwards of additional 30,000 pounds or 5,000 gallons of overload fuel will undoubtedly require, in addition to the present projected mid-wing tanks, considerable more external wing tank space. Something of the order of 1,000 gallon external tip tanks, carrying 12,000 pounds, and 1,500 gallon outboard external wing tanks, carrying 18,000 pounds, or a total of 30,000 pounds, would be indicated. These overload tanks could be filled only when airborne. The added drag of these external tanks would probably require take-off at a lower than normal gross weight, but this would impose no penalty since airborne fueling would be involved anyway.

7. By this same process the maximum airborne gross weight of the XB-50C could probably be increased to the order of 250,000 pounds, with a great increase in range.

8. It is recommended that requirements for all long range bomber aircraft be modified to provide, in addition to the present projected gear for airborne fueling, the space for carrying the maximum airborne fuel overload in order to achieve maximum range.

9. It is recommended that provisions be made to determine and incorporate, in present long range bombers, in addition to the present projected gear for airborne fueling, the space for carrying the maximum airborne fuel overload to the greatest extent possible in order to achieve maximum range.

FOR THE COMMANDING GENERAL:

CLEMENTS McMULLEN
Major General, U.S. Air Force
Deputy Commander

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MINUTES OF CONFERENCE - 10 MAY 1946

1. Purpose - To discuss and resolve problems encountered in the modification of airplanes to provide air-to-air refueling provisions.

2. Personnel Attending

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3. A survey of the modification program now being accomplished on B-29 airplanes for the Superman and Auralist requirements has indicated that additional modifications to reduce the weight of the subject airplanes and increase the operational safety would be required. In that respect, the airplanes were reviewed to determine what changes would be possible, and an investigation was conducted to determine the feasibility of accomplishing these changes. Changes to be made and the action required by the various organizations represented at the conference are as follows:

A. B-29 Tanker AAF/AMC

(1) Installation of Nylon Fuel Cells

Replacement of the selfsealing fuel tanks now installed in the B-29 airplanes with non-selfsealing nylon tanks will reduce the gross weight of the airplanes approximately 3966 pounds. It was agreed that this change would be accomplished on all tanker airplanes on a high priority basis. It was acknowledged that some of the tankers required for the December 15 deadline date may not at that time be equipped with the bladder cell.

Action: The Procurement Division, AMC is initiating action to procure nylon type fuel cells for all tanker airplanes and will install them in as many airplanes as

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possible at the Wichita facility on a no-delay basis. Further arrangements will be made with the Maintenance Division for accomplishment of the change in those airplanes not so equipped at Wichita.

(2) Installation of Tail-Bearing Type Quick Retracting Landing Gear

A tail-bearing type quick retracting landing gear which reduces gear retracting time to approximately eight seconds will be provided on all airplanes.

Action: The Procurement Division, ASC is initiating action to procure the quick retracting landing gear mechanism for all airplanes and will install on all airplanes possible at Wichita facility on a no-delay basis. Kits for those airplanes not so equipped during modification at Wichita will be furnished to the Maintenance Division for accomplishment of the change on those airplanes.

(3) Installation of C-97 Tail Cone

Considerable weight reduction and some increase in drag can be realized by replacing the present C-97 tail cone with a C-97 type tail cone. It was agreed that this change would be accomplished on all airplanes.

Action: Action is being initiated by Procurement Division to install a C-97 or similar type tail cone on all possible airplanes on a no-delay basis at the Wichita facility. Procurement of kits for Maintenance Division installation in those airplanes not so equipped at Wichita is being initiated.

(4) Installation of Additional Oil Capacity

It was determined that the oil capacity presently provided in the tanker airplanes will be adequate and that no further action need be taken in this regard.

(5) Removal of Tail-Skid

Action: The Procurement Division has initiated action to remove tail-skid on a no-delay basis at Wichita facility. Maintenance Division action will be required on those airplanes not changed at Wichita.

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(6) Deletion of Bullet Resistance Glass from Tail Turret Compartment

Action: The Procurement Division is initiating action to accomplish the change on a no-delay basis at Wichita. Maintenance Division action required on those airplanes which are not so equipped at Wichita.

(7) Removal of Two Generators

It will be possible, because of deletion of turrets and electrical equipment which has reduced electrical load requirements, to eliminate at least two engine driven generators. A survey will be made of electrical load requirements of the airplane and if possible one additional generator will be deleted.

Action: Action is being initiated by the Procurement Division to delete two of the six generators on a no-delay basis. Maintenance Division action required on those airplanes not changed in modification at Wichita.

(8) Removal of Tail Turret Ring

Action: Turret ring will be removed from all airplanes on a no-delay basis at Wichita. Maintenance Division action required on those airplanes not changed in modification at Wichita.

(9) Rendezvous Equipment

It was determined that the AN/APS-14 radar equipment, at present installed in tanker airplanes, will be replaced by the AN/APS-10 when that equipment is available. However, it was also determined that the exact rendezvous and electronics equipment requirements are at present not firmly established. It was agreed that SAC will review present rendezvous equipment requirements, fly the two (2) B-29 airplanes at Wright Field with rendezvous equipment installed, and will advise the AMC through Headquarters USAF of the electronics requirements.

Action: (a) AMC will arrange for SAC to fly rendezvous equipped B-29 airplanes. (b) Headquarters USAF in conjunction with SAC will advise AMC of electronics requirements and provide priority required to obtain present

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was determined that at present B-29 wheels, tires, and brakes would be satisfactory.

Action: No further action required.

3. B-29 Tanker Airplane

(1) Installation of Ball-Bearing Type Main Propeller Thrust Bearing

Same as tanker Item (2).

(2) Installation of the Central Oil Tank and Oil Transfer System

It was agreed that the increase in total tanker fuel available through the refueling will require that additional engine oil be provided. This will be accomplished through the installation of a central oil tank and an oil transfer system.

Action: The Procurement Division will procure kits for all B-29 receiver airplanes and will install equipment on all possible airplanes on a no-delay basis at Wichita. Maintenance Division action will be required on those airplanes not so equipped at Wichita.

(3) Self-sealing Bomb Bay Tanks

Procurement of a large 2200 gallon capacity self-sealing bomb bay tank has been initiated. These tanks will be provided, 1 each, for all B-29 receivers.

(4) Receiver Airplanes

Same as tanker Item (11).

(5) Removal of Grease Material from Tanker Gear

Same as tanker Item (12)

(6) Installation of B-29C Wheels, Tires, and Brakes

Same as tanker Item (13)

(7) Pendergrass Equipment

Same as tanker Item (9)

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Letter of Instruction - B-52 MSP . . . . . Page 7
-52 Tankers

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HEADQUARTERS STRATEGIC AIR COMMAND AAES
Andrews Field
Washington 20, D. C.

SAC 300 (9 Jan 48) 9 January 1948

SUBJECT: Revision of Inspection Periods

TO: Commanding General, Eighth Air Force, Fort Worth Air Field, Fort Worth, Texas
Commanding General, Fifteenth Air Force, Colorado Springs, Colorado
Commanding General, 307th Bombardment Wing, VH, MacDill Air Field, Tampa 8, Florida
Commanding General, 4th Fighter Wing, Andrews Air Field, Washington 20, D. C.
Commanding Officer, 311th Reconnaissance Wing, Andrews Air Field, Washington 20, D. C.

1. Your opinion is requested regarding the practicability of revising Technical Order 00-20A-2-B-29, Inspection and Maintenance Guide for B-29 series aircraft. It is considered possible that the present inspection and maintenance requirements of the 400, 500, and 600 hour inspection periods could be combined and all this work performed at the 500 hour inspection period.

2. The accomplishment of this work at 500 hours should affect a saving in the overall time out for maintenance since the aircraft will be disassembled and out of commission for other special inspections at the 500 hour period. It will eliminate disassembly and out of commission time for the aircraft at 400 and 600 hours for accomplishment of the work now prescribed for these periods.

3. Careful consideration should be given to whether the items now being checked and/or removed for overhaul at 400 hours are capable of safe operations to the 500 hour period. All supporting data available should be furnished so that this headquarters may justify this change to the Air Materiel Command on a basis of service experience.

BY COMMAND OF GENERAL KENNEY:

/s/t/ MONTIE THOMPSON, Jr.
1st Lt., AC
Actg Asst. Adj. Gen.

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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base
Washington 20, D.C.

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SAC 452 (21 Jun 48)

21 June 1948

SUBJECT: Consolidation of Inspection Periods, B-29 Aircraft

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. Our recommendation to Air Materiel Command that the 400, 500, and 600 hour inspections of B-29 aircraft be consolidated into one inspection period at 500 hours was considered favorably. All items presently listed in the Aircraft Maintenance and Inspection Guide for inspection at 400 and 600 hours will be performed at 500 hours in accordance with future instructions from Air Materiel Command with the exception of the removal of landing gear motors.

2. Request you query selected field activities for their recommendations on this particular item. Specifically, can removal of landing gear motors at 500 hours instead of at 400 hours as presently specified by current instructions be made without jeopardizing safety of flight?

3. In the event that your recommendation is to raise the time for removal of these motors at 500 hours, supporting information will be included. That is, does condition of landing gear system motors upon removal at 400 hours warrant the time extension?

4. If the removal of landing gear motors at the 500 hour period can be justified by service experience, this recommendation with supporting information will be submitted to Air Materiel Command.

BY COMMAND OF GENERAL ANDREWS:

/s/ Alan Marcum
ALAN MARCUM
Col, USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND ALS23
Andrews Air Force Base
Washington 20, D.C.

SAC 452 (21 Jun 48) 21 June 1948
SUBJECT: Consolidation of Inspection Periods B-29 Aircraft

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. Our recommendation to Air Materiel Command that the 400, 500, and 600 hour inspections of B-29 aircraft be consolidated into one inspection period at 500 hours was considered favorably. All items presently listed in the Aircraft Maintenance and Inspection Guide for inspection at 400 and 600 hours will be performed at 500 hours in accordance with future instructions from Air Materiel Command with the exception of the removal of landing gear motors.

2. Request you query selected field activities for their recommendations on this particular item. Specifically, can removal of landing gear motors at 500 hours instead of at 400 hours as presently specified by current instructions be made without jeopardizing safety of flight?

3. In the event that your recommendation is to raise the time for removal of these motors at 500 hours, supporting information will be included. That is, does condition of landing gear system motors upon removal at 400 hours warrant the time extension?

4. If the removal of landing gear motors at the 500 hours period can be justified by service experience, this recommendation with supporting information will be submitted to Air Materiel Command.

BY COMMAND OF GENERAL KENNEY:

/s/ Alan Warden
ALAN WARDEN
CWO, USAF
Asst Adj Gen

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SAC 452 (21 Jun 48) 21 June 1948
Subj: Consolidation of Inspection Periods, B-29 Aircraft

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HEADQUARTERS 28TH MAINTENANCE SQG, Rapid City Air Force Base, Weaver, South Dakota, 8 July 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado Attn: AAM

1. In compliance with paragraphs 2, 3 and 4, SAC Ltr 452, dated 21 June 48, subject: Consolidation of Inspection Periods, B-29 Aircraft and 1st Indorsement to subject letter (your Headquarters) dated 29 June 48, the following information is submitted:

a. A maintenance analysis of landing gear motors conducted by organizational maintenance and Field Maintenance activities at this station included the following reports:

(1) Organizational Maintenance activities indicate that landing gear motors are being satisfactorily used after 500 hours of operation. This was made necessary because of a shortage of subject motors.

(2) The Field Maintenance section reports that a shortage of motors in supply made it necessary to bench check motors at the end of 400 hours for purpose of reinstallation. Approximately 30 landing gear motors have been checked in the past 6 months and all motors have been found satisfactory with no signs of excessive wear. Those motors put back into service have caused no failures.

2. It is recommended that landing gear motors installed on B-29 aircraft have the inspection period extended to 500 hours.

FOR THE COMMANDING OFFICER:

S. P. LaMARCHA
Lt Col, USAF
Director of Maintenance & Supply

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BASIC: Ltr, 3AC, File 452, 21 Jun 48, Subj: Consolidation of Inspection Periods, B-29 Aircraft, with 1 Ind

AAAM 452.09 2nd Ind 10 Jul 1948

HQ 43D MAINTENANCE SQG (VH), Davis-Monthan Air Force Base, Tucson, Ariz.

TO: Commanding General, Eighth Air Force, Fort Worth, Texas

Recommend removal of the landing gear motor be made at 500 hours instead of at 400 hours as presently specified. This recommendation is based on past experience gained when the supply of subject motors was critical. During this period of critical supply, it was necessary for the original motors to remain installed for a period of 700 hours. Frequent and thorough inspections of the landing gear motors during the period of operation, between 400 hours and 700 hours, and at the time of removal (700 hours), revealed that the motors were in good condition.

FOR THE COMMANDING OFFICER:

/s/t/ J. E. STUART, JR.
1st Lt. USAF
Asst. Adjutant

AAM 452 (21 Jun 48) 3rd Ind

Headquarters Eighth Air Force, Fort Worth, Texas, 14 Jul 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

J.E.H.

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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base
Washington 20, D. C.

SAC 452 (23 Mar 48) 23 March 1948

SUBJECT: 1000 Hour Inspections

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. Records in this headquarters indicate that approximately twenty-six B-29 type aircraft assigned your command will require 1000-hour inspections in the near future. Since this will be the first 1000-hour inspection on these aircraft, it appears likely that replacement parts will not be available because consumption data will not have been established.

2. In order that spares will be available for the 1000-hour inspection of these aircraft, it is desired that organizations take the following action:

a. Estimate parts requirements for the 1000-hour inspection on these aircraft that will become due for this inspection in the next three months.

b. Submit requisitions to the local Air Materiel Areas immediately for these parts. The following statement will be entered on requisition form: "This requisition is based on anticipated requirements for (number) B-29 1000-hour inspection at this station." Air Materiel Area depots will honor the requisition on basis of foregoing statement.

3. Further, desire that you consider the practicability of applying this procedure to all types maintenance inspections. It can readily be seen that if this procedure is conscientiously followed it will do much toward eliminating aircraft out-of-commission time because of AOCP. It will also reflect a substantial decrease in maintenance man hours lost searching for an aircraft part needed to place an aircraft in commission. Request your comments and recommendations concerning the practicability of applying these procedures to our aircraft maintenance program.

BY COMMAND OF GENERAL KENNEY:

/s/ Hottie Thompson, Jr.
1st Lt, USAF
Asst Adj Gen

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SAC 452
Subject: 1000 Hour Inspections

AAM 452 (23 Mar 48) 1st Ind

Headquarters, Eighth Air Force, Ft Worth, Texas 1 APR 1948

TO: Commanding Officer, 7th Bombardment Wing (VH) Carswell Air Force Base, Ft Worth, Texas
Commanding Officer, 43rd Bombardment Wing (VH) Davis-Monthan Air Force Base, Tucson, Arizona
Commanding Officer, 509th Bombardment Wing (VH) Walker Air Force Base, Roswell, New Mexico

1. For compliance.

2. Comments and recommendations required by par 3, basic communication, will be submitted as soon as practicable.

BY COMMAND OF MAJOR GENERAL RAMEY:

/s/ John E. Hall
JOHN E. HALL
Major, AGD
Asst Adj Gen

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SAC 452
Subject: 1000 Hour Inspections

A4M 452 2nd Ind

Headquarters, 7th Bomb Wing (VH), CAFB, Ft Worth, Texas 7 APR 1948

TO: Commanding General, Eighth Air Force, Ft Worth, Texas

1. This organization is at present complying with paragraphs 1 and 2 of basic communication. Requisitions for anticipated 1000 hour inspection requirements are being submitted with the items being held in Service Stock until the inspection becomes due.

2. If it was possible to requisition all items required to be changed because of expiration of time, within twenty or thirty hours of the time the change was to be made, considerable decrease in AOCP status would be evidenced. Many of these items could be changed concurrently with 50 and 100 hour periodic inspections.

3. Requisitioning of items other than those required to be changed by Technical Orders because of expiration of time, is almost impossible. These replacements are seldom discovered until inspections are actually under way.

4. It is therefor suggested that Air Materiel Area Depots honor requisitions for items as outlined in paragraph 2, so that aircraft out of commission time during inspection periods could be cut to a minimum.

FOR THE COMMANDING OFFICER:

/s/ Lloyd A. Wakeman
LLOYD A. WAKEMAN
1st Lt., USAF
Asst Adj

SAC 452
Subject: 1000 Hour Inspections

A4M 452 (23 Mar 48) 3rd Ind

Headquarters, Eighth Air Force, Ft Worth, Texas 13 APR 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Comments from the other bases of this command will be forwarded as received.

FOR THE COMMANDING GENERAL:

/s/ John E. Hall
Major, AGD
Asst Adj Gen

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[illegible] BOMB [illegible] (D) [illegible]er
RAPID CITY AIR FORCE BASE
[illegible], SOUTH DAKOTA

CC 452.1

30 November 1948

SUBJECT: 1000 Hour Inspections

36

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

1. The following information pertaining to 1000 Hour Inspection requirements on B-29 aircraft assigned this station is submitted for your information & study.

a. Three airplanes now due for 1000 hour inspections.

b. Four additional airplanes will be due within fifty hours flying or less.

c. Four additional airplanes will be due within one hundred hours flying or less.

d. Eight additional airplanes will be due within one hundred fifty hours flying or less.

2. It is desired to point out that approximately thirty hours per assigned aircraft will be flown this month. This computation is made on the basis of forty B-29 airplanes now assigned.

3. Climatic conditions at this station make working in the open extremely difficult both from the standpoint of temperature and prevailing high wind velocities. Due to these conditions and the lack of portable engine maintenance shelters, work in the open is of a necessity restricted to minor maintenance.

4. Two B-29 airplanes can be completely housed inside. Four additional can be pulled into nose hangars now in the final phase of completion. However, one nose hangar is used entirely for maintenance of assigned administrative aircraft. One space in the hangar capable of housing two B-29 aircraft is used periodically for field maintenance on transient aircraft, Air Reserve and Air National Guard aircraft. At all times possible, this space is utilized for B-29 aircraft.

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5. Under the procedures now in effect, the three nose hangars are utilized by the tactical squadrons in accordance with paragraph [illegible], Fifteenth Air Force Regulation 6-17 dated 7 August 1944 as amended by Fifteenth Air Force Regulation 50-17A dated 1 September 1944. It is possible to obtain only one inspection crew per hangar. The space available for B-29 aircraft in the hangar capable of housing two such aircraft is utilized for winterization, electronics countermeasure equipment installation, and major inspections requiring the aid of field maintenance facilities.

6. The absence of adequate wash rack facilities and spraying equipment for the cleaning solvent makes it impossible to adequately cleanse the aircraft in preparation for major inspections. It is desired to point out that there is evidence of corrosion in some aircraft assigned this station, and the majority require adequate and effective corrosion control at the 1000 hour inspection and sooner, if possible, since they have never been so treated before.

7. There is a definite problem in jacking aircraft at this station. This must be done outside the hangar and, therefore, necessitates waiting for a calm day. Jacking of aircraft is required on the removal of main landing gear for inspection of the bearing surfaces, retraction test, and weights and balance checks. Inspection of the main landing gear bearing surfaces is beyond the scope of this station for reason previously mentioned. Retraction tests have always been performed with great difficulty due to inability to forecast gusts of wind even on calm days. It is impossible to perform a weight and balance check outside the hangar. The last weight and balance check on combat operational aircraft was made at AAF modification centers approximately two years ago.

8. It is anticipated that the required replacement of the following units at the 500 hour inspection will cause undue delay since previous inspections necessitated "Priority Three" and in some instances "AOG" requisitions to obtain sufficient replacements.

a. Auto pilot rotary inverter

b. Bombbay and turret air compressors

c. Reverse current relays

d. Voltage regulators

e. Fuel Transfer pumps

f. Fuel booster pumps

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OO 452.1 30 November 1948
Subject: 1000 Hour Inspections

g. Propeller governors

h. Cabin air control motors

i. Defroster motors

j. Oxygen regulators

k. Landing lights

l. Fluorescent lights

m. All gyro instruments

n. All components of fluxgate compass

o. All components of air Position Indicator

p. Normal and alternate inverters

q. Actuators for landing flaps, normal and emergency, cowl flaps, cabin heat, intercooler flap and tail skid

r. Landing gear motors.

9. Replacements of units called for at the 600-Hour and 900-Hour inspections have not been made due to the operational commitments of the group which prohibited priority requisitions. The installed units were bench tested where practicable and no unusual difficulty has been encountered. However, it is the opinion of this Headquarters that these units must be replaced at the 1000-Hour inspection. Among these units are the following:

a. Components of the turbosupercharger control system

b. Flexible brake and hydraulic lines

c. Cabin pressure regulators

d. Balance pots in the AFCS system

10. It is anticipated that compliance with Technical Order 01-1-68 will necessitate replacement of numerous wires and connectors. Compliance will require removal of all leading edges.

11. Technical Order 00-20A-2-B-29 dated 11 June 1948 requires detailed inspection of all fuel cell interconnect fittings, access

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[illegible] November 1940

Subject: 1000-Hour Inspections

doors, heater pump and liquidometer fittings, etc. at each 1000-hour period. This operation is now overdue on all [illegible]-7 radar equipped aircraft this Station due to lack of facilities for handling the aircraft while all wing spruce plates are removed.

12. GHQA expended approximately an average of 5000 man-hours on each of six B-29 airplanes that was transferred to an overseas destination from this base. Similar work was accomplished on them but not to the extent required on a 1000-hour inspection. It is believed that approximately 7500 direct man-hours per airplane will be required to accomplish the required inspection. In regard to this, your attention is invited to paragraph 3 of Technical Order 00-25-51 which states that 525 direct man-hours is the maximum number of man-hours that can be expended on a B-29 airplane for preparing it for flight to a distant point and 10,000 direct man-hours is the maximum number of man-hours which may be expended in repairing or performing accumulative maintenance work including complete reconditioning without reference to Headquarters, AAF.

13. In view of the foregoing, it is the opinion of the undersigned that the accomplishment of 1000-hour inspections on B-29 aircraft would drastically curtail the operational effectiveness of this wing from a maintenance standpoint due to the critical shortage of adequate hangar space, as well as the limited amount of personnel available to assign to this task.

14. It is recommended that action be taken to institute a program with GHQA for the accomplishment of all 1000-hour inspections on B-29's assigned this command.

/s/ A. T. [illegible], [illegible]
Colonel, [illegible]
Commanding

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452.1 1st Ind MDC

HEADQUARTERS [illegible] AIR FORCE, Colorado Springs, Colorado

17 Dec 1948

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. This Headquarters concurs in the basis stated by Rapid City Air Force Base for requesting that 1000 hour inspections of B-29 aircraft at that station be performed by the depot.

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2. Your attention is invited to the fact that most aircraft in this command that are imminently due for 1000 hour inspections are the ones at Rapid City which are equipped with the APQ-7 radar. It is understood in this Headquarters that the eventual plans are to replace these APQ-7 equipped aircraft with aircraft equipped with the APQ-13. It is further understood that this replacement will be accomplished as the APQ-7 type become unserviceable. In view of the difficulties expected in performing the 1000 hour inspections at the station, and provided that Air Materiel Command will not accept these aircraft for 1000 hour inspections, it is possible that your Headquarters will desire to review the replacement program insofar as it affects this type of aircraft.

3. It is recommended that the 1000 hour inspections as they pertain to B-29 aircraft, or aircraft of similar or larger size, be carefully reviewed and reevaluated with a view toward having such major inspections performed by Air Materiel Command. This recommendation is made in view of the fact that 1000 hour inspections are becoming extremely complex, and while they may actually be base echelon of maintenance, if only the inspection guide is considered, such inspections are really on the margin where base maintenance ends and depot maintenance begins. Furthermore, the time required to perform these inspections in accordance with current maintenance procedures, and the diversion of maintenance potential to these inspections at the base, is believed to be more costly than it would be to perform such inspections at the depot. The idea of 1000 hour inspections as applied to smaller aircraft is considerably different than as applied to heavy aircraft where the electronics installation, in particular, is extremely complicated and subject to considerable maintenance requirements after 1000 hours of operation. In other words, it is the opinion of this Headquarters that major inspections of this type for heavy or very heavy bombers are actually beyond base capabilities and cannot be performed as well by the base as is desired. They should, therefore, be performed by the depots where serious deficiencies discovered which would call for depot maintenance can be performed.

FOR THE COMMANDING GENERAL:

RESTRICTED /t/ C. J. [illegible], JR.
Colonel, USAF
DC/S, Materiel

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Maj Fowler/le/2136
Rtn 23 Dec 48

SAC 452.1 (30 Nov 48) 2d Ind MDC&Al

HEADQUARTERS STRATEGIC AIR COMMAND, Offutt Air Force Base, Fort Crook, Nebraska 27 Dec 48

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado.

1. Confirming telephone conversation between Col Farr, this headquarters, and Lt Col Donald Tower, your headquarters, the 28th Bomb Group's request for Depot assistance is disapproved by this headquarters.

2. Your attention is invited to paragraph 2a and 2b of letter from this headquarters, subject, "1000-hour Inspection", dated 23 March 1948, which outlines the procedures to be used to insure necessary supplies are available for major inspections of aircraft assigned.

3. Due to the workload assigned Air Materiel Area Depots by USAF and Air Materiel Command, it will be impossible for organizations of this command to receive depot maintenance which can be performed by utilizing available base facilities. Desire necessary action be taken by your headquarters to assist the 28th Bomb Wing, utilizing facilities within your command, to insure the 28th Bomb Group is ready and capable of performing their TDY mission 30 January 1949.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/t/ MORTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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AC 315 A4F 21 May 1948

SUBJECT: B-29 Maintenance Inspection Forms

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. As a result of the Fifteenth Air Force Maintenance Conference 20-21 April 1948, the inclosed modified sample B-29 maintenance work sheets are submitted. The inclosed forms have been modified to include suggestions made by Colonel Parr, Chief Maintenance Division, Strategic Air Command, and maintenance personnel throughout the Fifteenth Air Force.

2. Following are the advantages of this type work sheet over other similarly published forms:

a. One set of cards can be used for two 25-hour inspections, one 50-hour inspection, and one 100-hour inspection.

b. The cards are the same size as the AF Form 41-B, and when an inspection is completed forms may be clipped to the 41-B.

c. All items to be inspected will be arranged in the best sequence possible with a resultant saving of many man-hours during an inspection.

d. All items required in Technical Order 00-20A-2-B-29 will be included in these forms.

e. Maintenance time studies can be easily accomplished through the use of these forms.

3. a. Form 555A (Incl 1) will be card No. 1 of the proposed 42 card set.

b. Form 555B through 555S will be identical in form to inclosed sample Form 555E (Incl 2).

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AG 315 A4B
Subject: B-29 Maintenance Inspection Forms

c. All items with no asterisk will be inspected each 25-hour inspection. Items with one asterisk will be inspected on 50-hour inspection plus all items with no asterisk. All items on the card will be inspected on 100-hour inspections.

4. The mechanic making the inspection will initial as the various items are inspected and found satisfactory. If an unsatisfactory condition is found, the mechanic will red diagonal the item until repaired. When the item is repaired the mechanic will initial over the red diagonal. Items red diagonaled will be recorded in the remarks column of each form as to action taken in repairing the item.

5. After all the required items on a card have been inspected, the mechanic will sign his name in the lower right side of the form opposite the appropriate inspection. The mechanic will also enter the actual man-hours expended in the column provided in the lower left center of the card.

6. Based on 1500 B-29 flying hours per month, 15 sets of forms would be used per month at each B-29 station of this Command, or a total of 180 sets in a 12 month period at each station. Forms will be printed on index cardboard, of which this Headquarters has sufficient quantity, and printing facilities, to furnish all stations of this Command with a 12 months supply of inspection forms.

7. Request consideration of the inclosed form for adoption as the standard SAC work sheet.

8. If this form meets with your approval, request permission to proceed at once with the printing of a quantity for use by Fifteenth Air Force as the supply of old Form 555's is almost depleted.

FOR THE COMMANDING GENERAL:

G. W. McCLUGHAN
Major, USAF
Asst Adjutant General

2 Incls
1. Form 555A (trip)
2. Form 555E (trip)

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SAC 452 (21 May 48) 1st Ind AAR2B

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington, 20, D. C. 28 May 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. The maintenance inspection work sheets devised by your headquarters are generally excellent and indicate that a great deal of thought and effort was expended in their preparation. However, they do not contain several features which this headquarters considers essential in such a form.

2. The standard SAC inspection work sheet, which will be available in approximately thirty days, will incorporate many of the desirable features of your form.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

2 Incls
Trip copy Incls
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HEADQUARTERS STRATEGIC AIR COMMAND MDC4C
Andrews Air Force Base
Washington 20, D. C.

SAC 452 (24 Sep 48) 24 September 1948

SUBJECT: Air Force Inspection and Maintenance System

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. The necessity for a complete survey of the USAF inspection and maintenance system and subsequent revision of technical publications regulating these functions has been revealed through studies conducted by this command. It is the consensus of opinion of experienced maintenance personnel throughout this command that many of the prescribed maintenance procedures are obsolete and that man-hours are being expended in the performance of unnecessary inspections.

2. At present no system exists in the Air Force for the exact determination of maintenance and inspection requirements. The lack of an organized and flexible method of recording current aircraft inspection data has necessitated dependence upon manufacturer's specifications and previous technical order commitments for the establishment of our present inspection directives.

3. Procedures for the determination of Air Force inspection and maintenance needs should be based upon an intelligent and analytical survey of current service data. Such a realistic approach will insure the elimination of all unnecessary inspections.

4. It is therefore requested that a conference be scheduled at Headquarters USAF for the purpose of resolving action to be taken to revise and modernize the USAF aircraft inspection and maintenance system. Personnel to attend this conference should include maintenance representatives from Headquarters USAF, Headquarters AMC, the major commands and, if possible, civilian aircraft concerns. The following points are recommended for discussion during the conference:

a. Establishment of a program for the screening of Air Force inspection and maintenance data. This data should be subjected to analytical and discerning judgment so that a basis for exact determination of Air Force inspection and maintenance requirements is provided.

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MDC4C 452 24 Sep 43
Subj: Air Force Inspection and Maintenance System

b. Establishment of policies governing the revision of current technical publications.

c. Revision of directives governing Air Force inspection and maintenance so that provision for not only a more simplified method of recording technical data is provided, but, that the elimination of duplication and contradiction is effected.

FOR THE COMMANDING GENERAL:

/s/ K. E. Tibbetts
K. E. TIBBETTS
Colonel, USAF
DCofS, Materiel

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SUBJECT: Air Force Inspection and Maintenance System

AFMDT-S 1st Ind. 16 November 1948

Department of the Air Force, Hq U. S. Air Force, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. This Headquarters concurs in the need for a reevaluation of the USAF inspection and maintenance system. However, in addition, there are other phases of the USAF maintenance program of equal vintage that also are in need of a careful examination to insure that the maximum utilization of man power and equipment is achieved. A review of the entire concept of maintenance has therefore been initiated by this Headquarters.

2. It has been recognized that the several Air Forces and commands and the various staff officers within those organizations will ultimately provide the basic information upon which all decisions in this matter will be based. Preliminary action has been taken to circulate a questionnaire to all Air Forces and commands, both ZI and overseas, in order that a representative Air Force opinion regarding these problems can be assembled. Copies of this questionnaire should reach your Headquarters within a relatively short period of time.

3. With reference to paragraph 4 of the basic letter, action to convene a meeting of maintenance representatives of Headquarters USAF, Headquarters Air Materiel Command and the major commands is being withheld pending the outcome of the above referenced questionnaire.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ Walter W. Wise, Jr.
WALTER W. WISE, JR.
Colonel, USAF
Chief, Maintenance Division, D/MSAS
Office, Deputy Chief of Staff, Materiel

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

AC 452.11 AAM 13 Aug 1948

SUBJECT: Standardization of Major Maintenance Stands for Multiengine Aircraft

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Asst C/S, S-3

1. In accordance with the provisions of AF Regulation 65-74, the following recommendations for standardization of major maintenance stands for multiengine aircraft are submitted.

2. ITEM: Major Maintenance Stands for multiengine aircraft.

3. DISCUSSION: a. The above stands are a vital necessity in accomplishing the required aircraft maintenance on large multiengine aircraft. During the past 7 years, military development of adequate aircraft maintenance equipment has not been commensurate with the rapid pace of multiengine aircraft design changes. However, the major commercial air lines and foreign air forces have constantly improved standard equipment and developed new types to properly accomplish aircraft maintenance with a minimum expenditure of funds and man-hours, i. e., the electrically operated major maintenance stands of United Air Lines, San Francisco, the Inter-Changeable Erector maintenance stands utilized by Pan-American World Airways at LaGuardia Field, New York and the individual engine stands used at the Royal Air Force, Central Bomber Base, Marham, England.

b. This Command is currently utilizing one major maintenance crew of approximately 20 to 25 mechanics each tactical squadron to accomplish 50 and 100-hour inspection on B-29 type aircraft. An efficient working platform is absolutely essential to permit personnel to reach all sections of the engines and nacelles. Availability of an adequate major maintenance dock with safe, easily mounted stairways will result in savings of approximately 30 percent in man-hours, increased volume of maintenance and in addition, ground safety is greatly enhanced. A large percentage of ground accidents charged to the maintenance personnel result from mechanics falling off the type A-1 crew chief stands. This Command averages fifteen major injuries annually from such accidents.

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AC 452.11 AAF

Subj: Standardization of Major Maintenance Stands for Multiengine Aircraft

c. To further emphasize the requirement for the above equipment, the following is a quotation from a report by Mr. Hard Mclaren, Operational Analyst, Headquarters AAF, 4 February 1945, subject: Specialized Maintenance.

"The Army Air Forces is faced today with accepting specialized maintenance as the best means of successfully performing their maintenance mission. Just what is meant by the term "Specialized Maintenance" has, up to date, been widely interpreted. In has meant to some, production line maintenance, to others, abolition of the crew chief system, and, as in the 21st Bomber Command, combat maintenance. All of these and many more ideas have been implied to various personnel and commands by this much used term.

"Again, many methods of procedures that have been developed by airlines while not being directly applicable, can be adapted totally or in part to our needs. We have done this in a number of instances like building periodic inspection docks, setting up maintenance and production control sections and engine build-up shops. We should go much farther and design crew chief stands for each type of aircraft, provide a suitable work platform for tail sections of VHB aircraft, and develop test equipment for line use and power plant malfunctions. The Navy has mobile docks for all their large airplanes and each dock or stand is specifically designed to fit only one model of aircraft. One a/c model used by PAA demanded a mobile dock two and a half stories high. It was built and saved not only money for direct labor, but time which was of even greater importance because it increased the a/c's utilization."

The following is a quotation from a report by Colonel Herbert H. Tellman O-17953, Headquarters Army Air Force, 9 July 1945, subject: B-29 Maintenance At 20th Air Force Installations.

"Maintenance stands of various types have been fabricated from salvaged Japanese material (such as railtrackage) and any other scrap materials available in order to provide ABSOLUTELY ESSENTIAL FACILITIES. Equipment as now provided for the accomplishment of B-29 maintenance is almost wholly inadequate, with the result that a great amount of maintenance equipment has had to be improvised.

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AG 452.11 AAF

Subj: Standardization of Major Maintenance Stands for Multiengine Aircraft

"RECOMMENDATION: That a definite redevelopment program of Maintenance equipment be established for all B-29 maintenance operations (Maintenance Docks, Maintenance Stands, etc)."

4. BASIS OF ISSUE: One each to tactical squadron (M and H).

5. REMARKS: a. Information contained in Inclosure 1 reveals the saving of approximately 40 percent in maintenance manhours, since Pan-American World Airways has inaugurated the use of major maintenance stands at LaGuardia Field. Obviously, such equipment will save the Air Force countless dollars, regardless of the initial expense of procurement. In addition, the time out of commission has been reduced, increasing the airplane's utilization.

b. This Command does not expect to be equipped with an elaborate, expensive push button operated maintenance stand of the type used by the United Air Lines (Incl 2). However, it is believed that a suitable stand can be developed along the design of the British type (Incl 3) incorporating an interchangeability feature in all sections to permit adaptation to different type aircraft and engine designs. (Incl 4) The original design of the C-2 stand assembly, engine maintenance, part number 4587341, stock number 8200-870495, is somewhat similar to the British stand; but extensive modifications will be required since the above stand is unsuitable for maintenance on the outboard engines of B-29 aircraft. The working platforms should be adjustable for height through a range of 4 to 10 feet and a lateral adjustment feature should be included to permit the platforms to be moved either direction approximately 3 feet. This would furnish a comfortable working platform for removal of turbo superchargers and other maintenance required along the aft sections of the outboard engine nacelles.

c. ZEA 300 series funds applicable for construction of the above maintenance docks have been extremely limited. During FY 48 deferred maintenance and new work projects in the amount of $2,906,250.00 were submitted to higher Headquarters for approval and allocation of funds. Of this amount, projects costing $290,625.00 were approved and funds allocated for accomplishment. $580,250.00 in projects were approved for accomplishment with no funds being allocated. $610,312.00 in projects were disapproved by higher Headquarters. $1,424,043.00 in projects are being held in abeyance pending availability of necessary funds. Informal information received by this Headquarters indicates that funds for accomplishment of special projects will be extremely limited during FY 49. Due to the critical shortage of funds and raw materials for this type construction it is believed that a standard tubular steel major

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452.11 AAM
Subj: Standardization of Major Maintenance Stands for Multiengine Aircraft

maintenance stand is the only practical solution. Also, stands constructed of wood are not considered adequate due to the excessive amount of labor and materials required to maintain them in top condition. (Incl 5)

FOR THE [illegible] OFFICER:

/s/t/ D. T. HAMILTON
1t Col, USAF
Adjutant General

5 Incls
1. Maintenance Stand, Photos, Pan-American (2)
2. Maintenance Stand, Photos, United Air Lines (3)
3. Maintenance Stand, Photo, British Type
4. Letter, Patent Scaffolding Co, Inc
5. Maintenance Stands, Photos, Locally manufactured (4)

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SUBJECT: Standardization of Major Maintenance Stands for Multi-engine Aircraft

AFDRT-F 1st Ind 13 September 1948

Department of the Air Force, Hq U.S. Air Force, Washington 25, D. C.

THRU: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. Military characteristics have been established for multi-engine aircraft maintenance stands, the standardization and development of which is presently progressing on schedule at Headquarters Air Materiel Command.

2. Procurement of a quantity of commercial type multiengine multi-level maintenance stands as an interim measure has been initiated which will be provided operating units when available.

3. Production of type C-2 maintenance stands, which has been delayed due to the inability of the contractor to obtain allocation of sufficient steel plate and tubing, is presently in progress with delivery to begin during October 1948.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ WALTER W. WISS, JR.
Colonel, USAF
Chief, Maintenance Division,
D/M&S
Office, Deputy Chief of
Staff, Materiel

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AG 452.11 A47

SUBJECT: Non-Availability of Adequate B-29 Maintenance Stands 24 May 1948

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Major inspections on B-29 aircraft of this Command are being seriously hampered as a result of non-availability of adequate B-29 maintenance work stands.

2. The only maintenance work stands presently available at stations of this Command are type A-1 crew chief stands and B-1 and B-2 aero stands. These stands are adequate for minor maintenance but during major inspections when a crew of 15-20 men are working on the aircraft and engines, a much larger maintenance stand is required if efficient maintenance is to be accomplished.

3. Efforts have been made to build "nose docks" at stations of this Command but all requests for subject docks have been disapproved as funds were not available for construction of this type dock.

4. It has been reported that Headquarters Air Materiel Command has a suitable maintenance stand type C-2, stock number 8200-870495, part number 46R7341, however, efforts to determine the availability of subject stands have met with negative results.

5. On 29 Oct 47 the Air Installations Section, this Headquarters, queried Headquarters Air Materiel Command as to availability of subject stand. Air Materiel Command's reply (Incl 1) indicated C-2 stands were not available in AF stock but that a quantity had been procured for B-29 aircraft only, with availability anticipated in 90-120 days.

6. On 10 May 48 the Maintenance Section, this Headquarters, queried Headquarters Air Materiel Command as to availability of C-2 maintenance stands and Air Materiel Command's reply (Incl 2) indicated that the stands were undergoing procurement and not anticipated as available from 90-120 days.

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AG 452.11 AAV
Subj: Non-Availability of Adequate B-29 Maintenance Stands

7. A period of over 7 months has elapsed between the above two TWX's, however the answers to both TWX's were the same.

8. Regardless of procurement or availability of the C-2 stands a definite requirement does exist for an adequate stand to perform thorough and efficient B-29 major inspections.

9. Request your Headquarters take any action possible in furnishing B-29 stations of this Command with adequate maintenance stands.

FOR THE COMMANDING GENERAL:

D. T. HAMILTON
Lt Col, USAF
Asst Adjutant General

2 Incls
1. Copy TSEJAA-1-11-90-12 29 OCT 47, from AMC
2. Copy MCMSXE43-5-137-8/19A/ 10 May 48, from AMC

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SAC 452 (24 May 48) 1st Ind A4F2A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

7 Jun 1948

TO: Chief of Staff, United States Air Force, Washington, D.C.

The shortage of adequate maintenance stands is hampering the maintenance efforts of all B-29 stations of this command. In view of the fact that each B-29 squadron is authorized 10 type C-2 maintenance stands, stock number 8200-870495 in technical order 00-30-19A dated, 30 September 1947, it is requested that sufficient stands be procured to meet this authorization.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

2 Incls
n/c

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DC/S	
SEC GS	
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Rec ltr Hq, Fifteenth Air Force, Colorado Springs, Colo, AG 452.11 AAF, 24 May 48, subj: Non-Availability of Adequate B-29 Maintenance Stands.

AFMSP-6AE 2nd Ind

Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C. 17 June 1948.

TO: Commanding General, Air Materiel Command, Wright Patterson Air Force Base, Dayton, Ohio Attn: Chief, Supply Section

1. As evidenced by basic communication and 1st Indorsement, the situation with reference to maintenance stands is critical in units equipped with B-29 aircraft.

2. The Status of U.S.Air Force Equipment book shows that Stand Assembly Aircraft Maintenance, Type C-2, was standardized on 24 July 1946. This item was subsequently authorized for issue in Technical Order 00-30-19A dated 30 September 1948. Notwithstanding the length of time that has elapsed since standardization was effected and authorized for issue was published, procurement even for maximum requirements has not been accomplished.

3. It is requested that immediate and positive action be taken to expedite procurement and delivery of Type C-2 maintenance stands to B-29 units.

4. It is further requested that information be furnished this Headquarters not later than 10 July 1948 as to action taken and estimated availability date of subject items.

BY COMMAND OF THE CHIEF OF STAFF:

M.E.GLASER
Colonel, USAF
Chief, Supply Division, D/MS&S
Office, Deputy Chief of Staff,
Materiel

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C O P Y

Basic: Ltr fr Hq Fifteenth Air Force, Colorado Springs, Colorado to Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C. dtd 24 May 1948. Subj: Non-Availability of Adequate B-29 Maintenance Stands.

3rd Indorsement

Ref: O.E.Mills:grc
MCPPXG33/Ext 2-0208

Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, 10 August 1948.

TO: Chief of Staff, Headquarters, USAF, Washington 25, D. C.
Attn: Procurement & Industrial Planning, Office, Deputy Chief of Staff, Materiel

1. Reference is made to the preceding indorsements, teletypes MCMSXE64-6-281-12 dated 30 June 1948, MCMSXE64-7-65-12 dated 9 July 1948, and MCMSXE64-7-190-12 dated 19 July 1948. Contract W33-038 ac-18142 dated 14 January 1947 was placed with Rockwell Engineering Company, Chicago, Illinois, for 350 Engine Maintenance Stands, Type C-2 and according to the terms of the contract delivery was to begin 175 days after receipt by the Contractor of the contract and all articles to be completely delivered on or before 360 days thereafter.

2. This Headquarters since the inception of this contract has maintained close liaison with the Contractor. Delivery has been delayed for the reason that the Contractor was unable to obtain delivery of the necessary steel sheets and standard black pipe required for the fabrication of the stand assemblies.

3. Every effort has been made by this command and the Contractor to expedite delivery of the necessary material. Inclosed herewith relative to this situation are:

a. Copy of letter dated 30 September 1947 from the Rockwell Engineering Company to the Commerce Department.

b. Copy of letter dated 2 April 1948 from the Director of Procurement and Industrial Planning, Office of Deputy Chief of Staff, Materiel, to Director, Office of Industry Cooperation.

c. Copy of letter dated 26 April 1948 from Office of Industry Cooperation to Rockwell Engineering Company.

d. Copy of letter dated 26 April 1948 from Office of Industry Cooperation to Director of Procurement and Industrial Planning, Office of Deputy Chief of Staff.

e. Copy of letter dated 29 April 1948 from Director of Procurement and Industrial Planning, Office of Deputy Chief of Staff, Materiel, to this Command.

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Basic ltr fr Hq Fifteenth Air Force, Colorado Springs, Colorado to Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C. dtd 24 May 1948, Subj: Non-availability of Adequate B-29 Maintenance Stands.

3rd Indorsement Ref: C.T.Mills:grc MCPPE33/Ext 2-0208

Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio 10 August 1948.

TO: Chief of Staff, Headquarters, USAF, Washington 25, D. C.
Attn: Procurement & Industrial Planning, Office, Deputy Chief of Staff Materiel

4. The Contractor has completed all required engineering, and partial shipments of the steel sheets and standard black pipe have been received by the Contractor. Based on current information, it is estimated that the Contractor will be able to fabricate the first article by 15 September 1948. A complete review is now being made of purchase orders with Sub-contractors, and upon completion of this review this Command will forward a definite delivery schedule.

5. Close liaison will continue to be maintained by this Command with the Contractor to assure that no future unnecessary delay of B-29 Stands is encountered.

FOR THE COMMANDING GENERAL:

H. A. SHEPARD
Brig General, USAF
Chief, Procurement Division

Incl
1, 2 - n/c
3 MCMSXB64-6-281-12
4 MCMSXB64-7-65-12
5 MCMSXB64-190-12
6 cy ltr dtd 30 Sept 47
7 cy ltr dtd 2 Apr 48
8 cy ltr dated 26 Apr 48
9 cy ltr dated 26 Apr 48
10 cy ltr dtd 29 Apr 48

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AFMPC-2A
Maj Frankel:ma/73433

April 2, 1948

Director, Office of Industry
Department of Commerce
Room 5325

Dear Sir:

Reference is made to the request to your agency by Rockwell Engineering Company of Chicago, Illinois, soliciting your aid in securing certain items of steel for use in connection with a USAF contract.

This is to advise that under Contract No. W33-038 ac-16142 this company is under obligation to furnish 350 Engine Maintenance Stands in accordance with USAF specifications which require the use of steel. These stands are for use in connection with engines of B-29 aircraft, and are urgently required in Alaska at the present time as well as at other overseas locations.

Delivery schedules on this contract have not been met, and the contractor has advised the procuring agency, Air Materiel Command that the delay is due to the company's inability to obtain the materials relative to which it has communicated with you.

In view of the high priority accorded this project at the present time, any assistance which you can render in securing materials for use under this contract will be appreciated.

Sincerely yours,

ALFRED A KESSLER, JR.
Brigadier General, USAF
Director of Procurement and
Industrial Planning, Office of
Deputy Chief of Staff, Materiel

AFMPC AFMTI

Incl #7

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OFFICE OF INDUSTRY COOPERATION

April 26, 1948

Mr. Anthony J. Rudis
Rockwell Engineering Company
13500 South Western Avenue
Blue Island, Illinois

Dear Mr. Rudis:

We are sorry to have been so long in obtaining the necessary information requested in your letter of March 17 regarding your steel requirements on Army Air Forces Contract #W33-038 ac-16142.

We have contacted various pipe and sheet producers and have divided this tonnage on the basis of voluntary acceptances from each producer as follows:

Item No. 1 - 55,000 ft. (Approx 160 tons) Standard Black Pipe with plain ends.

80 tons Youngstown Sheet & Tube Co. for shipment in July
111 W. Washington St., Chicago, Ill.

40 tons Wheatland Tube Co. for shipment in June
1300 Bankers Security Bldg., Philadelphia, Pa.

20 tons Mercer Tube Company for shipment in July
Sharon, Pennsylvania

20 tons " " " for shipment in August

Item No. 2 - 55 tons 16 ga. cold rolled sheets 48" x 120"

30 tons Great Lakes Steel Corporation for shipment in June
Ecorse, Detroit, Michigan

25 tons Inland Steel Company for shipment in June
38 S. Dearborn Street
Chicago, Illinois

We understand that the major portion of the 2-1/2" black pipe is to be shipped to the Indiana Limestone Company, Bedford, Indiana, as a subcontractor. When you place orders as outlined above, will you please tell each producer where shipment is required.

Sincerely yours,

John C. Virden
Special Assistant
to the Secretary

Incl #8

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ROCKWELL ENGINEERING COMPANY
10126 South Western Avenue
Chicago 43, Ill.

September 30, 1948

Honorable Secretary of Commerce Harriman
The Commerce Department
Washington, D. C.

Dear Sir:

Orders for the material shown on the enclosed two orders were forwarded to a great many of the steel mills and warehouses in the country with an appeal to give us the critically needed pipe listed thereon.

We mentioned that we required this pipe for the production of engine maintenance stands for the United States Army Air Forces on Contract NO. W33-038 ac-16142. All our requests were turned down with the same story that it was not available.

From the enclosed article we note that your office has granted license and permission for the export of many thousands of tons of pipe.

We cannot understand this when such a critical shortage of pipe exists in the United States--when our own armed forces have no priority whatever for even one foot of pipe--material vitally needed for the welfare of our country.

Therefore, if you have the authority and ability to permit the export of this large tonnage of pipe, you must also exercise some control over its production. We, therefore, appeal to you, won't you please see that our purchase orders are placed with the mill so that we may receive this vitally necessary material for the production of equipment for the United States Army?

Very truly yours,

ROCKWELL ENGINEERING COMPANY

M. P. Rudis

MPR:dh

cc: AAF - Wright Field, Dayton, O.

Incl #6

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Subject: Ltr fr Hq Fifteenth Air Force, Colorado Springs, Colorado to Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C. dtd 24 May 1946, Subj: Non-Availability of Adequate B-29 Maintenance Stands.

3rd Indorsement Ref: O.M.Mills:grc MCRTM33/Ext 2-0200

Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, 10 August 1946.

TO: Chief of Staff, Headquarters, USAF, Washington 25, D. C. Attn: Procurement & Industrial Planning, Office, Deputy Chief of Staff, Materiel

1. Reference is made to the preceding indorsements, teletypes MCMSM64-6-221-12 dated 30 June 1946, MCMSM64-7-65-12 dated 9 July 1946, and MCMSM64-7-190-12 dated 19 July 1946. Contract W33-038 ac-16142 dated 14 January 1947 was placed with Rockwell Engineering Company, Chicago, Illinois, for 350 Engine Maintenance Stands, Type C-2 and according to the terms of the contract delivery was to begin 175 days after receipt by the Contractor of the contract and all articles to be completely delivered on or before 340 days thereafter.

2. This Headquarters since the inception of this contract has maintained close liaison with the Contractor. Delivery has been delayed for the reason that the Contractor was unable to obtain delivery of the necessary steel sheets and standard black pipe required for the fabrication of the stand assemblies.

3. Every effort has been made by this command and the Contractor to expedite delivery of the necessary material. Inclosed herewith relative to this situation are:

a. Copy of letter dated 30 September 1947 from the Rockwell Engineering Company to the Commerce Department.

b. Copy of letter dated 2 April 1946 from the Director of Procurement and Industrial Planning, Office of Deputy Chief of Staff, Materiel, to Director, Office of Industry Cooperation.

c. Copy of letter dated 26 April 1946 from Office of Industry Cooperation to Rockwell Engineering Company.

d. Copy of letter dated 26 April 1946 from Office of Industry Cooperation to Director of Procurement and Industrial Planning, Office of Deputy Chief of Staff.

e. Copy of letter dated 29 April 1946 from Director of Procurement and Industrial Planning, Office of Deputy Chief of Staff, Materiel, to this Command.

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Basic ltr fr Hq Fifteenth Air Force, Colorado Springs, Colorado to Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C. dtd 24 May 1946, Subj: Non-availability of Adequate B-29 Maintenance Stands.

3rd Indorsement Ref: C.S.Mills:grc MCPR333/Ext 2-0206

Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio 10 August 1946.

TO: Chief of Staff, Headquarters, USAF, Washington 25, D. C.
Attn: Procurement & Industrial Planning, Office, Deputy Chief of Staff Materiel

4. The Contractor has completed all required engineering, and partial shipments of the steel sheets and standard black pipe have been received by the Contractor. Based on current information, it is estimated that the Contractor will be able to fabricate the first article by 15 September 1946. A complete review is now being made of purchase orders with Sub-contractors, and upon completion of this review this Command will forward a definite delivery schedule.

5. Close liaison will continue to be maintained by this Command with the Contractor to assure that no future unnecessary delay of B-29 Stands is encountered.

FOR THE COMMANDING GENERAL:

H. A. SHEPARD
Brig General, USAF
Chief, Procurement Division

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Basic ltr fm 15th AF, Subj: Non-Availability of Adequate B-29 Maintenance Stands

4th Ind AFMSP-2-AE

Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C. 30 August 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson AFD, Dayton, Ohio

1. Reference paragraph 4 preceding 3rd Indorsement, it is requested that a copy of the pertinent delivery schedule be attached hereto and transmitted to this Headquarters upon completion of the review of purchase orders being made by your Command with the sub-contractors concerned.

2. Action indicated by paragraph 5, 3rd Indorsement, is concurred in. It is requested these efforts be maintained as long as there is a critical requirement within the USAF for maintenance equipment.

BY COMMAND OF THE CHIEF OF STAFF:

W. W. FARQUHAR
Lt Colonel, USAF
Executive, Supply Division, D/MS&S
Office, Deputy Chief of Staff,
Materiel

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Basic: Ltr fr Hq Fifteenth Air Force, Colorado Springs, Colorado to Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C. dtd 24 May 1948. Subj: Non-availability of Adequate B-29 Maintenance Stands.

5th Ind Ref: O.E.Mills: grc MCPPXG33/Ext. - 2-0208

Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. 2 September 1948.

To: Chief of Staff, Headquarters, USAF, Washington 25, D. C.
Attn: Procurement & Industrial Planning, Office, Deputy Chief of Staff, Materiel.

1. The information requested by your office in 4th Indorsement was forwarded by letter dated 31 August 1948, copy of which is attached.

FOR THE COMMANDING GENERAL:

H. A. SHEPARD
Brig. General, USAF
Chief, Procurement Division

Incl
1 thru 10 - n/c
11 - cy ltr dtd 31 Aug. 48

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Bsc ltr Hq Fifteenth Air Force, Colorado Springs, Colo., AG 452.11 AAF, 24 May 48, sub: Non-Availability of Adequate B-29 Maintenance Stands.

AFMSP-2E 6th Ind

Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C. 22 September 1948.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

Pursuant to your preceding 1st Indorsement requesting that sufficient Type C-2 Maintenance Stands, S/N 820-870495, be procured to meet authorizations of this item for B-29 squadrons, reference is made to attached inclosure No. 11 which sets forth the delivery schedule for 350 each of these stands being procured from the Rockwell Engineering Company, Chicago, Illinois.

BY COMMAND OF THE CHIEF OF STAFF:

W. W. FARQUHAR
Lt. Colonel, USAF
Executive, Supply Division, D/MS&S
Office, Deputy Chief of Staff, Materiel

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HEADQUARTERS STRATEGIC AIR COMMAND MDC4C
Andrews Air Force Base
Washington 20, D. C.

SAC 452 (24 Sep 48) 24 September 1948

SUBJECT: Requirement for Aircraft Maintenance Work Stands

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. A conference attended by representatives of Air Materiel Command, United States Air Force, Strategic Air Command, Air Defense Command, Tactical Air Command, Military Air Transport Service, and Eglin Field was held at Air Materiel Command 23 June 1948 for the purpose of establishing basic requirements for maintenance work stands for the United States Air Force. Results of the conference indicated that presently standardized maintenance work stands do not fulfill Air Force requirements and that authorized equipment is not available in sufficient quantity to meet Air Force needs. For example, the C-2 work stand, specifically designed for use on B-29 aircraft, listed as a standardized item of equipment in the Class 19A Catalog, will not be initially distributed until October 1948. This delivery schedule, however, does not supply immediate requirements. The C-2 stand will not be available in any quantity for a minimum of six months to one year from the initial delivery date.

2. A serious maintenance problem exists in this command due both to the lack of presently authorized maintenance stands and lack of stands that fully meet our maintenance requirements. This condition jeopardizes fulfillment of our assigned mission.

3. It is therefore requested that immediate action be taken to provide this command with currently authorized maintenance stands and that priority action be taken to expedite the development and standardization of adequate maintenance work stands designed to meet the requirements of aircraft assigned this command.

/s/t/ GEORGE C. KENNEY
General, USAF
Commanding

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Bsc ltr Hq SAC, Andrews AFB, Wash, 20, D. C., SAC (24 Sep 48), 24 Sept 48, subj: Requirement for Aircraft Maintenance Work Stands.

AFMSF-2S 1st Ind.

Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C., 8 Nov 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

1. The shortage of aircraft maintenance stands is serious and widespread throughout the Air Force. Notwithstanding the delivery schedule for 350 each Type C-2 stands, S/N 8200-870495, being procured from the Rockwell Engineering Company, Chicago, Illinois, it appears that procurement action could be expedited to provide urgent minimum requirements of this equipment.

2. It is desired your Command thoroughly review the current procurement program for 4-engine aircraft maintenance stands, analyze the basic factors contributing to this deficiency, take expediting action where indicated and notify the Commanding General, Strategic Air Command direct when deliveries may be expected to meet urgent minimum requirements.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ FRANCIS H. GRISWOLD
Major General, USAF
Asst Deputy Chief of Staff, Materiel

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Basic ltr, TS 2[illegible], 3/24/48 and TS [illegible] 1st Ind, 11/8/48, Subject: "Requirements for Aircraft Maintenance Stands"

2nd Ind MCMAT-4/[illegible]

HQ, AMC, Wright-Patterson Air Force Base, Dayton, Ohio 21 December 1948.

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska.

1. A review of records pertaining to the current procurement of 4-engine aircraft maintenance stands revealed the following:

a. Contract W33-038-ac-18142, with Rockwell Engineering Company, covers 350 each, Type C-2 stands, Stock No. 8200-870495. Considerable delay has been experienced on the delivery of these stands due to the critical shortage of steel tubing required for fabrication. Present information indicates that the contractor now has sufficient material on hand and further delay in delivery is not anticipated. The contractor has delivered 6 each, complete units with 23 each waiting transportation. The balance of the units are scheduled for delivery at the rate of 80 each per month starting 1 January 1949 and this Headquarters and the Chicago Procurement Field Office are following this contract very closely with a view of increasing this delivery schedule. In addition, bids are now being solicited by formal advertisement for 300 each Type C-2 stands with opening date of bids scheduled for 22 December 1948. This procurement will be established as a special project and closely monitored with a view of expediting delivery.

b. The Type 1 stand is substantially the same as the Type C-2 except that complete shelter is provided making it suitable for Arctic use. It is contemplated that this item will be standardized approximately 1 March 1949. In the meantime, 30 each are being procured on Purchase Order AF-1[illegible]-AC under Part No. 871528, to meet emergency requirements. Delivery of the first article is expected the latter part of December 1948 with completion within six (6) months. This purchase order will also be established as a special project and every effort will be made to expedite delivery.

c. The basic difficulty in obtaining delivery of stands on contract has been the critical shortage of steel tubing required for the fabrication of these units. With the aid of the voluntary steel allotment program and increased steel production, it is now possible for the manufacturers to secure material in approximately three (3) months as compared to six (6) months. In view

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SUBJECT: "Requirements for Aircraft Maintenance Work Stands"

of this better deliveries are anticipated on future procurements.

2. With respect to the development and standardization of maintenance stands, the Engineering Division of this Headquarters has a project established for such work and is now developing multi-level stands for all heavy aircraft. The data and drawings necessary for the procurement of engineering test itemsare nearing completion at the present time and standardization is estimated for 1 May 1950. The development of these stands is being pursued as rapidly as possible consistent with the priority established within the overall development program. As an interim measure pending standarization of multi-level stands, 12 each, non-standerd stands for B-36 aircraft are being procured on Purchase Order No. 48-4337, under Stock No. 8200-857330 and 30 each are being procured on Contract W33-038-ac-675, under Stock No. 8200-871524 for B-29, B-50 and C-97 aircraft. Delivery of these stands is expected to begin in about ninety (90) days and completed within six (6) months. The foregoing action was discussed during the conference referred to in basic letter and concurred in by all members of the conference.

FOR THE COMMANDING GENERAL:

/s/t/ CHARLES P. STONE, III
Major General, USAF
Director, Supply and Maintenance

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			Scores Max.	Unit
		SUPPLY (80)		
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. TO & E 1-167 R TO & E 1-112 R		
	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. SATISFACTORY	15	15
	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? SATISFACTORY	5	5
	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. Supplies and equipment adequate. Stock levels maintained and adjusted properly. Minor discrepancies only.	25	24
	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? SATISFACTORY	20	20
x	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Generally satisfactory. Bin cards not being posted.	10	8
	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Excellent procedures.	5	5

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			Scores Max.	Unit
		SUPPLY (90)		
x	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. Sufficient R-3350-57 engines are not being provided to this organization due to Air Force wide shortage.		
	37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. Excellent	10	10
		Supply Totals	90	87
		MAINTENANCE (100)		
	38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 68%	15	10
	39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 16% 31 0-100 hrs 22 200-300 hrs 6 400-500 hours 26 100-200 hrs 23 300-400 hrs None over 500 hours	15	15
	40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests 94% . Percentage in commission previous 30 day period. 84%	10	10
	41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 88% . Percentage in commission previous 30 day period 82% .	10	9
x	42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? SEE SUPPLEMENT	20	17

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		MAINTENANCE (100)	Scores Max.	Unit
x	43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.)	15	14
		Average of 3 outstanding TOs per aircraft. None affecting flying safety. No kits available.		
	44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	5
		Satisfactory		
	45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	9
		Satisfactory. A few minor discrepancies.		
		Maintenance Totals		89

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		Scores Max.	Unit
	SUPPLY (90)		
29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization.		
	T/O&E 1-111 dated 24 March 1948		
x 30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment.	15	13
	Short fatigue clothing, underwear, insignia, socks (cotton).		
x 31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records?	5	3
	Records in the squadrons not posted currently. Form 32's not posted currently.		
x 32.	ORGANIZATIONAL SUPPLY AND MAINTENANCE: Describe adequacy and include stock levels.	25	22
	OEM equipment not complete. Has not been received from Ogden ASA. Stock levels being changed consistently to meet needs except for some critical items which bring NOT rate to 27%.		
x 33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission?	20	19
	Short thermosings and walkaround oxygen bottles but are requisitioned. Short bombay tank fittings.		
x 34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records?	10	8
	Property records in two squadrons not complete. Not maintained properly.		
35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up.	5	5
	Good follow-up system.		

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Operational Readiness Test Report, 28th Bomb Group, 3 June 1948

SUPPLY (90)

			Scores Max.	Unit
x	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. Shortage of automotive fuel. Shortage of parts for special and general purpose vehicles. Shortage of aircraft maintenance kits and crew chief stands. Lack of adequate hangar space and inadequate wash rack facilities. Shortage of TO compliance kits.		
	37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. Property is being maintained adequately.	10	10
		Supply Totals	90	80

MAINTENANCE (100)

	38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 60%	15	9
	39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 9% 40-0-100 hours) 16-200 to 300 hours) 6-400 to 500 hours) 18-100-200 hours) 12-300 to 400 hours) 0-over 500 hours	15	15
	40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests 75% . Percentage in commission previous 30 day period 77% .	10	8
	41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 92% . Percentage in commission previous 30 day period 89%.	10	10

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Operational Readiness Test Report, 28th Bomb Group, 3 June 1948

MAINTENANCE (100)

			Scores Max.	Unit
	42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization?	20	16
		See Item 36		
x	43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) Average of 5 outstanding TOs per aircraft. No kits available. No outstanding TOs affecting safety in flight.	15	14
	44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	5
		Satisfactory.		
	45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	7
		Tech supply rooms are extremely crowded hampering efficient care of tools. Bombay tanks not properly stored.		
		Maintenance Totals		84

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		SUPPLY (90)	Scores Max.	Unit
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. T/O & E 1-167R W/2 Changes T/O & E 1-112R W/2 Changes		
x	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Short coveralls, service caps, low quarters shoes.	15	13
	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Excellent	5	5
x	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. Short Technical service property. Short personal equipment. (All Items). Short engine conditioning, equipment. Short air compressors. Short portable generators. Short C-1 test sets. Short maintenance stands, flyaway kits. Short C-1 test sets. Short maintenance stands, flyaway kits.	25	10
x	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? Equipped and serviceable except for fittings for deicer boots.	20	19
	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Satisfactory	10	10
	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Excellent procedure	5	5
x	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. See item 32.		

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Operational Readiness Test Report, 2d Bomb Group, 8 July 1948

SUPPLY (90)

		Scores Max.	Unit
37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.	10	10
	Satisfactory		
	Supply Totals	90	72

MAINTENANCE (100)

38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 76%	15	11
39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 12.4% . 0-100-78 200-300-9 400-500-5 100-200-1 300-400-8 500-over-1	15	15
40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests 85% . Percentage in commission previous 30 day period. 72%	10	7
41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 86% . Percentage in commission previous 30 day period 73% .	10	7
42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? None other than crowded conditions due to two Groups occupying base and dust storms and heat.	20	18
43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) Average 6.8 outstanding T.O.'s per acft. None affecting flying safety.	15	13

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Operational Readiness Test Report, 2d Bomb Group, 8 July 1948

		MAINTENANCE (100)	Scores Max.	Unit
	44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	4
		Minor discrepancies only corrected at time of inspection.		
x	45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	8
		Engine conditioning equipment not properly stored. Bombay tanks stored in open and not cratted properly.		
		Maintenance Totals		83

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Operational Readiness Test Report, 509th Bomb Group, 31 March 1948

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		SUPPLY (90)	Scores Max.	Unit
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. T/O&E 1 - 167 T/O&E 1 - 112R		
x	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Equipment is available but a shortage exists in individual clothing	15	13
	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Satisfactory.	5	5
x	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. See supplement.	25	22
	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? Yes	20	20
	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Satisfactory	10	10
	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Satisfactory follow-up on AOCP items. Abiding by M&S Directive 67-14A, dated 22 January 1948.	5	5
x	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. Shortage of vehicle gas. Order for parts to modify 14 APQ 13 sets to APQ 23 cancelled out.		

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Operational Readiness Test Report, 509th Bomb Group, 31 March 1948

			Scores Max.	Unit
		SUPPLY (90)		
x	37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. Bombay tanks and de-icer boots not properly stored.	10	7
		Supply Totals	90	82
		MAINTENANCE (100)		
	38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 66.3%	15	10
	39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 6.4% 30 - 0 to 100 hours 42 - 200 to 300 hours 34 - 100 to 200 hours 21 - 300 to 400 hours 1 - 400 to 500 hours 0 - over 500	15	15
	40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests 92% . Percentage in commission previous 30 day period. 78% .	10	10
	41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 85% . Percentage in commission previous 30 day period 81% .	10	8
x	42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? See supplement.	20	17
x	43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) Average of 6 outstanding T.O.s per aircraft. Shortage of compliance kits. None outstanding affecting flying safety.	15	13

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		Scores Max.	Unit
44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	5
	Satisfactory		
45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	10
	Satisfactory		
	Maintenance Totals		88

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Supplement to Paragraph 9.

9. ENLISTED:

[illegible]	SHORT	OJT
54[illegible]	2	0
[illegible]	1	1
[illegible]	12	4
[illegible]	1	0
957	8	0
[illegible]	1	0
580	1	2
1[illegible]5	1	0

OFFICER:

[illegible]	[illegible]	[illegible]
0200	2	0
2200	2	1
7[illegible]	1	0
9998	17	0
0142	13	6
1034	14	0

Supplement to Paragraph 16

16. Insufficient personnel are placed on an OJT status to meet shortages of critical maintenance [illegible]s. Ground training section does not maintain adequate and complete records, does not thoroughly monitor OJT within the squadrons, and is not familiar with the basic requirements of the squadrons T/O&Es.

Supplement to Paragraph 17

17. Two airplane commanders have no instrument card.
Twenty-two co-pilots are not 1093s.
Thirteen co-pilots have no instrument card.
Eight navigators not proficient.
One navigator short and one navigator on TDY until September 1950.
Five bombardiers not proficient.
Six radar operators not proficient.
Short one 5[illegible] and one 1[illegible]5.

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Supplement to Paragraph 38

38. Unit is short of office supplies. Unit has not received any office supplies in more than three months.

Supplement to Paragraph 42

42. Shortage of fuel injection pumps, master controls and other controlled items. Short radar test sets.

Insert No. 1 to paragraph 38 (Aircraft in Commission)

As an example, the OAT team credits us with only ten points out of a possible fifteen, for Aircraft in Commission, yet during the month of February our B-29's flew a total of 1920 hours and ten aircraft returned from Tokyo on 13 March with an average of 150 hours per aircraft in the preceeding five weeks. During the OAT B-29's flew 77 sorties with no air aborts. During the three missions flown on the OAT 81 aircraft were scheduled and 77 reached their primary target, the four aircraft not bombing the target being ground aborts. (The average available aircraft was reduced by overseas, modification, and special flights).

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		SUPPLY (90)	Scores Max.	Unit
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. TO/E 1-167R w/2 changes. TO/E 1-112R w/2 changes.		
x	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Satisfactory except for odd sizes of some clothing.	15	13
	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Excellent.	5	5
	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. Organization still in process of reestablishing the stock levels which were depleted on rotation to FEAF.	25	23
	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? Satisfactory.	20	20
	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Excellent condition.	10	10
	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Good procedures being utilized.	5	5
	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. Unit claims no major supply deficiencies with exception of shortage of portable crew chief stands and maintenance docks.		

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Operational Readiness Test Report, 92d Bomb Group, 30 June 1948

			Scores Max.	Unit
		SUPPLY (90)		
	37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.	10	10
		Excellent - good security measures. Excellent storage facilities.		
		Supply Totals	90	86
		MAINTENANCE (100)		
	38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding OPT. 72%	15	11
	39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 12.5%	15	15
		0-100-50 200-300-25 400-500-4 100-200-20 300-400-21 over 500		
	40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests 82% . Percentage in commission previous 30 day period. 85%	10	8
	41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 78% . Percentage in commission previous 30 day period 85% .	10	8
x	42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization?	20	18
		Shortage of crew chief stands and automotive fuel and maintenance docks.		
	43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.)	15	14
		4 outstanding TO's per aircraft		

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			Scores Max.	Unit
		MAINTENANCE (100)		
x	44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	3
		Satisfactory - minor discrepancies noted on 41-B's.		
x	45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	7
		Two squadrons not properly caring for engine conditioning equipment. Bomb-bay tanks improperly stored.		
		Maintenance Totals		84

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	SUPPLY (90)	Scores Max.	Unit
29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization T/O&E 1-107R w/ 2 Changes 15 March 47 SAC Ltr 320.4 30 August 47 15AF Ltr 320.4 2 Oct 47		
30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Sufficient clothing and equipment is on hand and serviceable with exception of few odd sizes of jackets and shoes.	15	14
31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Satisfactory	5	5
32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. Unit is maintaining adequate and appropriate stock level of equipment and supplies.	25	25
33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? All assigned aircraft are equipped and serviceable.	20	20
34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Satisfactory.	10	10
35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Good follow-up system.	5	5
36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. No major deficiencies.		

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		Scores Max.	Unit
37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.	10	10
	Property is properly maintained and safeguarded. There is no storage problem at this base because of the available warehouses at Camp Phillips		
	Supply Totals	90	89

	MAINTENANCE (100)	Scores Max.	Unit
38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT 65 %	15	10
39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 1 % 52 - 0 - 100 hours 25 - 200 - 300 hours 2 - 400 - 500 34 - 100 - 200 hours 7 - 300 - 400 hours 0 - over 500	15	15
40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 50% . Percentage in commission previous 30 day period. 60% .	10	3
41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 82% . Percentage in commission previous 30 day period. 80% .	10	3
X 42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? Non-availability of flyaway kits. Lack of fuel for vehicles. Insufficient hangar space because of return of 97th Bomb Group.	20	16

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MAINTENANCE (100)	Scores Max.	Unit
43. TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) No outstanding TOs affecting safe flight. Average of 4 outstanding TOs on assigned aircraft. TOs will be complied with upon receipt of kits.	15	13
44. ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records. Satisfactory	5	5
45. MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment. Two ground APUs not being used and not properly stored. Some portable drills not stored properly. Cutting tools not properly oiled.	10	7
Maintenance Totals		72

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		SUPPLY (90)	Scores Max.	Unit
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. T/O & E 1-167R for Squadrons. T/O & E 1-112 for Group.		
x	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. See supplement.	15	11
	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Satisfactory.	5	5
x	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. See supplement.	25	19
x	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? See supplement.	20	12
x	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? See supplement.	10	7
x	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. See supplement.	5	3
x	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. See supplement.		

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Operational Readiness Test Report, 98th Bomb Group, 14 April 1948

		Scores Max.	Unit
	SUPPLY (90)		
37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.	10	10
	Satisfactory.		
	Supply Totals	90	67
	MAINTENANCE (100)		
38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 55%	15	8
39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 6%	15	15
	33 0-100 hours 18 200-300 hours 6 400-500 hours 49 100-200 hours 9 300-400 hours 1 over 500 hours		
40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests 76% . Percentage in commission previous 30 day period. 74%.	10	7
41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 72% . Percentage in commission previous 30 day period 68%.	10	6
x 42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization?	20	15
	See supplement.		
x 43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.)	15	12
	Average 7 outstanding T.O.s per airplane. Shortage of T.O. Compliance kits. None outstanding which affect safety in flight.		
44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	5
	Satisfactory.		

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Operational Readiness Test Report, 98th Bomb Group, 14 April 1948

	MAINTENANCE (100)	Scores Max.	Unit
45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	10
	Equipment in excellent condition.		
	Maintenance Totals	100	78

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Operational Readiness Test Report, 93rd Bombardment Group, 14 March 1948

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		SUPPLY (90)	Scores Max.	Units
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. Bomb Group T/O & E 1-112A with 1 change Bomb Sqdn T/O & E 1-167A with 2 changes		
	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Equipment and clothing is serviceable and available.	15	15
	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Satisfactory	5	5
	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. SEE SUPPLEMENT	25	20
X	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? SEE SUPPLEMENT	20	7
	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Satisfactory	10	10
	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. Satisfactory with good followup	5	5
X	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. A shortage of flight instruments, flux gate compasses with transmitters and amplifiers, APQ-13 radar sets, Loran sets, test and calibration equipment. This equipment is not available at the Air Materiel Area serving this base. The Air Materiel Area servicing this base is providing an estimated 40% of needed equipment 100% cooperation.		

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		SUPPLY (90)	Scores Max.	Unit
A	37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. Equipment is properly stowed and safeguarded with the exception of bomb bay tanks and C&L equipment. Bomb bay tanks are not cared for as prescribed in Air Force Directives. C&L equipment is stored outside because of the lack of storage space. Group has made an effort to procure additional storage space but lack of funds preclude necessary constuction.	10	7
		Supply Totals	90	69

		MAINTENANCE (100)	Scores Max.	Unit
	38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 65 %	15	10
	39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 4 %	15	15
		0 - 100 hours 45 200 - 300 hours 23 400-500 hours 1 100- 200 hours 27 300 - 400 hours 13 over 500 0		
	40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 86% . Percentage in commission previous 30 day period. 80% . Figures base on maintenance of operational vehicles provided by the Transportation Squadron of the 93d Airdrome Group. Does not include C&L vehicles for 92d Wing.	10	9
	41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 95% . Percentage in commission previous 30 day period 94% . Same as above	10	10

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Operational Readiness Test Report, 93rd Bombardment Group, 11 March 1953

		Scores Max.	Unit
	MAINTENANCE (100)		
x 42.	[redacted]: What maintenance conditions exist which adversely affect the combat effectiveness of the organization? Shortage of night lighting equipment, crew chief stands, nose docks, radar test equipment, no hangar space, shortage of quartermaster fuel to operate vehicles.	20	18
x 43.	[redacted] COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) Average of 9 outstanding T.O.'s per assigned aircraft. No kits available but have been requisitioned.	15	10
44.	[redacted] DISCREPANCIES IN AIRCRAFT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records. Satisfactory.	5	5
x 45.	[redacted]: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment. Tools show neglect. Improper protection of generators and field lighting equipment. C-1 test sets not properly protected.	10	5
	Maintenance Totals		82

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Operational Readiness Test Report, 97th Bomb Group, 23 June 1948

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		SUPPLY (90)	Scores Max.	Unit
	29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. TO&E 1-167 R W/2 Changes TO&E 1-112 R W/2 Changes		
x	30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Short odd sizes clothing, short Arctic clothing	15	4
x	31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Form 32's not up to date. MR receipt account not current.	5	3
x	32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels. Organization operating on unit essential equipment and Fly-away Kits only. Stock levels inadequate but requisitions have been placed on AMA for replenishment stocks.	25	10
x	33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission? See Supplement.	20	10
x	34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? See Supplement.	10	5
x	35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up. See Supplement.	5	3
x	36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. See Supplement.		

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Operational Readiness Test Report, 97th Bomb Group, 23 June 1948

			Scores Max.	Unit
		SUPPLY (90)		
	37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. See Supplement.	10	6
		Supply Totals	90	51
		MAINTENANCE (100)		
	38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 71%	15	11
	39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 0% Maximum time on any engine 377:00	15	15
x	40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests _____. Percentage in commission previous 30 day period _____. Assigned but only refueling tanks operational.	10	0
x	41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests _____. Percentage in commission previous 30 day period. None Assigned.	10	0
x	42.	MAINTENANCE: What maintenace conditions exist which adversely affect the combat effectiveness of the organization? See Supplement.	20	8
x	43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.) See Supplement.	15	10

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Operational Readiness Test Report, 97th Bomb Group, 23 June 1948

		MAINTENANCE (100)	Scores Max.	Unit
x	44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records. See Supplement.	5	3
x	45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment. See Supplement.	10	4
		Maintenance Totals	100	51

0-100hrs (76) 200-300hrs (17) 400-500hrs (0)
100-200hrs (18) 300-400hrs (5) Over 500hrs (0)

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		Scores Max.	Unit
	SUPPLY (90)		
29.	MASIG: List publications and/or modifications, which establish basis for equipment requirements for this organization.		
30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment. Helmets and Liners.	15	13
31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records? Very good.	5	5
32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels.	25	23
33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission?	20	16
34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records? Very good.	10	10
35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up.	5	5
36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. See attached sheet.		
37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.	10	10
	Supply Totals	90	82

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SUPPLY (90)

29. BASIS: 1. The 56th Ftr Gp was re-activated per GO 77, hq 15AF, dtd 7 Aug 47, and T/O & E authorized was: 1-12A 02 Ftr Group
1-27A 01 Ftr Sqdn

2. This group is also using T/O 44 1-17A to augment 1-27A, 01, using as authority SAC TWX AGAM 2 485, dtd 15 Jan 48.

30. INDIVIDUAL EQUIPMENT:
1. This group has on hand approximately 94% of authorized individual clothing and equipment. Shortages are on back order.
2. In all cases, checked clothing does not have special marking in accordance with AR 850-5, Par 2.
3. Shortage of importance noted was the helmet and helmet liner in some cases.

32. ORGANIZATIONAL SUPPLIES AND EQUIPMENT:
1. The organization has approximately 90% of authorized T/O & E allowance.

33. AIRCRAFT:
1. The entire group is unable to perform rocket firing because no approved rocket is available at present.

36. SUPPLY ACTION:
1. This base has been directed by Middletown Depot that many parts and supplies pertinent to P-80 type aircraft are so critical that no stock level will be maintained by this base supply. Of these items that critically effect combat readiness of the group are Tip Tanks, Acft storage batteries, battery lift, andmany classes in class C11.

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Operational Readiness Test Report, 56th Fighter Group, 27 March 1948

MAINTENANCE (100)	Scores Max.	Unit
38. AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 46 %	15	7
39. AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) None %	15	15
40. SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests _____. Percentage in commission previous 30 day period. _____.	//10//	
Not applicable.		
41. GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests _____. Percentage in commission previous 30 day period. _____	//10//	
Not applicable.		
42. [illegible]: What maintenance conditions exist which adversely affect the combat effectiveness of the organization?	20	20
None.		
43. [illegible]: What is the status of compliance with technical orders? (To include those affecting flying safety.)	15	10
44. [illegible]: List discrepancies or irregularities in the maintenance and handling of required records.	5	5
45. MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	10
Maintenance Totals	/ 80 /	67 /

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Operational Aerdiness Test Report, 56th Fighter Group, 27 March 1948

MAINTENANCE (80)

38. AIRCRAFT IN COMMISSION:

1. Average P-80 type aircraft assigned to the 56th Fighter Group for the period immediately preceding the OAT was 77.6. The average number in commission for the same period was 46.6.

39. Aircraft Engines:

1. At present and for the preceding 30 days a total of nine (9) engines attained 75% of engine run-out time. The average engine time at removal of the J-33 engine used by this group was 44 hours for the month of February.

41. Special Purpose Vehicles: and 40.

1. As practically no vehicles are authorized for the group question 40 and 41 is not applicable to the unit. All vehicles and drivers used by this group are supplied by the Airdrome Group.

43. Technical Order Compliance:

1. A total of twelve (12) re diagonal technical orders are outstanding on P-80 type aircraft assigned to this group.

2. All outstanding technical order compliances have kits or parts on requisition where necessary and excellent follow-up procedure is made.

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Operational Readiness Test Report, 4th Fighter Group, 3 April 1948

		Scores Max.	Unit
	SUPPLY (90)		
29.	BASIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization. T/O & E 1-12R, (C-2) For Group T/O & E 1-27R, (C-2) For Squadrons T/E 21 For Clothing		
30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment.	15	12
	No special marking as per, AR 850-5, A-13A Oxygen masks unavailable, 6 weeks to repair shoes service, deteriorate rapidly on maintenance duties, C-2 dinghy inadequate.		
31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records?	5	5
	Excellent.		
32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels.	25	21
	T/O & E is 85% on hand.		
33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission?	20	16
	Cannot perform rocket firing as no approved rocket bracket is available. Jate units not available due to base storage.		
34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records?	10	10
	Excellent.		
35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up.	5	5
	Good.		

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Operational Readiness Test Report, 4th Fighter Group, 3 April 1948

		Scores Max.	Unit
	SUPPLY (90)		
36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility, if possible. 1. Group Tech supply is curtailed by base Reg. 65-3 2. Normal requisition average time 57 days. AOCP & Special requisition average time 24 days. 3. This group has 1 b 1 priority.		
37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded. No Discrepancies.	10	10
	Supply Totals	90	79
	MAINTENANCE (100)		
38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding ORT. 81% 29 Feb 48 thru 29 Mar 48 average available 79, average in commission 81%.	15	12
39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 0% . Average engine life for month of January, 57 hours.	15	15
40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests____. Percentage in commission previous 30 day period.____. * See below.	10	
41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests _____. Percentage in commission previous 30 day period._____. * See below.	10	

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Operational Readiness Test Report, 4th Fighter Group, 3 April 1948

		MAINTENANCE (100)	Scores Max.	Unit
x	42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization?	20	5
		** See Incl #1 atchd.		
	43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.)	15	10
		*** See Incl #2 atchd.		
	44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	5
	45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tools, and personal equipment.	10	10
		Maintenance Totals	80	57

* Item 40 & 41. This Group is furnished vehicles by the Airdrome Group and has only supervisory responsibility while vehicle is in its possession.

ITEM 42

42. MAINTENANCE: Adverse maintenance conditions which exist that affect the combat effectiveness of the organization.

1. Upon interview with the 4th Fighter Group Commander, Colonel Beverly and Major Hinton, 4th Fighter Group S-4, the following conditions were stated:

a. Fuel storage capacity for JP-1 fuel on the base is inadequate, which is 100,000 gallons, approximate. The P-80 type aircraft assigned this organization averages 400 gallons per hour.

b. Only one hangar available for the entire group which has at present 83 P-80's, 2 A-26's, 3 AT-6's, assigned, plus 1 C-47. This of course, is inadequate space and makes for confusion

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and friction between squadrons working under the same roof. This delays maintenance inspections in bad weather when all work must be done inside.

c. Service Stock is not located in the group hanger but in the next hanger down the line, which causes much delay in chasing down parts and supplies.

d. Aircraft parking areas are dispersed to such an extreme, that much time is lost in coordination of maintenance reports with the Engineering offices, which are located in the hanger. (2 miles distance)

e. No rail spur into Andrews Field resulting in all supplies and parts being either flown in or trucked in to the base. Including the large quantity of JP-1 fuel necessary for the mission of this group.

f. The APU, auxilary Power Unit, authorized for this group, the C-13A, modified by the group and redesignated, C-19, in accordance with T.O. 19-45-81, is not considered adequate by the group. The power required to start the P-80 is much greater than that required on conventional fighters that the C-19 has required a high level of maintenance.

g. The present type A-1 Crew Chief stand as authorized by the applicable T/O & E, is not considered to be adequate for the P-80.

h. Stock level for A-26 tow ships extremely critical.

i. Tow reals for tow ship critical item.

j. Tip tank supply is critical.

k. M & S group required to service heavy transit traffic and other base units, (Air Reserve, Air National Guard Units and SAC Flight Section

l. Insufficient vehicles for maintenance section in performance of duties.

2. Units were referred to AF Reg 65-48, dated 2 January 1948, when equipment as supplied by T/O & E is not considered adequate to carry out the assigned mission of the unit.

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Operational Readiness Test Report, 4th Fighter Group, 3 April 1948

ITEM 43

43. TECHNICAL ORDER COMPLIANCE:

1. The Technical Order Compliance Section is being controlled and all kits are ordered at Group level, however, there is close coordination with the squadron inspectors, who notify the goup Tech Order Comp Section on status, whenever there is a change.

2. SAC R g 66-20, dated 23 December 1947 is being complied with in a satisfactory manner.

3. A compliance chart is being maintained by each squadron inspector as outlined in T.O. 00-20.

4. The status of Technical Order Compliance on Aircraft P-80 assigned to the 4th Fighter Group is as follows:

77 P-80 assigned.
19 Current outstanding T.O.
146 T.O. awaiting parts
107 T.O. Parts on hand and awaiting compliance.
42 T.O. Kits not ordered.

884 T.O. Complied with to Date.
295 T.O. not complied with.

PERCENTAGE:

75% Technical Orders Complied with.
25% Not complied with.

Incl #1 1 & 2, (Items 42 & 43

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	SUPPLY (90)	Scores Max.	Unit
29.	MAIS: List publications, with changes and/or modifications, which establish basis for equipment requirements for this organization.		
30.	INDIVIDUAL EQUIPMENT: List deficiencies in availability and serviceability of individual clothing and equipment.	15	11
31.	CLOTHING AND EQUIPMENT RECORDS: What is the condition of clothing and equipment records?	5	5
32.	ORGANIZATIONAL SUPPLIES AND EQUIPMENT: Describe adequacy and include stock levels.	25	20
33.	AIRCRAFT: Are assigned aircraft equipped and serviceable in accordance with the mission?	20	17
34.	ORGANIZATIONAL PROPERTY RECORDS: What is the condition of organizational property records?	10	9
35.	REQUISITIONS: Indicate effectiveness of procedure in requisitioning and follow-up.	5	5
36.	SUPPLY ACTION: Describe deficiencies in supply for which unit is not responsible. Indicate responsibility if possible. Due to the low prior rating given this group items requested ACCP require from 2 to 3 weeks for fulfilment. On normal requisition 6 to 8 weeks for fulfilment Many items are so critical that they can be obtained only on ACCP basis even though many of these items would be normally carried in base stock level.		
37.	CARE AND RESPONSIBILITY: Indicate how well property is cared for and safeguarded.	10	10
	Supply Totals	90	77

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	MAINTENANCE (100)	Scores Max.	Unit
38.	AIRCRAFT IN COMMISSION: Indicate percentage of assigned aircraft in commission for 30 day period immediately preceding CAT. 57 %. Based on 15 points being awarded if 70% of assigned aircraft were in commission.	15	12
39.	AIRCRAFT ENGINES: Percentage of aircraft engines operating over 75% authorized time. (TO 00-25-4) 0 %	15	15
40.	SPECIAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness tests ** 100%. Percentage in commission previous 30 day period. 100%.	10	10
41.	GENERAL PURPOSE VEHICLES: Percentage in commission during Operational Readiness Tests 100%. Percentage in commission previous 30 day period 100%.	10	10
42.	MAINTENANCE: What maintenance conditions exist which adversely affect the combat effectiveness of the organization?	20	18
43.	TECHNICAL ORDER COMPLIANCE: What is the status of compliance with technical orders? (To include those affecting flying safety.)	15	14
44.	ORGANIZATIONAL EQUIPMENT MAINTENANCE RECORDS: List discrepancies or irregularities in the maintenance and handling of required records.	5	4
45.	MAINTENANCE EQUIPMENT: List irregularities in the maintenance of ground tools, hand tools, special tool, and personal equipment.	10	10
	Maintenance Totals	100	93

** All vehicles are maintained by the transportation squadron and are dispatched to the group daily. Drivers of the vehicles are also furnished by the transportation squadron. Fighter group is responsible for supervision of 1st echelon maintenance while vehicle is in their possession.

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SUPPORTING DOCUMENTS

Chapter 5

SUPPLY

Exhibits 1 thru 66

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GO 32

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 12 July 1948

SECTION

REDESIGNATION AND REORGANIZATION OF 55TH STRATEGIC RECONNAISSANCE GROUP ---------- I

CONSTITUTION AND ACTIVATION OF 55TH STRATEGIC RECONNAISSANCE WING ---------- II

REORGANIZATION OF PROVISIONAL UNITS ---------- III

ADDITIONAL INSTRUCTIONS ---------- IV

SECTION I

REDESIGNATION AND REORGANIZATION OF 55TH STRATEGIC RECONNAISSANCE GROUP.--1. Announcement is made of the redesignation of the units listed below effective 29 June 1948:

Present Designation	New Designation
Hq, 55th Reconnaissance Group (VLR) (Mapping)	Hq, 55th Strategic Reconnaissance Group
343d Reconnaissance Squadron, (VLR)(Mapping)	343d Strategic Reconnaissance Squadron, Photo-Mapping
7th Geodetic Control Squadron	7th Geodetic Squadron

2. Effective 0001, 19 July 1948, the Commanding General, 311th Air Division, Reconnaissance, will reorganize the units listed below with station at Topeka Air Force Base, Topeka, Kansas:

Unit	T/O&E	Authorized Strength OFF	EM
Hq, 55th Strategic Reconnaissance Group	#1-1452 (1 x colm 5)	17	28
343d Strategic Reconnaissance Squadron, Photo-Mapping	#1-1453 (1 x colm 5 plus 1 x colm 23)	84	264
7th Geodetic Squadron	#1-2115 (1 x colm 5)	92	266

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*To be organized in accordance with photostatic copies of Tables of Organization and Equipment cited pending publication of T/O&E's.

a. Group assignment for the 311th Strategic Reconnaissance Squadron, Photo-Mapping, remains unchanged. Concurrently with reorganization of the Headquarters 55th Strategic Reconnaissance Group the following squadrons are assigned to the 55th Strategic Reconnaissance Group:

1st Computation Technical Unit
12th Photographic Technical Squadron
7th Geodetic Squadron

b. Personnel will be furnished from sources under the control of the Commanding General 311th Air Division, Reconnaissance. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade. Units will be reorganized in accordance with appropriate columns of Tables of Organization and Equipment cited and foot-note.

c. Equipment is authorized in accordance with appropriate columns of Tables of Organization and Equipment cited and foot-note.

SECTION II

CONSTITUTION AND ACTIVATION OF 55TH STRATEGIC RECONNAISSANCE WING.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 29 June 1946, are further assigned to the 311th Air Division, Reconnaissance, effective 19 July 1948. Concurrently with assignment the Commanding General, 311th Air Division, Reconnaissance will activate the units at Topeka Air Force Base, Topeka, Kansas, as indicated:

Col 1	Col 2	Col 3 Auth'd Strength		Col 4
Unit	T/O&E	OFF	AT	Assignment
Hq & Hq Sq, 55th Strategic Reconnaissance Wing	1-1011, 24 Mar 48 (1 x col 5)	25	51	55th Strategic Reconnaissance Wing

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Cols 1	Cols 2	Cols 3 Auth'd Strength		Cols 4
Unit	T/BA	OFF	EM	Assigned
1st Computation Technical Unit	41-3014 (1 x cols 5)	12	101	55th Strategic Reconnaissance Group
12th Photographic Technical Squadron	41-3013 (1 x cols 6, 8, 7, 17 and 18)	8	109	55th Strategic Reconnaissance Group
Hq, 55th Maintenance and Supply Group	1-3012, 24 Mar 48 (1 x cols 5)	4	6	55th Maintenance and Supply Group
55th Maintenance Squadron, Strategic Reconnaissance, Photo	41-7453, (1 x cols 5 less 1 x cols #19)	9	147	55th Maintenance and Supply Group
55th Supply Squadron, Strategic Reconnaissance, Photo	41-7454 (1 x cols 5 less 1 x cols #19)	7	59	55th Maintenance and Supply Group
Hq & Hq Squadron, 55th Air Base Group	1-3012, 24 Mar 48 (1 x cols 5)	9	58	55th Air Base Group
55th Communications Squadron, Strategic Reconnaissance, Photo	1-3013, 24 Mar 48 (1 x cols 5 less 1 x cols #21) Delete 1 lt (#2R 4415) cols 5 and 9 on Line 22-1/2 and add 1 lt (#2R 2110) cols 5 and 9 on Line 22-1/2			55th Air Base Group
55th Air Police Squadron, Strategic Reconnaissance, Photo	1-3014 24 Mar 48 (1 x cols 5 less 1 x cols #19)	3	49	55th Air Base Group

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TO 32

Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength OFF	 EM	Colm 4 Assignment
55th Installations Squadron, Strategic Reconnaissance, Photo	1-0016 24 Mar 48 (1 x colm 5 less 1 x colm **25 except for [illegible])	3	72	55th Air Base Group
55th Food Services Squadron, Strategic Reconnaissance, Photo	1-0015, 24 Mar 48 (1 x colm 25)	4	129	55th Air Base Group
55th Finance Disbursing Unit, Strategic Reconnaissance, Photo	1-0019 24 Mar 48 (1 x colm 5)	2	10	55th Air Base Group
55th Motor Vehicle Squadron, Strategic Reconnaissance, Photo	1-0117 24 Mar 48 (1 x colm 5 less 1 x colm **23)	3	88	55th Air Base Group
55th Base Service Squadron, Strategic Reconnaissance, Photo	1-0018, 24 Mar 48 (1 x colm 5 less 1 x colm **19)	2	45	55th Air Base Group
55th Station Medical Group	8-450, 4 Dec 44 (1 x colm 6)	4	24	55th Strategic Reconnaissance Wing

*To be organized in accordance with photostatic copies of Tables of Organization and Equipment cited pending publication of T/O&E's.

**Section II and Individual Equipment only of Section III.

a. Group and squadron assignment are as indicated in column 4 above.

b. Concurrently with the activation of the Headquarters and Headquarters Squadron, 55th Strategic Reconnaissance Wing, the groups listed below are assigned to the 55th Strategic Reconnaissance Wing:

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55th Strategic Reconnaissance Group
55th Maintenance and Supply Group
55th Air Base Group
55th Station Medical Group

2. Units will be organized in accordance with appropriate columns of Tables of Organization and Equipment cited in paragraph 1 above, and foot-note. Personnel will be furnished from sources under control of the Commanding General, 311th Air Division, Reconnaissance.

3. Equipment is authorized in accordance with appropriate columns of Tables of Organization and Equipment cited and foot-note.

SECTION III

[illegible].--1. Section II, General Orders 27, this headquarters, dated 17 June 1946, pertaining to the organization of the 1st Geodetic Control Group (Provisional) is revoked.

SECTION IV

ACTIVATION OF UNITS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-CO-O1D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force, (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 138, WD, 1947, as amended.

4. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and Letter, this headquarters, [illegible] (9 Jun 46), subject: "Administrative Procedures for Effecting Replacement of T/O-[illegible] Units by T/[illegible] Units," dated 9 June 1946.

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5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters USAF, AFOOI 792e), subject: "Constitution, Activation and Reorganization of Units of the 55th Strategic Reconnaissance Wing", dated 29 June 1948.

b. AR 320-5.

BY COMMAND OF GENERAL [illegible]:

CLEMENTT McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

DONALD S. [illegible]
Major, USAF
Adjutant General

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5 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Illinois
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, 311th Air Division, Reconnaissance, Andrews AF Base, Washington 20, D. C.
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Control Division, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D.C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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SECRET

(SECURITY CLASSIFICATION) HEADQUARTERS STRATEGIC AIR COMMAND

(DATE) (T) Andrews Air Force Base MD, D. C., 22 October 1948

SECTION

REORGANIZATION AND REDESIGNATION OF THE 91ST STRATEGIC RECONNAISSANCE GROUP, ... I

INACTIVATION OF 123D STRATEGIC RECONNAISSANCE SQUADRON, ... II

ASSIGNMENT AND ATTACHMENT OF UNITS OF 91ST STRATEGIC RECONNAISSANCE GROUP ... III

STATIONS OF UNITS ... IV

DESIGNATION OF TYPE OF DISTRIBUTION UNITS ... V

ADDITIONAL INSTRUCTIONS ... VI

SECTION I

1. Effective [illegible], the Commanding General, 311th Air Division, Reconnaissance, will redesignate and reorganize the units listed below at Fort Dix, New Jersey, as indicated:

Old Designation	New Designation	T/O&E	Auth'd Strength OFF	Auth'd Strength EM
Hq, 91st Reconnaissance Group	Hq, 91st Strategic Reconnaissance Group	1-1432 27 Sep 48 1 x colm 5	17	20
324th Reconnaissance Sq, VLR, Photo-TCV	324th Strategic Reconnaissance Sq, [illegible]	1-1454 27 Sep 48 1 x colm 5	159	271

a. Group assignment of the 324th Strategic Reconnaissance Squadron, [illegible], remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance.

c. Equipment is authorized in accordance with appropriate columns of T/O&E cited. Supply priority for above units has been established as 1C.

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SECTION II

INACTIVATION OF 322D RECONNAISSANCE SQUADRON, VLR - PHOTO.--1. Effective 10 November 1945, the Commanding General, 311th Air Division, Reconnaissance, will inactivate the unit listed below at McGuire Air Force Base, Fort Dix, New Jersey:

322d Reconnaissance Squadron, VLR, Photo

2. Concurrently with inactivation, unit is transferred to the control of the Department of the Air Force.

3. Personnel will be absorbed in other units under the control of the Commanding General, 311th Air Division, Reconnaissance.

4. Equipment will revert to stocks to fill present and future requirements.

5. Records of the inactivated unit will be disposed of in accordance with instructions contained in AR 101-40.

SECTION III

ASSIGNMENT AND ACTIVATION OF 91ST STRATEGIC RECONNAISSANCE WING.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 11 October 1945, are further assigned to the 311th Air Division, Reconnaissance, and will be activated by the Commanding General thereof at McGuire Air Force Base, Fort Dix, New Jersey, effective 10 November 1945:

Col 1	Col 2	Col 3 Auth'd Strength		Col 4
Unit	T/O&E	OFF	EM	Assignment
Hq & Hq Sq, 91st Strategic Reconnaissance Wg	1-C11 24 Mar 46 1 x colm 5, as changed by 1-CCol 1 Sep 46	25	49	91st Strategic Reconnaissance Wing
Hq 91st Maintenance & SupplyGroup	1-7012 24 Mar 46 1 x colm 5	4	8	91st Maintenance and Supply Group
91st Maintenance Sq, Strategic Reconnaissance	1-7453 27 Sep 45 1 x colm 5, less 1 x colm 5 as of	10	151	91st Maintenance and Supply Group

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Colm 1	Colm 2	Colm 3		Colm 4
		Auth'd Strength		
Unit	TAMS	OFF	EM	Assignment
91st Supply Sq, Strategic Reconnaissance	1-7454 27 Sep 46 1 x colm 5, less 1 x colm ##51	7	55	91st Maintenance and Supply Group
Hq & Hq Sq, 91st Air Base Group	1-8012 24 Mar 46 1 x colm 5, as changed by 1-0001 1 Sep 46	9	60	91st Air Base Group
91st Communications Squadron, Strategic Reconnaissance	1-8013 24 Mar 46 1 x colm 5, less 1 x colm ##21	4	37	91st Air Base Group
91st Air Police Sq, Strategic Reconnaissance	1-8014 24 Mar 46 1 x colm 5, less 1 x colm ##19	3	49	91st Air Base Group
91st Installations Squadron, Strategic Reconnaissance	1-8116 24 Mar 46 1 x colm 5	4	62	91st Air Base Group
91st Food Service Squadron, Strategic Reconnaissance	1-8015 24 Mar 46 1 x colm 19	4	102	91st Air Base Group
91st Finance Disbursing Unit, Strategic Reconnaissance	1-8019 24 Mar 46 1 x colm 4	2	9	91st Air Base Group
91st Motor Vehicle Squadron, Strategic Reconnaissance	1-8117 24 Mar 46 1 x colm 5, less 1 x colm ##23	3	68	91st Air Base Group
91st Base Service Squadron, Strategic Reconnaissance	1-8018 24 Mar 46 1 x colm 5, less 1 x colm ##19	2	45	91st Air Base Group

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Col 1	Col 2	Col 3 Auth'd Strength	Col 4
Unit	T/O&E	OFF EM	Assignment
91st Station Medical Group	8-450 4 Dec 44 1 x col 6	4 34	91st Strategic Reconnaissance Wing

Section II and individual equipment only of section III.

2. Concurrently with the activation of the Headquarters and Headquarters Squadron, 91st Strategic Reconnaissance Wing, the groups listed below are assigned to the 91st Strategic Reconnaissance Wing:

91st Strategic Reconnaissance Group
91st Maintenance & Supply Group
91st Air Base Group
91st Station Medical Group

3. Units will be organized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above and footnote. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Division, Reconnaissance.

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited and footnote. Supply priority for above units has been established as AC.

SECTION IV

ATTACHMENT OF UNITS.—Effective 10 November 1944, the following units are attached to the 91st Strategic Reconnaissance Wing:

25th Photographic Technical Squadron (Special)
11th Photographic Technical Unit

SECTION V

ASSIGNMENT OF UNITS.—1. Announcement is made of the assignment of the following Table of Distribution units at McGuire Air Force Base, Fort Dix, New Jersey, effective 10 November 1944:

1322d Air Service Squadron
*1323d Base Service Squadron

*Colored enlisted personnel.

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DAVID M. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

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SPECIAL:

/s/ Donald E. Piper
/s/ Donald E. Piper
Major, USAF
Adjutant General

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30-DCS/O, USAF (Attn: [illegible], Pub Div), Wash 25, DC
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5-CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5-CG, Middletown Air Material Area, Olmsted AF Base, Middletown, Pa
5-CG, 15th Air Div'sion, Reconnaissance, Topeka AF Base, Topeka, Kans
5-CO, McGuire AF Base, Fort Dix, NJ
2-Director, Organ & Mgt Div, GSUSA, Wash 25, DC
2-Chief, Historical Div, Special Staff, USA, Wash 25, DC
2-Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10-CO, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 88)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
21 December 1948

	SECTION
ESTABLISHMENT OF 311TH AIR DIVISION	I
REDESIGNATION AND REORGANIZATION OF HEADQUARTERS AND HEADQUARTERS SQUADRON, 311TH AIR DIVISION	II
REASSIGNMENT OF UNITS	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

ESTABLISHMENT OF 311TH AIR DIVISION.--1. Effective 5 January 1949, the 311th Air Division is established and assigned to the Strategic Air Command, with headquarters at Topeka Air Force Base, Topeka, Kansas.

SECTION II

REDESIGNATION AND REORGANIZATION OF HEADQUARTERS AND HEADQUARTERS SQUADRON, 311TH AIR DIVISION.--1. Effective 5 January 1949, the Commanding General, 311th Air Division, will redesignate and reorganize the unit listed below at Topeka Air Force Base, Topeka, Kansas, as indicated:

Present Designation	New Designation	T/O&E	Authorized Strength Off	Airmen
Hq & Hq Sq, 311th Air Division, Reconnaissance	Hq & Hq Sq, 311th Air Division	1-1005, 12 Oct 48 (1 x colm 5)	61	117

2. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division.

3. Equipment is authorized in accordance with appropriate column of T/O&E cited.

SECTION III

REASSIGNMENT OF UNITS.--1. Effective 5 January 1949, all Table of Organization and Table of Distribution units formerly assigned to the 311th Air Division, Reconnaissance, are assigned to the 311th Air Division.

SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Action directed herein will be accomplished in accordance with AFR 35-13.

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3. Forty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Directorate of Operations.

4. Obligate to the extent necessary the appropriate allotments, in accordance with AFL 172-80.

5. Authority for the actions in this general order:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 945e), subject: "Establishment of the 311th Air Division; Redesignation and Reorganization of the Hq and Hq Squadron, 311th Air Division, Reconnaissance," dated 7 December 1948.

b. AFR 20-62.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 40)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 29 July 1948

	SECTION
DISCONTINUANCE OF 7TH BOMBARDMENT WING, VERY HEAVY	I
REDESIGNATION AND REORGANIZATION OF 7TH BOMBARDMENT GROUP, HEAVY	II
CONSTITUTION AND ACTIVATION OF 7TH BOMBARDMENT WING, HEAVY	III
ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES	IV
ADDITIONAL INSTRUCTIONS	V

SECTION I

DISCONTINUANCE OF 7TH BOMBARDMENT WING, VERY HEAVY.--1. Effective 0001, 1 August 1948, the Commanding General, Eighth Air Force, will discontinue the units listed below, organized under Table of Distribution (Special) and/or PAL authorization:

Hq & Hq Sq, 7th Bombardment Wing, Very Heavy
Hq, 7th Maintenance and Supply Group
Maintenance Squadron, 7th Maintenance and Supply Group
Supply Squadron, 7th Maintenance and Supply Group
Hq & Hq Sq, 7th Airdrome Group
Squadron A, 7th Airdrome Group
Squadron B, 7th Airdrome Group
Squadron C, 7th Airdrome Group
Squadron D, 7th Airdrome Group
Squadron E, 7th Airdrome Group
Squadron F, 7th Airdrome Group
7th Station Medical Group

a. Personnel will be absorbed in other air force units under the control of the Commanding General, Eighth Air Force.

b. Equipment will be reissued to the fullest extent practicable to units directed to be activated in section III of this general order. Excess equipment will be turned in to the appropriate supply officer for disposition.

c. Records of Table of Distribution (Special) units will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St Louis 20, Missouri, in accordance with AFL 181-20.

SECTION II

REDESIGNATION AND REORGANIZATION OF 7TH BOMBARDMENT GROUP, HEAVY.--1. Announcement is made of the redesignation of the units listed below, effective 20 July 1948. Effective 0001, 1 August 1948, the Commanding General, Eighth Air Force, will reorganize the units at Carswell Air Force Base, as indicated:

Present Designation	New Designation	T/O&E	Auth Strength OFF	EM
Hq, 7th Bombardment Group, Very Heavy	Hq, 7th Bombardment Group, Heavy	1-1112 24 Mar 48 (1 x colm 5)	14	28
Bombardment Squadron, Very Heavy 9, 436, 492	Bombardment Squadron, Heavy 9, 436, 492	1-1133 24 Mar 48 (1 x colm 5)	62 (each)	272

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a. Group assignment of bombardment squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E's indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Eighth Air Force.

c. Equipment is authorized in accordance with appropriate columns of T/O&E's cited above.

SECTION III

CONSTITUTION AND ACTIVATION OF 7TH BOMBARDMENT WING, HEAVY.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 20 July 1948, are further assigned to the Eighth Air Force and will be activated by the Commanding General thereof, at Carswell Air Force Base, effective 1 August 1948:

Colm 1	Colm 2	Colm 3 Auth'd Strength OFF	EM	Colm 4 Assignment
Hq & Hq Sq, 7th Bomb Wg, Heavy	1-1011 24 Mar 48 (1 x colm 5)	25	51	7th Bombardment Wing, Heavy
Hq, 7th Maintenance and Supply Gp	1-7012 24 Mar 48 (1 x colm 5)	4	8	7th Maintenance and Supply Group
7th Maintenance Sq, Bomb, Heavy	1-7133 24 Mar 48 (1 x colm 5)	13	204	7th Maintenance and Supply Group
7th Supply Sq, Bomb, Heavy	1-7134 24 Mar 48 (1 x colm 5)	7	114	7th Maintenance and Supply Group
Hq & Hq Sq, 7th Air Base Gp	1-8012 24 Mar 48 (1 x colm 5)	9	58	7th Air Base Group
7th Communications Sq, Bomb, Heavy	1-8013 24 Mar 48 (1 x colm 5) (delete 1 lt (SSN 4415) colms 5 and 9 on line 22-1/2 and add 1 lt (SSN 2110) colms 5 and 9 on line 22-1/2)	4	50	7th Air Base Group
7th Air Police Sq, Bomb, Heavy	1-8014 24 Mar 48 (1 x colm 5)	4	71	7th Air Base Group
7th Food Service Sq, Bomb, Heavy	1-8015 24 Mar 48 (1 x colm 28)	4	145	7th Air Base Group

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Colm 1	Colm 2	Colm 3 Auth'd Strength OFF	EM	Colm 4 Assignment
7th Installations Sq, Bomb, Heavy	1-8136 24 Mar 48 (1 x colm 5)	4	100	7th Air Base Group
7th Motor Vehicle Sq, Bomb, Heavy	1-8137 24 Mar 48 (1 x colm 5)	4	153	7th Air Base Group
7th Base Service Sq, Bomb, Heavy	1-8018 24 Mar 48 (1 x colm 5)	2	64	7th Air Base Group
7th Finance Disbursing Unit, Bomb, Heavy	1-8019 24 Mar 48 (1 x colm 6)	2	11	7th Air Base Group
7th Station Medical Group	8-450 4 Dec 44 (1 x colm 6)	4	24	7th Bombardment Wing, Heavy

a. Group and squadron assignment are as indicated in column 4 above.

b. Concurrently with the activation of the Headquarters and Headquarters Squadron, 7th Bombardment Wing, Heavy, the groups listed below are assigned to the 7th Bombardment Wing, Heavy:

7th Bombardment Group, Heavy
7th Maintenance and Supply Group
7th Air Base Group
7th Station Medical Group

c. Units will be organized in accordance with appropriate columns of T/O&E's indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Eighth Air Force and to the fullest extent from units discontinued in section I. Personnel rendered surplus will be absorbed in other United States Air Force units.

d. Equipment is authorized in accordance with appropriate columns of T/O&E's cited above.

SECTION IV

ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES.--1. Concurrently with the activation of the Headquarters and Headquarters Squadron, 7th Bombardment Wing, Heavy, the units listed below are assigned to the 7th Bombardment Wing, Heavy:

585th AF Band
*2d Aviation Squadron

*Colored enlisted personnel.

2. Concurrently with the activation of the Headquarters and Headquarters Squadron, 7th Air Base Group, the following air force activities are assigned to the 7th Air Base Group:

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Station	AF Activity
Carswell Air Force Base	AF Staging Area) AF Separation Point) AF Assembly Station)

SECTION V

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D.C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter, this headquarters, SAC 320 (9 Jun 48), subject: "Administrative Procedures for Effecting Replacement of T/D-PAL Wings by T/O&E Wing," dated 9 June 1948.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 796e), subject: "Discontinuance of the Headquarters and Headquarters Squadron, 7th Bombardment Wing, Very Heavy, and Certain other Air Force Units; Constitution, Activation, and Reorganization of Certain Air Force Units," dated 20 July 1948.

b. AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 33)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 12 July 1948

CONSTITUTION AND ACTIVATION OF THE 43D AND 509TH AIR REFUELING SQUADRONS, MEDIUM.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 30 June 1948, are further assigned to the Eighth Air Force, effective 0001, 19 July 1948. Concurrently with assignment the Commanding General, Eighth Air Force will activate the units at stations indicated:

Unit	T/O&E	Authorized Strength OFF	Authorized Strength EM	Station
43d Air Refueling Squadron, Medium	1-1114 23 Jun 48 (1 x cols 6)	132	315	Davis-Monthan AF Base, Tucson, Arizona
509th Air Refueling Squadron, Medium	1-1114 23 Jun 48 (1 x cols 6)	132	315	Walker AF Base, Roswell, New Mexico

2. Concurrently with activation the units are assigned to the groups indicated:

Unit	Group Assignment
43d Air Refueling Squadron, Medium	43d Bombardment Group
509th Air Refueling Squadron, Medium	509th Bombardment Group

3. Units will be organized in accordance with appropriate columns of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force.

4. Equipment is authorized in accordance with appropriate column of T/O&E cited.

5. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

7. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

8. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and current instructions issued by this headquarters.

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9. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 799e), subject: "Constitution and Activation of the 43d and 509th Air Refueling Squadrons, Medium," dated 30 June 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Sixth Army, Presidio of San Francisco, California
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Division, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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Basic ltr to CG AAF, 2nd Ind 2 Jan 46, subj: Air-to-Air Refueling of Bombardment Aircraft

2nd Ind 21 May 1946

Department of the Air Force, Headquarters, U. S. Air Force, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Field, Washington 25, D. C.

1. Since receiving your first indorsement to the attached basic communication, the air-to-air refueling project has been firmly established under the Gem Program and work is going ahead on this program on a high priority basis.

2. In order that requirements over and above those provided for in the present program may be met quickly and without immobilizing large portions of our bombing force, the following plan has been established as a continuation of the Gem Program:

a. All B-50's and B-36A's will be Saddletree modified on the production line.

b. All B-50's will be prepared for Suralist modification on the production line. The refueling equipment may not be installed, but enough design work should be incorporated in the airplane so that complete Suralist modification can be quickly made when required.

c. All B-36A's will be Superman modified on a retrofit basis after they are released by Strategic Air Command from the transition program.

d. All Saddletree aircraft, which B-36B's, not Suralized in production line, will be Suralized by retrofit modification as soon as possible.

e. Four (4) additional squadrons of B-29's will be Superman modified as soon as possible.

f. All F-13's, B-29 RCM, and B-29 Weather aircraft in units and scheduled for units will be Suralist modified.

g. All B-50B's on schedule for Strategic Air Command will be Suralist modified in production line.

h. All reconnaissance B-50C aircraft will be Suralist modified in production line.

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GENERAL ORDERS)
NUMBER 43)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 2 August 1948

	SECTION
REDESIGNATION AND REORGANIZATION OF 22D BOMBARDMENT GROUP, MEDIUM	I
CONSTITUTION AND ACTIVATION OF 22D BOMBARDMENT WING, MEDIUM	II
ATTACHMENT OF UNIT	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

REDESIGNATION AND REORGANIZATION OF 22D BOMBARDMENT GROUP, MEDIUM.--1. Announcement is made of the redesignation of the units listed below, effective 28 July 1948. Effective 0001, 1 August 1948, the Commanding General, Fifteenth Air Force, will reorganize the units at Smoky Hill Air Force Base, Salina, Kansas, as indicated:

Present Designation	New Designation	T/O&E	Auth'd Strength OFF	Auth'd Strength EM
Hq, 22d Bombardment Group, Very Heavy	Hq, 22d Bombardment Group, Medium	1-1112 24 Mar 48 (1 x colm 5)	14	28
Bombardment Squadron, Very Heavy 2, 19, 33	Bombardment Squadron, Medium 2, 19, 33	1-1113 24 Mar 48 (1 x colm 5)	49	198 (each)

a. Group assignment of bombardment squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Fifteenth Air Force. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade.

c. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

SECTION II

CONSTITUTION AND ACTIVATION OF 22D BOMBARDMENT WING, MEDIUM.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 28 July 1948, are further assigned to the Fifteenth Air Force and will be activated by the Commanding General thereof at Smoky Hill Air Force Base, Salina, Kansas, effective 1 August 1948:

Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength OFF	Colm 3 Auth'd Strength EM	Colm 4 Assignment
Hq & Hq Sq, 22d Bombardment Wing, Medium	1-1011 24 Mar 48 (1 x colm 5)	25	51	22d Bombardment Wing, Medium

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Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	OFF	EM	Assignment
Hq, 22d Maintenance and Supply Group	1-7012 24 Mar 48 (1 x colm 5)	4	8	22d Maintenance & Supply Group
22d Maintenance Sq, Bombardment, Medium	1-7113 24 Mar 48 (1 x colm 5)	10	172	22d Maintenance & Supply Group
22d Supply Sq, Bombardment, Medium	1-7114 24 Mar 48 (1 x colm 5)	7	85	22d Maintenance & Supply Group
Hq & Hq Sq, 22d Air Base Group	1-8012 24 Mar 48 (1 x colm 5)	9	58	22d Air Base Group
22d Communications Sq, Bombardment, Medium	1-8013 24 Mar 48 (1 x colm 5) (Delete 1 Lt (SSN 4415) Colms 5 and 9 on line 22½ and add 1 Lt (SSN 2110) Colms 5 and 9 on line 22½)	4	50	22d Air Base Group
22d Air Police Sq, Bombardment, Medium	1-8014 24 Mar 48 (1 x colm 5)	4	71	22d Air Base Group
22d Food Service Sq, Bombardment, Medium	1-8015 24 Mar 48 (1 x colm 25)	4	129	22d Air Base Group
22d Installations Sq, Bombardment, Medium	1-8116 24 Mar 48 (1 x colm 5)	4	82	22d Air Base Group
22d Motor Vehicle Sq, Bombardment, Medium	1-8117 24 Mar 48 (1 x colm 5)	4	128	22d Air Base Group
22d Base Service Sq, Bombardment, Medium	1-8018 24 Mar 48 (1 x colm 5)	2	64	22d Air Base Group
22d Finance Disbursing Unit, Bombardment, Medium	1-8019 24 Mar 48 (1 x colm 4)	2	9	22d Air Base Group
22d Station Medical Group	8-450 4 Dec 44 (1 x colm 6)	4	24	22d Bombardment Wing, Medium

a. Group and squadron assignment are as indicated in column 4 above.

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b. Concurrently with the activation of the Headquarters and Headquarters Squadron, 22d Bombardment Wing, Medium, the groups listed below are assigned to the 22d Bombardment Wing, Medium:

22d Bombardment Group, Medium
22d Maintenance & Supply Group
22d Air Base Group
22d Station Medical Group

2. Units will be organized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above. Personnel will be furnished from sources under the control of the Commanding General, Fifteenth Air Force.

3. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

SECTION III

ATTACHMENT OF UNIT.--1. Effective 0001, 1 August 1948, the following unit is attached to the bombardment wing indicated:

Unit	Attached To
22d Bombardment Wing, Medium	301st Bombardment Wing, Medium

SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and current instructions in effect issued by this headquarters.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 512e), subject: "Constitution, Activation, and Reorganization of Certain Units of the 22d Bombardment Wing, Medium," dated 28 July 1948.

b. AFR 55-15.

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BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Illinois
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 87)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
16 December 1948

	SECTION
CONSTITUTION AND ACTIVATION OF 2D AIR REFUELING SQUADRON, MEDIUM	I
REORGANIZATION OF 2D BOMBARDMENT WING, MEDIUM	II
ADDITIONAL INSTRUCTIONS	III

SECTION I

CONSTITUTION AND ACTIVATION OF 2D AIR REFUELING SQUADRON, MEDIUM.--1. The following unit, having been constituted and assigned to the Strategic Air Command, effective 27 October 1948, is further assigned to the Eighth Air Force and will be activated by the Commanding General thereof at Davis-Monthan Air Force Base, Tucson, Arizona, effective 1 January 1949:

Unit	T/O&E	Auth'd Strength OFF	AIRMEN
2d Air Refueling Sq, Medium	1-1114 23 Jun 48 1 x colm 6	132	315

2. Concurrently with activation, unit is assigned to the 2d Bombardment Group, Medium.

3. Unit will be organized in accordance with appropriate column of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force. Until further notice, the 2d Air Refueling Squadron, Medium will be activated at record strength of one officer and one airman. Authority for manning this unit to full T/O&E strength will be announced at the appropriate time by separate communication.

4. Equipment is authorized in accordance with appropriate column of T/O&E cited, and Strategic Air Command Development Program. Supply priority for this unit has been established as IIBI.

SECTION II

REORGANIZATION OF 2D BOMBARDMENT WING, MEDIUM.--1. Effective 1 January 1949, the Commanding General, Eighth Air Force, will reorganize the units listed below as indicated:

Unit	T/O&E	Auth'd Strength OFF	WO	AIRMEN
Hq & Hq Sq, 2d Bombardment Wg, Medium	1-1011, 24 Mar 48 1 x colm 6 as changed by 1-0001, 1 Sep 48	34		75

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Unit	T/O&E	Auth'd Strength OFF	WO	AIRMEN
Hq, 2d Bomb Gp, Medium	1-1112, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	23		49
Bombardment Squadron, Medium 20, 49, 96	1-1113, 24 Mar 48 1 x colm 6	117	(each)	374
Hq, 2d Maintenance and Supply Gp	1-7012, 24 Mar 48 1 x colm 6	8		16
2d Maintenance Sq, Bomb Medium	1-7113, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	15		277
2d Supply Sq, Bomb, Medium	1-7114, 24 Mar 48 1 x colm 6	13		302
Hq & Hq Sq, 2d Air Base Group	1-8012, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	21		78
2d Communications Sq, Bomb, Medium	1-8013, 24 Mar 48 1 x colm 6	8		81
2d Air Police Sq, Bomb, Medium	1-8014, 24 Mar 48 1 x colm 6	5		110
2d Food Service Sq, Bomb, Medium	1-8015, 24 Mar 48 1 x colm 43	5		252
2d Installations Sq, Bomb, Medium	1-8116, 24 Mar 48 1 x colm 6	4		132
2d Motor Vehicle Sq, Bomb, Medium	1-8117, 24 Mar 48 1 x colm 6	5		207
2d Base Service Sq, Bomb, Medium	1-8018, 24 Mar 48 1 x colm 6	2		93
2d Finance Disbursing Unit, Bomb, Medium	1-8019, 24 Mar 48 1 x colm 12	2	1	17
2d Station Medical Group	8-450, 4 Dec 44 1 x colm 6	4		24

2. Wing or group assignment remains unchanged.

3. a. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force.

b. Units will be organized in accordance with columns of T/O&E's cited in paragraph 1 and Strategic Air Command Development Program.

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited, and Strategic Air Command Development Program.

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SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

4. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 885e), subject: "Constitution, Activation, and Reorganization of Certain Units of the 2d Bombardment Wing, Medium," dated 27 October 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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AIR FORCE LETTER)
NO. 67-23)

DEPARTMENT OF THE AIR FORCE
WASHINGTON, 24 NOVEMBER 1948

SUPPLY

Initial Supply of T/O&E Equipment to New Units

(Effective until 24 May 1950 unless sooner rescinded or superseded.)

	Paragraph
Purpose and Scope	1
General	2
Responsibilities	3
Procedure	4
Implementing Instructions	5
References	6

1. Purpose and Scope. This Letter prescribes the general policies and procedures applicable for initially equipping Air Force T/O&E units to be activated under the 70-group program.

2. General:

a. In order that the initial allowances of T/O&E equipment can be supplied to new units with a minimum cost of transportation, packing, handling, etc., the Commanding General, Air Materiel Command, is empowered to direct issues of Air Force and Technical Service items available in stocks at Air Force bases which are carried on the accountable records of the base accountable officer. Care will be exercised so that directed issues will not result in immediate subsequent requisitioning of replacements to meet current requirements.

b. To establish a relationship with Department of Army supply depots and the chiefs of the Technical Services conducive to a more efficient supply distribution, it has been determined to reduce to a minimum the number of Air Force representatives to approach those agencies regarding problems being encountered with the supply of Technical Service items. This responsibility is set forth in paragraph 3a.

3. Responsibilities:

a. The Commanding General, Air Materiel Command, is responsible for:

(1) Mechanical preparation of AF Form 104β-1, necessary to effect initial supply of all AF-procured T/O&E items to the new units.

(2) Mechanical preparation of the Unit Property Record and Equipment List (AF Form 115).

(3) Performing necessary liaison with the chiefs of the Technical Services regarding all problems, exclusive of policy matters, being encountered with the supply of Technical Service items. Policy matters will be referred to the Chief of Staff, USAF, ATTENTION: Director of Maintenance, Supply, and Services, DCS/M, Washington 25, D. C.

(4) Designating project officers at Air Materiel areas to perform necessary liaison with project officer designated by other major air commands, and with the Department of Army supply depots regarding all problems encountered with supply of the new units.

(5) Maintaining adequate records, currently reflecting equipment completeness of the new units (to include status of items extracted, back-ordered, or listed on shipping orders).

(6) Prescribing in AFM 67-1 the detailed operating procedures necessary to perform effectively responsibilities enumerated in this Letter.

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b. Commanding generals of other major air commands are responsible for:

(1) Designating project officers to effect necessary liaison with the Air Materiel Command on all supply problems pertaining to activating units to be placed under his jurisdiction.

(2) Providing staff supervision and direction for equipping new units to be activated within his command.

(3) Providing over-all supervision and direction of all matters pertaining to equipping units to be housed on an Air Force base under his command.

c. The responsibilities set forth herein are in addition to those responsibilities delegated in AFR 20-31 and AFM 67-1.

4. Procedure:

a. Upon receipt of the activation notice or orders citing equipment authorization, Headquarters, Air Materiel Command, will issue a supply directive and prepare AF Form 115 for all T/O&E Air Force and Technical Service items which will be forwarded direct to the base accountable officer of the installation at which the unit is to be activated. Concurrently, Headquarters, Air Materiel Command, will prepare AF Form 104B-1 for Air Force items which will be forwarded direct to the appropriate Air Materiel area.

b. The Air Materiel area project officer will:

(1) Determine, to the fullest possible extent, the items and quantities to be furnished from Air Force base stocks, which are excess to current requirements.

(2) Take appropriate action to supply the remainder of the items listed on the Form 104B-1.

(3) Insure that appropriate action is taken to obtain the Technical Service items.

c. The base accountable officer will, in accordance with the provisions of AFM 67-1, prepare "Special" requisitions to the initial source of supply for the Technical Service items listed in AF Form 115, less the items and quantities furnished from base stocks. The Department of Army has agreed to process the requisitions in the manner prescribed in section III, DA circular 228, 1948, and as further implemented by the Technical Services.

5. Implementing Instructions. Implementing instructions as are necessary to equip effectively the new units being activated will be issued by the Commanding General, Air Materiel Command.

6. References. Reference is made to AR 210-10, AFR 20-31, and AFM 67-1.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG
Chief of Staff, United States Air Force

OFFICIAL:

L. L. JUDGE
Colonel, USAF
Air Adjutant General

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6 Jan 1948

By Authority of the [illegible]

[illegible] Jan 1948 [illegible] Peterson
(Date) (Initials)

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By Authority Co, SAC

SUBJECT: Air-to-air Refueling of Bombardment Aircraft

10 Jan 1948 Alan D. Carson
Date

ALAN DONCAU
Col., USAF

9

TO: Commanding General
Strategic Air Command
Andrews Field
Washington 25, D. C.

1. Reference your letter SAC 452.11 (1% Oct 47) and subsequent answer, plans are being forward for the modification of a prototype tanker and bomber aircraft. An experimental program is now under way on air-to-air refueling with the preliminary studies indicating that this method of refueling is practicable. However, no action has been taken to install necessary equipment for air-to-air refueling on production type aircraft or to provide numbers of tanker aircraft. The following program is proposed by this headquarters:

a. A prototype tanker and bomber aircraft be provided from 1948 Funds and that these aircraft be assigned to Strategic Air Command for training purposes.

b. One hundred (100) B-29 tankers be provided from 1949 Funds.

c. B-50 type aircraft be modified for single-point refueling as they come off the production line.

d. Single-point refueling be installed in production B-50D type aircraft.

2. It is highly desirable that a realistic program be initiated at once that will conform with the needs of your command and that can be expected to be accomplished in accordance with expected budgetary considerations.

3. Your comments and/or recommendations are requested.

/s/t/ F. H. SMITH, JR.
Brigadier General, USAF
Chief Requirements Division
Directorate of Training &
Requirements

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By authority of the CG, USAF

17 Jan 1956 Col. L. L. Peterson
(Date) (Initials)

SUBJECT: Air Refueling

1st Ind

HQ

Headquarters, Strategic Air Command, Andrews Air Field, Washington 25, D. C., 18 FEB 1948

TO: Chief of Staff, United States Air Force, Washington 25, D. C.

1. The plans outlined above are concurred in except for delaying the procurement of B-29 tankers until fiscal year 1947. There are at present over 700 B-29 aircraft in storage at Tucson which would be ideal for conversion. It is strongly recommended that immediate action be initiated to convert 200 of these B-29's to tankers. Concurrently with the conversion of the B-29's, it is recommended that the 32 specially modified B-29 aircraft of the 509th Bomb Group and the first 33 B-50 aircraft delivered to the Strategic Air Command be modified for single-point refueling.

2. Reference report of the Heavy Bombardment Committee submitted approximately 30 November 1947. Attention is invited to Section IV, paragraph 2 which states in part, "1. Air Materiel Command take the most expeditious action, consistent with the attainment of Recommendation #1, to modify in quantities B-29 and B-36 aircraft as tankers to refuel bombers." It is recommended that in addition to the program outlined in basic letter, research and development be undertaken to convert the B-36's to tankers inasmuch as the large bulk and low speed of these aircraft make their use as a combat aircraft impractical. If conversion of B-36's to tankers is found to be feasible, then a proportionate reduction in the 200 B-29 project would be desirable.

3. Until such time as combat aircraft are delivered, that have a combat radius of 5000 miles at practical airspeeds (approximately 300 mph), the most feasible solution to reaching priority targets in a minimum time is by air refueling. Tanker and combat aircraft both equipped for single point refueling will provide the only expeditious method of reaching potential enemy priority target areas from reasonably secure bases now under the control of the United States.

FOR THE COMMANDING GENERAL:

/s/ CLEMENT MCNAUGHEN
Major General, U.S. Air Force
Deputy Commander

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MQM

SAC 400 (8 Sep 48)

8 September 1948

SUBJECT: Expendable Supplies

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TO: Commanding Officer
56th Fighter Wing
Selfridge Air Force Base
Selfridge Field, Michigan

1. Reference is made to T/A 10-100.

2. In order to provide for an equitable distribution of certain expendable supplies during the Fiscal Year 1949, it is proposed to place supply of these items within the ZI on a monetary allowance basis in the same manner in which oversea commands are now being supplied.

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3. Credit will be expressed as a monetary allowance for each Air Force major command, ZI, Army Area, Military District of Washington, and for Technical and Administrative Services for installations under their administrative control. The headquarters of these commands will break the credits down into an allocation for each post, camp, station, base or other authorized requisitioning agency.

4. The monetary allowance will be determined basically on the United States Army and Air Force troop strengths and requirements for technical and administrative service installations where such requirements do not lend themselves to troop strength application. The assets will be divided to provide separately for the needs of oversea commands. The monetary allowance will represent an equitable share of the total estimated available assets of stocks and funds appropriated by Congress.

5. The system, in general, will work as follows:

a. Pro rata shares for oversea commands and technical service installations will be deducted from the total assets expected to be available and remaining available assets in the Zone of Interior for the period to be covered will be evaluated and apportioned between the Army and the Air Force on a per capita basis against the projected strength figures.

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concerned that the provisions of AF Regulation 65-45 are not conducive to maximum operational efficiency. When WD AGO FORM 14-110 is used, the applicable provisions for recording, inventorying of this section covering the accounting for T/[illegible] property as set forth above will be complied with by the organizational supply officer or his designee. The 15 days level of supply authorized in paragraph ___ of AF Regulation 65-41 and 65-41A will be listed on AF Form 64, Bin Card, for record receipts and issues of property. Further, when it has been administratively determined by the major Air Force Command concerned that a small stock of aircraft spare parts other than the above supplies are essential to safe delivery of aircraft to a destination outside the continental limits of the United States, such aircraft spare parts will be issued and dropped from accountability. WD AGO Form 444, Issue Slip, will be used for this purpose. The issue slip will be annotated with the following statement "The property listed hereon is essential to safe delivery of aircraft being flown in accordance with attached copy of operations order No. _____ dated _____, together with the approval of the major command." These parts will be listed on WD AGO Form 64, Bin Card. Upon completion of the flight or the return of aircraft to the parent base, all unused spare parts will be turned in to the base accountable officer on WD AGO Form 447, Turn-In Slip.

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spaces vertically from the top of the item listing to the start of the next item listing.

b. Location will be shown in Column 10 by inserting the account numbers assigned in compliance with paragraph 9e. As issues or turn-ins by individuals or sections are made the amounts in the location column will be changed to properly reflect the balance of the supplies and equipment held by individuals or sections. Columns will be ruled vertically by unit supply personnel as required to provide columns for individual accounts.

11. There will be readily accessible filed in a binder and maintained by the same individual charged with the responsibility for maintaining the Unit Property Record and Equipment List, USAF Form 115, the following information and such additional information as the Commanding Officer of the unit deems necessary:

a. Activation Orders.

b. Copy of latest approved T/O&E.

c. Copy of Equipment Modification List (EML).

d. All T/A authorizations.

e. Any special instructions covering application of the T/O&E.

12. Pending the receipt by USAF T/O&E organizations of the Unit Property Record and Equipment List, USAF Form 115, mentioned herein, the temporary use of WD AGO Form 14-110 Company (Unit) property record is authorized when such units are "alerted" or when on extended TDY from their parent Air Force Base for periods in excess of 30 days or when it is administratively determined by the Major Air Force Command

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complete item identification of items authorized. In addition, when applicable, the DoD-12 series Technical Order reference will be listed on the same line as the major noun of the unit.

b. Column 2 lists the authorized allowance of the item opposite the major noun of the unit. The figure marked with the asterisk is the total authorization of that individual item for the unit concerned.

c. In column 3 enter the amounts determined to be on hand by the physical inventory as prescribed in paragraph 7a(1).

d. In Column 4, enter the issue slip number assigned in accordance with paragraph 9c.

e. In Column 5, enter the amount requested on subject issue slip.

f. In Column 6, enter the amount due in against the issue. Initially, this amount will be the same as that requisitioned. As items are received, this figure will be erased and reduced by the amount received, and the new total on hand column increased accordingly.

g. In Column 7, enter the turn-in slip number assigned in accordance with paragraph 9c.

h. In Column 8, enter the actual amount turned in by subject turn-in slip.

i. In Column 9, enter the current balance on hand as reflected by the transactions. This figure will be entered directly opposite the total basic allowance figure.

j. Sufficient space is provided for a continuous record of entries in columns 4 through 8, limited only by the number of

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b. The Commanding General of the major command concerned will be responsible for:

(1) Notifying Headquarters, Air Materiel Command, of any major change in the location, organization, or mission of the unit.

(2) Full compliance by units under his command of the provisions of this directive.

(3) Notifying the Commanding General, Air Materiel Command, of any newly activated units for which a Unit Property Record and Equipment List, AAF Form 115, is required.

c. Installation or Wing commanding officers are responsible for:

(1) Insuring that the provisions of this regulation are complied with by all concerned.

(2) Providing adequate and suitable storage space for each T/O&E organization for proper storage of T/O&E property by the organization.

(3) Assuring that each T/O&E organization maintains accurate up-to-date records, that prescribed physical inventories are made, and that T/O&E property is properly cared for, safeguarded, and maintained.

d. Organization commanding officers are responsible for:

(1) Having authorized T/O&E supplies and equipment prescribed for the organization on hand and in a serviceable combat condition, or having a satisfactory explanation for supplies and equipment

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that are missing.

(2) Directing that physical inventories be accomplished immediately upon receipt of a new Unit Property Record and Equipment List, USAF Form 115, or at least once every six (6) months to insure that all T/O&E property of his unit is complete and serviceable. The results of this inventory will be entered on the certificate provided for this purpose in the front of the book.

(3) Insuring that all officers and enlisted personnel under his control are properly instructed in the care and maintenance of T/O&E supplies and equipment, and rigidly enforcing such instructions.

(4) Appointing a qualified organization supply officer (responsible property officer).

(5) Insuring that, upon deactivation of the organization, all T/O&E property recorded on the Unit Property Record and Equipment List, USAF Form 115, and all other property in the possession of the organization, whether recorded on the Unit Property Record and Equipment List, USAF Form 115, or not, is returned to the base accountable supply officer at the present home station of the unit.

c. Organization supply officers (responsible property officers) are responsible for:

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(1) Maintaining accurate and current records of T/BE property as prescribed in this regulation.

(2) Designating, if required, one or more authorized representatives to receipt for property in his (the responsible property officer's) name.

(3) Supervising the packing and crating of T/BE property for which he is responsible prior to shipment.

(4) Assuming responsibility for all supplies and equipment under his control, whether he receipts for it or not.

(5) Returning to the appropriate accountable supply officer all property, either serviceable or unserviceable, which has been determined excess to organizational requirements by authorized changes to T/BE's.

f. Installation accountable supply officers are responsible for:

(1) Issuing authorized supplies and equipment to T/BE organizations.

(2) Processing requisitions for all T/BE supplies and equipment not available in base stocks.

g. The Commanding Generals of the Air Materiel Areas are responsible for:

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(1) Inclusion in the Air Materiel Area Stock Balance and Consumption report of items of equipment authorized andin possession of AF Units as indicated on the third copy, yellow, when received from the installation commander.

(2) Redistribution of excesses as reported on Unit Property Record and Equipment List, USAF Form 115.

(3) Analysis and Stock Control planning based upon information received from Unit Property Record and Equipment List, USAF Form 115, from installations within his geographical area.

6. Action by the Commanding General of the Appropriate AMA on the Third Copy, Yellow, of the Unit Property Record and Equipment List, USAF Form 115. Promptly upon receipt by the AMA of the third copy, yellow, of the Unit Property Record and Equipment List, USAF Form 115, an analysis will be made of the status of organizational equipment listed thereon and required redistribution effected of excesses reported. An analysis will likewise be made of the shortages as reflected in Column 3 to determine if available depot stocks are sufficient to meet total AMA anticipated requirements. A compilation will be made of items of equipment in possession of organizations and this property included in the AMA Stock Balance and Consumption Report as follows:

a. Column 7, Due In - Include in this column all authorizations as indicated in Column 2.

b. Column 9, Due Out - Include in this column all

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organizational property as indicated in Column 2, Physical Inventory. When the requisitions of organizational property is received by the Commanding General, ASF, adjustments will be made to current and projected program requirements if necessary.

7. Termination of Accountability for T/O&E Property by Accountable Unit Property Officers.

a. Termination of accountability for T/O&E property now held on T/A from base accountable officers.

(1) Initially unit property officers will receive three copies of the Unit Property Record and Equipment List, WD, AGO Form 115, (White, light blue, and yellow). Immediately upon receipt of these copies the unit property officer will conduct a physical inventory of all T/O&E property in the possession of the unit. Amounts of each item on hand as revealed by this inventory will be entered in ink or indelible pencil in Column 2 (Physical Inventory Column) of all copies of the Unit Property Record and Equipment List, WD, AGO Form 115. During the process of taking the physical inventory, substitute items as distinguished from the authorized items will undoubtedly be in the possession of the organization. It will therefore be necessary to correct the Part Number and related item description appearing in Column 1. Approved authorization other than those covered by 65-46 will be listed.

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(2) The following certificate signed by the unit supply officer will be placed on the last page of the first two copies of the Unit Property Record and Equipment List, USAF Form 115 (White and Blue copies only).

Date_____

"I certify that I have personally inventoried, or caused to be inventoried, the T/E property in the possession of_____, and (Designation of unit)
that the amounts entered in Column 3 (Physical Inventory Column) of the Unit Property Record and Equipment List, consisting of page No.____ to Page No._____inclusive, for each item, represent the actual amounts in the possession of said unit to the best of my knowledge and belief, and for which I assume responsibility under the provisions of AR 35-6520."

_____
(Signature of Unit Property Officer)

In addition, the unit commander will certify that he has read and approves the physical inventory.

(3) The second copy of the Unit Property Record and Equipment List, USAF Form 115 (Light blue) will be forwarded to the base accountable supply officer. The base accountable supply officer will check the quantities listed in Column 3 against the current consolidated memorandum receipt of the unit. Current procedure for

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accounting for lost, damaged, or stolen property will be followed in the event shortages are revealed between the quantity listed as in Column 9 and that indicated on the consolidated memorandum receipt.

(4) The base accountable officer will assign a credit voucher number to the second copy of the Unit Property Record and Equipment List, USAF Form 115, and the quantities listed thereon will be posted to the 105F2 card of the stock record account as a transfer in Column 9 and decreasing Column 15 accordingly. This posting will be made immediately upon receipt of the Unit Property Record and Equipment List, USAF Form 115, regardless of whether or not discrepancies are found to exist. The Unit Property Record and Equipment List, USAF Form 115, will then be filed in numeric order in the voucher file. Upon final adjustment of all discrepancies existing between the Unit Property Record and Equipment List, USAF Form 115, and the consolidated M/R, the base accountable supply officer will forward to the unit the M/R jacket files and consolidated M/R currently in the possession of the base accountable officer. These documents will be forwarded by a letter of transmittal stating that all

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discrepancies existing between the Unit Property Record and Equipment List dated _____ (Date of UPREEL) and M/R account number _____, have been adjusted, the balances as listed in Column 3 of the Unit Property Record and Equipment List posted as a credit to the stock record account of _____ (Stock Record Acct No.) and accountability terminated. At this same time a new consolidated M/R covering property other than T/O&E property will be prepared and forwarded to the unit.

(6) The M/R Jacket Files and consolidated M/R will be retained in the possession of the unit for a period of six (6) months or until a new Unit Property Record and Equipment List has been accomplished, at which time they will be disposed of in accordance with Part I, AF Manual 67-1.

(7) The procedures outlined in 3, 4, and 5 above and the adjustment of discrepancies, will not, however, preclude the placing into effect of the procedures for the maintenance of the Unit Property Record and Equipment List. Such procedures will be placed in effect immediately upon completion of the physical inventory. Any documents used to adjust shortages between the Unit Property Record and Equipment List and the current consolidated

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T/O will be filed by the unit separately from documents supporting postings to the Unit Property Record and Equipment List.

b. The third copy of the Unit Property Record and Equipment List will be forwarded direct to the appropriate Air Materiel Area through base channels.

c. The designation of the T/O&E organization to which the shipment is being made will be entered in the accountability space on the shipping documents or in the "To" space on the issue documents. All such documents will be stamped, "T/O&E PROPERTY ACCOUNTABILITY [illegible]."

d. Copies of all such shipping and issue documents will be maintained in the auditor's file, as prescribed in Part I, AF Manual 67-1.

7. Dropping from Accountability Class 17B tools. It will not be necessary to prepare an Inventory Adjustment Voucher, Air Force Form 45, to effect a change in nomenclature in order to drop Class 17B items issued to the organization as sets and kits, 00-30 series Technical Orders, in view of the provisions of MAC Directive 67-47. Shipping documents AF Form 1049 will be prepared by the Accountable Officer in quadruplicate. All Class 17B kits as currently carried on memorandum receipt will be listed. The shipping documents will be annotated "To be physically inventoried and the quantity on hand indicated in Column 4 of the Unit Property Record and Equipment List, USAF Form 115, by component as listed on the attached serial numbered

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packing list." The entries of Form 1049 will have entered the appropriate unit's property packing list automatically if available. Otherwise, the property book officer will enter the appropriate data from Form 1049 on the packing list. The copy of Form 1049 will be noted to the effect that property is shipped under the packing list number and date. The original copy of Form 1049 and the packing list attached will be forwarded to the Organizational Property Officer for verification of the quantity on hand at the time of inventory. Any adjustment necessary between the quantities shown and the quantities on hand will be made as prescribed herein. The copy of the Form 1049 filed in the Property Officer's "Suspense" file need not have a copy of the packing list attached.

b. Property records to be maintained by unit organization.

(1) Organizational supply officers (organization responsible property officers) will maintain the Unit Property Record and Equipment List, DA AF Form 115, for all authorized items of T/BA equipment in such a manner that it will reflect at all times the status of unit property. The Unit Property Record and Equipment List, DA AF Form 115, will be prepared from the T/BA, T/A, letters and other pertinent publications applicable to the unit, and will be considered the list of equipment authorized by the unit. It may be so used by the base accountable officer in editing requests for supplies received by the organization. Any discrepancies noted between the Unit Property Record and Equipment List and applicable

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Basic ltr to CG, [illegible], dtd 8 Jan 46, subj: Air-to-Air Refueling of Combardment Aircraft

i. All reconnaissance B-49's will be Muralist modified in production line.

j. Each of the three (3) Strategic Reconnaissance Groups (Photo) will be provided with sixteen (16) Superfort aircraft per group for peacetime operation and provisions for 50% overstrength for wartime.

3. It is pointed out that the completion schedule on certain portions of the above program will depend entirely upon the availability of funds. Likewise, personnel availability will determine when the supporting units mentioned in paragraph 2 j will be manned.

BY [illegible] OF STAFF:

/s/ Thomas D. Foster
/t/ [illegible]
Brigadier General, USAF
Chief Requirements Division
Directorate of Training &
Requirements

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SAC 353 (19 Feb 48) 19 February 1948

SUBJECT: Training of Maintenance and Supply Personnel in Proper Reporting Procedures

TO: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas
Commanding General, Fifteenth Air Force, Colorado Springs, Colorado
Commanding General, 307th Bombardment Wing VH, MacDill Air Force Base, Tampa 8, Florida
Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.

Originator
Phone
CG
DC
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Jud Advoc
D/INT
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Installations
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ADJ GEN

1. Certain maintenance and supply reports received in this headquarters in compliance with existing directives contain many discrepancies. These discrepancies clearly indicate either a lack of knowledge of the directives covering the preparation of the reports or a lack of appreciation of the importance of their accuracy on the part of personnel responsible for their preparation.

2. This headquarters relies upon the accuracy of reports as planning factors and for data upon which to base decisions regarding required action. In order that accurate planning may be made and proper action taken, it is mandatory that reports reaching this headquarters be accurate in every respect.

3. In checking and using these reports numerous errors are discovered resulting in unnecessary work and confusion. In some cases it has been found that, although personnel have received the correct regulation, there is still a complete disregard for making the proper entries when preparing the report. In other cases it has been discovered that, although a directive instituting a change in reporting procedure has been received on a base, the personnel responsible for completing reports are not aware of the change for some time thereafter simply because those responsible personnel have never received the revised directive.

4. It is directed that classes be conducted on the proper preparation of the aircraft status reports listed below and all maintenance, supply and other personnel responsible in any way for the preparation of one or more of these reports be required to attend. The Statistical Control Officer at

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12 Feb 48

A4D2 353
Subj: Training of Maintenance and Supply Personnel in Proper Reporting Procedures

each base has a complete file of directives governing these reports, is familiar with each report, and can aid in conducting these classes. Each class will be of sufficient duration to thoroughly indoctrinate personnel in proper reporting procedures.

TITLE	REPORTS CONTROL SYMBOL	DIRECTIVE
Report of Selected AF Aircraft Operations	AF-SC-A1	SAC Manual 15-200-1, Chap 2, dtd 7 Jan 48, and AF Reg. No. 15-110, dtd 17 Sep 47.
Semi-Monthly Aircraft Status Report	SAC-SM-A5F	SAC Reg 65-11, dtd 23 Dec 47; Ch 1, dtd 15 Jan 48; and Ch 2, dtd 29 Jan 48.
Status of Technical Order Compliance	SAC-SM-E13	SAC Reg 66-20, dtd 23 Dec 47.
Engine and Cylinder Change Report	SAC-SM-E9	SAC Reg 65-9, dtd 9 Oct 47.
Acft Out of Commission For Parts	SAC-SM-A7	SAC Reg 15-5, dtd 28 Apr 47.
Winterization of Aircraft	SAC-SM-A10	SAC Reg 66-1, dtd 15 Jan 48.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt., AC
Actg Asst Adj Gen

Originator
Phone

CG
DC
CS
D/PERS
Surg
Jud Advoc
D/INT
D/OPS
Ops
Trng
Elec
Ops Anal
D/MAT
Installations
D/PLANS
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SEP 28 1948

Two Zone System

Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. This Headquarters has been service testing for the past three months a system of Supply and Maintenance known as the Two Zone System.

2. To more fully examine into the results of this service test, to date, and to have as a record the reaction of your command, it is requested that the attached questions be answered to the best of your ability.

3. There is also attached additional sheet for any comments pertaining to this test that you might wish to make. For the purpose of compiling [illegible] the information should reach this headquarters not later than 15 October 1948.

FOR THE [illegible]:

CHARLES S. [illegible], III
Major General, USAF
Director, Supply and Maintenance

1 Incl:
List of questions (trip)

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SAC 400 (28 Sep 48) 1st Ind MDC3A

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C., 5 Oct 48

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio

1. In order that a more accurate report may be rendered on the merits of the Two Zone system of Supply and Maintenance, question and comment sheets have been forwarded to operating activities with instructions that they be forwarded direct to your Headquarters prior to your established dead line of 18 October 1948.

2. It is requested that a copy of the final report of the service test results of the Two Zone system be furnished this Headquarters.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

Withdrawn 1 Incl

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Fort Crook, Nebraska

CGA

SAC 400 (1 Dec 48) 1 December 1948

SUBJECT: Supply Discipline

TO: See Distribution

1. Supply discipline, so urgently required to conserve and protect Air Force supplies and equipment for operational requirements, as well as the interests of the taxpayers of this country, must be reinstilled in all military and civilian personnel of this command at a high level of effectiveness. The mission of this command makes it imperative that equipment and supplies on hand be complete and maintained in the best possible condition and in constant readiness. This can only be accomplished through diligent application of the principles of supply discipline.

2. The principles of supply discipline are readily endorsed by all, but in many cases have met the same fate as many good principles. Everyone believes in them, but indifference and apathy in actually practising them ultimately and surely defeats them. A predisposition exists throughout the command to overlook minor infractions of supply discipline. Many major supply difficulties are the direct result of allegedly minor infractions.

3. Supply discipline must start with each and every individual of this command. Each individual must remember that he has a personal responsibility for the proper custody, care and safekeeping of property issued to him for his use and habitually under his care. Not only are the principles of supply discipline well founded in common sense and good business practice, they are made mandatory by basic regulations, which in turn are based on public law. Property issued to individuals does not become private property by the act of issuance but remains at all times public property, to be adequately cared for and safeguarded. Thus it is to the benefit of each individual to enforce upon himself all the rules of supply discipline. Acts of Congress themselves require that negligent damage to or loss of government property be paid for by the individual responsible therefor. Commanders of all echelons must remember that they are required to insure that the property allocated the command is properly safeguarded, administered and accounted for. Commanders are not exempt from pecuniary liability for loss, damage, or destruction of government property pertaining to their commands. Failure to properly administer supply and supply-accounting functions may result in their being adjudged pecuniarily liable for loss, damage or destruction of property. Each member of this command will accept full and complete responsibility for the proper employment, adequate preservation, zealous safeguarding and scrupulous accounting of all government property with which entrusted.

4. Losses of supplies have occurred frequently through-out this command as the result of inadequate safeguarding. Pilferage and theft can be eliminated through the simple expedient of common sense and conscientious employment of existing security facilities. The individual who leaves equipment issued to him in a position where it can be easily stolen, or who leaves a window, storeroom door, or vehicle unlocked or inadequately secured is as guilty in effect as is the thief who profits by it. All individuals and all echelons of supply must be constantly vigilant to insure that all government property is properly safeguarded.

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CGA
Subj: Supply Discipline

5. There is a known tendency to requisition more supplies than are actually required and to hoard supplies. This all too frequently occasions shortages in some units concurrent with unrecorded and unknown overages in other units. Many individuals have not yet realized that the apparently limitless flood of supplies and equipment available during the recent war no longer exists. The manufacturing facilities are no longer geared to war production and the allocation of funds for procurement of equipment has been drastically reduced. Many items of supply are critically short and will so continue. Overstocking and hoarding eventually place a fallacious demand on procurement funds through generation of requisitions which might be satisfied if overstocked items were released into the supply system. Equally damaging is inadequate stockage of supplies and equipment, due to failure to maintain adequate records of past consumption and to properly correlate past experience with anticipated future requirements. Inadequate stockage inevitably results in unwarranted priority demands being placed on an already over-burdened supply system, and in the disruption of the normal flow of supplies to all units. Equipment records of stock on hand, received, and consumed must be accurately maintained to insure that equipment and supplies on hand are adequate and to provide a sound basis for future requirements. Some of the most inconvenient shortages of equipment existing at the present time result from simple failure to properly ascertain needs. Improvement in local property accounting procedures will result in an improvement of the flow of supplies to meet local needs.

6. Indifferent supply discipline or a habit of waste, extravagance, or carelessness indulged in by a single individual may be, perhaps, of small consequence in itself, but when multiplied by the thousands of personnel in this command, the consequences, measured in dollar cost and loss of efficiency, assume staggering proportions.

7. It is an oft repeated pronouncement that our Air Force is the best equipped Air Force in the world. We can keep it so only by individually assuming a full share of responsibility for good supply discipline and refusing to overlook henceforth, the "minor infractions." The elimination of such breaches will immediately reduce procurement expenditure. The funds thus saved can be utilized for other urgent Air Force requirements, the drain on currently reduced budgets further strained by unforseen requirements will be somewhat eased, and lasting benefits to both the Air Force and the taxpayer will result.

8. It is desired that current efforts toward the improvement of supply discipline be intensified and that commanders enjoin all personnel under their jurisdiction to develop and maintain high standards of performance in all supply activities.

Curtis E. LeMay

CURTIS E. LeMAY
Lieutenant General, USAF
Commanding

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HEADQUARTERS STRATEGIC AIR COMMAND AAF2
ANDREWS FIELD
WASHINGTON 20, D. C.

SAC 452.1 (24 Feb 48) 24 February 1948

SUBJECT: B-29 Quick Change Kits

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. The mission of the Strategic Air Command requires that all units be extremely mobile. Our mobility plan is based on the ability to move on short notice and contemplates operations on bases where supporting facilities are not immediately available. Under such conditions, it is necessary that our units carry all parts and maintenance equipment required to operate for a limited period until supporting elements may be transported to the operating bases.

2. The present authorization of R-3350 Quick Change Kits (Reference letter from Air Materiel Command, TSSAC3F-48-D, dated 5 November 1947, subject: "B-29 Quick Change Engine Assemblies"), authorizes Strategic Air Command B-29 Groups to have a number of quick change kits on hand equal to ten (10) per cent of the installed engines. A B-29 Group is authorized 30 unit aircraft which have 120 installed engines. In accordance with the Air Materiel Command letter, a bomb group would then be authorized to have twelve (12) Quick Change Kits.

3. An R-3350 engine cannot be built up unless the parts contained in a Quick Change Kit are available; therefore, the maximum possible number of R-3350 engines that can be built up at a B-29 station, is twelve, if none of the Quick Change Kits are tied up on engines which are in the process of being torn down.

4. During the thirty-day overseas maneuvers, Strategic Air Command B-29 Squadrons and Groups have been required to perform such missions as directed by theater commander. It has been determined by actual experience that each squadron must carry four (4) built up engines to the operating base to provide an adequate level of built up engines during a thirty-day operation.

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AAP2 24 February 1948
Subject: B-29 Quick Change Kits

5. Strategic Air Command B-29 Squadrons and Groups normally have a very short period of time to prepare for a move to an overseas base. During normal operations, some of the Quick Change Kits will be tied up in engine tear-down; therefore, a ready reserve of twelve (12) built up engines cannot be maintained.

6. It is requested that Strategic Air Command B-29 Groups be authorized to have on hand, a number of Quick Change Kits equal to fifteen (15) per cent of the installed engines, instead of the present authorized ten (10) per cent in order to insure that four (4) built up engines will be available to a squadron or a total of twelve (12) built up engines will be available to a group, if the unit is moved overseas on short notice; or if a national emergency arises and the units are committed to move to overseas bases to enter hostilities.

FOR THE COMMANDING GENERAL:

/s/t/ MONTIE THOMPSON, JR.
1st Lt., AC
Actg.Asst.Adj.Gen.

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Basic ltr fm SAC Subject: B-29 Quick Change Kits

1st Ind AFMSP-6-A

Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C. 24 February 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 30, D. C.

1. The increase of Quick Change Kits, for R-3350 engines, based on 15% of this quantity of engines installed, is approved, subject to availability.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t/ E. A. MOBLEY
Colonel, USAF
Deputy Chief, Supply Division, D/MS&S
Office, Deputy Chief of Staff, Materiel

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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base
Washington 20, D. C.

SUBJECT: Strategic Air Command B-29 Supply and Mobility Plan.

TO: All WIB Units of Strategic Air Command

1. Policy. The mission of the Strategic Air Command requires that units assigned this command be highly mobile organizations, capable of being dispatched without delay, to distant bases. Each squadron of the Strategic Air Command will be manned, trained, supplied, and equipped in such a manner that the squadron can move to an operating base in a minimum amount of time and fly combat missions from the operating base.

2. Definitions.

a. Home Base. The station at which the unit is permanently assigned.

b. Operating Base. Any base, other than the home base of a unit, from which the unit flies operational missions.

c. Bomb Bay Bins. Large aluminum containers in which aircraft technical supplies are stored. The bins are so designed that two can be hung in one B-29 bomb bay and are fitted with wheels and lockable waterproof tops. Normally, one bomb bay bin is carried in each B-29.

d. Flyaway Engine Cradle. An engine cradle designed to be used to carry a completely built-up R-3350 engine less ring cowl, in the bomb bay of a B-29. The cradle is attached to the airplane bomb shackles.

e. Bomb Bay Platform. A large platform designed to be attached to the airplane bomb shackles permitting it to be jettisoned in an emergency and used to carry organizational equipment and large items of supply in the B-29 bomb bay.

f. Squadron 30-Day Flyaway Kit. A kit of Air Force and Technical Service supplies designed to support the field operation of one B-29 squadron for thirty days at an operating base. The supplies which comprise the flyaway kit are stored in the bomb bay bins and on the bomb bay platform. These supplies will be handled in accordance with SAC Regulation 65-4 (Inclosure 1).

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g. Unit Essential Equipment. (Inclosure 2). The Unit Essential Equipment is a list of the personal, emergency and organizational equipment required by a B-29 squadron to perform their assigned mission at an operating base. Each item of equipment listed in the Unit Essential Equipment List is authorized by current T/O &E's or by special authorization by Headquarters, United States Air Force (Inclosure 3). The Unit Essential Equipment list is not to used as an authority to requisition equipment. The applicable cited authority for each item listed will be used by units as the authority for requisitioning of items. This equipment will be carried in the unit aircraft and supporting transport aircraft when departing for an operating base. During normal operations at the home base, this equipment is not to be held in storage, but is to be used by the unit.

h. Readiness Reserve. This equipment is a complete set of organizational equipment as authorized the unit by pertinent Tables of Equipment and special authorization by Headquarters USAF, less the Unit Essential Equipment. This reserve further includes Table II of supplies applicable to the assigned aircraft, which will be used to supplement the flyaway kit, and to allow the unit to operate efficiently after the thirty day period when the flyaway kits have been exhausted, and until the date when the supply pipeline has been filled and normal supply has been provided in the theater of operation. This set of equipment and supplies is held in storage by Air Materiel Command for each unit of Strategic Air Command designated as being assigned to the striking force.

i. Combat Ready Airplane. An airplane on which all items, as listed in the aircraft checkers AF Form 263A, B, or C, are present in the airplane, mounted, attached or stowed as specified, and are in a serviceable and fully operational condition, permitting the airplane to perform the combat mission for which the airplane is designed.

3. General Plan. Each squadron assigned to the Strategic Air Command will be manned, supplied and equipped in such a manner that a squadron, or squadrons, can move from the home base to an operating base in a minimum amount of time and be prepared to fly combat missions for thirty days with a minimum amount of support from the operating base. The basis for planning for such an operation is as follows:

a. Twenty men will be carried from the home base to the operating base in each unit aircraft.

b. Sufficient additional personnel to insure efficient operation of the unit at the operating base will be air-lifted to the operating base by supporting transport aircraft.

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c. Each man will have in his possession during the moves, complete personal equipment and the kit or set applicable in his MOS.

d. The thirty day flyaway kit of spare parts will be carried in the ten bomb bay bins assigned to each squadron.

e. Organizational equipment listed in the Unit Essential Equipment List, plus the Flyaway Kit spare parts which are too large to fit in the bomb bay bins will be secured and carried on the bomb bay platforms or air-lifted by supporting transport aircraft.

f. R-3350 engines, completely built-up, less cowling, will be mounted on flyaway engine cradles and carried in the bomb bays of the unit aircraft.

g. Bomb bay tanks will be carried in accordance with instructions contained in the field order directing the movement.

4. Preparation of the Squadron.

a. Personnel.

(1) An organizational chart (Inclosure 4) has been prepared for a bomb squadron. Two-hundred of the officers and men, as shown on the chart, will be moved to the operating base in the combat airplanes; the remainder of the personnel, as shown, will be moved to the operating base in transport airplanes. These personnel will be sufficient to operate and maintain the unit airplanes for thirty days.

(2) The Unit Commander is responsible for maintaining a roster of the crew (twenty air and ground personnel) for each combat airplane assigned to the unit. This roster will show the name, rank, MOS, and position in the airplane for each person.

(3) The Unit Commander is responsible for maintaining lists of personnel who will be moved in each supporting transport type airplane (Inclosure 4). This personnel will have a lower move priority than the personnel assigned to move in the combat airplanes and will not move to the operating base unless transport support is provided and stipulated in the initial warning or movement order.

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(4) The unit Commander is responsible for maintaining a list of alternate personnel. This personnel will replace personnel who are removed from the airplane loading lists described in subparagraphs 4a (2) and (3) above because of sickness, leave or similar cause.

(5) The unit commander is responsible for keeping the records of each man assigned to the unit and the personnel currently processed in accordance with current oversea movement regulations. To accomplish this task, the unit commander will appoint processing teams within the unit organization. These teams will organize the records and requirements of the unit personnel in such a manner that processing for a movement to an operating base can be accomplished in a minimum amount of time.

(6) In the event two or more squadrons move to an operating base the group commander, or a designated alternate and a minimum number of group staff personnel will move to the operating base for the purpose of directing the operation. The Group Commander will provide air transport for staff personnel in aircraft other than squadron airplanes when possible.

b. Supply

(1) Squadron 30-day Flyaway Kits - These kits (Inclosure 5) will be prepared and automatically shipped and issued to the squadron by Air Materiel Command. These supplies will not be used under any circumstances when a squadron is operating at its home station. Upon receipt by the unit, these supplies will be placed in the bomb bay bins in such a manner that a required part can easily be found. In order to accomplish this, it is directed that a bin card, SAC Form 67-2-142 (See SAC Regulation 65-7 (Inclosure 6) be used to account for the items on hand in the flyaway kit.

(2) Bomb Bay Bins - The Air Materiel Command will manufacture and issue ten bomb bay bins to each squadron.

(3) Spare Engines - Each squadron will carry two built-up engines, less cowling, mounted on flyaway engine cradles, from the home base to the operating

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base in B-29 aircraft. In the event that C-54 aircraft are used to support the mission, a maximum of two additional built-up engines will be transported in the supporting aircraft. (See SAC Regulation 65-10) (Inclosure 8) When engines are changed while enroute to or from home station or at operating base, the repairable engines, with Technical Order 02A-1-1 complied with, will be carried back to home station for tear down (SAC Regulation 65-10) (Inclosure 8). In order to maintain an adequate reserve of built-up engines at the home station, a readiness reserve of two built-up engines per squadron mounted on flyaway cradles will be maintained at all times in the central engine built-up shop. (SAC Regulation 66-18) (Inclosure 9). When a squadron moves from home station to the operating base, two additional built-up engines from the engine build-up line will be mounted on flyaway cradles and issued to the squadron.

(4) Flyaway Engine Cradles - Each squadron will be equipped with four of these cradles. These items will be locally manufactured for units assigned to the 7th, 43rd, 509th, 97th, 28th, and 307th Bombardment Groups. The Middletown Air Materiel Area will manufacture flyaway engine cradles for units assigned to the 92nd, 93rd, 98th and 301st Bombardment Groups. Engine cradles will be manufactured at the Middletown Air Materiel Area for B-29 units assigned to the 311th Reconnaissance Wing.

(5) Quick Change Kits - (Letter, this headquarters, SAC 452.1 (24 Feb 48) (Inclosure 7). Quick change kits will be made available for each bomb squadron on the basis of four quick-change kits per ten airplanes assigned, plus the additional two quick-change kits that are required to provide a readiness reserve of two built-up engines on flyaway cradles per squadron in accordance with SAC Regulation 66-18 (Inclosure 9).

c. Airplanes.

(1) All airplanes assigned the unit are to be made combat ready in accordance with subparagraph 2 i above.

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(2) The engines of all airplanes assigned the unit will be conditioned in accordance with SAC Regulation 66-6 (Inclosure 10). This will insure that an excessive number of engine changes will not be required during the thirty day operation at the operating base.

(3) Combat airplanes assigned to this command will be winterized in accordance with SAC Regulation 66-1.

(4) The policy of this command is that each combat airplane will be equipped with two bomb bay tanks, either modified or standard, depending on the type of fuel system in the airplane concerned. Inspections will be made to insure the serviceability of these tanks.

d. Loading Plan.

(1) A loading plan should be prepared for each combat and each supporting airplane. The personnel and equipment designated to be carried by transport airplanes should primarily be of a lower priority than the personnel and equipment to be loaded in the combat airplanes; however, because of cubic limitations, certain critical items of equipment can only be loaded in a transport airplane.

(2) The amount of transport support varies; therefore, the unit commander must plan to load the most essential men and equipment in the combat airplanes and then plan transport loads for the remaining men and equipment on a priority basis.

5. Responsibility of the Operating Base. A requirement of the Strategic Air Command Mobility and Supply Plan is that VHB Units of this command will operate from a manned and prepared base capable of providing the following fully manned and equipped facilities and services.

a. Fixed communications facilities.

b. Fuels and lubricants.

c. Bombs and ammunition.

d. Transportation.

e. Food, water, and shelter.

f. Medical facilities.

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6. Execution of the Plan.

a. At Home Base.

(1) A bomb squadron, bomb group or groups, designated to perform a maneuver or combat operation, will receive a Field Order directing the mission.

(2) Personnel will be alerted and processed.

(3) Bomb bay bins will be loaded in unit aircraft.

(4) Engines will be loaded in unit aircraft.

(5) The organizational equipment listed in the Unit Essential Equipment List will be placed on bomb bay platforms and loaded in the unit aircraft.

(6) Bomb bay tanks will be loaded as directed.

(7) Target materials will be loaded.

(8) Personnel will be briefed.

(9) Personnel with complete personal equipment will be loaded in the airplanes.

(10) Transport loads of men and equipment will be prepared in accordance with the unit loading plan and loaded in supporting transports.

(11) Aircraft will take off for the operating base.

b. Upon Arrival at Operating Base.

(1) Personnel will be off-loaded and assigned quarters by organization, segregating combat crews, staff and maintenance personnel.

(2) Bomb bay bins, engines and organizational equipment will be unloaded, moved to a central location and the unit maintenance and supply section will be established.

(3) Operating base personnel will load the airplane with bombs, ammunition, and gasoline.

(4) Flight crews will be briefed and will take-off on a mission.

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c. Shipment of Ready Reserve and Additional Personnel. Upon competent orders, the ready reserve of the striking force units stored by the Air Materiel Command and the remaining unit personnel will be moved to the operating base by the most expeditious means.

7. Remarks: After a thorough service test of the mobility plan it is requested that the units of this command submit recommendations for additions and deletions to the plan through command channels.

BY COMMAND OF GENERAL KENNEY:

/s/ K. B. Tibbetts,
K. B. TIBBETTS
Colonel, USAF
AC/S, A-4, Materiel
& Services Division

10 Incls
1. SAC Reg 65-1
2. UEE List
3. Ltr this Hq SAC 400 (16 Feb 48)
4. Org. Chart B-29 Sq.
5. Flyaway Kit Spares
6. SAC Reg. 65-7
7. Ltr this Hq SAC 452.1 (24 Feb 48)
8. SAC Reg. 65-10
9. SAC Reg. 66-18
10. SAC Reg. 66-8

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SAC REGULATIONS)
NUMBER 65-4)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 25 March 1948

SUPPLY AND MAINTENANCE

Flyaway Spares Kit

(Supersedes SAC Reg 65-4, 21 Jul 47, and C 1, 5 Dec 47)

1. PURPOSE. To prescribe a simplified procedure for accounting, initial issue, resupply, storage, issue, inventory, and disposition of flyaway spares kits.

2. SCOPE. This regulation is applicable to all units designated by Headquarters Strategic Air Command to receive and maintain a flyaway spares kit; and to all accountable officers at bases where such units are stationed.

3. RELATION TO EXISTING INSTRUCTIONS. The procedures outlined in this regulation have been approved by the Chief of Staff, USAF, the Chief of Finance, and the Army Audit Agency, and will govern in the event of an apparent conflict with the procedures specified in TM 38-410.

4. DEFINITIONS. The flyaway spares kit is a predetermined list of Air Force spare parts developed by this headquarters, and designed to provide a tactical squadron with all necessary aircraft spares for a minimum period of thirty days. These kits will be supplied without requisition by the Air Materiel Command by means of an Air Force domestic special project after notification by this headquarters that an organization is authorized a kit.

5. PROCEDURES.

a. Prior to Receipt of Kit.

(1) This headquarters will obtain from the Air Materiel Command, special project numbers assigned to each flyaway spares kit; the organization to which it applies, and the approximate date that flow of kit components will commence. The above information will be forwarded through command channels to units concerned.

(2) The wing commander, upon receiving information that spare parts kits have been approved for issue to units within his command, will immediately transmit the list of project numbers and estimated arrival dates to the base accountable officer, and will appoint, on special orders, a flyaway kit project officer for each special project assigned to the units.

(3) The base accountable officer, upon receipt of information that special project flyaway kits have been allocated and that delivery to units is scheduled will take the following action.

(a) He will thoroughly familiarize all personnel concerned, including project officers, with the special accounting and processing procedures prescribed herein.

(b) Establish a separate project jacket file for each flyaway kit assigned. This project file will consist initially of the predetermined list of items which make

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up the flyaway kit, and to which will be posted, as prescribed in subparagraph 5b (5), all receipts pertaining to the project. All additions, deletions, and substitutions authorized to be made to the project kit will be maintained in the jacket file.

(c) Obtain from each flyaway kit project officer in accordance with paragraph 69, TM 38-410, dated 1 January 1948, a list of personnel authorized to receipt for components of the flyaway kit. This list will be kept current and a copy will be filed in the project jacket file concerned.

(d) To establish accountability for record purposes the accountable officer will prepare a Turn-in Slip, AF Form 82B, for each project. A stock number will be assigned consisting of the property class prefix number assigned to the type of aircraft which the flyaway kit is designed to support, followed by a dash and the letters "NL," followed by the letters "PROJ" and the number of the special project (i.e., a flyaway kit for the type B-29 aircraft will have a stock number and nomenclature of 0108-NL-PROJ 85179HO Kit, B-29 Flyaway Spares).

In addition, the following certificate will be typed on the face of the Turn-in Slip.

"I certify that a complete record of all items received for project number _____ is being maintained in a jacket file located in this office, and that individual components of this kit have not been picked up to my stock record account."

_____
Base Accountable Officer

Turn-in Slips, prepared as specified above, will be assigned a voucher number and posted to the Stock Record card as a debit entry.

(e) In order to provide a continuity of responsibility the accountable officer will issue the flyaway kit on Memorandum Receipt to each squadron commander, using the single stock number and nomenclature outlined above, amplified to include a statement substantially as follows: "as listed in project jacket file number _____."

(4) All officers who have been appointed as flyaway kit special project officers will, immediately upon receipt of such notification, make a survey to determine the adequacy of storage facilities and will indoctrinate group and/or squadron personnel in the proper procedures for receipt, storage, issue, inventory, and inspection of the flyaway spares kit.

b. Initial Issue.

(1) The initial flow of spares for flyaway kits will originate from several or perhaps all of the various Air Materiel

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Area depots. However, all shipping documents will be marked for a specific project number and the total quantity of supplies received will be issued to th project account.

(2) Supplies will be quantitatively and alitatively checked upon receipt by supply inchekers a inspectors and will be held in the receiving section pending issue to the bomb squadrons.

(3) Upon completion of receipt and inspection, the two packing list copies will be assigned a voucher number and the following certificates will be typed or stamped on the face of the receiving document:

"I certify that the total quantity of supplies as indicated hereon have been issued to Air Force Special Project #_____ HO as flyaway spares kit components, the signature of whose project officer appears on this document; and that the unissued portion of these supplies, if any, will be posted to my stock record cards by the debit voucher number assigned this document."

_____
Base Accountable Officer

"I certify that the AF Supplies listed hereon have been received as components of the flyaway kit and that they will be accounted for in accordance with the provisions of SAC Regulations 65-4."

_____
Flyaway Kit Project Officer

(4) Upon completion of necessary signatures by the base accountable officer (or his designated representative) and the project officer (or his authorized representative) the supplies and one copy of the shipping document will be turned over to the project officer.

(5) The base accountable officer's signed copy of the shipping document will be posted to the predetermined list of supplies contained in the project jacket file to indicate the quantity of supplies received and the debit voucher number assigned to the receiving document. After posting, the document will be clearly marked or stamped, "Posted to Flyaway Kit Project File" and will be initialed by the clerk who made the posting.

(6) Because the issue of these supplies to the flyaway kit does not constitute consumption for any record purposes, such documents will not be required to be posted to the base stock record cards. Upon completion of signatures and posting to the project jacket file, the document will be filed numerically in the voucher file.

c. Resupply of Flyaway Kit Components.

(1) Replacement items for spares consumed during a maneuver or oversea flight will be requested from the accountable officer

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at the home base within seven working days after a unit returns. All reparable items will be turned in to the accountable officer within the time limit specified above. Replacement issues and return of reparables will be made in accordance with procedures prescribed in TM 38-410.

(2) Items which are not on hand in base stocks for immediate replacement issue will be placed on an emergency requisition by the base accountable officer. All such requisitions will be clearly marked to indicate both the organization and the project number to which the items are obligated. Normal accounting procedures in accordance with TM 38-410 will be used.

(3) In the event that any portion of a flyaway kit is lost, damaged, or destroyed by fire, crash, etc., the unit holding the kit on memorandum receipt will immediately submit issue slips to the base accountable officer listing all items lost, damaged, or destroyed. The base accountable officer will prepare emergency requisitions in accordance with the preceding paragraph for all items not available from base stocks. A Report of Survey will be prepared, and when approved, will be used to substantiate the reissue of items lost, damaged, or destroyed.

d. Procedure for Assembling and Storing Flyaway Kit.

(1) Bins for the storage and transportation of the flyaway spares components will be manufactured by the Air Materiel Command. Priorities for the distribution of the number of bins required for each type organization will be established by this headquarters and pickup will be effected by each unit upon notification through command channels that bins are available.

(2) Component parts of the flyaway kit will be equitably distributed throughout the total number of bins assigned to the unit in order to preclude to the greatest extent possible the loss of all items of any one type in the event that an airplane crashes or through some other mishap fails to arrive at the operating base.

(3) A prelisted packing sheet will be placed inside each bin when the flyaway kit is in storage at the home base. The packing sheet will indicate the quantities of items in the bin and in addition will serve as a locator system to indicate bin subdivision, box or chest number, or some other positive means of readily locating required items. A separate list will be prepared for those items which, because of space limitations, must necessarily be carried by supporting air transport or are to be loaded on bomb bay platforms.

(4) In addition to the individual bin check sheets, each squadron commander will maintain three master check sheets which will show the location by bin number, bomb bay platform load, or transport aircraft number of the total of all items constituting the components of the entire flyaway kit. These lists will be completed upon completion of loading. Two copies of the master lists will accompany the flight, but in

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(2) Component parts of the flyaway kit will be equitably distributed throughout the total number of bins assigned to the unit in order to preclude to the greatest extent possible the loss of all items of any one type in the event that an airplane crashes or through some other mishap fails to arrive at the operating base.

(3) A prelisted packing sheet will be placed inside each bin when the flyaway kit is in storage at the home base. The packing sheet will indicate the quantities of items in the bin and in addition will serve as a locator system to indicate bin subdivision, box or chest number, or some other positive means of readily locating required items. A separate list will be prepared for those items which, because of space limitations, must necessarily be carried by supporting air transport or are to be loaded on bomb bay platforms.

(4) In addition to the individual bin check sheets, each squadron commander will maintain three master check sheets which will show the location by bin number, bomb bay platform load, or transport aircraft number of the total of all items constituting the components of the entire flyaway kit. These lists will be completed upon completion of loading. Two copies of the master lists will accompany the flight, but in

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no case will both master lists be placed aboard the same airplane. The third copy will remain at the base for use if required in accordance with paragraph 5i (1).

(5) To provide a convenient method of recording receipts, issues, inventories, and balances on hand, a Bin Card, SAC Form 67-2-142 (Old AF Form 84) will be prepared for each item authorized as a component of the flyaway kit. Initial receipt of supplies will be posted from the project officer's copy of the shipping document (see paragraph 5b (4)). Voucher numbers, Issue Slip or Turn-in Slip numbers, or other positive means of identifying each transaction will be posted in the "Authority" column.

(6) Packed bomb bay bins will be stored in a readily accessible area under lock and key when at the home base. These spares will not be used by the organization for any purpose except maneuvers directed by this headquarters, special long-range training missions outside the continental limits of the United States, and for war emergencies. (This precludes their use for filling AOCP or other priority requests.)

e. Issue Procedures for Flyaway Kit Components.

(1) All issues will be recorded on the Bin Card, SAC Form 67-2-142, at the time that the issue is made. The airplane serial number for which the item is required will be indicated in the "Authority" column. The crew chief or individual actually receiving the item will receipt for it by signing the column headed "clerk."

(2) In the event that a non-expendable or expendable-recoverable item is issued prior to receipt of a like unserviceable item, a hand receipt will be obtained from the individual receiving the item and placed in a seventy two-hour suspense file. Returned reparable items must be clean, properly prepared to prevent rust or deterioration, and will be tagged with a properly accomplished Reparable Part Tag, AF Form 50A. AF Form 54, Unsatisfactory Report Tag, will be accomplished if applicable. Upon return of reparable items, the hand receipt will be destroyed and a posting will be made on the "Reparable" column of the bin card on the same line that the issue was made. Postings in the "Reparable" column are not cumulative and are entered for control purposes only.

f. Inventory and Inspection.

(1) The flyaway spares kit will be inventoried and a technical inspection completed within seven working days after return of the unit to the home base. A special inventory and technical inspection will be accomplished at the end of any ninety-day period during which the kit remained in inactive storage at the home base. This inventory will be verified by the wing air inspector. The inventory will be kept for one year and then destroyed.

(2) An inventory entry will be posted to each Bin Card in red pencil and will be initialed by the clerk actually making the physical count.

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(3) The flyaway spares project officer will maintain a record of each inventory including all action taken to replace shortages and to correct discrepancies.

g. Disposition of Flyaway Kits and/or Components.

(1) When aircraft are transferred from the squadron, bomb bay bins and flyaway spares kit will be retained by the tactical unit for use in replacement aircraft. In the event that replacement aircraft are of a different type and spares are not applicable to that aircraft, the bomb bay bins and flyaway spares kit will be reported to the command having immediate jurisdiction over the reporting activity, for transfer within the command. If not required within the controlling command, final disposition will be requested from this headquarters.

(2) Flyaway spares kits will be checked upon receipt of replacement aircraft and those items which do not apply to that particular aircraft series and block number will be turned in to the base accountable officer and necessary replacement items requisitioned without delay. All such transactions must be recorded in the accountable officer's project jacket file.

h. Transfer of Flyaway Kits.

(1) When a flyaway spares kit has been directed to be transferred to another unit within this command, the accountable officer at the base initiating the transfer will prepare a shipping document listing the complete kit by the single stock number assigned in accordance with paragraph 5a (3) (d) above, and will forward to the new accountable officer as an inclosure, the complete project file which has been maintained in his office. Responsibility for maintenance of the project jacket file in accordance with the provisions of this regulation will be assumed by the receiving accountable officer.

i. Temporary Loan of Flyaway Kits.

(1) In the event that a temporary loan of a flyaway spares kit is directed by this headquarters or by an Air Force command, a project officer will be appointed by the receiving activity to receipt for the kit from the project officer of the lending activity. A joint inventory will be accomplished and three copies of the master check list will be completed and verified. A hand receipt will be obtained from the project officer receiving the kit on temporary loan and will be acknowledgement of receipt of all items listed on the master check list. The flyaway spares kit, two copies of the master check list, and the bin cards will then be turned over to the project officer receiving the kit on temporary loan. The third copy of the master check list will remai with the lending activity to be used as a check list upon return of the kit.

(2) Supplies consumed while the kit is on temporary loan will be replaced by the consuming activity, in the manner prescribed by this regulation, prior to return of the kit. If

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it appears that there will be an undue delay in receiving some portion of the items consumed, the kit will be returned to the lending activity accompanied by a list of shortages. This list will bear a certificate prepared by the accountable officer at the base where the replacement items were requisitioned and will indicate the date items were requisitioned, requisition numbers, and depot action for each item shown on the shortage list. These items, when received, will be immediately transshipped to the accountable officer of the base where the kit is permanently assigned. All documents must be marked with the project number of the flyaway spares kit.

j. Changes in Flyaway Kit Components.

(1) Authority is granted numbered air force headquarters to approve requests from operating units to make additions, deletions, and substitutions in the flyaway spares kit pending formal revision of the kit by this headquarters. In all instances where this authority is exercised, this headquarters will be informed of changes approved and if such changes are applicable to all aircraft of a designated type, or if they are items peculiar to a series, or block number of aircraft, or special equipment pertaining to a limited number of aircraft.

6. REPORTS AND RECOMMENDATIONS FOR CHANGES. a. Project supply officers will prepare and forward to the group S-4 within four working days after return to the home base, a complete list of all parts consumed during a maneuver or special flight. For this purpose SAC Form 63-2-2 (Inclosure 1) will be utilized, listing only those items actually consumed. Local reproduction of this form will be made.

b. In the event that more than one unit of the group participated in the flight, the group S-4 will consolidate all consumption data into one list. One copy of the consolidated consumption record will be forwarded both to this headquarters and to the air force headquarters to which the unit is assigned.

c. Based on the consolidated consumption record, the group S-4 will prepare recommended changes to the squadron flyaway spares kit list. These recommendations will be forwarded to the applicable numbered air force headquarters for consolidation with reports of other groups.

d. Each air force supply plan project officer will review all changes recommended by the tactical organizations and will prepare a consolidated report of the recommended changes. Recommendations will be forwarded quarterly to this headquarters. The first quarterly transmission date is 15 May 1948, with ensuing reports due at three month intervals thereafter. Reports Control Symbol SAC-SM-E5 is assigned this report.

e. Units under the direct command jurisdiction of this headquarters will transmit reports direct to this headquarters.

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f. Reports specified in paragraphs 6a, b, and c above, are exempt from reports control symbol in accordance with paragraph 4n, AR 350-15, 25 August 1947.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Donald S. Huber

DONALD S. HUBER
Major, USAF
Adjutant General

1 Incl
SAC Form 63-2-2

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SAC FORM 63-2-2

FLYAWAY KIT CONSUMPTION RECORD

No Combat Acft _____

Total Hours Flown _____

No of Landings _____

_____ Sq, _____ Gp,
(Organization)

_____
(Home Station)

Date _____

_____
(Code Name of Operation)

_____
(Name of Advance Base or Area)

From _____ to _____
(TDY Period)

1	2	3	4	5	6
Item No	Amount Carried from Home Station	Amount Procured from other Sources During Period	Total Amount Consumed During Period	Complete Stock Number & Part Number	Complete Nomenclature of Items by Class Class _____

Incl #1

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	Item No	1
	Amount Carried from Home Station	2
	Amount Procured from other sources During Period	3
	Total Amount Consumed During Period	4
	Complete Stock Number & Part Number	5
	Complete Nomenclature of Items by Class Class _____	6

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

AG 400.2 AASA 3 Mar 1948

SUBJECT: Tactical Unit Supply Storage Facilities

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. In making an analysis of the operational efficiency and the degree of combat readiness of the tactical units assigned to this command, it has become increasingly evident that, in order to attain a required index of 100%, certain storage facilities must be provided to each very heavy bombardment squadron and to its complementing maintenance squadron. It is therefore recommended that each squadron of the VHB Group be provided with one (1) building, warehouse, portable, Butler, 40' x 80', AF stock number 6900-207000 or equal; and that each maintenance squadron be provided with two (2) buildings of similar dimensions.

2. In justification of the above request it is desired to point out several of the more obvious reasons why this project should be accorded a high priority.

a. Each VHB squadron within this command has received, or is scheduled to receive in the near future, a complete kit of flyaway spare parts to store, maintain, and have readily available in the event of an alerting order for movement to an overseas destination in accordance with the Strategic Air Command Mobility Plan. The value of this spares kit is approximately $327,500.00 and is stored in ten metal, wheeled bomb bay bins in order that it may be loaded into unit aircraft in a minimum of time. In addition to the requirement of instant accessibility, these bins must be safeguarded against pilferage and at the same time be stored in such a manner as to make possible inspections for technical order compliance, deterioration of stocks in storage, and for replacement and/or additions of items.

b. The T/BAE of a very heavy bombardment squadron is valued at approximately $287,550.00. Of this equipment, approximately $200,000.00 worth is not required for day-to-day use by the squadron while at a domestic base. These items, both those which are in use

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AC 400.2 AACA
Subj: Tactical Unit Supply Storage Facilities

and those for which storage must be provided, are, for the most part, sensitive items subject to pilferage or misappropriation. In addition to the T/O&E allowances, each squadron has been authorized a list of essential equipment such as survival kits for arctic, tropic and over-water flights. These kits contain weapons, narcotics and other extremely sensitive items which must be frequently inspected and adequately protected.

c. The third major category of equipment authorized each bombardment squadron are those items of aircraft components such as bomb racks, shackles, hoists, bomb bay fuel tanks, and other items of a similar nature. No monetary value can be placed on these items because they are priceless when consideration is given to the overall mission of this command. Every airplane must be ready at all times to conduct any type of mission and to drop any type of standard bomb. At the present time, because of a lack of adequate storage space, this equipment is stored in out-of-the-way places and in a very haphazard manner. Assurance of instant availability and serviceability of these items will be a paramount factor should the tactical situation require immediate employment of this type of equipment.

d. This headquarters, at the insistence of the Army Audit Agency, has been conducting an all out drive to units within this command to impress upon all commanders and upon all supply officers their responsibilities for property in accordance with AR 35-6520. It does not appear either reasonable or consistent to expect unit supply officers who are frequently junior grade officers with little or no supply experience to be able to adequately safeguard approximately three quarters of a million dollars worth of equipment when proper storage space has not been provided.

3. The following information relative to the type of building desired was received from Headquarters, Air Materiel Command, in their message T[illegible]-12-35, 4 December 1947.

a. Initial cost of building as listed in AF stock list: 35,000.00.

b. Estimated cost of erection, including concrete floor and foundation, approximately 50,000.00

c. Buildings are controlled by the Air Installations Division, Headquarters, United States Air Force, Washington 25, D. C.

4. It is requested that your headquarters take necessary action to secure buildings in the quantities noted in par 1 above

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AG 400.7 AAFA
Subj: Tactical Unit Supply Storage Facilities

and that necessary funds required for erection be obtained.

2. This confirms conversation between Lt Colonel Henderson, Chief of Supply, this Headquarters, and Lt Colonel Burns, Supply Division, your Headquarters, 11 February 1942.

BY THE COMMANDING GENERAL:

/t/ C. J. deCHERNATONY
Major, USAF
Asst Adjutant General

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: Tactical Unit Supply Storage Facilities ISC2

400.2 (3 Mar 48) 1st Ind

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C. 15 Mar 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. The need for additional warehousing space at stations of this command is an established fact. The problem has been presented to Headquarters, United States Air Force, on several occasions; but action has been withheld because of lack of specific justification.

2. Air Installations Section of this headquarters is presently conducting a survey of warehousing facilities and requirements at all active stations of this command. The results of this survey are being consolidated and will be presented to Headquarters, United States Air Force, as justification for a comprehensive program to provide adequate storage space for all type supplies. Pertinent remarks extracted from the basic letter will be included in this presentation.

BY COMMAND OF GENERAL KENNEY:

/t/ EARL C. MILLER
Major, USAF
Asst Adj Gen

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Subj: Tactical Unit Supply Storage Facilities

SAC 400.2 (3 Mar 48) 1st Ind ISC2

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

15 Mar 1948

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

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BY COMMAND OF GENERAL KENNEY:

/t/ EARL C. MILLER
Major, USAF
Asst Adj Gen

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Department of the Air Force
HEADQUARTERS UNITED STATES AIR FORCE
Washington

AFDIE 30/5 4 MAR 1948

SUBJECT: Expansion of Aviation Fuel Storage Facilities

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.
ATTENTION: Air Installations Division

1. The production and delivery of liquid fuels for U. S. Air Force use is becoming more critical due to increased commercial and domestic demand for petroleum products. This condition, as well as the desirability to have adequate emergency supply, will make it necessary to have facilities for storing 30 days' operational requirements of aviation fuels on all permanent Air Forces bases.

2. A preliminary survey of the future aviation fuels requirements indicates that several Air Force bases assigned to Strategic Air Command are relatively short of storage facilities to meet 30 days' operational requirements. Andrews, Davis-Monthan, Mountain Home, Smoky Hill, Spokane, and Beaver Air Force Bases are apparently in need of considerable additional liquid fuel storage.

3. It is requested that in the preparation and submission of AC AGO Form 726, items for aviation fuel storage facilities be included for proposed permanent Air Force bases which will require additional storage according to future operational planning. The priority assigned to the more vital bases shall be sufficiently high to assure inclusion in the final budget.

BY COMMAND OF THE CHIEF OF STAFF:

23

/s/t/ ROBERT MARSH
Brigadier General, USAF
Director of Air Installations
Office, Deputy Chief of Staff,
Materiel

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SAC 463 (AWar 48) 1st Ind IS

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 25, D. C., 26 MAR 1948

TO: Chief of Staff, United States Air Force, Washington 25, D.C.

1. Reference requirements set forth in paragraph 1 of the basic letter, attention is invited to Inclosure 1 herewith which is the result of a study that had already been completed on the date of receipt of the basic letter. This inclosure shows the fuel storage requirements as prepared by this headquarters to consist of a tactical reserve plus monthly operational requirements, the latter based on a ten (10) day resupply, rather than on total monthly operating requirements alone. The total storage required is therefore considerably less than if based on storing complete thirty (30) days' operational requirements.

2. It is considered that the storage of complete thirty (30) days' operational requirements is not warranted and will involve new construction far in excess of the availability of funds for accomplishment.

3. It is recommended that the fuel storage requirements and the criteria for obtaining same as set forth in Inclosure 1, which gives the comparison between SAC and USAF criteria, be reviewed and that this headquarters be advised of which plan is accepted. This headquarters will then include the necessary items for fuel storage facilities, with appropriate priorities assigned, in the submission of AD AGO Form 726.

FOR THE COMMANDING GENERAL:

/s/ Charles D. Lair
for /t/ K. E. TIBBETTS
Colonel, USAF
AC/S, A-4, M&S

1 Incl
1. Fuel Requirements at SAC Bases

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Subject: Expansion of Aviation Fuel Storage Facilities

AFMIE 30/5 2d Ind. 12 APR 1948

Department of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C. ATTENTION: Air Installations Division.

1. The criteria for obtaining fuel storage requirements, as outlined in paragraph 1 of preceding 1st Indorsement, has been studied in detail.

2. Considering the over-all problem of procurement, delivery and storage of aviation fuels, the 30 days' operational requirement criteria is the more desirable and will be used in preparing WD AGO Form 725.

BY ORDER OF THE CHIEF OF STAFF:

/s/ J. E. LaBuda
Major U.S.A.F.
for /t/ T. J. BRIER, Col., USAF
Chief, Installations Engineering Division
Directorate of Air Installations
Office, Deputy Chief of Staff, Materiel

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SAC 463 (20 Apr 48) 20 April 1948

SUBJECT: Expansion of Aviation Fuel Storage Requirements

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

Commanding Officer
56th Fighter Wing
Selfridge Air Force Base
Mt. Clemens, Michigan

Commanding General
307th Bombardment Wing, VH
MacDill Air Force Base
Tampa 8, Florida

Commanding General
4th Fighter Wing
Andrews Air Force Base
Washington 20, D. C.

Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

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1. The production and delivery of liquid fuels for USAF use is becoming more critical due to increased commercial and domestic demands for petrolium products. This condition, as well as the desirability to have adaquate emergency supply, has made it necessary to provide facilities for storing thirty (30) days operational requirements of aviation fuels (including 50,000 gallons of JP-1 on those active stations where jet airplanes are not stationed) on all permanent Air Force bases.

2. This headquarters has requested Headquarters, United States Air Force to include the following additional fuel storage requirements high enough on the FY 1949 construction budget request to insure early accomplishment.

a. Spokane Air Force Base

Total requirement	1,300,000 gallons
Existing capacity	400,000 gallons
Additional requirement	900,000 gallons

c. Smoky Hill Air Force Base

Total requirement	1,300,000 gallons
Existing capacity	675,000 gallons
Additional requirement	625,000 gallons

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c. Castle Air Force Base

Total requirement	650,000 gallons
Existing capacity	350,000 gallons
Additional requirement	300,000 gallons

d. Weaver Air Force Base

Total Requirement	730,000 gallons
Existing capacity	425,000gallons
Additional requirement	305,000 gallons

e. Selfridge Air Force Base

Total requirement	775,000 gallons
Existing capacity	500,000 gallons
Additional requirement	275,000 gallons

f. MacDill Air Force Base

Two (2) six inch pipelines to Port Tampa

g. Grenier Air Force Base

Total requirement	500,000 gallons
Existing capacity	325,000 gallons
Additional requirement	175,000 gallons

h. Andrews Air Force Base

Total requirement	1,000,000 gallons
Existing capacity	200,000 gallons
Additional requirement	800,000 gallons

i. Carswell Air Force Base

Total requirement	1,100,000 gallons
Existing capacity	835,000 gallons
Additional requirement	265,000 gallons

j. Walker Air Force Base

Total requirement	1,525,000 gallons
Existing capacity	625,000 gallons
Additional requirement	900,000 gallons

k. Davis-Monthan Air Force Base

Total requirement	1,750,000 gallons
Existing capacity	600,000 gallons
Additional requirement	1,150,000 gallons

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ISG3 20 April 1948
Subj: Expansion of Aviation Fuel Storage Capacity

1. Kearney Air Force Base

Total requirement	315,000 gallons
Existing Capacity	306,000 gallons
Additional requirement	9,000 gallons

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

SAC 400 (7 May 48) 7 May 1948

SUBJECT: Inspection of Status of Bin Cards

TO: Commanding General
Eighth Air Force
Carswell Air Force Base
Fort Worth, Texas

1. During a recent inspection by the Inspector of this headquarters of stations within your command a number of discrepancies were noted in the maintenance of supply records at several of your stations. The situation set out in this report stressed the need for continuous and intelligent application to the supply problem. The efficient provision of supplies to our units requires continuous interest and supervision by the senior personnel within our organization. I desire that you stress this with that personnel. It is desired that you particularly stress the need for properly accounting for Air Installations supplies. Inventories of this equipment were originally scheduled for completion on 15 March 1948. It appears that some units have not energetically followed up that program. I desire that you particularly stress this aspect of your responsibilities.

"1. During the recent inspection of Eighth Air Force stations, a follow up inspection of bin cards was made. Bin cards of Air Force, Quartermaster, Ordnance, Chemical, Medical and Signal supplies showed general improvement and compliance with SAC Regulation 65-7 at stations, with the exception of Kearney Air Force Base. At Kearney, the following discrepancies were noted:

"a. Some bin cards were not being posted by the person issuing or replenishing supplies.

"b. Some locations as indicated on bin cards did not coincide with location of supplies.

"c. Some bin cards were not posted as items are taken from or replenished to the bins.

"2. Bin cards for Air Installations supplies are not as satisfactory throughout the Eighth Air Force stations as are the bin cards under the control of base accountable officers. In many cases, the Air Installation officer did not believe he could comply

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DC 400 7 May 46
Subj: Inspection of Status of Bin Cards

with the requirements of AAC Regulation 65-7 that bin cards be in the immediate vicinity of the bins. This belief is not concurred in. Further, most of the Air Installations sections were not posting bincards at the time of issue or receipt of an item."

"3. The bin cards of Air Installations at Davis Monthan Air Force Base and Roswell Air Force Base were in very good condition."

"4. Inspection of bin cards of Air Installations supplies at Carswell Air Force Base revealed the following:

"a. Inventory of Air Installations supplies at Carswell Air Force Base had not been completed. The bin cards did not reflect the true status of all supplies.

"b. Bin cards were consolidated in the office of the warehouseman and cards were not posted by the individual issuing or replenishing the supplies. This is not in accordance with par.4, Headquarters Strategic Air Command R&R Letter No. 178.

"c. Bin cards are normally posted at the close of the day's issues. This practice does not reveal the true balance of supplies in the bin as the daily issues are made."

"5. Inspection of bin cards of Air Installations at Kearney Air Force Base revealed the following:

"a. All bin cards are not located in the vicinity of applicable supplies.

"b. Bin cards were not completed for supplies stored in Warehouse #2 (bulk storage warehouse).

"c. Bin cards were not posted as items were taken from or replenished to the bin.

"d. Storage space in bulk storage warehouse was not designated in bays, sections, etc. This condition entails the loss of man hours in locating the item or supply needed for issue."

2. It is desired that you report by indorsement hereon the action taken to improve the situation set out above. This report should reach this headquarters by 1 July 1946.

BY COMMAND OF GENERAL KENNEY:

/s/t/ CLEMENTS MCMULLEN
Major General, U. S. Air Force
Deputy Commander

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SAC 400
Subject: Inspection of Status of Bin Cards

AA 400.2 (7 May 48) 1st Ind 29 Jun 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. Reference basic communication, applicable extracts of this letter were forwarded to base commanders concerned by command letter, in which it was indicated definite corrective action would be taken to insure proper maintenance of bin cards.

2. Replies to the above-mentioned command letter indicate that improved SOP's have been established, bin cards have been relocated, and storage is being accomplished in such a manner as to render proper application of the bin card system.

3. Continuing action is being taken by staff officers of this headquarters to emphasize the importance of compliance with SAC Regulation 65-7. It is believed that energetic follow-up of this program is now being effected and that considerable improvement may be noted.

/s/t/ R. M. RANEY
Major General USAF
Commanding

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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

A3B3

SAC 452.1 (28 Jul 48) 28 July 1948

SUBJECT: De-icer Boots for B-29 Aircraft

TO: Chief of Staff
United States Air Force
Washington 25, D. C.

1. It is the opinion of this headquarters that de-icer boots on B-29 aircraft are unnecessary. This opinion has been formulated by conferences with all wing commanders, group commanders and many veteran airplane commanders who have encountered varying icing conditions all over the world.

2. When the B-29 is airborne at a high gross weight the angle of attack is such that when ice does form, it forms on the underside of the wing and behind the de-icer boot in such a position that the de-icer boots cannot remove the ice. When the gross weight is so low that the angle of attack of the wing would permit ice to form on the leading edge, the aircraft will carry a considerable load of ice before any dangerous flight conditions appear. The de-icer boot reduces airspeeds by 2.5 miles per hour or is equivalent to carrying an additional 2,600 pounds. Therefore, by removing de-icer boots, the range of the B-29 is increased by approximately 5%.

3. A winterization project is now in effect in Strategic Air Command requiring all B-29 aircraft be winterized and de-icer boots installed prior to 15 September 1948.

4. The cost of installation of de-icer boots, the deterioration effects of weather on the boot, the man hours (1,000 to 1,700) necessary to install de-icer boots, their questionable effectiveness and relatively infrequent use versus the fine characteristics of the aircraft in icing conditions, warrant the cancellation of this project. However, the project becomes necessary because of the limitations T/O 00-60A-1 puts upon all aircraft flying the Arctic regions during certain periods.

5. It is requested that your headquarters take necessary action to amend T/O 00-60A-1 to permit B-29 type aircraft not equipped with de-icer boots to fly to any theater.

FOR THE COMMANDING GENERAL:

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/s/t/ EARL C. MILLER
Major, USAF
Asst Adj Gen

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B/Ltr fm Hq SAC, subj: De-icer Boots for B-29 Aircraft, dtd 28 Jul 48

1st Ind Aug 25 1948

DEPARTMENT OF THE AIR FORCE, HQ, USAF, WASHINGTON 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington, D. C.

1. In consideration of the request of basic letter, this headquarters queried the Alaskan Air Command relative to the necessity of installing de-icer boots on B-29 aircraft flying in Arctic regions. Information from that command indicates equipment essential for safe operation of B-29 aircraft south of Fairbanks. Need is less critical north of Fairbanks. Experience of the 375th Reconnaissance Squadron indicates de-icer boots necessary to conduct Storm B flights.

2. In view of the above, and in consideration of the fact that affected aircraft are being winterized for operation in Arctic regions, it is the considered opinion, and recommendation, of this headquarters, that compliance with T.O. 00-60A-1 be continued.

BY COMMAND OF THE CHIEF OF STAFF:

/s/t CARL A. BRANDT
Brigadier General, USAF
Chief, Requirements Division
Directorate of Training &
Requirements

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[redacted] 430 BOMBARDMENT WING (VH)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

[redacted]

AA 452.03 18 June 1948

SUBJECT: Semi-Monthly B-50 Operational Report
Reports Control Symbol: SAC-3K-A11

THRU: Commanding General
Eighth Air Force
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. Maintenance and Equipment.

a. Four B-50A airplanes have been received at this station, to date. At present, one is on loan to Air Material Command, one is on loan to Strategic Air Command, one is at Boeing Airplane Company, Wichita, Kansas, for modification, and the other one is assigned to [redacted] Bombardment Squadron.

b. The following limitations were on these aircraft at the time of delivery:

(1) Armament installation incomplete.

(2) Carburetor pre-heat system inoperative.

(3) Superchargers inoperative.

(4) Aircraft restrictions imposed by propellers.

(5) Thermal anti-icing inoperative.

c. The superchargers were made operative by a modification as instructed by Boeing Document #8563. The kit was also supplied by Boeing Airplane Company. All other limitations still exist on the aircraft.

d. Even though the superchargers are not operative, the carburetor pre-heat is still inoperative. This is due to power surge conditions and back-firing at altitudes above 17,000 feet. Various settings of the surge bleed valve are being experimented with to find a desirable position which will allow operation at all altitudes and power

[redacted]

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conditions. At the present time a surge valve opening of 2.5 square inches on the inboard engines and 3.0 square inches on the outboards is being used. This gives a satisfactory operation up to 17,000 feet.

e. The following maintenance difficulties have been encountered on the B-50 airplane:

(1) Problem: #4 propeller would not control R.P.M. in automatic position.
Cause: Faulty contactor assembly.
Corrective action taken: Contactor assembly replaced.

(2) Problem: No easy means to check frequency of primary and secondary inverters during flight.
Corrective action taken: Frequemeter installed above engine panel.

(3) Problem: Brakes burned out.
Cause: Unable to keep sufficient clearance due to preload on expander tubes caused by the brake adjuster. Corrective action taken: Brakes replaced, and brake adjuster removed, as temporary "fix".

(4) Problem: Right main landing gear actuator inoperative.
Cause: Faulty clutch in motor.
Corrective action taken: Clutch repaired and replaced in aircraft.

(5) Problem: Hydraulic leak at firewall.
Cause: Flare on tubing damaged due to vibration and loose connection.
Corrective action taken: Tubing repaired and replaced.

(6) Problem: Inverter frequency and voltage erratic.
Cause: Inverter out of adjustment.
Corrective Action taken: Inverter governor modified.

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(7) Problem: Navigator's window cracked.
Cause: Vibration and high frequency sound from props at high power settings. (Take off.)
Corrective action taken: New window ordered. S-29 window is approximately 1/2" too thick for S-50.

(8) Problem: Supercharger cruise valve inoperative.
Cause: Unknown.
Corrective action: New cruise valve actuator installed.

(9) Problem: Primer inoperative.
Cause: Unknown.
Corrective action: New primer installed.

(10) Problem: Fuel feed valve leaking.
Cause: Faulty seals.
Corrective action: Seals repaired and valve replaced.

(11) Problem: Hydraulic by-pass tubing over center wing section broken.
Cause: Vibration.
Corrective action: By-pass line replaced with flexible hydraulic line.

(12) Problem: Turbo oil leaking from shaft on bucket wheel.
Cause: Aluminum drill chips were found in the anti-leak valve. These chips prosably entered the system during installation of component part of the nacelle.
Corrective action: Turbo system flushed and valve assembly turbo anti-leak cleaned and replaced.
Recommendation: Cuno be installed in turbo oil system.

(13) Problem: Fuel manifold drain lines from float type fuel drain valve on cyliners #4 and #5 intake manifold to over-board is cracking at the "T" weld.
Cause: Bottom of drain lines vibrating against drain tubes through the air scoop.
Corrective action: Tube welded and replaced on aircraft.
Recommendations: Flexible steel tubing be used on this installation.

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(14) Problem: Hood assembly on engines are cracking at air lock holes.
Cause: Vibration or stress near airlock area.
Corrective action: Hood assembly repaired and replaced.
Recommendations: Strengthen area around air locks.

(15) Problem: Weld assembly (#520285) on cylinder #C-7 and weld assembly (Part #52026-5) on cylinder #A-2 are cracking where flange joins the exhaust stack.
Cause: Vibration and bead weld is not large enough.
Corrective action: Assembly repaired locally and returned to service.

(16) Problem: Heater panel fuel pump leaking.
Cause: Defective seal between motor and pump.
Corrective action: Pump removed.

NOTE: Minor discrepancies that are peculiar to all aircraft are not included in this report, such as minor engine tune up, standard instrument replacement, minor adjustment of components.

f. This organization recommends that adequate cowlings racks be provided for the B-50. Any slight damage to this cowling makes installation very difficult. Also that all special tools for the B-50 be made available immediately.

2. Supply.

a. This organization estimates that about 25% of parts needed for the B-50 are available at this time. These are almost all small items, such as, bolts, nuts and gaskets. No major components or parts are available.

b. Approximately 25% of parts needed by this organization, are interchangeable with B-29 parts or can be locally repaired or manufactured.

c. Approximately 50% of parts needed are not in the stock list.

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d. Recommendations:

(1) Immediate action be taken to make parts available for B-50 aircraft.

(2) Until normal supply channels are operating, grant authority to procure AOG items at the supply source - such as, Boeing Airplane Company.

3. Operational.

a. Extreme surges of cabin pressure when changes are made in either R.P.M. or M.P. This is caused by faulty operation of the cabin pressure regulator.

b. Instrument work is made extremely hard for both the pilot and copilot because the control box for the radio compassis on the co-pilot's side of the aircraft, and the indicator needle is on the pilot's instrument panel. This causes an unnecessary amount of conversation between the pilot and copilot. Recommend that the radio compass control box be mounted on the roof of the pilot's compartment so as to be made easily accessible to either pilot or copilot.

c. It has been found that when flying bombing runs with the bombardier controlling the aircraft through the bombsight, and the S-6 auto pilot, and the rudder boost "on", excessive and violent over corrections are made. The cause of this undesirable condition is: the S-6 auto pilot being a very sensitive instrument and the rudder boost being a comparatively slow mechanism, that as the S-6 sets in a correction and as the rudder boost does not respond immediately it puts in another correction which causes over-correction and extreme hunting. Recommend that it be made SOP to place rudder boost switch in the "off" position when bombing.

d. In flying the aircraft with the S-6 auto pilot, it is almost impossible to manually over-ride the controls. Recommend that the pressure required to manually over-ride the controls be slightly lowered.

e. When using the reverse pitch on landings, it has been found that the engines tend to die out if the throttles are not pulled through the reversing circle quickly. Recommend that a detent be made in the throttle guide at the approximate position the throttle will be to give 1200 to 1400 R.P.M. so that it will give the pilot some idea as to how far back he has his throttles. (Reversing operation requires that the pilot give almost all his attention to directional control of the aircraft, thus he is not able to look back and note the position of the throttles.

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A4 452.03 18 Jun 1948
Semi-Monthly B-50 Operational Report, RCS: SAC-SR-A11

f. It is recommended that the prop reversing override switches be removed from the airplane. The headset cords catch on these switches and close them. This would constitute a dangerous condition in case the flap aft of the pilot's throttles is folded back. It is not anticipated that there will be an occasion to use these switches.

g. All operations have been with 100/130 grade fuel up to this time.

h. Unsatisfactory Reports have been sent in on all conditions that justify such action.

4. Reports Control Symbol: SAC-2-A11

FOR THE COMMANDING OFFICER:

/s/t/ URBAN J. ZIELINSKI
Captain, USAF
Adjutant

AAM 452.03 (18 Jun 48) 1st End

Headquarters, Eighth Air Force, Ft Worth, Texas 24 JUN 1948

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 20, D. C.

J.E.H.

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[redacted] BOMBARDMENT WING (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

4303-4 452.03 2 SEP 1948

SUBJECT: Semi-Monthly B-50 Operational Report
Reports Control Symbol: SAC-SM-All

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. Maintenance and Equipment.

a. Seven B-50 airplanes have been received at this station to date. At present, one is on loan to Air Materiel Command, one is at Boeing Airplane Company, Wichita, Kansas for modification, two are assigned to the 64th Bombardment Squadron, one is assigned to the 63rd Bombardment Squadron, and two are assigned to the 65th Bombardment Squadron.

b. The following limitations still exist on the B-50 aircraft assigned to the 43rd Bombardment Group (M).

(1) Armament installation incomplete on all B-50 aircraft on this station.

(2) Carburetor pre-heat system inoperative on B-50 #46-019.

(3) Thermal anti-icing inoperative on B-50 #46-019.

(4) Heater and APU fuel pump assy inoperative on B-50 #46-024.

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c. The following maintenance difficulties have been encountered on the P-51 airplane:

(1) Problem: Nose wheel steering out.
Corrective Action: Air presence found to be low in hydraulic accumulator; reservioed and steering checked OK.

(2) Problem: Number 2 Supercharger froze up in flight due to internal bearing failure.
Corrective Action: Supercharger replaced.

(3) Problem: Two pump assy's, fuel boost, submersed type, part #A39-T2031500-1, were found leaking fuel from the explosion proof vent on the pump end frame. These pumps constituted the second and third cases where this type of fuel leak occurred. See Davis-Monthan AFB's 740-157, 748-302, and 748-305.
Corrective Action: Pumps replaced and AFB's submitted to A.A.F.

(4) Problem: Bearing froze on heater panel fuel pump assy, part #121002-010 class 03-1.
Corrective Action: Pump assembly bearings replaced and part returned to service.

(5) Problem: Clamp assembly tab, 32107-2, Marman products Co. Cracking on all parts where installed. This item is not included in the 01-F stock list as yet.
Corrective Action: Clamps welded and returned to service.

(6) Problem: Right landing light failed on some flights.
Corrective Action: Landing lights were replaced.

(7) Problem: All hydraulic fluid was lost in flight thru leak in rudder boost system.
Corrective Action: Seal replaced in Parker fitting to rudder boost controls, packing new ring Hydraulic, [illegible] 227-13.

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[illegible]
Semi-Monthly B-50 Operational Report RGS, SAC-SM-All

(8) Problem: Number [illegible] engine primer failed.
Corrective Action: Primer assembly replaced.

(9) Problem: Number [illegible] and [illegible] propeller panel assemblies, afterbody spinner lost 3 lion fasteners in flight.
Corrective Action: Temporary repair was made by installing air-lock fasteners.

(10) Problem: The propellers on the majority of the B-50 aircraft are throwing grease from the hub thru blade retainer nuts.
Corrective Action: One (1) prop on [illegible] was removed, cleaned and relubricated to determine if too much grease was used by Boeing during installation of propellers. Test has not been completed as yet.

d. The following Equipment difficulties have been encountered.

(1) Tools authorized under T.O. 00-30-206A and project 71553-MO are not adequate for organizational maintenance of B-50 aircraft engines. A letter of recommendation for additional authorization has been forwarded. A request was made for authorization of the following tools.

0047-FWA-2806	Wrench-Cylinder Nut
0047-FWA-2960	Wrench-Cylinder Nut
0047-FWA-3367	Expander-Spark Plug Helical Coil Insert (Primary)
0047-FWA-4142	Indicator-Top Center Timing (Time-Rite)
0047-FWA-4289	Wrench-Intake Manifold Fuel Trap
0047-FWA-4291	Wrench-Intake Manifold Coupling Spanner Nut
0047-FWA-4313	Holder-Intake Manifold Coupling
0047-FWA-4451	Kit-Complete Service Tool
0047-FWA-4577	Wrench-Intake Manifold Nut
0047-FWA-4583	Wrench-Fuel Support

2. Supply

a. The following supply difficulties have been encountered.

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2-3

4108-4
Semi-monthly P-3 Operational Report, NAS, [illegible]

(1) No major supply problems have occurred since the majority of the discrepancies have been corrected without replacement parts and those parts replaced were standard parts not necessarily peculiar to P-3C type aircraft.

(2) No action has been taken on approximately 90% of requisitions made on Form 1149.

1. Operations:

a. The following operational difficulties have been encountered.

(1) During a flight of 6:00 hours duration the pilots fluxgate repeater stuck around 290 degrees, the fluxgate repeater was replaced.

(2) Second station E-6 turns were very erratic and failed to give a turn, this condition was corrected by adjustment of E-6.

(3) Moderate vibration sets in at 10,000 feet altitude at 2,000 RPM -34" Hg.

(4) After climbing to 42,000 feet it was found on reducing power that #2 engine M.P. fell approximately 6 to 10 inches below the M.P. on the other three engines. Manipulation of the #2 throttle caused the M.P. to drop still further to the 13" Hg. The RPM was then increased to 2750 and the M.P. rose to 31 inches as a result of the increased internal blower speed. No manipulation of the prop and/or throttle controls could rectify this low power condition. It was found that the C-11A reference line to carburetor upper deck was broken at the flange connection at the carburetor.

(5) On flights above 30,000 ft. it has been observed that when the cooler flap control switch is in the "auto" position, the flap has gone to the full position (as visually observed on #1 engine and ascertained to be the case on the other oil cooler flaps when oil congealing has

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occurred and also when a slight vibration and yawing tendency has been noted in the flying characteristic of the aircraft).

4. Reports Control Symbol: SAC-SM-All.

FOR THE COMMANDING OFFICER:

/s/ Urban J. Zielinski
/t/ URBAN J. ZIELINSKI
Captain, U.S.A.F.
Adjutant

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HEADQUARTERS 43RD BOMBARDMENT GROUP (H)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

43[illegible]-4 452.03 5 OCT 1948

SUBJECT: Semi-Monthly B-50 Operational Report
Reports Control Symbol: [illegible]

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. Maintenance and Equipment.

a. The B-50 aircraft assigned to the 43rd Bombardment Group (H), have been transferred to the modification center at Boeing Aircraft Company, Wichita, Kansas.

b. The following maintenance difficulties have been encountered on the B-50 airplane:

(1) Problem: Rivets in panel assembly shearing and popping out. This part, number [illegible]-12-199[illegible], class 01-F, panel assembly [illegible] and [illegible]. Unsatisfactory report number 46-35[illegible] (22 Sep 48) has been submitted on this condition.
Corrective Action: Oversize rivets have been used to replace those that have sheared or come loose.

(2) Problem: The engine cowls continue to crack at the fasteners. Unsatisfactory report number 46-352 (22 Sep 48) and 46-200 (2 Aug 48) have been submitted which include photographs of this difficulty.

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4335-4
Semi-Monthly B-50 Operational Report RCS: SAC-SM-A11

(3) Problem: Unsatisfactory report number 42-329 (16 Sep 42) shows numerous cracks occurring on all sections of the engine cowl.

(4) Problem: Numerous Parker Drain Shut-off Slide Valves, part number 3-1345-75-2 have developed leaks.
Cause: The slide shut-off is of too soft a metal and warps very easily and will not seat properly against the seals. Unsatisfactory report 42-351 (21 Sept 42) has been submitted on this condition.

(5) Problem: The intake manifold drain which is connected to cylinders A-4 and A-5 cracks. This creates a fire hazard as the drain is located directly above the exhaust collector rings. Unsatisfactory report number 42-345 (21 Sept 42) has been submitted.

(6) Problem: A loss of cylinder head temperature at low power settings was encountered on one engine during a local flight.
Cause: Inspection revealed that three cylinders had the exhaust valves stuck in the open position. Considerable carbon deposits were found on the valve mechanism, particularly heavy on the valve springs.

(7) Problem: During a flight when icing conditions were encountered it was found that the wing heaters were inoperative.
Cause: Inspection disclosed that the left hand cycling relay had failed and that a combustion chamber end plate had not been installed on one of the heaters at the factory. It was further discovered that a wire had been tapped into the "B" lead to the fire relay. This change was made at the factory and was not recorded in the wiring diagram and resulted in considerable lost time in trouble shooting to ascertain the difficulty.

(8) Problem: The motor assembly, intercooler flap actuator, part number 4280-27702 jammed.

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Cause: Inspection revealed that the screws holding the pole shoe in place were missing which allowed the pole shoe to rotate and jam the motor. Unsatisfactory report number 42-340 submitted.

2. Supply.

a. The supply of parts for B-29 aircraft is still critical. Follow-up action is being taken on unfilled requisitions. This condition will be prevalent until such a time as a sufficient Table II Parts lists can be compiled from consumption data and parts stocked by the Supply Depots.

3. Operational.

a. The operational difficulties closely parallel the discrepancies listed under Maintenance. Vibrations and loss of power as covered in previous reports continue to exist.

4. Reports Control Symbol: SAC-CM-All.

FOR THE COMMANDING OFFICER:

/s/ J. M. Stuart, Jr.
/t/ J. M. Stuart, Jr.
1st Lt., U.S.A.F.
Asst Adjutant

AG 319.1 (5 Oct 42) 1st Ind 11 Oct 1942

Headquarters 21 Bth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

FOR THE COMMANDING GENERAL:

/s/t R. H. BURNS
Brig. General, USAF
Chief of Staff

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SAC 452 (5 Oct 46) 2d Ind MDC4C

HEAD [illegible] AIR COMMAND, Andrews Air Force Base, Washington 20, D. C.

TO: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas, 15 OCT 1946

1. Your attention is invited to SAC TWX MDC4C 1674, dated 30 September 1946.

2. Basic correspondence is returned herewith for compliance with referenced TWX.

BY COMMAND OF GENERAL KENNEY:

/s/t/ [illegible]
1st Lt, [illegible]
Asst Adj Gen

MMS 319.1 (5 Oct 46) 3d Ind 20 OCT 1946

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding Officer, 43d Bombardment Wing, Medium, Davis-Monthan Air Force Base, Tucson, Arizona

1. Contents of referenced TWX contained in TWX this headquarters, MMS 1556, 1 October 1946. 1 October 1946 being a Friday, would indicate that receipt at your headquarters could not be expected prior to 4 October 1946. Correspondence evidently crossed in distribution.

2. Request what information available be included in basic report, and that future reports contain operating time.

BY COMMAND OF MAJOR GENERAL RAMEY:

/s/t/ LEXIE FRYE
Captain, USAF
Asst.Adj.Gen.

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BASIC: Ltr, Hq 43rd Bombardment Wing (M), 43GS-4 452.03, 5 Oct 48, subject, "Semi-Monthly B-50 Operational Report," RCS: SAC-GM-411, with 3 Inds.

43GS-4 452.03 (5 Oct 48) 4th Ind

HQ 43D BOMBARDMENT WING (M), Davis-Monthan Air Force Base, Tucson, Arizona, 27 Oct 1948

TO: Commanding General, Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas

The time of operation when failure occurred on those items listed under paragraph 1, b, basic report is as follows:

(1)	Panel Assy, Cowl Upper, RH and LH	237:30 hours
(2)	Panel Assy, Cowl Upper, RH and LH	167:05 hours
(3)	Panel Assy, Cowl	175:00 hours
(4)	Slide Drain Shut-off Valve	99:15 hours
(5)	Intake Manifold Drain Assy	110:00 hours
(6)	3 Exhaust Valves stuck	110:00 hours
(7)	Wing Heaters inoperative	00:00 hours
(8)	Motor Assy, Intercooler Actuator	232:20 hours

FOR THE COMMANDING OFFICER:

/s/t/ J. [illegible] STUART, JR.
1st Lt., U.S.A.F.
Asst. Adjutant

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Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

4570-4 452.03 19 OCT 1948

SUBJECT: Semi-Monthly B-50 Operational Report
Reports Control Symbol: SAC-52-All

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.

1. Maintenance and Equipment.

a. All of the unmodified B-50 aircraft originally assigned to this station have been transferred to Boeing Airplane Company, Wichita Kansas for modification. Five partially modified B-50 aircraft have been received to date from Wichita. These aircraft are to be returned to Wichita for completion of modification.

b. A deadline of 25 October 48 has been established for Wichita Boeing to complete the necessary work and return the five aircraft to the 93rd Bombardment Squadron. This was necessary in order to meet the movement date of 2 November 48 for Alaskan maneuvers.

c. The following Maintenance Difficulties have been encountered on the B-50 aircraft:

(1) Considerable difficulty has been experienced with the new type brakes which are installed on B-50 aircraft at Wichita Boeing Airplane Company. This is a Bendix multiple disc brake. These difficulties have been as follows:
(a) Brake dragging after first application
(b) Inboard wheel stopped as soon as aircraft becomes airborne
(c) Brake piston cups leaking
(d) An outboard brake would not release after pressure was applied

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A320-4 457.03
Semi-Monthly T-29 Operational Report, 31 [illegible]-31-All

Corrective Action: [illegible] were procured from Wichita and one brake assembly has been replaced. A representative from the Bendix Aviation Company spent a week at this station indoctrinating the maintenance personnel on disassembly and maintenance of the brakes. This representative also left a complete set of brake piston cups in case of additional leaks.

(2) During a local flight all cylinder head temperatures went to 300 degrees and remained there approximately 3 minutes. Inspection of the engines upon landing revealed that the push rod housing seals throughout the number four engine had deteriorated due to the excessive cylinder head temperature. The sump screens on all engines were removed and metal particles were found in all screens. Engine time at time of failure was 41:10 hours.
Cause: The aircraft was flying on a local flight to swing the compass. The indicated airspeed was changed to 170 MPH with no change of cowl flap settings and shortly thereafter the cylinder head temperature was noticed to be 300 degrees.
Corrective Action: All four engines changed and all operating personnel have been instructed to maintain constant watch of CHT during any change of airspeed.

(3) Liaison Antennas on all ships breaking between the stress unit and strain insulator at the vertical stabilizer.
Corrective Action: All Liaison Antennas have been disconnected because of dangerous flight condition caused by wire bundle entangled in elevator hinges. Boeing Wichita is to determine a suitable fix for this condition and make necessary correction.

(4) The following items became inoperative after approximately 40 hours of operation. Replacements have been made except for those items marked with an asterisk which indicates replacement part not available:

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43CS-4 452.23
Semi-Monthly B-50 Operational Report, RCS: SAC-SM-A11

* (a) Torque-meter Indicator
(b) Pilots Bank and Turn Indicator
(c) Carburetor Air Temperature Gage
* (d) Co-pilots Flight Indicator unreliable
* (e) Bombardiers Oxygen Gage inoperative
* (f) Exciter for altimeter burned out
* (g) Oil quantity Indicator inoperative
* (h) Center Wing Boost Pump inoperative
* (i) Leaking Turbo Anti-leak Valve.
* (j) Navigators Window cracked
* (k) Cylinder Head Temperature Gage inoperative

* Due to the fact that these aircraft are to return to Wichita for completion of modification, a list of discrepancies connected with these modifications is not included in this report.

2. Supply.

a. The supply of spare parts peculiar to the B-50 is still critical. Unless the flow of spare parts to supply depots is accelerated the ACCP rate will rise rapidly as additional aircraft are assigned.

b. At present through the fine cooperation given by Major Ensley at Wright-Patterson AFB we have been able to keep the ACCP to a minimum by pilot pick-up of the parts at the factory and depots. This procedure will not be feasible with a large number of aircraft.

3. Operational.

a. The operational difficulties experienced have been covered in the Maintenance section of this report.

4. Reports Control Symbol: SAC-SM-A11.

FOR THE COMMANDING OFFICER:

/s/t/ J. M. STUART, JR.
1st Lt., USAF
Asst Adjutant

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1. Maintenance and Equipment.

a. The five partially modified B-50 aircraft originally received from Boeing Wichita have been returned to Wichita for completion of modification.

b. The deadline for return of these aircraft was 26 October 48, in order to meet the Alaskan movement date of 2 November 48. Only one B-50 had been returned as of [illegible] hours 31 October 48.

c. Intercooler screens were manufactured locally for installation in front of the intercoolers to prevent damage from hail, ice, and rocks. These will be installed when the aircraft return from Wichita.

d. The four engine changes on B-50 aircraft number 46-011 was accomplished by the maintenance personnel in a superior manner. Although handicapped by lack of special tools and experience in changing the 4360 engine the test flight and subsequent flights revealed no discrepancies.

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4[illegible]-4 452.03
Semi-Monthly B-50 Operational Report RCS: SAC-SM-All

2. Supply.

a. There has been very little change in the supply situation as previously reported.

3. Operational.

a. Other than the flight to Wichita, very little operational flying was conducted during this reporting period.

4. Reports Control Symbol: SAC-SM-All.

FOR THE COMMANDING OFFICER:

/s/ J. M. Stuart, Jr.
/t/ J. M. [illegible], Jr.
1st Lt., [illegible]
Asst. Adjutant

[illegible] 452.03 (2 Nov 48) 1st Ind 5 NOV 1948

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

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[illegible] (M)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

[illegible] 8 DEC 1948

SUBJECT: Semi-Monthly B-50 Operational Report
Reports Control Symbol: [illegible]

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Fort Crook, Nebraska

1. Maintenance and Equipment.

a. There are 22 each B-50A type aircraft, 3 of which are of the receiver type, presently assigned this station. Of these 22 aircraft; 5 are at Boeing Wichita for modification, and 5 are at Nielson Air Force Base for cold weather tests. One B-50A type aircraft, serial number 46-027A was involved in an accident with a C-47 at Nielson Air Force Base and is being salvaged by that activity.

b. The following difficulties and discrepancies, encountered on the B-50A aircraft, are general and is work that must be accomplished upon receipt of all the aircraft prior to flight:

(1) The oil cooler and intercooler actuator assemblies were inspected on all aircraft. The limit switch housing interiors were found to be badly corroded on 7 assemblies. These actuators had been in service 13:25 to [illegible] hours operating time. This corrosion is believed to be caused by the aircraft being parked for prolonged periods in an area of salt air, at the Boeing plant, Seattle. All actuators, except one were returned to service by cleaning, until such time as replacements are available.

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[illegible]

Subject: Semi-Annual B-47 Operational Report, [illegible]

[illegible] 1st Ind

Headquarters Eighth Air Force, Fort Worth, Texas, [illegible]

To: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. The deficiencies noted in the preceding report are in most cases self-explanatory. In many cases it is felt that added safety in flight is offered and in addition that steps will be taken to insure delivery of each aircraft acceptable at destination [illegible] conditions. As can be noted in par 1e, "accident and incidents cause such pressure to be exerted that [illegible] and inspection at times results in aircraft being delivered to tactical units which can not satisfactorily complete the assigned tactical requirements. This is not a true test of either the tactical unit or the new aircraft.

2. ATC authorizations for deleting contractual modifications, due to component part shortages, also is a factor which renders the aircraft limited in coping with tactical requirements.

3. It is felt that the only satisfactory solution is a meeting of the minds as to the requirements which must be met by each aircraft prior to assignment to tactical units.

4. Supply procedure recommendations will be forthcoming under separate cover following the supply conference now in session at ADC.

By Order of [illegible]:

/s/ C. V. Ekstrand
for [illegible] O. JACKSON
Colonel, USAF
DCofS, Materiel

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4300-4 452.03
Subject: Semi-Monthly B-32 Operational Report, RCS: SAC-"U"-All

AMC 452.03 (8 Dec 42) 1st Ind 20 DEC 1942

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. The deficiencies noted in the preceding report are in most cases self-explanatory. In many cases it is felt that actual safety in flight is effected and immediate steps should be taken to insure delivery of safe aircraft regardless of "delivery date" commitments. As can be noted in par 1c, "delivery date" commitments cause such pressure to be exerted that haphazard maintenance and inspection at Wibac results in aircraft being delivered to tactical units which can not satisfactorily complete the assigned tactical requirements. This is not a true test of either the tactical unit or the new aircraft.

2. AAF authorizations for deleting contractual modifications, due to component part shortages, also is a factor which renders the aircraft limited in complying with tactical requirements.

3. It is felt that the only satisfactory solution is a meeting of the minds as to the requirements which must be met by each aircraft prior to assignment to tactical units.

4. Supply procedure recommendations will be forthcoming under separate cover following the supply conference now in session at AAF.

/s/ C. V. Ekstrand
for PRINCE C. JAMISON
Colonel, USAF
DCofS, Materiel

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/s/t/ F. H. BRANDSTETTER
2nd Lt., USAF
Asst. Adj. Gen.

1. An investigation has been conducted relative to the sixty (60) discrepancies reported in paragraphs 1. b. (1) through (13), 1. c. (1) through (12), 1. d. (1) through (9), 1. e. (1) through (13), 1. f. through e. and 1. g. (1) through (4) of the basic correspondence. The investigation revealed that as of 1 March 1949 the Air Materiel Command had received "satisfactory" reports on 13 of the reported discrepancies. The supply deficiencies reported in paragraphs 1. g. and h. of the basic correspondence have been the subject of conferences and correspondence between your Command and the Air Materiel Command in an effort to remedy this situation.

2. Discrepancies noted during the operation of assigned aircraft must be reported through established Air Force channels developed for expediting necessary corrective action. The encountered discrepancies or deficiencies should be reported promptly. This

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[illegible] WING (H)
Office of the Commanding Officer
Davis-Monthan Air Force Base
Tucson, Arizona

4300-4 457.03 22 DEC 1948

SUBJECT: Semi-Monthly B-50 Operational Report
Reports Control Symbol: SAC-53-All

TO: Commanding General
Eighth Air Force
Fort Worth, Texas

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Fort Crook, Nebraska

1. Maintenance and equipment

a. There are 30 each B-50A type aircraft, 17 of which are of the receiver type, presently assigned this station. Of these 30 aircraft; one is at Wichita Boeing for modification; one is on loan to AMC at Wright-Patterson AFB for armament evaluation; and, five are at Nielson AFB for cold weather test. One B-50A type aircraft, arctic winterized, was transferred to Eglin AFB, Florida.

b. The following malfunctions and maintenance difficulties were encountered during the period covered by this report:

(1) To remove the P-6 Automatic Pilot and Remote Turn Control Transfer Switch from Pilot Aisle Stand for maintenance or repair it is necessary to remove six (6) Reed and Prince screws, nose wheel steering control handle and propeller synchronization handle, and lift cover in order to remove the nuts which hold the Turn Pitch Control and Remote Turn Control Transfer Switch to the Aisle stand. This procedure creates an unnecessary work load and could result in damage to other units incorporated in the Aisle Stand. (MR 48-401, has been submitted on this difficulty).

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(2) On the B-50A type aircraft which have the winterized hood for the APU, trouble has been encountered in keeping the APU on the "line". The overvoltage relay keeps cutting out, throwing the load back on the battery and causing it to fail. This is caused by the excess vibration the relay is subjected to by being mounted on the forward end of the winterized hood. It is recommended that the relay be relocated. (UR 48-469, was submitted on this difficulty).

(3) The support brazing assembly of the float assembly, fuel trap complete, becomes loose in flight. Although the support is safetied, it works loose allowing gasoline to leak on the rear exhaust collector ring. When the enging is feathered, throttle retarded or propellers reversed on landing, gasoline will leak onto the hot collector ring creating a serious fire hazard. The drain line from the fuel trap also cracks and creates the above condition.

(4) The main oil screens on the [illegible] engine collapse under varied conditions. It was believed that heavy deposits of carbon in the oil was the cause of this failure, but failures have occurred when the screens were almost entirely free of any deposits. It is felt that the screens are not designed to withstand the pressure to which they are subjected, particularly when the engine oil is cold.

(5) The finger screens in the manifold pressure regulators are becoming clogged with carbon and collapsing.

(6) It has been found that after approximately 50 hours of engine operation, oil leaks are occurring at the connecting hoses (sump end) of pipe assembly blower to rear oil sump. The clamps on this hose cannot be tightened due to interference of the engine mount rings. It requires approximately 16 man-hours to tighten these clamps as it is necessary to remove the lower exhaust collector ring, pipe assemblies, and turn the hoses so that with

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special tools, access to them can be made. It was discovered during this operation that the fire seal clamping flange holding screws could not be removed on the left pipe assembly due to engine mounting ring interference. This prevents the removal of the rear oil sump should it be necessary to replace a sump seal.

c. The following discrepancies, in addition to those reported in paragraph 1, c, of B-50 Operational Report dated 3 December 1948, are prevalent on aircraft being received from Wichita:

(1) Installation of the alternator rotor was made 90 degrees off center on the drive shaft resulting in shearing the shaft.

(2) The aircraft are arriving with a large amount of dirt and foreign matter in the water injection tanks. The screens on the water injection pumps have been found completely clogged with dirt.

(3) Rubber gaskets were found installed under the spark plugs. This was in addition to the regular copper one installed under the plug. This rubber gasket appears to be the type used under Protex plugs and were probably left in place when the Protex plugs were removed and the spark plugs installed.

2. Supply

a. All effort expended endeavoring to secure spare parts for the B-50A type aircraft seems to end with a negative result.

b. A conference was held at AMC with representatives from SAC, CAF, and 43rd Bombardment Wing (B), relative to the criticalness of the B-50 spare parts situation. The results of this conference, other than acquainting the AMC personnel with the direness of the situation, did not offer any immediate relief.

3. Operational

a. The following are operational problems that are prevalent in the B-50A type aircraft:

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(1) The major difficulty that continues to exist is the unsatisfactory operation of the E-6 Auto Pilot. Although this is the modified unit, a satisfactory solution of the difficulties has not been ascertained. The major portion of the auto pilot trouble is in the elevator control. Whenever an attempt is made to use the auto pilot, it is necessary to manually control the elevator, in order to maintain level flight.

(2) Due to the location and quantity of equipment installed in the interior of the aircraft, there is little or no provision for crew comfort. This is particularly true on long range missions when it is necessary to carry relief crew members. A study of this situation is being made locally and recommendations will be forwarded upon completion thereof.

(3) When flying in icing conditions the trailing antenna weight freezes to the external end of the fairlead making it impossible to reel out the trailing antenna.

(4) The magnesyn type torquemeters, as installed on the B-50A aircraft, are unsatisfactory. Excess oscillation of the indicator needle makes it impossible to read or set up an accurate torque pressure.

4. Reports Control Symbol: SAC-[illegible]-All.

/s/ James C. Selser, Jr.
/t/ JAMES C. SELSER, JR.
COLONEL USAF
COMMANDING

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43GS-4 452.03
Subject: Semi-Monthly B-50 Operational Report, RCS: SAC-SM-A11

MMS 452 (22 Dec 48) 1st Ind JAN 4 1949

Headquarters Eighth Air Force, Fort Worth, Texas

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

Par 1b (1) Noted by Station UR 48-421
(2) Noted by Station UR 48-469
(3) Kits are being manufactured by Boeing on MCH 176 and will be forwarded to Davis-Monthan approximately 15 January 1949. Effective B-50 51 and on, will have this kit installed by the plant.

(4) This condition has been brought to the attention of Boeing and any information relative to a fix will be forwarded.
(5) The new modified finger screens are larger with a finer mesh and is expected to eliminate this collapsing condition.
(6) This condition has been turned over to Boeing and information relative to this discrepancy will be forwarded.

Par 1c (1) A staff trip was conducted to Boeing Wichita to bring to the attention of responsible personnel conditions such as this and also those conditions noted in Par 1c (2) and 1c (3).

FOR THE COMMANDING GENERAL:

/s/ John E. Hall
/t/ JOHN E. HALL
Major, AGD
Asst. Adj. Gen.

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HEADQUARTERS 7TH BOMBARDMENT WING (VH)
Office of the Commanding General
Carswell Air Force Base
Fort Worth, Texas

ALM 9 Aug 1948

SUBJECT: Semi-Monthly B-36 Operational Report (SAC-SM-A14)

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. In accordance with letter SAC 452, Headquarters Strategic Air Command, dated 13 July 1948, the following report is submitted.

2. Maintenance and Equipment:

a. Many of the difficulties experienced are of the same nature as all new type aircraft. Improper adjustments and items overlooked in the final inspection in the factory. These items are brought to the attention of the factory representatives and steps have been taken to prevent re-occurrence.

b. Numerous cracks have developed in farring and cowling. Refer U.R. #48-1190,01, 1285, 1322, 23.

c. Typical technical inspection is attached as inclosure Number 1, and will present some idea of the discrepancies encountered on the acceptance check.

d. During the period of operation of this aircraft it is revealed that many items of equipment not authorized by previous heavy bombardment groups will be necessary to maintain this aircraft. Inclosure Number 2.

e. It is recommended that an equipment board having the authority to revise the equipment list, be sent to this station to review the equipment problems and difficulties with Maintenance personnel.

3. Supplies:

a. The first month of B-36 operations by this group was greatly handicapped by a lack of supplies. As of 1 August, no Table II Spare Parts have been received.

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Subject: Semi-Monthly B-36 Operational Report (SAC-B-AL4)

b. As of 1 August 1948 none of the parts requisitioned on ACCF requisitions had been received through normal supply channels. Attached is a list of parts requisitioned on ACCF as of 31 July 1948. Inclosure Number 3.

c. Future reports will be accompanied by a complete list of parts requisitioned and parts requisitioned and received during the reporting period.

4. Operations:

a. The only operational data available at this time was submitted by confidential letter from this Headquarters. Subject, B-36 Altitude Flight, dated 16 July 1948.

5. Reports Control Symbol assigned this report is SAC-B-AL4.

FOR THE COMMANDING OFFICER:

Incls - 3
1. Report of Tech Insp (Quad)
2. List B-36 Equip. (Quad)
3. Daily ACCF Rept dtd 30 July 48 (Quad)

/t/ MARVIN W. McNAIR
1st Lt, USAF
Asst Adjutant

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HEADQUARTERS 7TH BOMBARDMENT WING (VH)
Office of The Commanding Officer
Carswell Air Force Base
Fort Worth, Texas

AA 452 15 Sep 1948

SUBJECT: Semi-Monthly B-36 Operational Report (SAC-2B-AA)

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.
Attn: A-4

1. The following report is submitted in compliance with SAC letter, 452, subject: "Semi-Monthly B-36 Operational Report", dated 13 July 1948. This report covers the operational period from 31 Aug 1948 to 14 Sep 1948.

2. Due to ACCP items, several planes out for thirty (30) hour inspection, compression checks and installation of latent defect parts by Consolidated Vultee Aircraft Corporation personnel flying has been retarded during this period, but at this time, several planes are within one or two days of being ready for flight.

3. Maintenance difficulties encountered during this period:

a. Propeller spinner fairing and air plugs.

(1) Several of these items developed cracks and as they are listed as latent defects, the parts were removed and sent to Consolidated for rework. This will be accomplished on eleven (11) airplanes. At the present time, thirteen (13) assemblies have been removed for rework and are now being replaced.

b. Propeller limit switch.

(1) On 10 Sep 1948, Consolidated Vultee Aircraft Corporation discovered a dangerous condition existed in the propeller limit switches, all these switches are being inspected at this time.

c. Fuses in the A.F.U. circuit.

(1) Air Materiel Command authorized our request to change the 60 ampere fuses installed in this circuit to 40 ampere fuses.

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AG
Subject: Semi-Monthly 3-30 Operational Report

d. Power Receptacle 28 Volt DC.

(1) An unsatisfactory report has been submitted by this station recommending the installation of a power receptacle for 28 volt DC current, by using this system many electrical checks could be made without using the AC power supply, thereby reducing the operating time on the S.A power plant, which is a critical item.

e. Equipment.

(1) Lack of proper equipment remains one of the major handicaps to efficient maintenance. Several letters have been submitted on this subject, but at this time, a definite answer is not known.

f. Supply.

(1) The supply problem has shown some improvement, but maintenance has been retarded by shortages of common user items, such as cherry rivets. Propellers and constant speed drives are nearly impossible to get as they must be supplied from the manufacturer, and so far, the company manufacturing these items have not been able to supply the depots with spares.

4. Reports Control Symbol assigned this report is SAG-3-A14.

FOR THE COMMANDING OFFICER:

/s/t/ MARVIN W. HARRIS
1st Lt., USAF
Asst Adjutent

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Office Of The Commanding Officer
Carswell Air Force Base
Fort Worth, Texas

AA 15 Oct 1948

SUBJECT: Semi-Monthly B-36 Operational Report ([illegible])

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 25, D. C.
Attn: A-3

1. The following report is submitted in compliance with SAC letter, 452, subjt "Semi-Monthly B-36 Operational Report", dated 13 Jul 1948. This report covers the operational period from 1 Oct 1948 to 15 Oct 1948.

2. Maintenance difficulties:

a. Due to aircraft being grounded for rework of the constant speed drive by factory representatives very little flying has been accomplished during period covered by this report. It was hoped that the changes made in the drives would improve their performance, but as four (4) have failed after rework, the improvements hoped for, are in doubt.

b. Sheet metal repairs:

(1) As previously stated, one of the major handicaps to efficient operation, is the excessive sheet metal repairs required and as this Wing has not received a fully modified B-36, it is unknown at this time, what improvement will be derived from the modification now being made at the factory.

c. Equipment:

(1) Lack of equipment slows maintenance, and at the present time, this Wing does not have enough equipment to properly equip one (1) squadron, instead of the three (3) now operating B-36s.

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A4
Subject: Semi-Monthly 5-36 Operational Report (SAC-SM-A14)

d. Electrical system.

(1) Several cases have been reported where electrical units and wiring have failed and in many of these cases, the fuses installed to protect the units and wiring were not blown, it is believed that the electrical system is either over-fused or that the fuses are under rated. An Unsatisfactory Report has been submitted on this subject.

e. Propellers.

(1) While the propellers have not given the trouble expected, one (1) serious defect has developed. This is leaking oil seals and as these propellers have a self-contained oil system, the loss of oil causes the propeller to stay in fixed pitch, preventing the use of proper power setting for maximum range flights.

f. Backfiring.

(1) In all long range flights when the power has been reduced, some backfiring has been encountered. Just what is causing this, is unknown at this time. A sample of fuel used has been sent to AMC for test and a close check will be made of the lead contents. Compression and spark plug check will be made, also one (1) airplane is being equipped with AG 181 spark plugs and the results will be observed. It is hoped that better results will be obtained with these plugs.

g. Engine Change & Build-Up.

(1) One (1) engine failure occured three weeks ago, and due to lack of equipment in the engine build-up section, this change will not be completed for another ten (10) days. At the present time, only one (1) engine can be built up at a time and when the engine is ready for installation, a crane must be borrowed from Consolidated to install the engine, because the cranes on this base do not have proper length booms.

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Subject: Semi-Monthly B-36 Operational Reports (SAC-3E-A14)

3. Supply.

a. Supplies, in general, show a steady improvement, but a doubt exists as to what would happen if this wing could not get parts from the factory. The shortage of items peculiar to the B-36 can be understood, but shortages of common user items, such as cherry rivets, retards sers as such as special parts.

4. Personnel.

a. The T/O&E under which this Wing is operating, "T/O&E 1-1133", does not cover the requirements for maximum operation of a B-36 group. It is believed immediate steps should be taken to revise this T/O&E to confirm with needs that experience has revealed. A good example of the errors in this T/O&E is the allotment of four (4) sheet metal mechanics, WSC 555, per squadron, and experience has revealed there should be two (2) per aircraft.

5. Operations:

a. Due to grounding of planes for constant speed drive rework, only seventy-one (71) hours has been flown during period covered by this report.

6. Reports Control Symbol assigned this report is SAC-3E-A14.

FOR THE COMMANDING OFFICER:

FREDERICK C. THATCH, JR.
1st Lt, USAF
Asst Adj

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HEADQUARTERS 7TH BOMBARDMENT WING (VH)
Office of the Commanding Officer
Carswell Air Force Base
Fort Worth, Texas

AF 452.09 20 DEC 1948

SUBJECT: Semi-Monthly B-36 Operational Report (SAC-SM-A14)

TO: Commanding General
Strategic Air Command
Offutt Air Force Base
Fort Crook, Nebraska
Attn: A-4

1. The following report is submitted in compliance with SAC letter 452, dated 13 July 1948. This report covers the operational period from 2 Dec 1948 to 15 Dec 1948

2. Maintenance and Equipment:

a. The lack of proper equipment still remains one of the major items retarding maintenance. A good example is the lack of jacks for retracting, jacks must be forwarded from Consolidated Vultee Aircraft Corporation. One (1) airplane has been waiting five (5) days, four (4) days to get the jacks, one (1) day, winds were too high to permit jacking.

b. Maintenance cannot be performed on the APQ 24 radar sets, due to the lack of test equipment, the same holds true for the gunnery system.

c. Shortage of personnel slows maintenance, now that more airplanes are being received. Forms 5-25 have been submitted requesting increases in the T/O&E. To form a balanced, more efficient squadron, several changes in MOS's have been requested, but this will not be the final fix as further experience will reveal other required changes.

3. Supply:

a. Shortages of parts is greatly retarding maintenance and flying to a great extent. This is due to the fact that many parts needed for B-36A type aircraft must be fabricated when the requisitions reach the Consolidated plant. It is expected the AOCP rate will increase until such a time as an adequate Table II is available, and due to the fact that many of the parts needed are semi-permanent parts of the structure, it is almost impossible to cannibalize.

4. Operation:

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AA
Subject: Semi-Monthly --Jb Operational Report

a. More flying has been accomplished during the period covered by this report than any other like period. A total of 149:10 hours has been flown during this period, and except for unforeseen trouble, the flying time for the remainder of the month will show an increase.

5. Reports Control Symbol assigned this report is SAC-AW-AIA.

FOR THE EXCHANGING OFFICER:

/s/t/ MARVIN W. HARRIS
1st Lt., USAF
Ass't Adjutant

cc: CO, Eighth Air Force
Attn: Materiel Section

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SAC 462 (24 Mar 48) 24 March 1948

SUBJECT: AOCP Procedure

TO: Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

Originator

Phone

CG
DC
CS
D/PERS
Surg
Jud Advoc
D/INT
D/OPS
Ops
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Elec
Ops Anal
D/MAT
Installations
D/PLANS.
PIO
INSP GEN
Provost
COMP
Manp
Fisc
Stat
ADJ GEN

1. Reports received at this headquarters indicate that the percentage of aircraft AOCP throughout the command is steadily on the increase. Continuous aggressive supply action must be taken to lower this percentage, in order that the mission of this command will not be seriously impaired.

2. Specific action will be taken to insure that all possibilities have been exhausted prior to the submission of an AOCP requisition. The fact that an AOCP requisition has been submitted to supply does not relieve the Base Supply activity from taking aggressive action to establish an adequate stock level.

3. The following check list is suggested for guidance prior to and immediately following the submission of an AOCP requisition.

a. Can the item be locally manufactured?

b. Is the item available from any other source on the base?

c. Has the interchangeability of this item been checked?

d. Is the base authorized a stock control level for this item? If so, is this level sufficient to meet the requirements of this item in the future?

e. If a stock control level is not authorized, will the need for this item reoccur? If so, what action has been taken by the AMA? Has a follow-up been initiated?

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A4F2A 452
Subject: AOCP Procedure 24 Mar 48

f. Has a stock replenishment requisition been submitted to replenish the operating level? If so, what action has been taken by the AMA? Has a follow-up been initiated?

g. If the item was coded "local Manufacture," has an attempt been made to procure stocks of material necessary to manufacture this part in the future?

4. The use of a check list as recommended in paragraph 3 above should eliminate the excess quantity of items presently being listed as AOCP due to maldistribution of stocks, failure of the bases to locally manufacture items, and lack of proper stock control procedures. Aggressive action on the part of supply and maintenance personnel will decrease the percentage of aircraft AOCP.

BY COMMAND OF GENERAL KENNEY:

/s/ AM

ALAN MARCEAU
CWO, USAF
Asst Adj Gen

This letter has been sent to all commands under Strategic Air Command:

Eighth Air Force
307th Bomb Wing
4th Ftr Wing
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HEADQUARTERS STRATEGIC AIR COMMAND
ANDREWS AIR FORCE BASE
WASHINGTON 20, D. C.

AAC 452 (20 Jul 48)

20 July 1948

SUBJECT: AOCP Supply Procedures

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

1. The AOCP rate for the Strategic Air Command has been greatly reduced due to the concentrated effort of the Air Materiel Command and this headquarters. The number of combat aircraft that can be made available to this command within forty-eight (48) hours is directly effected by the AOCP rate. The primary reason for the existence of the Strategic Air Command is the potential number of combat aircraft that can be made available in any emergency.

2. The value of any priority of supply procedure depends primarily on the time element involved in the requisition and receipt of material. The percentage of AOCP aircraft is directly proportional to this time element. A decrease of the time element involved in the present AOCP procedure will increase the number of available combat aircraft.

3. Therefore, it is recommended that the five (5) day period between the submission of an AOCP requisition and the receipt of supply action from the Air Materiel Area, by the requisitioning agency, be reduced to three (3) days. It is further recommended that the fourteen (14) day follow-up to Headquarters, Air Materiel Command, by the requisitioning agency, be reduced to nine (9) days. The reduction of the time allowed for the Air Materiel Areas to either fill or extract an AOCP requisition should reduce the AOCP rate throughout the United States Air Force and can be accomplished by teletype requisitions.

FOR THE COMMANDING GENERAL:

s/ & t/ MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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Basis ltr fr Hq, SAC, Andrews AF Base, Washington DC, D. C. dtd 20 July 46, subject: "AOCP Supply Procedure"

1st Ind MCMMAD51/JM4/cm

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio 13 Aug 1946

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington DC, D. C.

Because of the two (2) day period over normal week-ends and the three (3) day period over holiday week-ends during which no action is taken on AOCP requests, it is not believed best to reduce the number of days in which supply action must be indicated by an MC's. It is agreed that action can be taken to reduce the number of days currently involved in the 14-day report. A proposed T & S Directive is being promulgated at this Hq which will provide for Follow-up on Hq, SAC, after the 10th Day from the initiation of the AOCP requisition.

FOR THE COMMANDING GENERAL:

/s/ [illegible]
for [illegible]
Colonel, USAF
Chief, Supply Division

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SAC 452 (20 Jul 48) 2d Ind MDC3A1

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C., 2 NOV 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio

1. Reply to first indorsement has been delayed in order that a survey of AOCP order and shipping (pipeline) time, attached as Inclosure Number 1, could be completed and results forwarded as part of this correspondence. This survey conclusively depicts the need for immediate and positive corrective action throughout the entire AOCP system. This need is particularly in evidence in the present methods of processing AOCP requisitions in the various Air Materiel Areas and in the priority shipment of AOCP supplies. The survey of ordering and shipping time conducted by all stations of this command revealed the following:

a. An average of eight (8) days is required for the filling of an AOCP requisition from the parent Air Materiel Area.

b. An average of thirteen and seven tenths (13.7) days is required for the filling of an AOCP requisition extracted to another Air Materiel Area.

c. An average of fifteen and fifteen hundredths (15.15) is required for the filling of an AOCP requisition extracted to specialized depots.

d. An overall average of twelve and six tenths (12.6) days is required to fill AOCP requisitions.

With the cessation of World War II, the efficiency of AOCP service has steadily decreased as evidenced by the results of this survey on average AOCP ordering and shipping time.

2. It is true that Air Materiel Command's national AOCP percentage (as now reported under the split system of AOCP and Priority Three) has decreased considerably. In fact, on paper, there is virtually no AOCP problem. The fact is that under the new AOCP definitions for reporting, flyable aircraft that are not combat operational will not be reflected in the AOCP figures even though they are not capable of performing

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SAC 452 (20 Jul 48) MDC1.1 2d Ind
Subj: AOCP Supply Procedures

their mission. For example, one hundred forty-two (142) B-29 aircraft of this command are unable to accomplish their primary mission because of the critical shortage of astrodomes. These aircraft are capable of being flown at restricted altitudes, but are not combat operational. The need for one hundred forty-two (142) astrodomes is not reflected by the present method of AOCP reporting as the aircraft is not placed on a red cross. These one hundred forty-two (142) B-29 aircraft in the event of an emergency are virtually valueless to this command.

3. This command is taking internal action to hold AOCP and priority type requisitions to a minimum and to expedite the securing of AOCP items once AOCP's occur. However, the present down-time of aircraft due to AOCP supply and transportation service is undeniably excessive.

4. With reference to paragraph 3, basic communication, this headquarters was in error in not stipulating three (3) working days in our original request. However, since submission of the original request, analysis of the overall AOCP picture indicates that any time element in excess of sixteen (16) working hours involved in the processing and filling of an AOCP requisition at the Air Materiel Area and the forwarding of supply action to the requisitioning base is excessive. Correspondingly, in event of extractions by Air Materiel Areas, any time element in excess of eight (8) working hours in the forwarding of supply action to the requisitioning base is considered excessive. Attention is invited to AF Manual 67-1, Part I, Section II, paragraph A(3)c which implies a one-to-five day looseness in completing supply action and forwarding notification of AOCP supply or extractions of AOCP supply action. It is recommended that this portion of AF Manual 67-1 be rewritten or amended by an AF Materiel and Services directive to establish definite time limits for accomplishment of AOCP supply service.

5. It is realized that the quality of shipping and order time is no better than the quality of the transportation system that supports it. If large quantities of AOCP supplies are allowed to accumulate and stay for days in shipping sections or air freight warehouses, due to the present lack of government airlift, the previously expended priority supply action

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SAC 452 (20 Jul 46) HDCJAl 2d Ind
Subj: AOCP Supply Procedures

has been wasted. It is recommended that the use of premium transportation facilities be made a special subject with Transportation personnel involved and that shipping activities be required to more fully utilize air express, air freight, air parcel post, or railroad express until military airlift in the Zone of Interior improves.

FOR THE COMMANDING GENERAL:

F. H. UNDERSTEDTER
2nd Lt., USAF
Asst.Adj.Gen.

2 Incls
1. AOCP Pipe Line Report
2. Message HDCJA 790 Hq SAC, 10 Sep 46

cc: Chief of Staff, USAF

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MDG3A 770 PD SUBJECT IS CLN ACCT PIPE LINE TIME PD THIS MESSAGE IS TO THREE FOLD PD PART 1 PRELIMINARY RESEARCH OF ACCT REQUISITIONING DATA AT DEPOT LEVEL AND INDICATE PRIORITY SUPPLY ACTION AND PROBLEM TRANSPORTATION NOT UTILIZED SUFFICIENTLY IN PROCESSING ACCT REQUISITIONS AND SHIPPED BY AMC AND AIR MATERIEL AREAS AS SET FORTH IN PART 2 TO MCI 67-1 PD IT IS NOT KNOWN WHETHER PRESENT UNSATISFACTORY CONDITIONS AND SHIPPING TIME IS A RESULT OF DEPOT NON-COMPLIANCE WITH PRESCRIBED ACCT PROCEDURE CITED AFR 67-1 CHG OR AS A RESULT OF TRANSPORTATION FACILITY TO OBSERVE PRIORITY SHIPPING PROBLEM TRANSPORTATION TO EXPEDITE SUPPLY OF THE DEPOT PIPE LINE TIME IS 7 TO 9 DAY DEPOT AND TRANSIT TIME ON A NON PRIORITY ITEM FILLED BY DEPOT AIR MATERIEL AREAS CAN VARY 14 TO 19 DAYS AVERAGE SERVICE ON EXTRACTED ACCT REQUISITIONS TO OTHER AREA DEPOTS CMA OR SPECIALIZED DEPOTS PD WITH PRESENT EMPHASIS ON SAC OPERATIONAL AND COMBAT

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EXCESSIVE AND CAN BE DECREASED UPON PROPER PRESENTATION OF FACTS
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YOUR COMMAND DISPATCH AGCP REQUISITIONS SUBMITTED AND FILLED DURING
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WITH AT SHIPPING AND PURCHASE TIME FOR CLASSIFICATION ALSO CHA DAMER
CHA CHARLIE AGCP TO FOX 3 IT IS POINTED THAT REQUISITIONS BE CONSOLIDATED
YOUR COMMAND FOR CONSIDERATION THIS HQ NO LATER THAN 15 OCT 65,TO
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OF STOCK LEVELS BY BASE ACCOUNTABLE OFFICER IN ACCORD SECTION ONE
SUPPLY MAN 67-1 CHA TO REDUCE NUMBER OF PRIORITY AND AGCP TYPE
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A. Requisitions filled from stock at parent AFA's.

B. Requisitions extracted to other AFA's.

C. Requisitions extracted to specialized depots.

D. Average ordering and shipping time for combination A, B, and C.

Base	A	B	C	D
Andrews	9	24	24	19
MacDill	3	12.5	12.6	9
Grenier	9	15	20	15
Topeka	10	14	13	11
McGuire	13	17	1[illegible]	15
Spokane	7.02	18.13	1[illegible].44	11.24
Smoky Hill	6	8	14	10
Rapid City	4.5	9	1[illegible]	7.5
Dendover	9	0	1	10
Peterson	12.2	15.5	16	12.44
Castle	No ACCT requisition submitted			
Biggs	14	17	17	16
Carswell	17	20	27	22
Walker	13	16	14	14
Kearney	11	19	21	17
Davis-Monthan	14	16	0	6
Selfridge	6	14	18	13
Average	8	13.70	15.15	12.61

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MDC3

SAC 400 (7 Oct 48) 7 October 1948

SUBJECT: Request for Stock Control Information

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Wright Field, Ohio

1. In an effort to achieve lower AOCP percentages, insure maximum utilization of stocks, and reduce priority requisitioning, this command is placing great emphasis on proper stock control and stock levels at all bases of this command.

2. To aid in furthering this program it is requested that consideration be given to furnishing the following information to this command.

a. A comparative analysis and relative standing chart of AOCP percentages be instituted by all Air Materiel Areas and forwarded to all SAC bases under the jurisdiction of the Air Materiel Area. This report should be on a weekly basis and follow closely the form now prepared by Middletown Air Materiel Area.

b. That all Air Materiel Areas comply as fully as possible with the provisions of paragraph 166, AF Manual 67-1. Further, that steps be taken to insure that a copy of such reports be forwarded to this headquarters. While the channel set forth in referenced paragraph requires indorsement through channels, it is recommended and requested that an extra copy of such report be forwarded direct to this headquarters, attention MDC3. Such a procedure is now in practice in the Middletown Air Materiel Area. This command is currently in the process of establishing a stock control team to make regular visits to SAC bases, and the interchange of such reports should prove most valuable in assisting bases in properly performing their missions. It is further requested that Air Materiel Area representatives particularly stress stock levels and adequate stock control on their visits to SAC bases.

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XDC3 400 7 Oct 48
Subject: Request for Stock Control Information

c. It is requested that this command be furnished with lists of critical items, including Headquarters controlled items, applicable to aircraft in primary use by this command. This would include the B-29, B-50, F-51, F-80, F-82 and F-84, with special emphasis on the B-29 and F-80. In this connection it is noted that the Monthly Report on Aircraft Spare parts and Components book for September 1948 lists 129 parts as critical to the B-29 aircraft out of a total of 12,120. Inasmuch as the figure of 129 represents only approximately one percent of the total spare parts for this aircraft, it is the opinion of this headquarters that special action should be taken at all levels to conserve and rigidly control these items. It is the intention of this command to utilize these lists to develop accurate replacement factors on these items similar to the action which has been accomplished on the R-3350 engine, where a 15% replacement factor has proved adequate in every instance. The results of studies based on these lists can then be forwarded to your headquarters to aid in procurement, control and eventual adequate stockage of these items based on actual past experience and anticipated future consumption.

d. It is further requested that this headquarters be placed on the distribution list for any publications listing critical or Headquarters, Air Materiel Command controlled items, including change notices, which may be issued in the future.

3. Any additional information of the type requested in the foregoing paragraphs which your command can make available to this command will aid materially in enabling this command to properly carry out its supply and maintenance mission and assure continued cooperation with the Air Materiel Command.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
Fort Crook, Nebraska

SAC 452 (22 Nov 48) 22 November 1948

SUBJECT: Implementation of 1.5% AOCP Policy

TO: Commanding General
Fifteenth Air Force
Colorado Springs, Colorado

CG, 8AF, CG, 307BW,
CG, 4FW, CG 56FW

1. Effective this date, it is the policy of this headquarters that not more than one point five (1.5) percent of the total number of tactical and administrative aircraft assigned each base will be AOCP simultaneously. It is suggested that your command convene a meeting of supply, maintenance, and control personnel from wing level to determine the most desirable methods for compliance with the above-stated policy.

2. The primary factor in avoiding and reducing AOCP's must be prevention rather than correction. Great emphasis must be placed on the establishment, review, and maintenance of adequate stock control levels to include the computation of stock levels in accordance with USAF Manual 67-1 and the review of stock levels each thirty (30) days and immediately prior to submission of replenishment requisitions. Proper computation of stockage and requisitioning objectives based on past consumption and the factor of aircraft strength and utilization, past, present, and future, will permit normal replenishment requisitioning with supplies and equipment received in sufficient time and in sufficient quantities to maintain adequate stocks rather than constant priority and special requisitions on supply agencies already flooded with priority requisitions. Requisitioning procedures should be closely scrutinized to ensure that requisitions submitted are in sufficient quantity to adequately maintain established levels and not simply to rectify a current emergency situation. An AOCP priority or special requisition should always be followed at the earliest established requisitioning date by a routine stock replenishment requisition to maintain established stock levels and prevent recurrence of AOCP's in the future. Particular emphasis should be placed on items of supply which appear in Air Materiel Command critical items lists as pertains to each type aircraft. With the exception of five (5) new type aircraft assigned the Eighth Air Force, there should exist approximately a three-to-eight-year background of experience on current aircraft for the compilation of accurate consumption data and replacement factors to assist in establishment

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Subject: Implementation of 1.5% AOCP Policy MDC3A

and maintenance of subject stock levels at each base. Some degree of uniformity in stockage objectives at bases operating similar numbers and type aircraft should be sought.

3. Several factors having direct bearing on AOCP rates which should be discussed at the meeting suggested in paragraph 1 are as follows:

a. The necessity for an aggressive reparable program, including the prompt return to the Air Materiel Area depot of reparables beyond the scope of base repair capability.

b. Improved communication facilities and better employment of existing facilities.

c. Assignment of one (1) station administrative aircraft primarily for the purposes of expediting and air lifting priority and AOCP items combining subject flights with pilot proficiency flights.

d. Review of base transportation methods and procedures to ensure maximum utilization and benefits from use of premium transportation.

e. Implementation of an improved system of maintenance control and stock control at base level as pertains to effect on supplies.

f. Improved inspections and assistance by local Air Force air inspectors in this program.

4. This headquarters is taking separate action with Headquarters United States Air Force and Headquarters Air Materiel Command to improve the general and priority supply service rendered by Air Material Command. The results and agreements will be made known to your command as rapidly as progress is achieved. However, unless bases comply with the spirit and intent of paragraph 2, this command will be placed in an unfavorable position to request improvements or changes in supply service.

5. As a result of the aforementioned meeting, it is desired that your headquarters forward a well-developed study with concrete recommendations for the implementation and achievement of this new low AOCP percentage policy. It is desired that personnel requirements, increased communications costs, and other factors

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Subject: Implementation of 1.5% AOCP Policy MDC3A

incident to adoption of the bi-zonal system be taken into consideration in your consolidated recommendations. Subject correspondence will be forwarded to this headquarters not later than 15 September 1948.

6. This headquarters will announce at a date in the near future the time and place for a general meeting of personnel from air forces and commands for the final implementation of this program.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

E. E. TIBBETTS
Colonel, USAF
DCofS, Materiel

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Col Bendley/hg/40
HEADQUARTERS FIFTEENTH AIR FORCE, Colorado Springs, Colorado, 14 Dec 48

TO: Commanding General, Strategic Air Command, Offutt Air Force Base, Fort Crook, Nebraska

1. This Headquarters had a meeting of all A-4's accountable officers and stock control officers of this command, to include Grenier and MacDill Air Force Bases, on 6 and 7 December 1948. This conference was a working conference and was called for the purpose of determining ways and means of implementing basic policy. All factors listed in your paragraph 3 were assigned to working committees for the purpose of securing recommendations for implementation.

2. The attached folder is provided to show the action taken at the conference or as a result of the conference. There is included in this folder the following:

a. Address of the Deputy Chief of Staff, Materiel, this Headquarters, at opening of conference.

b. Memorandum for the record showing the various recommendations submitted as a result of this conference by the several committees appointed and the implementation taken or planned for each recommendation.

c. A copy of directive issued by this Headquarters implementing such recommendations as are within operating policies.

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Subject: Implementation of 1.5% AOCP Policy MDC3A

d. Copies of recommendations or correspondence to your Headquarters or Air Materiel Command based upon these recommendations. It should be noted that these recommendations are submitted by separate letter for each one. This action was believed desirable so that each recommendation could be considered separately and acted upon by your Headquarters, or such other headquarters as may have the final authority, without delaying any other recommendation. Your expeditious action on these recommendations is solicited.

3. In discussing the AOCP rate, it is recommended that the rate for administrative aircraft and the rate for tactical aircraft be maintained separately. It is felt that this will give your Headquarters a better picture of the combat potential of this command. It is further recommended that the AOCP rate be compiled using total aircraft days assigned each month (i.e., average number of aircraft assigned multiplied by number of days in the month vs. number of aircraft days lost through AOCP.) It is believed that this rate will give the picture desired. It is pointed out that this command has an accumulative AOCP rate for B-29 aircraft below 1.5% when computed in this manner. However, Air Materiel Command and bases have not placed any emphasis on the AOCP requirements for administrative aircraft in this command and this phase of the program is receiving special attention. This Headquarters has every reason to believe that it can assure a much lower AOCP rate than the 1.5% desired.

4. It is believed that this conference was highly satisfactory and all conferees expressed their appreciation for the conference and its results and their determination to have their separate installations reflect a commendable AOCP rate. Air Materiel Command representatives who attended the conference were very cooperative, and it is felt that their comments will assist supply officers of this command materially in implementing this policy.

5. Your attention is invited in particular to paragraph 2 of our letter directive of 9 December to the bases. As stated in your basic letter, it is only through proper mental attitude and spirit of the individuals concerned that any program such as this can be effective. Castle Air Force Base, which has had no AOCP aircraft for over six months, has become so AOCP conscious that it is firmly believed that their record will stand for many many months. If this same spirit can be inculcated in the personnel of other bases, it is felt that your Headquarters

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Subject: Implementation of 1.6% AOCP Policy

can be assured that the AOCP rate in the Strategic Air Command will be negligible.

FOR THE COMMANDING GENERAL:

1 Incl
Folder on AOCP data

/s/t/ C. J. BOWDLEY, JR.
Colonel, USAF
DC/S, Materiel

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B-24 Aircraft Out of Commission--Average Hours Daily

Month	8th Air Force	15th Air Force
January	1.27	3.27
February	2.32	3.17
March	1.10	1.07
April	1.15	.92
May	1.1	0.7
June	0.7	0.4
July	1.6	0.2
August	0.7	0.4
September	1.0	0.5
October	0.5	0.7
November	0.8	1.5
December	0.7	0.5

Compiled from AF-AG-41, Fighter and Other Types of Aircraft In and Out of Commission Status Report, Jan-Dec 1944

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B-5D Aircraft Out of Commission--Average Hours Daily

Month	43d Bombardment Group AOCP
November	2.6
December	5.0

B-29 Aircraft Out of Commission--Average Hours Daily

September	12.7
October	3.4
November	5.7
December	4.8

Compiled from AF-5D-A1, Fighter and Other Types of Aircraft In and Out of Commission Status Report, Jan-Dec 1945

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P-51 Aircraft Out of Commission--Over 4 Hours Daily

Month	82d Fighter Group ADC
January	1.76
February	2.12
March	2.76
April	1.03
May	1.4
June	.7
July	0.1
August	0.4
September	0.8
October	1.2
November	1.4
December	0.4

Compiled from AF-CC-41, Fighter and Other Types of Aircraft In and Out of Commission Status Report, Jan-Dec 46

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P-62 Aircraft Out of Commission--Average Hours Daily

Month	27th Fighter Group AUCP
July	1.8
August	2.1
September	2.2
October	1.7
November	2.1
December	2.5

Compiled from AF-00-A1, Fighter and Other Types of Aircraft In and Out of Commission Status Report, Jan-Dec 1942

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QMA

SAC 430 (8 Apr 48) 8 April 1948

SUBJECT: Ration Requirements, Command Training Program 1948-1949.

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AC/AS, 4, Air Quartermaster

1. In compliance with wire, your headquarters, cite AFMDC 4560, dated 29 March 1948, following is estimation of requirements for operational type rations to meet training program of this command.

a. 1948:

(1) Type 5-1: No requirements as all training missions are scheduled out of or into established bases with fixed facilities and, while units may be operating under field conditions, components of the regular ration will be available for troop issue.

(2) Type C-2 modified (requirements estimated on meal basis) for in-flight feeding:

		1st	2d	3d	4th
Overseas	Complete	15,200	24,800	18,400	
Zone of Interior	Complete	100,000	100,000	100,000	
		115,200	124,800	118,400	

Total for year, meals: 358,400

Of total requirement of 358,400 meals, information furnished this headquarters in your letter, AFMQM, subject: "Provisional In-Flight Meal", dated 23 March 1948, indicates 210,000 meals are available during this calendar year, leaving an estimated procurement requirement of 148,400 meals for 1948.

b. 1949:

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QMA 430 8 Apr 48
Subj: Ration Requirements, Command Training Program 1948 - 1949.

(1) Type 5-1: No requirement as all presently established training requirements for calendar year 1949 are scheduled from fixed bases.

(2) Type C-2 modified (requirement estimated on meal basis)* for in-flight feeding:

	1st half	2d half
Overseas	41,200	43,200
Zone of Interior	200,000	200,000
	241,200	243,200

Total for year, meals: 484,400

*This requirement is based on continued utilization of modified C-2 ration as the flight ration during 1949.

2. Estimations for rations as indicated above are based on Section C, Part III of the Supply Supplement to United States Army Troop Program, dated 1 February 1948, which supersedes reference cited in your wire. Training requirements, in addition to those based on the Supply Supplement, for regular training are based on a continuation of the present Zone of Interior training schedules established by Chief of Staff, A-3, this headquarters as requirement for all Strategic Air Command tactical units.

3. Reports Control Symbol QM-(OT)-49 is assigned for the purpose of this report.

FOR THE COMMANDING GENERAL:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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JMB

SAC 430 (17 Mar 48) 17 March 1948

SUBJECT: In-Flight Lunches.

TO: Commanding Officer
5[illegible]th Fighter Wing
Selfridge Air Force Base
Mt. Clemens, Michigan

1. Recent supervisory staff visits to Strategic Air Command installations indicate that in some instances the in-flight feeding program is not up to desirable United States Air Force standards. Discrepancies and irregularities enumerated below are common:

a. Procedures for obtaining flight lunches are hazy or unknown to base operations personnel.

b. Messes charged with the responsibility of in-flight feeding have not been given authority to stock subsistence in excess of the amounts required for regular meals. Hence, in-flight lunches are frequently prepared from subsistence drawn for regularly scheduled meals, resulting in unsatisfactory in-flight lunches and a disrupted kitchen.

c. Personnel in charge of aircraft equipped with electric food warmers, desirous of obtaining hot in-flight meals derived from C-2 rations, have been unable to obtain same. This type of in-flight lunch for missions in excess of eight hours is extremely desirable.

2. Since long range missions are an integral part of the primary mission of this command, in-flight lunches must be wholesome, nutritionally adequate, acceptable and easily digested. In this connection, your attention is invited to the constantly increasing number of transient, operational, and training missions being performed, with scheduled refueling and RON stops intentionally being accomplished at other than home stations. Subject missions, together with all local flight feeding requirements must be considered in planning flight feeding facilities.

3. Commanders at all Strategic Air Command installations will monitor the in-flight feeding program. Where it is determined that subject program is below Air Force standards, prompt remedial action will be taken.

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Identical ltr sent to 15AF, 8AF, Andrews & MacDill

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WD 430
Subj: In-Flight Lunches

4. Attention is invited to the following publications pertaining to in-flight feeding: Change 10, AR 30-[illegible], SAC Regulation 40-4 and letter file cite SAC 430, 17 December 1947.

5. The attached menu form, inclosure number 1, is furnished as an information guide in the preparation of in-flight lunches.

BY COMMAND OF GENERAL KENNEY:

1 Incl
Menu Form

MONTIE THATCHER, JR.
1st Lt, USAF
Asst Adj Gen

Identical ltr sent to 1347, SAP, Andrews, MacDill

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Menu No. I

Corned Beef Sandwich
Cheese Spread Sandwich
Marmalade Sandwich
Cookies
Fruit Juice Coffee Sugar

Menu No. II

Chicken Sandwich
Jelly Sandwich
Cookies Candy Fruit Cocktail
Coffee Sugar

Menu No. V

Salmon Spread Sandwich
Cream Cheese Sandwich
Strawberry Jam Sandwich
Cake Candy Fruit Juice
Coffee Sugar

Menu No. VI

Chicken and Ham Sandwich
Deviled Cheese Sandwich
Jam Sandwich
Pie Orange Candy
Ripe Olives Tomato Juice
Coffee Sugar

Gas forming foods that cause discomfort to personnel in flight

a. Vegetables

(1) Garlic
(2) Radishes
(3) Cabbage
(4) Beans
(5) Onions
(6) Green or red peppers

b. Fruits

(1) Pineapples
(2) Melon
(3) Berries

c. Cheese

(1) All cheese except cottage cheese or cheese spreads

d. Meats

(1) All long fibered and tough meats

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Practical Menus for In-Flight Lunches (Cont'd)

e. Soups

(1) All broths with gas forming vegetables

f. Other Substances

(1) Spice, alcohol and most of all, excess food

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HEADQUARTERS
AIR PROVING GROUND
Eglin Air Force Base, Florida

31/GEC-JSB:mga

400.112

12 Apr 1948

SUBJECT: Study of In-Flight Feeding for Very Long-Range Aircraft.

TO: Commanding General,
Strategic Air Command,
Andrews Air Force Base,
Washington, D. C.

1. The Air Proving Ground has been directed to conduct a study of in-flight feeding. It is recognized that a satisfactory solution to the problem of in-flight feeding of combat crews of very heavy bombers, who may be required to be airborne for periods up to thirty-six hours, is of primary importance at this time.

2. On the basis of experience gained by the Strategic Air Command in conducting long flights, it is requested that your comments be submitted for the purpose of determining an adequate, practicable and workable solution to this problem.

3. It is particularly desirous to obtain information concerning the present method of supplying in-flight meals, the equipment and facilities used to prepare the meals andthe types of rations being used. A discussion of the problems in general would be appreciated as well as comments pertaining to the overall requirements for in-flight feeding.

4. It is further requested that approval be given for the Air Proving Ground to contact unit organizations of the Strategic Air Command directly on this problem. Contact will be made by means of questionnaires to be followed by visits of the Project and Test Officers. Participation by the above-mentioned representatives of the Air Proving Ground in long-range flights to obtain first-hand information on in-flight feeding and to test such equipment and rations as are available is desired.

FOR THE COMMANDING GENERAL:

R. E. PALMER
Captain, USAF
Asst Adjutant General

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SAC 414 (29 Apr 48) 29 April 1948

SUBJECT: Use of FTG-3 Food Warmer in the In-Flight Feeding Program, WNB Aircraft

TO: Commanding General
307th Bombardment Wing VH
MacDill Air Force Base
Tampa 8, Florida

1. Greater emphasis is now being placed on long range flights in bombardment aircraft than ever before. Therefore, it is imperative that, in order to get the maximum performance out of an aircraft, combat crews must be in such physical condition that they can perform their work with maximum efficiency. To maintain proper physical condition of combat crew members under a strain of long hours in the air, hot meals must be provided that are palatable and of high caloric content.

2. Attention is invited to letter, this headquarters, cite SAC 430 (6 Apr 48), subject: "Provisional In-Flight Meal", wherein all commands were advised of the availability of modified C-2 type ration and directed to requisition requirements for subject ration to meet needs of in-flight feeding program at group level.

3. Utilization of this type ration makes mandatory the installation of FTG-3 food warmers in each B-29 aircraft to provide a means of preparing hot in-flight meals. Your headquarters will take immediate action to direct all stations to place requisitions with Air Materiel Area depots to secure T/O&E allowance of 2 each FTG-3 hot food storage units (Class O-3F, Serial Number 4511-FTG-3, Container, food, electric heated, type b-2) for installation in each B-29 aircraft assigned.

4. Further, action will be taken to report to this headquarters any supply difficulties encountered with securing authorized allowance from depot stocks and a final report of completed action when all groups assigned your command have been completely equipped and food warmers assigned and installed in unit aircraft.

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GMA 414 29 Apr 48
Subj: Use of FTG-3 Food Warmer in the In-Flight Feeding Program, WHB Aircraft

5. For your information, maintenance section, this headquarters, has initiated action to secure a tech order modification of subject food warmer to increase heat output. Action has been initiated with Headquarters United States Air Force and Air Materiel Command for redesign and development of an improved food heating unit better suited to canned type in-flight rations presently under development. For planning purposes, attached hereto, marked inclosure number 1, is a stock status report for all Strategic Air Command stations, showing number of food warmers presently on hand.

6. Report requested in paragraph 4 above is exempt from reports control procedures in accordance with paragraph 6b, AF Regulation 80-2.

BY COMMAND OF GENERAL KENNEY:

MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

1 Incl
Stock Status Report of
Food Warmers

IDENTICAL LTR SENT TO 15AF, 8AF

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NUMBER OF RTO-3 FOOD TRUCKS

STATION	RTO-3 ON HAND	RTO-3 IN USE	CONDITION
Castle Air Force Base	60	0	60 serviceable
Ellsworth Air Force Base	101	0	101 serviceable
Spokane Air Force Base	18	0	18 serviceable
Peterson Air Force Base	2	1	2 serviceable
Rapid City (Ellsworth) Air Force Base	0	0	0
MacDill Air Force Base	79	0	78 serviceable 1 unserviceable
Selfridge Air Force Base	0	0	0
Andrews Air Force Base	3	0	3 serviceable
Carswell Air Force Base	0	0	0
Roswell (Walker) Air Force Base	85	0	85 serviceable
Davis-Monthan Air Force Base	70	0	67 serviceable 3 unserviceable
Kearney Air Force Base	0	0	0
Grenier Air Force Base	0	0	0
	0	0	0

This status report is of 1 January 1946, latest available.

Incl #1

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HEADQUARTERS FIFTEENTH AIR FORCE
Colorado Springs, Colorado

17 SEP 1948

AG 430 A42

Please address Reply to
COMMANDING GENERAL
Fifteenth Air Force
Colorado Springs, Colorado

SUBJECT: Canned In-Flight Rations

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.

1. It is requested that this Headquarters be furnished funds in the amount of $2,000.00 to conduct a series of experiments for the purpose of developing a satisfactory packaged in-flight ration to be utilized in conjunction with the FTG-3 Food Warmer.

2. This Headquarters has received numerous complaints and criticisms on the canned provisional in-flight meal from members of airplane crews and other personnel concerned with in-flight feeding.

3. Complaints such as the following have been received:

a. Inadequacy of variety

b. Excessive quantities of certain components of the C-2 ration

c. Several components are conducive to intestinal gas formation.

d. Facilities for disposition of metal cans, cardboard containers, paper, etc, are inadequate.

e. In general, the canned provisional in-flight meal (C-2 ration) is unsatisfactory for in-flight feeding purposes. Food which is suitable for feeding infantry personnel cannot meet the requirement for altitude feeding of aircrews.

4. This Headquarters is desirous of obtaining any data or information on past tests or experiments in connection with the packaged in-flight feeding of aircrew personnel.

FOR THE COMMANDING OFFICER:

JOHN E. ALLEN
Major, USAF
Adjutant General

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Ltr from Hq 15th AF, 17 Sep 48, subj: Canned In-Flight Rations

SAC 430 (17 Sep 48) 1st Ind MJM2

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Air Force Base, Washington 20, D. C., 30 Sep 48

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado

1. Request contained in basic communication for funds in the amount of $2,000.00 for the purpose of developing packaged in-flight rations is disapproved.

2. Information available to this headquarters from Headquarters, United States Air Force indicates that a new and improved in-flight ration (IF-2) will be available approximately 1 February 1949.

3. Subject ration will contain the following items:

a. Meats.

(1) Hamburgers, (with natural tissue juices)

(2) Meat and spaghetti

(3) Ham and lima beans

(4) Meat and noodles

(5) Ham chunks (solid pack)

(6) Chicken, boned (solid pack)

(7) Turkey, boned (solid pack)

b. Bread.

(1) Bread crackers (3), large size, medium hard.

c. Fruits.

(1) Peaches, sliced

(2) Apricots, halves

(3) Cherries, whole

(4) Fruit cocktail

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SAC 430 (17 Sep 48) MJM2 1st Ind
Subj: Canned In-Flight Rations

d. Desserts.

(1) Cookies, (2), with filler, large size

(2) Cookies, (1), oatmeal, large size

e. Drinks.

(1) Powdered coffee (sufficient to make 2 cups)

(2) Powdered tea (sufficient to make 1 cup)

f. Candies.

(1) Chocolate disc, (1), large size

(2) Gelatin disc, (1), various flavors, large size

g. Accessory Package.

(1) Napkins (2)

(2) Plastic spoon, (1), large teaspoon size

(3) Can opener, (1), small size

(4) Sugar cubes, (3), domino type

(5) Chewing gum, (2), chiclet size

4. For your information, the Provisional In-Flight Meal was designed as an interim in-flight feeding measure and as such was accepted for aircrew feeding purposes by Aero-Medical Laboratories, Air Materiel Command; The Air Surgeon, Headquarters United States Air Force; and the Major Air Commands.

BY COMMAND OF GENERAL KENNEY:

MONTIS THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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SAC 415 (13 Jan 48) 13 January 1948

SUBJECT: Food Conservation Posters

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado
Commanding General, Eighth Air Force, Fort Worth Air Field, Fort Worth, Texas
Commanding General, 307th Bombardment Wing, VH, MacDill Air Field, Tampa 8, Florida
Commanding General, 4th Fighter Wing, Andrews Air Field, Washington 20, D. C.
Commanding Officer, 56th Fighter Wing, Selfridge Air Field, Mt. Clemens, Michigan

1. In correlation with the nationwide Food Conservation Program, Headquarters Strategic Air Command has undertaken a Food Conservation Poster Program designed to emphasize the importance of food conservation to each individual throughout this command.

2. Subject posters will be distributed periodically by this headquarters to each individual installation of the Strategic Air Command, and in sufficient quantity and assortment to enable presentation of a different poster each week.

3. It is recommended that posters be displayed for a period not to exceed seven days, and it is suggested that a new poster be presented each Monday, thereby eliminating the possibility of monotony and the resultant loss of interest in the program. These posters will be displayed conspicuouly in dining halls and other strategic locations.

BY COMMAND OF GENERAL MENNEY:

ALAN MARCHAU
CWO, USA
Asst Adj Gen

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SAC 416 (29 Jun 46) 29 June 1946

SUBJECT: Food Conservation Program

TO: Commanding Officer
56th Fighter Wing
Selfridge Air Force Base
Mt. Clemens, Michigan

1. Attention is invited to paragraph 2, letter this headquarters, File cite SAC 416, dated 15 January 1946, subject as above.

2. Commencing with Strategic Air Command Food Conservation Poster Number 19, posters will be distributed twice monthly for presentation on the first and third Monday of each month. Subject posters will be displayed for a period of fifteen (15) days.

BY COMMAND OF GENERAL KENNEY:

[redacted]
1st Lt, USAF
Asst Adj Gen

IDENTICAL LETTER SENT TO 15TH AF, 8TH AF, 509TH BOMB WING AND 4TH FTR WG

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SAC 615 (7 Dec 48)

SUBJECT: Food Conservation Program

TO: Commanding General
Fifth Air Division, Reconnaissance
Topeka Air Force Base
Topeka, Kansas

1. Attention is invited to paragraph 2, letter, this headquarters, file SAC 615 (20 Jun 48), subject as above, dated 29 June 1948.

2. Concerning with Strategic Air Command poster No. 25, posters will be distributed on a monthly basis to be presented on the first of each month. Subject posters will be displayed for a period of thirty days, effective 1 December 1948.

3. Posters will be distributed direct to bases in sufficient quantities, so that one each poster can be presented in all food service installations within the command.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

MONTIS THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

IDENTICAL LETTERS SENT TO 8AF, 15AF, SOUTH BOMB WG, 2 ATD
3802D AIR BASE SP

SAC, Ft. Crook-4-5-49-20,000

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[illegible] AIR COMMAND
Offutt Air Force Base
Fort Crook, Neb.

SAC 353 (28 Dec 48) 28 December 1948

SUBJECT: Hotel Training for Food Service Personnel (Reports Control Symbol SAC-T-T2)

TO: Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

1. In keeping with his announced policy of continuous improvement of the welfare and comfort of airmen in the Strategic Air Command, the Commanding General has announced his desire to further implement this policy through the media of applied post graduate food service technology.

2. The majority of military food service schools, though adequate, are severely limited in scope insofar as advanced "food service" technique is concerned. It is therefore proposed to implement the broad policies and procedures evolved in subject service schools by giving all Strategic Air Command key food service personnel the opportunity to be assigned for duty (approximately three week's) with leading hotels throughout the United States.

a. The period of time allotted for conduct of subject course is not intended to allow for detailed training in all phases of commercial cookery. However, it is believed that the application of diligent and conscientious effort on the part of all students engaged in subject program will result in numerous benefits for all concerned.

3. Procedure for establishment of subject course is outlined as follows:

a. Food Service Supervisor of each Strategic Air Command installation will make necessary arrangements for the implementation and conduct of the Strategic Air Command Hotel Training Program.

(1) Contact hotel managers in applicable cities for permission to train food service personnel as outlined herein (Utilize Inclosure 1 as a guide).

(2) Coordinate with local unions as deemed necessary.

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[illegible] 353 28 Dec 60
Subj: Hotel Training for Food Service Personnel (Reports Control Symbol [illegible])

(1) Select only properly qualified personnel for initial training.

(a) Personnel must have a minimum of 1 year to serve in present enlistment subsequent to completion of course.

(b) Personnel must be psychologically and physically qualified for assignment.

(2) Prepare student for participation in course (See orientation guide - Inclosure 2)

(3) Assign student to hotels for duty.

(4) Arrange transportation facilities for students to and from place (hotel) of assignment.

(5) Make necessary arrangements to supply housing, messing and administrative services for students on TD from other bases.

(6) Make periodic "good will" visits to civilian concerns participating in subject program; insure that students assigned thereto are participating wholeheartedly and that performance and conduct are beyond reproach.

(a) Students will be reminded that they are Air Force representatives to industry. Misconduct on the part of any individual so selected will not only result in unpleasantness for all concerned but also a probable negative attitude by commercial activities towards continuance of subject program.

4. General. Per diem is not authorized in connection with above program.

a. Personnel whose permanent station is not in the proximity of adequate hotels for implementation of the above program will be placed on TD and airlifted to bases with established programs.

5. Reports. Monthly reports will be submitted as of last day of each month to arrive this headquarters in duplicate on the fifth

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AG 352 353 28 Dec 48
Subj: Hotel Training for Food Service Personnel (Reports Control Symbol [illegible])

working day thereafter; initial report will begin 31 January 1949 and will indicate the following information:

a. Name and location of commercial facilities participating in program.

b. Number of students currently in training.

c. Recommendations for improvement of program.

[illegible]. In view of the important role that adequate and nutritious food plays in the morale, health and well being in the every day life of an airman, it is desired that action be initiated immediately for implementation of the above program.

7. Request this headquarters be advised of any difficulties encountered at station level in establishment of this program.

8. Reports Control Symbol [illegible] is assigned report called for in paragraph 5 above.

BY COMMAND OF LIEUTENANT GENERAL [illegible]:

2 Incls
1. Curriculum
2. Sample of Ltr to Student

/s/ Montie Thompson, Jr.
/t/ MONTIE THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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Prospectus

of

Course of Instruction

Hotel Training

Enlisted Personnel, Food Service Squadron

1. General Schedule:

a.	Length of course - 3 weeks	21 days
	(1) One day per week off duty	3 days
	(2) Instruction days	18 days
b.	Instructions days - 18 days	144 hours
	(1) School activities per day	8-10 hours
	(2) School activities per week	48-54 hours

c. Miscellaneous - in addition to regular instruction day, students may have to remain on duty to finish course of instruction on certain phases of work, etc.

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Curriculum

Approximate Hours - 144 Hours

		Number of Hours
1.	Preparation:	
	a. Methods:	
	(1) Meats	10
	(2) Vegetables	5
	(3) Fruits and Desserts	5
	(4) Soups and sauces	25
	(5) Salads	5
	(6) Beverages	5
2.	Cookery:	
	a. Cooking of Meats	14
	b. Cooking of Vegetables	10
	c. Cooking of Soups and Sauces	25
	d. Preparation of Salads and Desserts	10
	e. Deep Fat Frying	10
	f. Meat Cutting	15
	g. Menu Planning, Storage and Issue	10

3. General:

a. General rules to conserve food and avoid loss of food value in preparation.

b. Compute amount of condiments and miscellaneous items required in preparation of food, as prescribed by hotel chef.

c. Correct procedures in preparation so that portions to be served will be as uniform as possible.

d. Labor saving arrangements.

e. Proper utilization of leftovers, both from a monetary and customer viewpoint.

f. Dining room discipline and procedure.

g. Kitchen department.

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HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Fort Crook, Nebraska 10 Dec 48

SAC 420 (22 Nov 48) 22 November 1948

SUBJECT: Proposed Clothing Monetary Allowance System

	Noted	Apd
CG		
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TO: Commanding General
Fifteenth Air Force
Colorado Springs
Colorado

1. The Secretary of Defense has directed that a monetary clothing allowance system for all enlisted personnel of the Army and the Air Force be established on 1 July 1949.

2. The attached proposed joint Army Circular and Air Force Letter, establishing the clothing money allowance system is furnished for review and study. Action is being taken by the Departments of the Army and the Air Force to prepare Training Films, Film Strips, Technical Manuals and other supplementary instructional material on this subject. It is contemplated that directives establishing the clothing money allowance system and instructional material will be published on or about 15 February 1949.

3. It is desired that your comments and suggestions on attached proposed Army Circular and Air Force Letter be furnished this headquarters, Attention: Staff Quartermaster, at the earliest practicable date and not later than 10 December 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

1 Incl
Proposed Publication
(4 copies)

HARL C. MILLER
Major, USAF
Asst Adj Gen

IDENTICAL LETTERS SENT TO:
EAF w/4 copies of Incl
307th Bomb Wg w/1 copy Incl
311th Air Div Ren w/1 copy Incl
98th Ftr Wg, w/1 copy Incl
3902d Air Base Gp w/1 copy Incl

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SAC 420 (16 Dec 48) 16 December 1948

SUBJECT: Proposed Clothing Monetary Allowance System

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: Services Division

1. In accordance with instructions contained in paragraph 3, letter your headquarters, cite AFMSV-3, subject as above, dated 16 November 1948, a careful review of proposed publication was made at all levels, this command. The following recommendations and comments are offered:

a. Paragraph 11 - that list of clothing authorized for "initial allowance in kind" be as presently included in paragraph 14 of AF letter 67-8 with the following exception:

(1) That Raincoat, rubberized, M-1938 be authorized in lieu of or in addition to Poncho, lightweight, OD, as being much better suited to requirements of Class D troops.

b. Paragraph 13a - It is recommended that paragraph 13a of proposed publication be changed to require submission by Company Commander of Property Issue Slip (Form 446) in quadruplicate rather than triplicate, to allow three (3) copies for distribution in accordwith paragraph 52a(1), AF Manual 67-1, and one (1) copy for cost accounting purposes in accordance with Section C, Chapter III, AF Manual 170-5, as authorized by paragraph 2d, AF Manual 67-1.

c. Paragraph 16 - that special consideration be given to a review of provisions of paragraph 16 covering "Gratuitous Issues" as this will be one of the most controversial issues of the new setup as to liberal or exact interpertations of provisions of this paragraph. The following suggestions are offered for consideration:

(1) Paragraph 16a - that words "approved by the force commander" be replaced by wording "'base commander' or 'air force commander' or 'major command', directing special maneuver or comparable service will direct that certain items of individual clothing be made as gratuitour issues....."

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[illegible]V1 420 16 Dec 48
Subj: Proposed Clothing Monetary Allowance System

(2) Further that specific mention be made of personnel engaged in various occupations such as painters, welders, mechanics, etc., be authorized gratuitous issues of Class X clothing as required. Present paragraph 16d covering issues and survey for other than "fair wear and tear" may be construed to cover such a problem. However, it is believed that more definite limitations are essential to provide uniformity at base level. Another approach to the same problem is to authorize issue of certain items of Class CS or X clothing as organization allowances to apply to certain SSN requirements as determined at headquarters or base level, based on predetermined requirements by job position.

d. Paragraph 29 - that list of clothing authorized for retention on "Honorable Discharge" will consist of:

(1) One complete outer uniform (Class A) as required by climatic conditions at place of ultimate destination

(2) Such shoes, socks, handkerchiefs and underwear as is in possession of individual at time of discharge

(3) Such items of "personalized" individual equipment as are in possession, not suitable for reissue, i.e.: toothbrush, comb, razor and towels.

FOR THE COMMANDING GENERAL:

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MONTIS THOMPSON, JR.
1st Lt, USAF
Asst Adj Gen

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SUPPORTING DOCUMENTS

Chapter 6

FACILITIES

Exhibits 1 thru 7

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AG 600.1 (3 Feb 48) 3 February 1948

SUBJECT: Method of Accomplishment of Future Construction Projects

TO: Commanding General, Fifteenth Air Force, Colorado Springs, Colorado
Commanding General, Eighth Air Force, Griffiss Air Force Base, Fort Worth, Texas
Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.
Commanding General, 307th Bombardment Wing, H, MacDill Air Force Base, Tampa 9, Florida
Commanding Officer, 56th Fighter Wing, Selfridge Air Force Base, Mount Clemens, Michigan.

1. To achieve maximum utilization of the limited funds available to this command for MAC new work projects, it is the policy of this headquarters that all projects for new construction, alteration, maintenance and repairs will normally be accomplished by troop labor or regular air installation office personnel. The accomplishment of work by contract will be avoided, being used only in those cases where the project is of such specialized nature as to require the services of highly skilled personnel or special equipment for its completion.

2. It is realized that in many cases troops regularly assigned to the installation squadron will be insufficient in number and lacking in the specialized skills necessary to carry the project to completion within a reasonable time. In those instances, it is recommended that the installation squadron be reinforced by placing sufficient troops of required rating and grade on duty with the installation squadron for the period required for completion of the project (s) contemplated. Such personnel must be obtained from manning authorization presently available to installation commanders.

3. In furtherance of the above stated policy, full utilization is being made of the engineer troop units of this command. A four-month schedule has already been established for placing these units on temporary duty at various stations to assist in completion of approved new work and deferred maintenance projects. Use of these troops beyond the scope of the present schedule cannot be forecast until future status of these units is established by higher headquarters.

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Mr Hall/sll/3178
27 January 1948

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Subj: Method of Accomplishment of Future Construction Projects.

4. At present, specialized construction equipment is not available at every installation. However, with the exception of a few items which may have to be secured by local rental, this headquarters will on request arrange for the transfer of needed equipment to the station concerned. To ensure against delay in securing needed equipment, it is desired that project submittals on WD AGO Form 3-25 be accompanied with a list of that equipment not presently available to the installation but which is needed to accomplish the project.

5. Troop labor will be costed at the prevailing civilian wage rate for the applicable trades in accordance with paragraph 12b, TM 5-602, "Cost Accounting", September 1945 and paragraph 19a, AF Letter 85-22, 3 September 1947.

BY COMMAND OF GENERAL KENNEY:

MONTE THOMPSON, Jr.
1st Lt., AC
Actg.Asst. Adj. Gen

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

2

SUBJECT Outline for SAC Activities 1 January 1948 through 31 December 1948

TO Logistics

DATE 6 Sep 49

COMMENT No 1

FROM Chief, Air Installations

Major Quinn/3137/1a

1. Planning:

Preliminary master plans have been solicited for all bases presently scheduled for permanent construction with the exception of Mt. Home. This Installation is in the process of preparing the first three phases of their master plan which should be available in the near future. An interim report on Master Planning consisting of a revised preliminary master plan was submitted to USAF prior to 1 April 1947 by all SAC Installations having new construction items in the 1948 budget.

Master planning activities within SAC were practically at a standstill during this period since none of the preliminary master plans have been approved by USAF and only two plans, Davis-Monthan and MacDill, have been returned with USAF recommendations for revision.

The present system of preparing the Master Plan at base level and forwarding it thru the major command to Hq USAF for approval is very cumbersome and time consuming as the personnel reviewing and approving these plans in USAF are not familiar with the factors at base level that influence the preparation of the plan. Therefore a workable plan meeting the approval of all echelons of command is developed only by trial and error involving several submissions of the complete master plan folder. This is very expensive both in funds and time. A very much better system would be to develop sketches covering the general plan showing area assignment for the different base functions by direct contact between Hq USAF, the major command and the Installation. In this way, a mutually agreed upon plan would be outlined and used as a basis for the final plan that could be readily approved.

2. Facilities:

This command transferred the following installations to other major commands during the fall and winter of 1946:

SAC, Ft. Crook-2-21-49-5,000 O-0238

Hq SAC Form 10-71 (Rev. 16 Feb 48) PAGE 1 USE BOTH SIDES OF SHEET

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
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SUBJECT Outline for SAC Activities 1 January 1948 through 31 December 1948

DATE 6 Sep 49

COMMENT No 1

FROM Major Quinn/3137/1a

Otis Air Force Base, Massachusetts
Tacoda Air Force Base, Michigan
Selfridge Air Force Base, Michigan
Andrews Air Force Base, Maryland

The following bases were transferred to this command during the year 1948:

Offutt Air Force Base, Nebraska
Biggs Air Force Base, Texas
Forbes (Topeka) Air Force Base, Kansas

Wood and Campbell Air Force Bases were activated during the fall of 1948.

3. Troop Activities:

This command had the following Engineer Aviation Troops assigned:

937th Engineer Aviation Group, Hq & Hq & Sv Co
* 812th Engineer Aviation Battalion
* 830th Engineer Aviation Battalion
821st Engineer Aviation Maintenance Co

*Colored

All of these units were stationed at MacDill Air Force Base. In the summer-fall of 1948, a detachment of the 937th Hq & Hq Sv Co and Hq & Sv Co. 838th Engineer Aviation Battalion performed work in the North Atlantic at various MATS stations.

With the exception of 20 man detachment at Wheeler-Sack Air Field participating in Operation Snow Drop and 45 man detachment at Lawson Field, participating in Operation Combine, all engineer troops carried on individual and unit training at MacDill Air Force Base during the fall and winter of 1947-1948.

SAC, Ft. Crook-2-21-49-5,000 O-8238

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HEADQUARTERS STRATEGIC AIR COMMAND

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SUBJECT Outline for C&E Activities 1 January 1948 through 31 December 1948

DATE 6 Sep 49

COMMENT No 1

FROM Major Quinn/3137/1a

Starting in February 1948 a plan was put into effect to utilize these engineer troops at various bases throughout the command to accomplish Air Installation projects of the type that would further the individual and unit training of these troops. Under this plan battered companies reinforced with maintenance company personnel were placed on TDY at the following Air Force Bases: Davis-Monthan, Walker, Fort Worth, Andrews and Travis. In addition, 1 officer and 10 enlisted men from the 21734 Engineer Maintenance Company were airlifted to Resolute Bay in March 1948 to make necessary repairs on the construction equipment. An additional detachment of 5 officers and 40 enlisted men were airlifted to Resolute Bay in May 1948 to continue this construction, the minimum requirements being an all weather strip 6000' x 200' with necessary taxiways and parking for 10 B-29 type aircraft. The Hq & Sv Co of the 812th Engineer Aviation Battalion and a detachment of the 937th Engineer Aviation Group were assigned to MATS in June and sent to Crystal II, Baffinland, Canada, and Greenland, to rehabilitate stations and flying facilities in this area.

In June the two companies of the 812th Engineer Aviation Battalion at Walker Air Force Base and Carswell Air Force Base were withdrawn from those stations and the 812th Engineer Aviation Battalion less one company moved to Eglin Air Force Base to extend one runway to 8000', at Eglin Auxiliary Fields #2, 3 and 6 and to accomplish building construction and rehabilitation in preparation of Operation Combine #3.

Detachments from these units also repaired storm damage to buildings at Boca Raton and repaired approximately 300 miles of flood damaged roads in Seminole County, Florida.

These units have approximately 90% of their T/O equipment, however, 2½ ton dump trucks were substituted for 4 ton dump trucks constituting a serious handicap to any movement by road convoy since without the 4 ton trucks there are not enough prime movers to move the heavy equipment. Other factors that must be

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT: Outline for SAC Activities 1 January 1948 through 31 December 1948

DATE: 6 Sep 49

COMMENT No 1

FROM: Major Quinn/3137/1a

overcome in the training and operations of these troops are (1) difficulty in obtaining spare parts, (2) lack of training funds both TOA 410 and TOA 520, (3) troop replacements. These units have been brought up to strength by using Air Force personnel and the Department of the Army personnel being received are mostly short termers and are lost to the units within 2 or 3 months after assignment.

Another situation that should be remedied in the future is that at present these troops are away from their home station on TDY from 6 to 9 months each year and this is a definite factor against reenlistment in these units.

The 621st Engineer Maintenance Company is stationed at MacDill Air Force Base, however, is continuously on call to furnish detachments to perform major maintenance of engineer equipment at all the stations where the other units of the 937th Engineer Aviation Group are engaged in construction projects.

/s/ Norman D. Dole
/t/ NORMAN D. DOLE
Chief, Planning, Facilities and
Troop Activities Branch

SAC, Ft. Crook-2-21-49-5,000 1 O-0238

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington, D. C.

AFMIE-38/2 12 Apr 1948

SUBJECT: Recreation Construction Program

TO: Commanding General
Strategic Air Command
Andrews Air Force Base
Washington 20, D. C.
ATTN: Air Installations Division

1. There is inclosed a list of all recreation construction projects which have been authorized for accomplishment within your command, using Army Central Welfare funds. The list has been divided into two parts. Part I lists those projects which are to be constructed under the supervision of the AIC, and Part II lists those projects which are to be constructed under the supervision of the Chief of Engineers. The record of percentage of completion as of 1 March 1948, has been shown for each project. If the percentages of completion shown are in error, correct information should be furnished this headquarters promptly in order that corrections may be made.

2. It is requested that your command take immediate action to expedite the initiation of work and final completion of these projects. It is fully realized that some delaying factors may be beyond the control of the major command and base. However, it is believed that if all levels assume an aggressive attitude aimed at the removal of obstructions and speeding up the work, much progress will result.

3. Investigation reveals that delays are resulting from location complications, waiting for master plans, revisions in projects, insufficient funds, and the preparation of standard drawings in the case of swimming pools as well as other delaying factors. Every effort should be made to learn all of the facts in the case of each project which is being delayed and then appropriate action should be initiated to remove the delaying cause as quickly as possible.

4. It is anticipated that the standard swimming pool designs will be completed by the Office, Chief of Engineers by 15 April 1948. The Office, Chief of Engineers has been requested to expedite the final planning in connection with swimming pool locations in order to facilitate final approval by this headquarters so that this portion of the program can proceed without further delay.

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AFK-E-38/2
Subj: Recreation Construction Program.

5. Base commanders and planning boards should give the representative of the Chief of Engineers every possible assistance and cooperation in connection with projects being constructed under their supervision. Close liaison and cooperative efforts in removing obstacles will result in earlier completions and benefit to military personnel.

6. In view of the general shortage of [illegible] personnel, it is considered available in most instances to accomplish construction projects under contract when the work is to be done under the supervision of the Air Installation Officer.

7. Construction costs have continually advanced since the estimates were prepared on these projects several months ago and it is entirely possible that many of the lowest bids will exceed the funds allotted. In order to avoid the necessity of rejecting all bids and abandonment of a project due to excessive cost, the following procedure is recommended:

a. Contract aid invitations should provide for alternates that will reduce the contract price for the omission of some of the less essential parts of the work which may be accomplished later either by local forces or when additional funds are available.

b. When, in order to accomplish the work within the fund limitation, it is necessary to substantially reduce the scope of the work authorized, this headquarters should be advised and recommendations submitted.

8. Emphasis is placed upon the importance of accurately reporting on WD AGO Form 5-66 the date that work started and the physical monthly progress of all recreation projects being accomplished under the supervision of the Air Installation Officer.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ J. E. LaBUDA, Major, USAF
for L. J. [illegible], Col., USAF
Chief, Installations Engineering
Division Directorate of Air
Installations Office, Deputy
Chief of Staff, Material

1 Incl:
List of Recreation
Projects.

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Hq 620 20 Jul 48
Subj: Barracks Capacity at Offutt Air Force Base.

facilities will be utilized in order to decrease the number of enlisted men required. Even with the above reductions there would be approximately 1,400 enlisted men on duty at Offutt Air Force Base.

7. This Headquarters is now operating with a minimum number of personnel to accomplish its functions under the 55 Group program. The expansion to the 70 Group program may, and any future mobilization program would, require an immediate increase in strength for which there are no housing facilities.

8. It is recommended that necessary action be taken to construct, immediately, additional barracks at Offutt Air Force Base to house 500 enlisted men. Until such construction is completed the enlisted housing situation at Offutt Air Force Base needed to support the operations of this Headquarters is considered to be unsatisfactory.

FOR THE COMMANDING GENERAL:

/s/ Clements McMullen
/t/ [illegible]
Major General, USAF
Deputy Commander

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SUBJECT: Barracks Capacity at Offutt Air Force Base, Fort Crook, Nebraska

AFDL-3E/3 1st Ind AUG 13 1948

DEPARTMENT OF THE AIR FORCE, H, USAF, WASHINGTON 25, D. C.

TO: Commanding General, Strategic Air Command, Andrews Air Force Base, Washington 25, D. C.

1. On the basis of 1400 enlisted men occupying the available barracks space at Offutt Air Force Base, it is recognized that it will be necessary to curtail space allowances below 60 sq. ft. gross per individual. This crowding will result in a hazard to the health of the command. Under these conditions it would also be necessary to institute continuing and effective disciplinary measures in the utilization of the limited sanitary facilities.

2. Current critical limitations on available funds preclude the immediate initiation of reconstruction of the portion of Building 40 destroyed by fire. As cited in the basic letter this reconstruction will be included in the fiscal year 1950 budget as a high priority item. Assuming that reconstruction could be started at once it would still be necessary to occupy existing space through the winter 1948-1949.

3. Considering the above, it is suggested that further study be given to the possibility of reducing the enlisted strength of your headquarters to alleviate overcrowding with attendant health hazard.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ William F. McKee
/t/ WILLIAM F. MCKEE
Major General, U. S. Air Force
Assistant Vice Chief of Staff

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AFR 85–10
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ARMY REGULATIONS
No. 210–20
AIR FORCE REGULATIONS
No. 85–10

DEPARTMENTS OF THE ARMY AND
THE AIR FORCE
WASHINGTON 25, D. C., 31 March 1948

INSTALLATIONS

MASTER PLANNING OF INSTALLATIONS

	Paragraph
General	1
Purpose	2
Establishment of planning boards	3
Mission of board	4
Duties of board	5
Development of criteria	6
Submission of plans	7
Channels of command and communication	8
Regional review	9
References (subsequent amendments thereto will apply)	10

1. **General.**—The Departments of the Army and the Air Force from time to time will designate, either tentatively or finally, the installations or portions thereof which are to be retained for use by the appropriate Department (including intended usage) and will direct the inactivation and disposition of such installations, facilities, or portions thereof, which are no longer required by the National Military Establishment.

2. **Purpose.**—The purpose of these regulations is to indicate responsibilities, channels, and procedures whereby master plans for list "A" command installations, and list "A" and "B" manufacturing and industrial installations, will be developed and submitted to the Department of the Army or the Department of the Air Force, as appropriate, at such times as will be specifically directed, for review and approval as the long-range plan of utilization and construction for each installation.

3. **Establishment of planning boards.**—The commanding generals answerable directly to the Department of the Army or the Department of the Air Force will cause to be established at each post, camp, station, Air Force base, or similar installation under their command, a permanent installation planning board. Planning boards required by these regulations will be established only at list "A" command installations and at list "A" and "B" industrial and manufacturing installations as indicated in the current Program of Installations, volume I for the ZI; and in oversea commands, at those installations planned for peacetime retention as indicated in the current WD Plan for Overseas Bases pending publication of an oversea program of Installations. In occupied enemy territory, establishment of planning boards is optional with the oversea commander concerned. The board established at each such installation normally will be comprised of regularly assigned active members (or alternates) as follows:

a. Commanding officer (or commanding general) of the installation (board chairman). General officers commanding installations may, at their option, appoint a senior grade subordinate of the post who will serve as board chairman.

b. The post engineer or air installations officer, as appropriate, who will act also as secretary and recorder of the board.

*This pamphlet supersedes AR 210–20, 24 January 1947.

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c. Chiefs, or other representatives, of each major or technical staff section of the installation and any other regular members desired by the installation commander concerned.

d. The appropriate United States division engineer or his representative.

e. The commanding officer (or his representative) of each independent activity, if any, physically located within the boundaries of such installation, e. g., a class II activity located on a class I installation.

f. Associate nonvoting members from adjoining or adjacent military or naval installations. This practice will be encouraged for the purpose of coordinating efforts and to prevent planning for duplicate facilities. Associate members will be afforded an opportunity to submit their views with plans when forwarded for review.

4. Mission of board.—Planning boards are constituted with a dual mission, namely:

a. The preparation of a comprehensive and continuing plan and program by which to achieve the orderly and systematic development and improvement of the installation as a facility for its intended purpose.

b. The submission of consolidated and properly supported construction programs and supporting data to the Department of the Army or Department of the Air Force, as appropriate, on which to base and fully defend military appropriations and authorization acts necessary to realize the objectives of the plan and program developed by the planning board.

5. Duties of board.—Duties of planning boards will include, but will not necessarily be limited to, the following:

a. To meet regularly, at a minimum bimonthly, and in addition as frequently as may be necessary in order to become familiar with the buildings, facilities, and associated factors comprising the entire installation, and to develop a systematic plan and program for the utilization and orderly development of the installation.

b. To prepare and submit recommendations concerning the disposal, inactivation, activation, acquisition, or major modification of buildings, facilities, associated appurtenances, and real estate. Individual projects will be submitted through established channels for approval and accomplishment.

c. To apply the criteria and instructions received from higher echelons of command in the development of a master plan and program for the installation and to recommend to higher authority criteria and procedures warranting consideration for adoption.

d. To cooperate and coordinate with adjacent and adjoining military and naval installations and activities for the purpose of insuring that plans and programs developed are in harmony with the best interests and requirements of the National Military Establishment.

e. To cooperate with local government agencies and planning commissions of neighboring cities, counties, and states in solving physical development problems in which a mutual interest exists.

f. To prepare and recommend a master plan and construction program for the installation concerned for approval by the Department of the Army or the Department of the Air Force, as appropriate, accompanied by all basic information necessary to review properly the plan and program submitted.

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6. Development of criteria.—Within the framework of Department of the Army and Department of the Air Force policies and procedures, master planning criteria and technical guidance material will be developed by joint agreement and promulgated by each Department upon its approval.

7. Submission of plans.—Master plans and construction programs for review and approval by the appropriate Department will be submitted at such times as will be specifically directed. Technical review of master plan submissions to the Department of the Air Force will be provided by the Chief of Engineers at Department level as required.

8. Channels of command and communication.—Figures 1, 2, 3, and 4 indicate the channels of submission of master plans and construction programs and for the dissemination of information and directives in connection therewith.

9. Regional review.—The army commanders for class I and II installations, the major air commanders for Air Force installations, and unified commanders for overseas installations will review and comment upon all master plans and construction programs and will effect the maximum of coordination at their level of command. In the case of an independent activity or facility located on a class I, class II, or Air Force installation, the proper coordination will be accomplished at the installation and at each successive level in the channel of submission prior to forwarding to the appropriate Department.

10. References (subsequent amendments thereto will apply).—a. Memorandum 100–40, 4 March 1946, Standards of Construction at Permanent Installations.

b. Memorandum 210–20–7, 9 October 1947, Space Allowances at Permanent Installations.

c. Joint Army memorandum and AF letter, to be issued, Master Planning and Construction Programming at Postwar Installations in Continental United States and Overseas.

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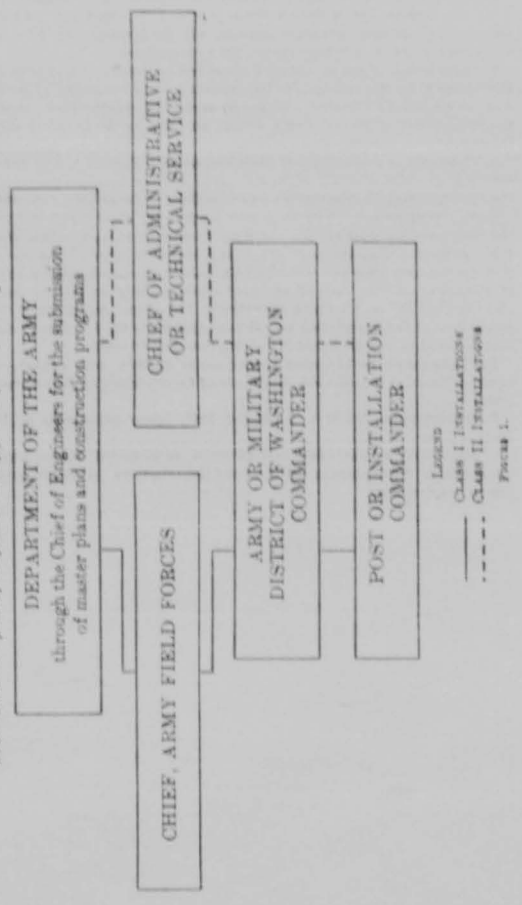
MASTER PLANNING OF CLASS I AND CLASS II INSTALLATIONS, ZI

Flow of directives, instructions, data, and approvals from higher headquarters:
Submission of plans, requests for approval, etc., to higher headquarters



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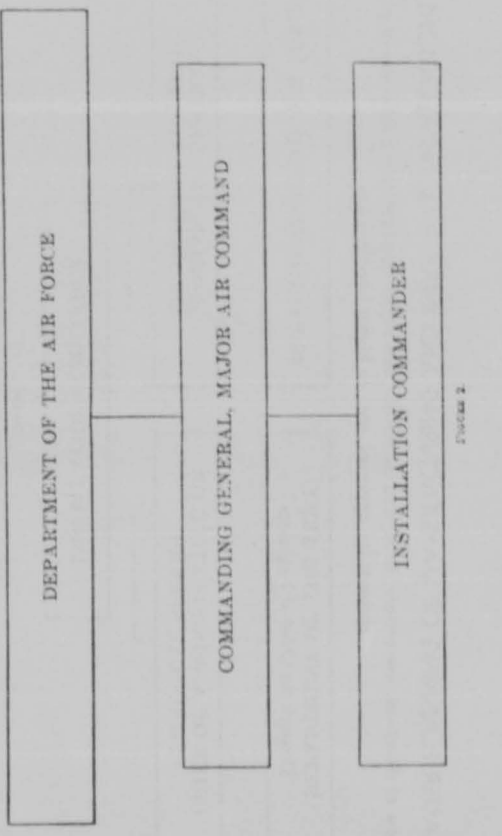
MASTER PLANNING OF AIR FORCE INSTALLATIONS, ZI

Flow of directives, instructions, data, and approvals from higher headquarters: Submission of plans, requests for approval, etc., to higher headquarters



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MASTER PLANNING OF MANUFACTURING AND INDUSTRIAL INSTALLATIONS, ZI

Flow of directives, instructions, data, and approvals from higher headquarters: Submission of plans, requests for approval, etc., to higher headquarters

FIGURE 3.

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AR 210-20
AFR 85-10

INSTALLATIONS

[AG 351 (17 Mar 48)]

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

OFFICIAL:
EDWARD F. WITSELL
Major General
The Adjutant General

OMAR N. BRADLEY
Chief of Staff, United States Army

OFFICIAL:
H. F. CULTON
Colonel, USAF
Air Adjutant General

CARL SPAATZ
Chief of Staff, United States Air Force

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AR 210–20
AFR 85–10

INSTALLATIONS

[AG 580 (17 Mar 48)]

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

OFFICIAL:
EDWARD F. WITSELL
Major General
The Adjutant General

OMAR N. BRADLEY
Chief of Staff, United States Army

OFFICIAL:
H. F. CULTON
Colonel, USAF
Air Adjutant General

CARL SPAATZ
Chief of Staff, United States Air Force

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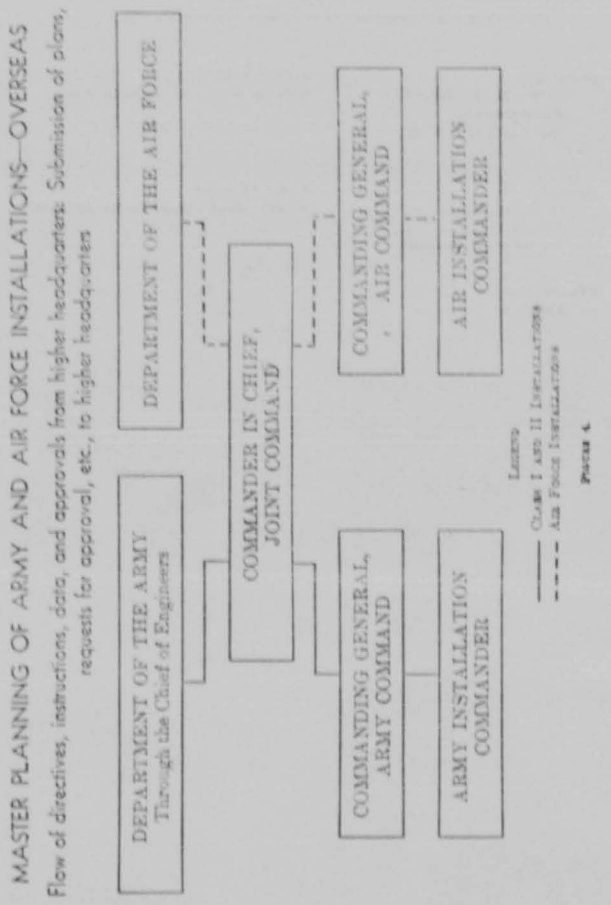
MASTER PLANNING OF ARMY AND AIR FORCE INSTALLATIONS—OVERSEAS

Flow of directives, instructions, data, and approvals from higher headquarters. Submission of plans, requests for approval, etc., to higher headquarters



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AR 210–20
AFR 85–10

INSTALLATIONS

[AG 580 (17 Mar 48)]

BY ORDER OF THE SECRETARIES OF THE ARMY AND THE AIR FORCE:

OFFICIAL:
EDWARD F. WITSELL
Major General
The Adjutant General

OMAR N. BRADLEY
Chief of Staff, United States Army

OFFICIAL:
H. F. CULTON
Colonel, USAF
Air Adjutant General

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17 December 1947

SUBJECT: Selection of Headquarters, Strategic Air Command

TO: Commanding General
Strategic Air Command
Andrews Field
Washington 25, D. C.

1. It is becoming increasingly apparent that the continued pressure of commercial air activities and the increasing density of the Military, Naval and Air population in Washington will eventually force the relocation of Strategic Air Command headquarters at some point other than Andrews Field.

2. With this in mind, it is desired that a survey be undertaken without delay to the end that timely plans for the movement of Strategic Air Command to a permanent peacetime site may be formulated.

3. A hasty survey of possible locations indicates that Topeka Air Base, Offutt Field, Ft. Francis E. Warren, and Ft. George Wright might serve the purpose. Of these facilities, Topeka appears to be the most satisfactory for occupancy by Strategic Air Command headquarters.

4. The results of your survey should be made known to this Headquarters with as little delay as practicable.

BY COMMAND OF THE CHIEF OF STAFF:

[illegible]
General, U. S. A. F.
Vice Chief of Staff

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[illegible] (17 Dec 47) 1st Ind 15 Jan 1948 DC

HEADQUARTERS STRATEGIC AIR COMMAND, Andrews Field, Washington 20, D. C.

To: Chief of Staff, United States Air Force, Washington 25, D. C.

1. In determining the location of a Strategic Air Command Headquarters, I believe the following listed factors must be considered. These factors are weighted because this command, by its mission, is the primary D-Day force available to you, and through you and the Joint Chiefs of Staff to the President of the United States.

a. Proximity to seat of government.

b. On a positive axis of communication.

c. Readily accessible to USAF Headquarters.

d. Located on an air field capable of 365 days, 24 hour operation.

e. Availability of sufficient office space.

f. Availability of housing for military and civilian personnel.

g. Available to source of supply for employing civilian personnel.

2. All of the requirements set out above are fulfilled here at Andrews Field. All of those requirements are not fulfilled at any other station which I have had surveyed. Of the stations surveyed, I consider Mitchel Field the only other location which would come near to fulfilling the requirements of the Headquarters.

3. In years gone by I served in the [illegible] Air Force when it was organized at Langley Field. In those days I discussed our location many times with its commander, General Frank Andrews. After we were organized for several months it became quite apparent that the logical location for the Headquarters was somewhere immediately adjacent to Washington. This was evident because of the need for frequent consultation with the higher command in the solution of the day to day problems and planning for major exercises and maneuvers as well as use of the force in case of emergency. These problems are all of far greater importance today than they were 13 years ago.

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SAC 606 (17 Dec 47) CC 1st Ind
Subj: Relocation of Hqs. Strategic Air Command.

4. At that time a study was effected with the idea of moving the headquarters of CHQ Air Force to Scott Field. Such a plan was almost put into effect. It was not concurred in by the responsible personnel of the CHQ Air Force. Eventually the headquarters was moved to Bolling Field. In my opinion, the situation has not changed and the need for being in the environs of Washington still exists.

5. The housing load which the personnel of the Strategic Air Command imposes upon the community of Washington cannot be very extensive, since less than 150 officers of the headquarters live in the District of Columbia. In the very near future, living quarters will be completed here on Andrews Field and approximately 60% of that personnel will be moved on to the post. Additionally, there are less that 275 civilian personnel employed by the headquarters. Of those personnel, about 200 presently reside in the District of Columbia. About 50 married non-commisisioned officers reside in the District of Columbia. This number appears to very small when compared with the importance of keeping the headquarters adjacent to your Headquartrs. It is noted that very recently civilian agencies which were moved out of Washington during the war are being moved or are planning to move back to Washington. It is believed that the retention of this command here is more important to the nation then the movement of some of the civilian agencies to the environs of Washington.

6. It is further believed that the Air Force should maintain itself in a relative strength close to the nation's capitol, on a parity with the other major branches of the National Defense. In this connection, the Navy maintains immediately in Washington the Naval Gun Factory on 8th Street S.E. This activity probably employs five times as many people as are in this headquarters. Additionally, the Navy has their Anacostia, Annapolis, Patuxent, Quantico and numerous other installations. The Army maintains Fort Myer, Fort Meade and the War College, plus many other service activities in the environs of Washington.

7. Last Spring when the 4th Fighter Group was constituted here at Andrews Field, it was believed that its proximity to the capitol would be a constant reminder to the Congress that the Air Forces were equipped to protect them. If the pressure of commercial air activities and the increasing density of air population in Washington is such that the Air Forces must make a sacrifice, I believe it to be far more efficient to move the 4th Fighter Group and its 90 airplanes and 1600 people to Dover, Delaware, rather than move the Headquarters of the Strategic Air Command, with its 20 Airplanes and 700 military personnel away from the environs of Washington.

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SAC 60A (17 Dec 47) TC 1st Ind
Subj: Relocation of Hqs. Strategic Air Command.

6. In addition to the movement of the 4th Fighter Group, the National Guard and Reserve activities now carried on at this station could be moved to Aberdeen or Middletown. This would evacuate an additional 70 odd airplanes.

9. If the 4th Fighter Group, with its equipment and personnel, is moved from Andrews Field, it will then be possible to absorb all of the ATC operations, now conducted out of National Airport, at Andrews Field. Likewise, all of the evacuated area of barracks and offices could be used by the Air Transport Command in connection with their operations.

10. A survey was effected of the following installations with regard to their adaptability for use by this headquarters. The cost of transportation alone for a move of this headquarters at its present strength to Mitchel Field approximates $100,000.00. The cost of moving the Air Defense Command and the adaptation of that installation for use by this headquarters will probably double that figure.

Mitchel Field	Offutt Air Field
Langley Field	Fort Francis E. Warren
Fort Wendell Md.	Fort George Wright
Randolph Field	Lowry Air Field
Scott Field	Chanute Field
Topeka Air Field	

11. The dislocation of personnel and the problem of resettling them elsewhere, in the event of a move, is a [illegible]. The housing situation is bad everywhere but everyone here is now taken care of. A move would mean giving up that housing with no guarantee that there would be a place to live in the new location. I believe that it would be several months before the situation could be stabilized again and that the maintenance of efficiency of the headquarters as an operating headquarters would be a major problem.

12. I recommend that:

a. The headquarters of Strategic Air Command remain at Andrews Field.

b. The 4th Fighter Group move to Dover, Delaware to make room for the ATC Headquarters, if ATC is forced out of its present location at National Airport.

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AAF AG [illegible] 1st Ind
SUBJ: Discontinuance of Ops, Caribbean Air Command.

6. That if it is still considered necessary by the Chief of Staff, U. S. Army to have Caribbean Air Command Headquarters, that this case be sent to Gilbert Field, San Juan.

[illegible]
General, U. S. A. C.
Commanding

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

3 JAN 1948

7

SUBJECT: Selection of Headquarters, Strategic Air Command

TO : Commanding General, Strategic Air Command
Andrews Air Force Base, Washington 25, D. C.

1. Reference is made to letter from this Headquarters, subject as above, dated 27 December 1947, and first indorsement thereto dated 29 December 1947. After careful consideration of all factors involved, it has been decided that Headquarters, Strategic Air Command, and Headquarters, [illegible] Bombardment Wing, will be transferred to [illegible] Air Force Base, Nebraska, subject to the availability of the funds requested for in the Supplemental Fiscal Year 1948 Budget.

2. You will be further advised on this matter when Congress has acted upon the Supplemental Fiscal Year 1948 Budget.

/s/ Hoyt S. Vandenberg
/t/ HOYT S. VANDENBERG
Chief of Staff, United States Air Force

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1948

HISTORY
STRATEGIC AIR COMMAND
1948

VOLUME VII

ANNEX A

MICROFILMED

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1948

HISTORY

STRATEGIC AIR COMMAND

1948

VOLUME VII

SUPPORTING DATA

ANNEX A

GENERAL ORDERS

1 thru 90

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GENERAL ORDERS)
NUMBER 1)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Field 20, D. C., 8 January 1948

REORGANIZATION OF 324TH RECONNAISSANCE SQUADRON, VLR, PHOTO-RCM.--1. Effective 0001, 21 January 1948, the Commanding Officer, 311th Reconnaissance Wing will reorganize the unit listed below as indicated:

Unit	T/O&E	Authorized Strength OFF	EM
324th Reconnaissance Sq, VLR, Photo-RCM	1-298, 20 Jul 45 as modified (see par 2 below)	107	389

a. Unit remains assigned to 91st Reconnaissance Group with station at Andrews Air Field, Maryland.

2. Reorganization will be accomplished in accordance with Inclosure 1 to letter, Department of the Army, AGAO-I 322 (17 Dec 47) AFOOR (632e)-M, subject: "Redesignation of the 31st Reconnaissance Squadron VLR, Photo; Reorganization of Certain Other Air Force Units," dated 23 December 1947.

3. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command. Unit will be manned at records strength of one officer and one enlisted man until such time as a specific date is announced for manning to full authorized strength.

4. Equipment is authorized in accordance with appropriate columns of Tables of Organization and Equipment indicated above and as modified by Inclosure 2 to letter cited in paragraph 2 above.

5. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, War Department, 1947, as amended.

6. When the actions directed herein have been accomplished, a report indicating the unit, date, and station of reorganization will be submitted direct to The Adjutant General, Department of the Army, Attention: AGAO-I, with copies to the Commanding General, Second Army, and to this headquarters.

7. Thirty copies of the orders published in connection with this action will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General) in addition to the distribution directed in paragraph 17e, AR 310-50, 1 December 1944. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

8. Authority: Letter, Department of the Army, AGAO-I 322 (17 Dec 47) AFOOR (632e)-M, subject: "Redesignation of the 31st Reconnaissance Squadron VLR, Photo; Reorganization of Certain Other Air Force Units," dated 23 December 1947.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN,
Major General, United States Air Force,
Chief of Staff.

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER,
Major, USAF,
Adjutant General.

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10 - CG, Air Materiel Command, Wright Field, Dayton, Ohio
5 - CG, Military District of Washington, Washington, D. C.
10 - CG, Middletown Air Materiel Area, Olmsted Field, Pennsylvania
10 - CO, 311th Reconnaissance Wing, Andrews Air Field, Washington 20, D. C.
20 - CO, 91st Reconnaissance Group, Andrews Air Field, Washington 20, D. C.
1 - Director, Service, Supply and Procurement Div, WDGS (Attn: Chief Movements Branch), Washington 25, D. C.
1 - Director, Organization and Training, WDGS, Room 3E-756, Washington 25, D. C.
2 - Chief of Transportation, Movement and Control Div, Washington 25, D. C.
1 - Historical Division, WDSS (Attn: World War I Branch, Room 5D-877), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 2)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Field 20, D. C., 19 January 1948

ACTIVATION OF CERTAIN AF UNITS.--1. Inclosure 1 to General Orders 60, this headquarters, dated 24 June 1947, is amended by changing so much as reads:

"Line	Unit	Column 4
13	Corporal	12"

to read:

"Line	Unit	Column 4
13	Corporal	13"

2. Authority: Letter, Department of the Army, AGAO-I 322 (14 Jan 48) -M, subject: "Redesignation and Activation of the Headquarters, 90th Bombardment Group, Heavy, and Certain Other Army Air Forces Units," dated 14 January 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN,
Major General, United States Air Force,
Chief of Staff.

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER,
Major, USAF,
Adjutant General.

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1 - CG, Second Army, Fort George G. Meade, Maryland
1 - CG, Air Materiel Command, Wright Field, Dayton, Ohio
1 - CG, Military District of Washington, Washington 25, D. C.
3 - CO, 2d Bombardment Group, VH, Davis-Monthan Air Field, Tucson, Arizona
3 - CO, 44th Bombardment Group, VH, Andrews Air Field, Washington 20, D. C.
3 - CO, 90th Bombardment Group, VH, Andrews Air Field, Washington 20, D. C.
3 - CO, 98th Bombardment Group, VH, Spokane Air Field, Spokane, Washington
3 - CO, 303d Bombardment Group, VH, Andrews Air Field, Washington 20, D. C.

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3 - CO, 306th Bombardment Group, VH, Andrews Air Field, Washington 20, D. C.
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1 - Director, Organization and Training WDGS, Room 3E-756, Washington 25, D. C.
1 - Director, Service, Supply, and Procurement Division, WDGS (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Historical Division, WDSS (Attn: World War I Branch, Room 5D-877), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 3)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 21 January 1948

ATTACHMENT OF UNITS.--1. Effective 16 January 1948 the 468th Signal Heavy Construction Company (Aviation) is relieved from assignment to the Fifteenth Air Force and is attached to the 56th Fighter Wing, Selfridge Air Force Base, Mount Clemens, Michigan.

2. Effective 16 February 1948 the 464th Signal Heavy Construction Company (Aviation) is relieved from assignment to the Eighth Air Force and is attached to the 56th Fighter Wing, Selfridge Air Force Base, Mount Clemens, Michigan.

3. Authority: AF Regulation 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN,
Major General, United States Air Force,
Chief of Staff.

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER,
Major, USAF,
Adjutant General.

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10 - CG, Fifth Army, 1660 East Hyde Park Blvd, Chicago 15, Illinois
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Eighth Air Force, Griffiss AF Base, Fort Worth, Texas
10 - CG, Fifteenth Air Force, Colorado Springs, Colorado
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
5 - CG, Ogden Air Materiel Area, Hill AF Base, Ogden, Utah
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
10 - CO, 56th Fighter Wing, Selfridge AF Base, Mt Clemens, Michigan
5 - CO, 468th Signal Heavy Construction Company (Avn), Selfridge AF Base, Mt Clemens, Michigan
5 - CO, 464th Signal Heavy Construction Company (Avn), Walker AF Base, Roswell, New Mexico
1 - Director, Service, Supply, and Procurement Div, WDGS (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Director, Organization and Training, WDGS, Room 3E-756, Washington 25, D. C.
1 - Historical Division, WDGS (Attn: World War I Branch, Room 5D-877), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 4)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 4 February 1948

DISCONTINUANCE OF 1ST GUNNERY TRAINING SQUADRON.--1. The Commanding General, Fifteenth Air Force will discontinue the unit listed below at station indicated effective 0001, 16 February 1948:

Unit	AF-TD	Authorized Strength Off	EM	Station
1st Gunnery Training Squadron	AF-TD-S 1-9006, 29 Sep 47	12	105	Smoky Hill Air Force Base, Salina, Kansas

2. Personnel will be assigned to other Air Force units under control of the Commanding General, Strategic Air Command without loss in grade.

3. Equipment will be turned in to the appropriate supply officer for disposition.

4. Records of the discontinued unit will be disposed of by shipment to the Columbus AG Regional Records Office, Columbus, Ohio.

5. When the actions directed herein have been accomplished, a report indicating the unit, date, and station of discontinuance will be submitted direct to The Adjutant General, Department of the Army, Attention: AGAO-I, with copies to the Commanding General, Fifth Army, and to this headquarters.

6. Thirty copies of the orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General) in addition to the distribution directed in paragraph 17e, AR 310-50. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

7. Obligate the appropriate allotments published in Circular 143, WD, 1947, as amended.

8. Authority: Letter, Department of the Air Force, AFOOR 61f, subject: "Discontinuance of the 1st Gunnery Training Squadron," dated 27 January 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN,
Major General, United States Air Force,
Chief of Staff.

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER,
Major, USAF,
Adjutant General.

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Fifteenth Air Force, Colorado Springs, Colorado
10 - CG, Oklahoma Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CO, 301st Bombardment Wing, VH, Smoky Hill AF Base, Salina, Kansas
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Director, Service, Supply, and Procurement Division, Movements Branch, GSUSA, Washington 25, D. C.
1 - Chief of Transportation, Movement and Control Division, Washington 25, D. C.
1 - Chief, Historical Division, GSUSA, Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 5)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 11 February 1948

ASSIGNMENT OF UNITS.--1. Announcement is made of the assignment, less personnel and equipment, of the units listed below to Strategic Air Command, with station at Andrews Air Force Base, Camp Springs, Maryland, effective 25 December 1947:

Units	T/O&E	Strength O	Strength WO	Strength EM	Remarks
Hq & Base Sv Sq, 439th Air Service Gp	1-452R 5 Mar 45 w/1 Ch Col 6	26	1	225	See Note A
865th Air Engr Sq	1-457R 5 Mar 45 Col 10	14	1	303	See Note B
689th Air Material Sq	1-458R 5 Mar 45 w/1 Ch 8 Nov 45 Col 9 plus Col 36	8	1	152	See Note B

Note A: Reorganized in accordance with provisions of Inclosure 2 to War Department letter, AG 322 (8 Oct 46) AO-I-AFCOR (238e)-M, subject: "Reorganization of the Headquarters and Base Services Squadron, 371st Air Service Group and Certain Other Army Air Forces Units," dated 17 October 1946.

Note B: Reorganized in accordance with provisions of Inclosure 3 to War Department letter, AG 322 (7 Jan 46) OB-I-AFCOR-M, subject: "Reorganization and Reduction in Strength of the 715th Air Materiel Squadron and Certain Other Army Air Forces Units," dated 8 January 1946.

2. Group assignment of squadrons remains unchanged. Units are attached to 60th Air Force Base Unit (Headquarters Strategic Air Command) for administration, effective 16 February 1948.

3. Personnel to refill the units will be furnished from sources under control of the Commanding General, Strategic Air Command. Units will be manned at Records Strength until such time as directed by Chief of Staff, United States Air Force to refill to authorized strength. (See Notes A and B.)

4. Equipment is authorized in accordance with appropriate columns of Equipment Section of Tables of Organization and Equipment cited in letters contained in paragraph 1 above, Notes A and B, and only when directed by the Chief of Staff, United States Air Force.

5. Records of the above units will be shipped to Commanding General, Strategic Air Command by the Commander-in-Chief, European Command.

6. When the actions directed herein have been accomplished a report indicating the units, date, and station will be forwarded to The Adjutant General, United States Army, Attention: AGAO-I.

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7. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, War Department, 1947, as amended.

8. Authority: Department of the Army letter, AGAO-I 370.5 (19 Jan 48) AFOOR (664e)-M, subject: "Reassignment and Transfer, Less Personnel and Equipment, of the Headquarters and Base Services Squadron, 439th Air Service Group and Certain Other Air Force Units," dated 4 February 1948, and AF Regulation 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN,
Major General, United States Air Force,
Chief of Staff.

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Major, USAF,
Adjutant General.

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Tactical Air Command, Langley AF Base, Hampton, Virginia
5 - CG, Air Defense Command, Mitchel AF Base, Hempstead, New York
5 - CG, Military District of Washington, Washington 25, D. C.
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Olmsted, Pennsylvania
5 - CO, Headquarters and Base Service Squadron, 439th Air Service Group, c/o CO, 60th AFBU, Andrews AF Base, Washington 20, D. C.
5 - CO, 865th Air Engineer Squadron, c/o CO, 60th AFBU, Andrews AF Base, Washington 20, D. C.
5 - CO, 689th Air Materiel Squadron, c/o CO, 60th AFBU, Andrews AF Base Washington 20, D. C.
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Director, Service, Supply and Procurement Division, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 6)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 19 February 1948

ATTACHMENT OF UNITS. 1. Announcement is made of the attachment to Strategic Air Command of the Department of the Army units listed below, effective 1200 noon, 26 September 1947. Units are further attached, effective 1200 noon, 26 September 1947, as indicated:

Unit	Station	Attachment
Hq & Hq & Service Co, 937th Engr Avn Gp	MacDill AF Base, Tampa, Fla	307th Bomb Wing, VH
881st Chemical Co, Air Opn	" "	307th Bomb Wing, VH
*838th Engr Avn Bn	" "	307th Bomb Wing, VH
*1862d Engr Avn Bn	" "	307th Bomb Wing, VH
2173d Engr Maint Co, Avn	" "	307th Bomb Wing, VH
464th Sig Hv Constr Co, Avn	Selfridge AF Base, Mt. Clemens, Mich	56th Fighter Wing
468th Sig Hv Constr Co, Avn	" "	56th Fighter Wing
*907th Chemical Co, Air Opn	Andrews AF Base, Camp Springs, Md	60th AF Base Unit (Hq SAC)

*Colored enlisted personnel

2. So much of paragraphs 1 and 2, General Orders 3, this headquarters, 21 January 1948, as pertains to the 464th Signal Heavy Construction Company, Aviation and the 468th Signal Heavy Construction Company, Aviation and reads: "is relieved from assignment" is amended to read: "is relieved from attachment."

3. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 665e), subject: "Attachment of Certain Army Units for Duty with the United States Air Force," 9 February 1948, Transfer Order No. 1, National Military Establishment, 26 September 1947 (Bulletin No. 1, Department of the Army, 12 November 1947), Joint Army and Air Force Adjustment Regulation 1-1-1, 13 November 1947 and AF Regulation 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN,
Major General, United States Air Force,
Chief of Staff.

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER,
Major, USAF,
Adjutant General.

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2 - CG, Third Army, Fort McPherson, Georgia
2 - CG, Fifth Army, 1660 East Hyde Park Blvd, Chicago, Illinois
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
2 - CG, Military District of Washington, Washington 25, D. C.
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Macon, Georgia
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Pennsylvania
5 - CG, 307th Bombardment Wing, VH, MacDill AF Base, Tampa 8, Florida
5 - CO, 56th Fighter Wing, Selfridge AF Base, Mt. Clemens, Michigan
5 - CO, 464th Signal Heavy Construction Company (Avn), Selfridge AF Base, Mt. Clemens, Michigan
5 - CO, 468th Signal Heavy Construction Company (Avn), Selfridge AF Base, Mt. Clemens, Michigan
5 - CO, 60th AF Base Unit, Andrews AF Base, Washington 20, D. C.
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Director, Service, Supply and Procurement Division, Movements Branch, GSUSA, Washington 25, D. C.
1 - Chief of Transportation, Movement and Control Division, Washington 25, D. C.
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GENERAL ORDERS)
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HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 27 February 1948

SECTION
ASSIGNMENT OF UNITS---------- I
ATTACHMENT OF UNITS---------- II

SECTION I

ASSIGNMENT OF UNITS.--1. Effective 0001, 1 March 1948, the Headquarters and Headquarters Squadron, 58th Bombardment Wing, VH, is relieved from assignment to the Eighth Air Force.

2. Unit remains assigned to Strategic Air Command and is attached to the 60th Air Force Base Unit (Headquarters Strategic Air Command) for administration, with station at Andrews Air Force Base, Camp Springs, Maryland, effective 0001, 1 March 1948.

3. Authority: AF Regulation 55-15.

SECTION II

ATTACHMENT OF UNITS.--1. Announcement is made of the attachment of the 263d Air Force Base Unit (Radar Bomb Scoring) to the 7th Bombardment Wing, VH, for rations, quarters, supply and court martial jurisdiction, with station at Carswell Air Force Base, Fort Worth, Texas, effective 0001, 24 February 1948.

2. Unit remains assigned to Strategic Air Command.

3. Authority: AF Regulation 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Olmsted, Pennsylvania

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10 - CO, 7th Bombardment Wing, VH, Carswell AF Base, Fort Worth, Texas
10 - CO, 60th AF Base Unit, Andrews AF Base, Washington 20, D. C.
10 - CO, 263d AF Base Unit (RBS), Carswell AF Base, Fort Worth, Texas
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 8)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 2 March 1948

TRANSFER OF RANGES.--Announcement is made that Midland Bombing Ranges 14 and 21 are transferred from the command jurisdiction of Walker Air Force Base to Carswell Air Force Base, effective 1 March 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff.

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5 - Division Engineer, Southwestern Division, Santa Fe Bldg, 1114 Commerce St., Dallas 2, Texas
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Air Installations Section, SAC
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NUMBER 9)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 4 March 1948

By direction of the Secretary of the Army, under the provisions of paragraph 17.1, Change 13, AR 600-45, 4 November 1947, an Army Commendation Ribbon for meritorious achievement on 10 December 1947, is awarded the following-named enlisted man:

Technical Sergeant James F. Ewers, AF 16040940

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 10)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 17 March 1948

REORGANIZATION OF 324TH RECONNAISSANCE SQUADRON, VLR, PHOTO-RCM.--

1. Paragraph 2, General Orders 1, this headquarters, dated 8 January 1948, is deleted and the following substituted therefor:

"2. Reorganization will be accomplished in accordance with Inclosure 1 to letter, Department of the Army, AGAO-I 322 (5 Mar 48) AFOOR (696 e)-M, subject: 'Redesignation of the 31st Reconnaissance Squadron, VLR, Photo; Reorganization of Certain Other Air Force Units,' dated 11 March 1948."

2. Authority: Letter, Department of the Army, AGAO-I 322 (5 Mar 48) AFOOR (696 e)-M, subject: "Redesignation of the 31st Reconnaissance Squadron, VLR, Photo; Reorganization of Certain Other Air Force Units," dated 11 March 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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5 - CG, Military District of Washington, Washington, D. C.
10 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
10 - CO, 311th Reconnaissance Wing, Andrews AF Base, Washington 20, D. C.
20 - CO, 91st Reconnaissance Group, Andrews AF Base, Washington 20, D. C.
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Chief of Transportation, Movement and Control Division, Washington 25, D. C.
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
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NUMBER 11)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 17 March 1948

ATTACHMENT OF UNIT.--1. Announcement is made of the attachment of the 97th Bombardment Wing to the 301st Bombardment Wing, with station at Smoky Hill Air Force Base, Salina, Kansas, effective 17 March 1948.

2. Authority: AF Regulation 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, Fifteenth Air Force, Colorado Springs, Colorado
15 - CO, 301st Bombardment Wing, VH, Smoky Hill AF Base, Salina, Kansas
15 - CO, 97th Bombardment Group, Smoky Hill AF Base, Salina, Kansas
1 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 12)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 19 March 1948

ORGANIZATION OF PROVISIONAL UNITS.--1. Effective 0001, 20 March 1948, the Commanding Officer, 311th Reconnaissance Wing, will designate and organize the provisional units listed below at MacDill Air Force Base, Tampa, Florida:

Unit	Strength OFF	EM
Hq, 1st Geodetic Control Group (Prov)	7	7
1st Shoran Mapping Squadron (Prov)	73	172
1st Geodetic Control Squadron (Prov)	64	277
1st Computation Technical Unit (Prov)	11	83

2. Concurrently with organization the provisional squadrons are assigned to the provisional group. The 1st Geodetic Control Group (Prov) is assigned to the 311th Reconnaissance Wing and is further assigned to the 55th Reconnaissance Group.

3. Personnel will be furnished from sources under control of Commanding Officer, 311th Reconnaissance Wing and the 7th Geodetic Control Squadron. Personnel will be placed on Special Duty to the provisional units in accordance with provisions of paragraph 16, AR 345-400, dated 18 April 1947.

4. Equipment will be furnished as directed by Commanding Officer, 311th Reconnaissance Wing.

5. When the actions directed herein have been accomplished, a report indicating the unit, date, and station of designation and organization will be submitted direct to The Adjutant General, Department of the Army, Attention: AGAO-I, with copies to the Commanding General, Third Army and to this headquarters.

6. Thirty copies of orders published in connection with these actions will be forwarded to the Chief of Staff, USAF, Attention: Publications Division, Air Adjutant General in addition to distribution required in paragraph 17e, AR 310-50. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch.

7. Authority: Army Regulations 220-5 and 345-400.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
Major, USAF
Adjutant General

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10 - CG, Tactical Air Command, Langley AF Base, Virginia
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Macon, Georgia
10 - CG, 307th Bombardment Wing, VH, MacDill AF Base, Tampa, Florida
10 - CO, 55th Reconnaissance Group, MacDill AF Base, Tampa, Florida
10 - CO, 7th Geodetic Control Squadron, MacDill AF Base, Tampa, Florida
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GENERAL ORDERS)
NUMBER 13)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 26 March 1948

DESIGNATION AND ORGANIZATION OF PROVISIONAL DETACHMENT.--1. Announcement is made of the designation and organization of the RESOLUTE BAY PROVISIONAL DETACHMENT, at Resolute Bay, Cornwallis Island, Canada, effective 22 March 1948.

2. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command.

3. The Resolute Bay Provisional Detachment is attached to the Air Transport Command (Atlantic Division) for logistical support.

4. Authority: Message WARX 95399, 5 February 1948; message WARX 95815, 13 February 1948 and AR 220-5.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
Major, USAF
Adjutant General

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
10 - CG, Air Transport Command, USAF Annex #1, Gravelly Point, Washington, D. C.
1 - CG, Military District of Washington, Washington, D. C.
5 - CO, 1377th AF Base Unit, Westover Air Force Base, Chicopee Falls, Mass
10 - CO, Resolute Bay Provisional Detachment, APO 858, c/o Postmaster, New York, New York
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.

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GENERAL ORDERS)
NUMBER 14)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 1 April 1948

STAFF ASSIGNMENT

PROVOST MARSHAL.--Major EDWIN D. EASLEY, A0418034, USAF, is announced as Provost Marshal, Strategic Air Command, vice Major ROBINSON G. MINICK, 0407706, CMP, relieved.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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GO 15

GENERAL ORDERS)
NUMBER 15)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 7 April 1948

TRANSFER OF RANGE.--Announcement is made that Boardman Bombing Range is transferred from the command jurisdiction of Mountain Home Air Force Base to Spokane Air Force Base, effective 18 February 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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DONALD S. HUBER
Major, USAF
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GENERAL ORDERS)
NUMBER 16)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 12 April 1948

REDESIGNATION OF UNITS.--1. Announcement is made of the redesignation of the units listed below, effective 0001, 16 April 1948:

Present Designation	New Designation
Hq & Hq Sq, 58th Bombardment Wing, Very Heavy	Hq & Hq Sq, 58th Air Division, Bombardment
Hq & Hq Sq, 311th Reconnaissance Wing	Hq & Hq Sq, 311th Air Division, Reconnaissance

2. Units will remain organized under present Tables of Organization and Equipment.

3. Authority: Letter, Department of the Army, AGAO-I 322 Org Res (31 Mar 48) AFOOR (705 e)-M, subject: "Redesignation of Certain Air Force Units of the Organized Reserves and Other Component," dated 7 April 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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5 - CG, Second Army, Fort George G. Meade, Maryland
5 - CG, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio
5 - CG, Air Transport Command, Washington 25, D. C.
5 - CG, Air Training Command, Barksdale Air Force Base, Shreveport, Louisiana
5 - CG, Tactical Air Command, Langley Air Force Base, Virginia
5 - CG, Air University, Maxwell Air Force Base, Montgomery, Alabama
5 - CG, Middletown Air Materiel Area, Olmsted Air Force Base, Middletown, Pennsylvania
10 - CO, Headquarters and Headquarters Squadron, 58th Bombardment Wing, VH, Andrews Air Force Base, Washington 20, D. C.
10 - CO, 311th Reconnaissance Wing, Andrews Air Force Base, Washington 20, D. C.
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Director, Service, Supply, and Procurement Division, Movements Branch, GSUSA, Washington 25, D. C.
1 - Chief of Transportation, Movement and Control Division, Washington 25, D. C.
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 17)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 28 April 1948

DISCONTINUANCE OF AF SEPARATION POINT.--1. Announcement is made of the discontinuance of the AF Separation Point at Fort George Wright, Spokane, Washington, effective 22 April 1948.

2. Officers and enlisted men separation activities will be transferred to Spokane Air Force Base, Spokane, Washington.

3. Authority: TWX AFPMP 7009, SIGNED AFCCS, dated 22 April 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Karl A. Langford
KARL A. LANGFORD
Major, USAF
Assistant Adjutant General

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5 - CG, Eighth Air Force, Carswell AF Base, Fort Worth, Texas
5 - CG, Fifteenth Air Force, Colorado Springs, Colorado
5 - CG, 307th Bombardment Wing, VH, MacDill AF Base, Tampa 8, Florida
5 - CG, 4th Fighter Wing, Andrews AF Base, Washington 20, D. C.
5 - CG, Sixth Army, Presidio of San Francisco, California
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Air Defense Command, Mitchel AF Base, New York
5 - CG, Air Training Command, Barksdale AF Base, Shreveport, Louisiana
5 - CG, Air University, Maxwell AF Base, Montgomery, Alabama
5 - CG, Bolling Field Command, Bolling AF Base, Washington 20, D. C.
5 - CG, Tactical Air Command, Langley AF Base, Virginia
5 - CO, 92d Bombardment Wing, VH, Spokane AF Base, Spokane, Washington
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Chief of Transportation, Movement and Control Division, Washington 25, D. C.
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 18)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 29 April 1948

REORGANIZATION OF UNITS.--1. Effective 0001, 30 April 1948, the Commanding General, 4th Fighter Wing, will reorganize the units listed below as indicated:

Unit	AF-TD-S	Authorized Strength OFF	EM	CIV
Maintenance Sq, 4th Maintenance & Supply Group	No. 1-1527, 12 Jun 47 plus Cols 10 and 11 of 4th Ftr Wg PAL, as modified by Incl #1	10	139	0
		8	113	100
	Total	18	252	100
Supply Sq, 4th Maintenance & Supply Group	No. 1-1528, 12 Jun 47, plus Cols 12 & 13 of 4th Ftr Wg PAL, as modified by Incl #1	4	77	0
		8	88	88
	Total	12	165	88
Hq & Hq Sq, 4th Airdrome Group	No. 1-1042, 12 Jun 47, plus Cols 14 & 15 of 4th Ftr Wg PAL, as modified by Incl #1	11	44	0
		11	66	46
	Total	22	110	46

2. Reorganization will be accomplished in accordance with Inclosure 1. Group assignment of squadrons remains unchanged.

3. Personnel rendered surplus will be absorbed in other units under control of Commanding General, Strategic Air Command.

4. Equipment is authorized in accordance with that authorized by AF Letter 322 (AFCOR 4f), dated 28 July 1947, subject: "Designation and Organization of Headquarters and Headquarters Squadron, 4th Fighter Wing and Certain Other AAF Units."

5. When the actions directed herein have been accomplished a report will be submitted to Headquarters United States Air Force on Air Force Organization Change Report (Reports Control Symbol AF-SC-O1D) in compliance with current instructions.

6. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, War Department, 1947, as amended.

7. Thirty copies of orders published in connection with these actions will be forwarded to the Chief of Staff, USAF, Attention: Publications Division, Air Adjutant General in addition to distribution required in paragraph 17e, AR 310-50. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

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8. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 729e), subject: "Reorganization of the Maintenance Squadron, 4th Maintenance and Supply Group and Other Air Force Units," dated 26 April 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Karl A. Langford
KARL A. LANGFORD
Major, USAF
Assistant Adjutant General

1 Incl
Modification to PAL
(4th Fighter Wing)

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5 - CG, Military District of Washington, Washington 25, D. C.
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
10 - CG, 4th Fighter Wing, Andrews AF Base, Washington 25, D. C.
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Chief of Transportation, Movement and Control Division, Washington 25, D. C.
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
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MODIFICATION TO PERSONNEL AUGMENTATION LIST (4th Fighter Wing)

Delete the following:

LINE	COLUMN	NO.	MOS	SSN	GRADE
34	14	3	Operations	2161	Capt
35	14	1	Operations	2161	Lieut
36	14	1	Clerk	055	Sgt
37	14	1	Clerk	055	Cpl
38	14	1	Clerk	055	Pvt
39	14	1	Clerk typist	405	Sgt
44	14	1	Air operations specialist	791	T Sgt
45	14	1	Air operations specialist	791	S Sgt
193	12	1	Personal equipment technician	594	Cpl
194	10	1	Parachute rigger and repairman	620	Sgt
289	10	1	Aircraft maintenance	4823	Capt
291	10	1	Clerk	055	Sgt
293	10	1	Clerk	055	Pvt
294	10	2	Toolroom keeper	242	Cpl
295	10	1	Automotive equipment operator	345	Cpl
296	10	1	Automotive equipment operator	345	Pvt
297	10	1	Clerk typist	405	Sgt
298	10	1	Clerk typist	405	Cpl
299	10	1	Airplane hydraulic mechanic	528	Sgt
301	10	1	Communications technician	542	S Sgt
302	10	1	Airplane sheet metal worker	555	Sgt
303	10	1	Airplane sheet metal worker	555	Cpl
304	10	1	Airplane power plant mechanic	684	S Sgt
305	10	1	Airplane power plant mechanic	684	Sgt
307	10	1	Airplane electrical mechanic	685	S Sgt
308	10	1	Airplane electrical mechanic	685	Sgt
309	10	2	Airplane electrical mechanic	685	Cpl
311	10	1	Airplane instrument mechanic	686	Sgt
312	10	2	Airplane instrument mechanic	686	Cpl
314	10	2	Airplane propeller mechanic	687	Cpl
315	10	2	Flight engineer	737	M Sgt
316	10	14	Airplane & engine mechanic	747	S Sgt
317	10	14	Airplane & engine mechanic	747	Sgt
318	10	17	Airplane & engine mechanic	747	Cpl
319	10	9	Airplane & engine mechanic	747	Pvt
320	10	9	Airplane maintenance technician	750	M Sgt
321	10	10	Airplane maintenance technician	750	T Sgt
322	10	12	Airplane maintenance technician	750	S Sgt
323	10	3	Radio mechanic, AF	754	S Sgt
324	10	4	Radio mechanic, AF	754	Sgt
325	10	5	Radio mechanic, AF	754	Cpl
326	10	1	Supply technician, AF	826	S Sgt
327	10	2	Supply technician, AF	826	Sgt
328	10	1	Supply clerk	835	Cpl
329	10	18	Aerial engineer	2750	T Sgt
330	10	4	Radio, Operator-mechanic	2756	S Sgt

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This results in the following:

LINE		Column 10	Column 12	Column 14
2	Lt Colonel	-	1	2
3	Major	1	1	1
4	Captain	3	4	5
5	Lieutenant	4	2	3
6	Total Commissioned	8	8	11
7	Master sergeant	3		1
8	Technical sergeant	13	3	5
9	Staff sergeant	24	16	8
10	Sergeant	27	30	18
11	Corporal	37	21	25
12	Pvt or Pfc	9	18	9
13	Total enlisted	113	88	66
14	Total military	121	96	77

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GENERAL ORDERS)
NUMBER 19)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 1 May 1948

STAFF ASSIGNMENTS

INSPECTOR GENERAL.--1. COLONEL CHARLES SOMMERS, A017561, USAF, is announced as Inspector General, Strategic Air Command.

AIR INSPECTOR.--2. COLONEL CHARLES SOMMERS, A017561, USAF, is announced as Air Inspector, Strategic Air Command.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Karl A. Langford
KARL A. LANGFORD
Major, USAF
Assistant Adjutant General

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GENERAL ORDERS)
NUMBER 20)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 5 May 1948

SECTION
ASSIGNMENT OF UNITS---------- I
ATTACHMENT OF UNIT---------- II

SECTION I

ASSIGNMENT OF UNITS.--1. Effective 0001, 16 May 1948, the following units are relieved from assignment to the Fifteenth Air Force and are assigned to the Eighth Air Force:

Hq & Hq Sq, 97th Bombardment Wing, VH
Hq, 97th Bombardment Group, VH
340th Bombardment Squadron, VH
341st Bombardment Squadron, VH
342d Bombardment Squadron, VH

Hq, 97th Maintenance and Supply Group
Maintenance Squadron, 97th Maint and Supply Group
Supply Squadron, 97th Maint & Supply Group

Hq & Hq Sq, 97th Airdrome Group
Squadron "A," 97th Airdrome Group
Squadron "B," 97th Airdrome Group
Squadron "C," 97th Airdrome Group
Squadron "D," 97th Airdrome Group
Squadron "E," 97th Airdrome Group
Squadron "F," 97th Airdrome Group

97th Station Medical Group

2. Authority: AFR 55-15.

SECTION II

ATTACHMENT OF UNIT.--1. Effective 0001, 16 May 1948, the 97th Bombardment Wing, VH, is relieved from attachment to the 301st Bombardment Wing, VH.

2. Authority: AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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10 - CG, Fifth Army, 1660 East Hyde Park Blvd, Chicago 15, Illinois
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10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
10 - CG, Eighth Air Force, Carswell AF Base, Fort Worth, Texas
10 - CG, Fifteenth Air Force, Colorado Springs, Colorado
10 - CO, 301st Bombardment Wing, VH, Smoky Hill AF Base, Salina, Kansas
10 - CO, 97th Bombardment Wing, VH, Smoky Hill AF Base, Salina, Kansas
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
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T/O&E 5-412 (Modified)

TITLE: Headquarters and Headquarters and Service Company, 937th Engineer Aviation Group

Delete the following:

XE	COLUMN	NUMBER DELETED	MOS	SSN	GRADE
13	4	1	Asst operations and camouflage	1337	Capt
14	4	1	Communications	0200	Capt
17	4	1	Information-Education	5004	Capt
21	5	1	Company administrator	1337	Lt
24	17	1	Repair section leader	4880	Lt
25	15	1	Service platoon leader	4880	Lt
26	4	1	Special services	5000	Lt
29	17	1	Automotive repairman	965	M Sgt
30	9	1	Communications chief	542	M Sgt
39	7	1	Construction machine operator	359	T Sgt
43	9	1	Radio Operator, high speed, manual	766	T Sgt
46	17	1	Automotive repairman	965	S Sgt
47	11	1	Camouflage technician	804	S Sgt
49	17	1	Diesel mechanic	013	S Sgt
51	8	1	Engineer supply technician	583	S Sgt
57	5	1	Administrative specialist	502	Sgt
57	7	1	Administrative specialist	502	Sgt
58	16	4	Heavy automotive equipment operator	931	Sgt
59	5	1	Heavy machine gunner	605	Sgt
60	6	1	Mail clerk	055	Sgt
66	6	1	Athletic instructor	283	Cpl
67	17	2	Automotive repairman	965	Cpl
68	11	1	Camouflage technician	804	Cpl
69	16	2	Heavy automotive equipment operator	931	Cpl
70	6	1	Writer, military subjects	274	Cpl
75	17	1	Automotive electrician	912	Tec 4
76	17	1	Automotive electrician	912	Tec 5
77	17	1	Automotive equipment mechanic	014	Tec 4
78	17	1	Automotive equipment mechanic	014	Tec 5
79	16	7	Automotive equipment operator	345	Tec 5
80	16	21	Automotive equipment operator	345	Pvt
81	17	1	Automotive repairman	965	Tec 3
82	17	1	Automotive repairman	965	Tec 4
83	17	3	Automotive repairman	965	Tec 5
84	5	1	Bugler	803	Pvt
85	11	2	Camouflage technician	804	Pvt
86	15	1	Carpenter	050	Tec 5
87	5	1	Carpenter	050	Pvt
89	5	1	Clerk, non-typist	055	Tec 5
90	6	1	Clerk, non-typist	055	Pvt
90	7	1	Clerk, non-typist	055	Pvt
92	8	1	Clerk-typist	405	Tec 5
92	15	1	Clerk-typist	405	Tec 5
93	5	1	Clerk-typist	405	Pvt
93	6	1	Clerk-typist	405	Pvt
93	8	3	Clerk-typist	405	Pvt
94	17	2	Construction equipment mechanic	319	Tec 4
95	17	3	Construction equipment mechanic	319	Tec 5
96	17	1	Construction equipment operator	359	Tec 3
97	17	1	Construction equipment operator	359	Tec 4
98	17	4	Construction equipment operator	359	Tec 5
99	11	3	Construction worker	188	Pvt

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T/O&E 5-412 (Modified) (contd)

Delete the following: (contd)

LINE	COLUMN	NUMBER DELETED	MOS	SSN	GRADE
99	13	6	Construction worke.	188	Pvt
99	15	2	Construction worker	188	Pvt
100	5	2	Cook	060	Tec 4
101	5	1	Cook	060	Tec 5
102	5	3	Cook's helper	590	Pvt
103	9	1	Cryptographic technician	805	Tec 3
104	9	1	Cryptographic technician	805	Tec 4
105	9	2	Cryptographic technician	805	Tec 5
106	12	1	Draftsman, general	070	Pvt
109	17	2	Diesel mechanic	013	Tec 3
110	17	2	Diesel mechanic	013	Tec 4
111	17	5	Diesel mechanic	013	Tec 5
112	15	1	Electrician	078	Tec 4
113	15	1	Electrician	078	Tec 5
115	8	1	Engineer supply technician	583	Tec 5
116	15	3	Engineman, operating	081	Tec 5
117	16	12	Heavy automotive equipment operator	931	Tec 4
118	5	1	Leather and canvas worker	605	Tec 5
119	17	1	Machinist	114	Tec 3
120	17	2	Machinist	114	Tec 4
121	17	3	Machinist	114	Tec 5
123	9	1	Message center clerk	667	Pvt
124	17	1	Painter	144	Tec 5
125	17	1	Painter	144	Pvt
126	8	1	Parts clerk, automotive	348	Tec 5
128	17	1	Powerman	166	Tec 4
129	17	1	Powerman	166	Tec 5
130	9	1	Radio operator, high speed, manual	766	Tec 3
131	9	2	Radio operator, high speed, manual	766	Tec 4
132	9	3	Radio operator, high speed, manual	766	Tec 5
133	9	1	Radio repairman	648	Tec 4
134	17	1	Rigger	189	Tec 5
137	7	1	Stenographer	213	Tec 5
139	13	2	Surveyor	227	Tec 5
142	15	1	Toolroom keeper	242	Tec 5
142	17	2	Toolroom keeper	242	Tec 5
143	17	1	Welder, combination	256	Tec 3
144	17	1	Welder, combination	256	Tec 4
145	17	2	Welder, combination	256	Tec 5
146	5	12	Basic	521	Pvt

This results in the following:

LINE	UNIT	COLUMN 19
2	Colonel	1
4	Lieutenant colonel	2
7	Major	3
11	Captain	3
18	First or second lieutenant	4
27	Total commissioned	13
28	Master sergeant	5
36	First sergeant	1
37	Technical sergeant	6
45	Staff sergeant	8
56	Sergeant	8
65	Corporal	-
71	Technician, grade 3	-
72	Technician, grade 4	9
73	Technician, grade 5	16
74	Private, first class or private	9
147	Total enlisted	62
148	Aggregate	75

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GENERAL ORDERS)
NUMBER 21)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 11 May 1948

REORGANIZATION OF UNIT. --1. The Commanding General, 307th Bombardment Wing, VH, will reorganize the unit listed below, at MacDill Air Force Base, Tampa, Florida, as indicated, effective 16 May 1948:

Unit	T/O&E	Authorized Strength OFF	EM
Hq & Hq & Sv Co, 937th Engr Avn Gp	5-412, 27 Jun 46 1 x Colm 19, as modified by Incl 1	13	62

2. a. Additional personnel, if required, will be furnished from sources under control of Commanding General, Strategic Air Command.

b. Department of the Army personnel rendered surplus will be reassigned to existing vacancies within other engineer aviation units under control of Commanding General, 307th Bombardment Wing, VH, or reported to the Department of the Army for disposition.

3. Equipment is authorized in accordance with the appropriate column of the Equipment Section of T/O&E 5-412. The unit will be equipped to 100 per cent of its authorized reduced strength in so far as practicable. Equipment in excess of that authorized for this reduced strength, as well as equipment which presently cannot be maintained by the unit due to temporary shortage of personnel will be turned in to the appropriate supply agency.

a. Major items of equipment in excess of that required for the authorized reduced strength will be stored in the nearest available depot or other supply facility. All other equipment turned in will be retained at the base on which the unit is stationed to the limit of available storage and maintenance facilities thereat.

b. The shipment from depots to bases is authorized only to equip units to 100 per cent of their authorized reduced strength and not to 100 per cent of the T/O&E equipment level.

4. When the action directed herein has been accomplished, a report indicating the date and station thereof will be submitted to the Department of the Army, Attention: AGAO-I; Chief of Staff, United States Air Force; and to this headquarters.

5. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, War Department, 1947, as amended.

6. Thirty copies of orders published in connection with these actions will be forwarded to the Chief of Staff, USAF, Attention: Publications Division, Air Adjutant General, in addition to distribution required in paragraph 17e, AR 310-50, dated 1 December 1944. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

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7. Authority: Letter, Department of the Army, AGAO-I 322 - 937th Engr Avn Gp (15 Apr 48) AFOOR (724e)-M, subject: "Reorganization of the Headquarters and Headquarters and Service Company, 937th Engineer Aviation Group," dated 29 April 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Warner-Robins Air Materiel Area, Robins AF Base, Macon, Ga
10 - CG, 307th Bombardment Wing, VH, MacDill AF Base, Tampa 8, Fla
10 - CO, 937th Engineer Aviation Group, MacDill AF Base, Tampa 8, Fla
2 - Director of Logistics, GSUSA, (Attn: Chief, Movements Branch), Washington 25, D. C.
2 - Director, Organization & Training Div, GSUSA, Washington 25, D. C.
2 - Director, Personnel and Administration, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Control Div, Washington 25, D. C.
2 - Chief, Historical Div, Special Staff, USA, Washington 25, D. C.
10 - Unit Control Branch, A-3 Div, SAC

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GO 22

GENERAL ORDERS)
NUMBER 22)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 26 May 1948

SECTION

ASSIGNMENT OF UNITS---------- I
ATTACHMENT OF UNIT---------- II

SECTION I

ASSIGNMENT OF UNITS.--1. Announcement is made of the assignment of the units listed below to Strategic Air Command, and further assignment to the Fifteenth Air Force, effective 18 May 1948:

Headquarters, 22d Bombardment Group, VH
2d Bombardment Squadron, VH
19th Bombardment Squadron, VH
33d Bombardment Squadron, VH

2. Authority: Letter, Department of the Army, AGAO-I 370.5 (3 May 48) CSGSP-M, subject: "Movement Directive, Shipment 25010," dated 7 May 1948.

SECTION II

ATTACHMENT OF UNIT.--1. Effective 18 May 1948, the 22d Bombardment Group, VH, is attached to the 301st Bombardment Wing, VH, with station at Smoky Hill Air Force Base, Salina, Kansas.

2. Authority: AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
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3 - The Adjutant General (Attn: AGAO-I), Washington 25, D. C.
10 - CG, Fifth Army, 1660 East Hyde Park Blvd, Chicago 15, Illinois
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, Fifteenth Air Force, Colorado Springs, Colorado

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10 - CO, 301st Bombardment Wing, VH, Smoky Hill AF Base, Salina, Kansas
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Director, Organization and Training, GSUSA, Washington 25, D. C.
1 - Chief of Transportation, Movements Division, Washington 25, D. C.
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GO 23

GENERAL ORDERS)
NUMBER 23)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 28 May 1948

REDESIGNATION OF UNIT.--1. Announcement is made of the redesignation of the unit listed below, effective 0001, 1 June 1948:

Present Designation	New Designation
1st Air Transport Unit	1st Strategic Support Unit

2. Unit will remain organized under present Tables of Organization and Equipment.

3. Authority: Letter, Department of the Air Force, 322 (AFOOR 737e), subject: "Redesignation of the 1st Air Transport Unit," dated 17 May 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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10 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
10 - CG, Eighth Air Force, Carswell AF Base, Fort Worth, Texas
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
1 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
1 - Chief of Transportation, Movements Division, Washington 25, D. C.
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 24)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 3 June 1948

STAFF ASSIGNMENT

ACTING AIR INSTALLATIONS OFFICER.--MAJOR NORMAN D DOLE, 0274053, USAF, is announced as Acting Air Installations Officer, vice COLONEL COLBY M MYERS, A016057, USAF, transferred.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
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GENERAL ORDERS)
NUMBER 25)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 14 June 1948

ORGANIZATION OF AF BASE UNITS.--1. Effective 0001, 1 July 1948, the following Air Force base units are designated, assigned to Eighth Air Force and will be organized at stations indicated:

UNIT	STATION
276th AF Base Unit (Base Service)	Campbell Air Force Base, Camp Campbell, Kentucky
275th AF Base Unit (Base Service)	Camp Hood, Killeen, Texas
234th AF Base Unit (Base Service)	Clovis Air Force Base, Clovis, New Mexico

2. Personnel will be furnished from sources under control of Commanding General, Eighth Air Force.

3. Equipment is authorized in accordance with provisions of AFR 20-52. Priority for issuance of equipment will be established in separate communication.

4. Upon organization units will remain assigned to Eighth Air Force and are not to be further assigned.

5. When the actions directed herein have been accomplished, a report will be submitted to Headquarters United States Air Force and to this headquarters by means of the Air Force Organization Status Change Report (AF-SC-01D) in compliance with current instructions.

6. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

7. Ten copies of orders published in connection with these actions will be forwarded to this headquarters, Attention: A-3 Division, Unit Control Branch.

8. Authority: AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Karl A. Langford

KARL A. LANGFORD
Major, USAF
Acting Adjutant General

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10 - CG, Second Army, Fort George G. Meade, Maryland
10 - CG, Fourth Army, Fort Sam Houston, Texas
10 - CG, Tactical Air Command, Langley AF Base, Virginia
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Eighth Air Force, Carswell AF Base, Fort Worth, Texas
10 - CG, Ninth Air Force, Greenville AF Base, Greenville, South Carolina
10 - CG, Mobile Air Materiel Area, Brookley AF Base, Alabama
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CO, Campbell AF Base, Camp Campoell, Kentucky
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation (Movements Division), Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, Washington 25, D. C.
5 - Each to A-1, A-2, A-4, A-5, Air Installations, Electronics, and Statistical Control Section, SAC
2 - Secretariat, SAC
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 26)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 17 June 1948

SECTION
DISCONTINUANCE OF UNITS---------- I
ORGANIZATION OF PROVISIONAL UNITS---------- II

SECTION I

DISCONTINUANCE OF UNITS.--1. Effective 0001, 12 June 1948, the Commanding General, 311th Air Division, Reconnaissance will discontinue the units listed below at MacDill Air Force Base, Tampa, Florida:

Hq, 1st Geodetic Control Group (Prov)
1st Shoran Mapping Sq (Prov)
1st Geodetic Control Sq (Prov)
1st Computation Technical Unit (Prov)

2. Records of the discontinued units will be retained by the Commanding Officer, 7th Geodetic Control Squadron, pending movement of his unit to new permanent station.

3. When the actions directed herein have been accomplished, a report will be made to Headquarters USAF and this headquarters by means of the AF Organization Status Change Report (Reports Control Symbol AF-SC-01D) in compliance with current instructions.

4. Authority: AR 220-5.

SECTION II

ORGANIZATION OF PROVISIONAL UNITS.--1. Effective 0001, 16 July 1948, the Commanding General, 311th Air Division, Reconnaissance will designate and organize the provisional units listed below at Topeka Air Force Base, Topeka, Kansas:

Unit	Authorized Strength OFF	EM
Hq, 1st Geodetic Control Gp (Prov)	7	7
1st Shoran Mapping Sq (Prov)	73	172
1st Geodetic Control Sq (Prov)	64	277
1st Computation Technical Unit (Prov)	11	83

2. Concurrently with organization the provisional squadrons are assigned to the provisional group. The 1st Geodetic Control Group (Prov) is assigned to the 311th Air Division, Reconnaissance and is further assigned to the 55th Reconnaissance Group.

3. Personnel will be furnished from sources under control of the Commanding General, 311th Air Division, Reconnaissance and the 7th Geodetic Control Squadron.

4. Equipment will be furnished as directed by Commanding General, 311th Air Division, Reconnaissance.

5. When the actions directed herein have been accomplished, a report will be made to Headquarters USAF and this headquarters by means of the AF Organization Status Change Report (Reports Control Symbol AF-SC-01D) in compliance with current instructions.

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6. Thirty copies of orders published in connection with these actions will be forwarded to the Chief of Staff, USAF, Attention: Publications Division, Air Adjutant General, in addition to distribution required in paragraph 17e, AR 310-50, dated 1 December 1944, and ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

7. Authority: Letter, Headquarters United States Air Force, subject: "Publication of Proposed Tables of Distribution," dated 15 March 1948 and AR 220-5.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Karl A. Langford

KARL A. LANGFORD
Major, USAF
Acting Adjutant General

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10 - CG, Third Army, Fort McPherson, Georgia
10 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Illinois
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, Warner Robins Air Materiel Area, Robins AF Base, Georgia
10 - CG, 307th Bombardment Wing, VH, MacDill AF Base, Tampa 8, Florida
10 - CG, 311th Air Division, Reconnaissance, Andrews AF Base, Washington 20, D. C.
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Division, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
5 - Each to A-1, A-2, A-4, A-5, Statistical Control Section, SAC
2 - Secretariat, SAC
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 27)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 23 June 1948

By direction of the Secretary of the Air Force, under the provisions of paragraph 17.1, Change 13, AR 600-45, 4 November 1947, and Air Force Letter 35-105, 26 February 1948, the Commendation Ribbon for meritorious achievement on 3 May 1948, is awarded to the following named officer:

1ST LT THOMAS G ROBERTS, A02086578, USAF

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Karl A. Langford

KARL A. LANGFORD
Major, USAF
Acting Adjutant General

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GENERAL ORDERS)
NUMBER 28)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 29 June 1948

	SECTION
DISCONTINUANCE OF BOMBARDMENT WINGS, VERY HEAVY	I
REDESIGNATION AND REORGANIZATION OF BOMBARDMENT GROUPS, MEDIUM	II
CONSTITUTION AND ACTIVATION OF BOMBARDMENT WINGS, MEDIUM	III
ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES	IV
ATTACHMENT OF UNITS	V
ADDITIONAL INSTRUCTIONS	VI

SECTION I

DISCONTINUANCE OF BOMBARDMENT WINGS, VERY HEAVY.--1. Effective 0001, 12 July 1948, commanders concerned will discontinue the units listed below, organized under Table of Distribution (Special) and/or PAL authorization:

Hq and Hq Squadron, Bombardment Wing, Very Heavy
2, 28, 92, 93, 97, 98, 301, 307

Hq, Maintenance and Supply Group
2, 28, 92, 93, 97, 98, 301, 307

Maintenance Squadron, Maintenance and Supply Group
2, 28, 92, 93, 97, 98, 301, 307

Supply Squadron, Maintenance and Supply Group
2, 28, 92, 93, 97, 98, 301, 307

Hq and Hq Squadron, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Squadron A, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Squadron B, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Squadron C, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Squadron D, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Squadron E, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Squadron F, Airdrome Group
2, 28, 92, 93, 97, 98, 301, 307

Station Medical Group
2, 28, 92, 93, 97, 98, 301, 307

a. Personnel will be absorbed in other air force units under the control of the Commanding General, Strategic Air Command.

b. Equipment will be reissued to the fullest extent possible to units directed to be activated in section III of this general order. Excess equipment will be turned in to the appropriate supply officer for disposition.

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c. Instructions for the disposition of records for discontinued Table of Distribution (Special) units will be issued in the near future. Records will be retained by the successor units activated in section III, and disposed of in accordance with those instructions when issued.

SECTION II

REDESIGNATION AND REORGANIZATION OF BOMBARDMENT GROUPS, MEDIUM.--1. Announcement is made of the redesignation of the units listed below effective 28 May 1948. Effective 0001, 12 July 1948, commanders concerned will reorganize the units at present stations, and in accordance with Tables of Organization and Equipment indicated:

Old Designation	New Designation	T/O&E	Auth'd Strength Off EM
Hq, Bombardment Group, Very Heavy 2, 28, 92, 93, 97, 98, 301, 307	Hq, Bombardment Group, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-1112 24 Mar 48 (1 x colm 5)	14 28 (each)
Bombardment Squadron Very Heavy	Bombardment Squadron, Medium	1-1113 24 Mar 48 (1 x colm 5)	49 198 (each)
20, 49, 96	20, 49, 96		
77, 717, 718	77, 717, 718		
325, 326, 327	325, 326, 327		
328, 329, 330	328, 329, 330		
340, 341, 342	340, 341, 342		
343, 344, 345	343, 344, 345		
32, 352, 353	32, 352, 353		
370, 371, 372	370, 371, 372		

a. Group assignment of bombardment squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of Tables of Organization and Equipment indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade.

c. Equipment for units of the 2d, 93d, 97th, and 301st Bombardment Groups, Medium, is authorized in accordance with 1 x column 6 (War) of T/O&E's cited. Equipment for units of the 28th, 92d, 98th, and 307th Bombardment Groups, Medium, is authorized in accordance with 1 x column 5 (Peace) of T/O&E's cited.

SECTION III

CONSTITUTION AND ACTIVATION OF BOMBARDMENT WINGS, MEDIUM.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 28 May 1948, are further assigned to the commands listed below effective 0001, 12 July 1948:

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Unit	Command Assignment
Bombardment Wing, Medium 2d, 97th	Eighth Air Force
Bombardment Wing, Medium 28th, 92d, 93d, 98th, 301st	Fifteenth Air Force
Bombardment Wing, Medium 307th	Strategic Air Command

2. Effective 0001, 12 July 1948, and concurrently with assignment the commanders concerned will activate the units listed below as indicated:

Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength Off EM	Colm 4 Assignment
Hq & Hq Squadron, Bombardment Wing, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-1011, 24 Mar 48 (1 x colm 5)	25 51 (each)	Bombardment Wing, Medium 2, 28, 92, 93, 97, 98, 301, 307
Hq, Maintenance and Supply Group 2, 28, 92, 93, 97, 98, 301, 307	1-7012, 24 Mar 48 (1 x colm 5)	4 8 (each)	Maintenance and Supply Group 2, 28, 92, 93, 97, 98, 301, 307
Maintenance Squadron Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-7113, 24 Mar 48 (1 x colm 5)	10 172 (each)	Maintenance and Supply Group 2, 28, 92, 93, 97, 98, 301, 307
Supply Squadron, Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-7114, 24 Mar 48 (1 x colm 5)	7 85 (each)	Maintenance and Supply Group 2, 28, 92, 93, 97, 98, 301, 307
Hq & Hq Squadron, Air Base Group 2, 28, 92, 93, 97, 98, 301, 307	1-8012, 24 Mar 48 (1 x colm 5)	9 58 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Communications Squadron, Bombard- ment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-8013 24 Mar 48 (1 x colm 5) (Delete 1 Lt (SSN 4415) cols 5 and 9 on line 22 1/2 and add 1 Lt (SSN 2110) cols 5 and 9 on line 22 1/2	4 50 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Air Police Squadron, Bombardment, Medium 2, 28, 92, 93, 97 98, 301, 307	1-8014, 24 Mar 48 (1 x colm 5)	4 71 (each)	Air Base Group 2, 28, 92, 93 98, 301, 307

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Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength Off EM	Colm 4 Assignment
Food Service Squadron Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-8015, 24 Mar 48 (1 x colm 25) (1 x colm 43 Note a)	4 129 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Installations Squadron, Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-8116, 24 Mar 48 (1 x colm 5)	4 82 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Motor Vehicle Squadron, Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-8117, 24 Mar 48 (1 x colm 5)	4 128 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Base Service Squadron, Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-8018, 24 Mar 48 (1 x colm 5)	2 64 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Finance Disbursing Unit, Bombardment, Medium 2, 28, 92, 93, 97, 98, 301, 307	1-8019, 24 Mar 48 (1 x colm 4) (1 x colm 12 Note a)	2 9 (each)	Air Base Group 2, 28, 92, 93, 97, 98, 301, 307
Station Medical Group 2, 28, 92, 93, 97, 98, 301, 307	8-450, 4 Dec 44 (1 x colm 6)	4 24 (each)	Bombardment Wing, Medium 2, 28, 92, 93, 97, 98, 301, 307

Note a: Equipment is authorized in accordance with the respective column of T/O&E cited.

a. Concurrently with the activation of the Headquarters and Headquarters Squadrons, Bombardment Wings, Medium, the groups listed below are assigned to their respective wings as indicated:

Bombardment Group, Medium
2, 28, 92, 93, 97, 98, 301, 307

Maintenance and Supply Group
2, 28, 92, 93, 97, 98, 301, 307

Air Base Group
2, 28, 92, 93, 97, 98, 301, 307

Station Medical Group
2, 28, 92, 93, 97, 98, 301, 307

b. Units listed in column 1 are assigned to similarly numbered wings or groups in column 4. Assignment is effective upon the activation of the Headquarters or Headquarters and Headquarters Squadron of such wings or groups.

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c. Units will be organized in accordance with appropriate columns of Tables of Organization and Equipment indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command and to the fullest extent from units discontinued in section I. Personnel rendered surplus will be absorbed in other USAF units.

d. Equipment for units of the 2d, 93d, 97th, and 301st Bombardment Wings, Medium, except those units listed under Note a, is authorized in accordance with 1 x column 6 (War) of T/O&E's cited. Equipment for units of the 28th, 92d, 98th, and 307th Bombardment Wings, Medium, is authorized in accordance with 1 x column 5 (Peace) of T/O&E's cited.

e. The stations of activation of the Headquarters and Headquarters Squadrons, Bombardment Wings, Medium, and each of the units assigned to their respective wings will be as indicated below:

Unit	Station of Activation
Hq & Hq Squadron, 2d Bombardment Wing, Medium	Davis-Monthan Air Force Base, Tucson, Arizona
Hq & Hq Squadron, 28th Bombardment Wing, Medium	Rapid City Air Force Base, Rapid City, South Dakota
Hq & Hq Squadron, 92d and 98th Bombardment Wings, Medium	Spokane Air Force Base, Spokane, Washington
Hq & Hq Squadron, 93d Bombardment Wing, Medium	Castle Air Force Base, Merced, California
Hq & Hq Squadron, 97th Bombardment Wing, Medium	Biggs Air Force Base, El Paso, Texas
Hq & Hq Squadron, 301st Bombardment Wing, Medium	Smoky Hill Air Force Base, Salina, Kansas
Hq & Hq Squadron, 307th Bombardment Wing, Medium	MacDill Air Force Base, Tampa, Florida

SECTION IV

ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES.--1. Concurrently with the activation of the Headquarters and Headquarters Squadrons of Bombardment Wings, Medium, the units listed below are assigned to the bombardment wing indicated:

Unit	Wing Assignment
612th AF Band	28th Bombardment Wing, Medium
745th AF Band	301st Bombardment Wing, Medium
740th AF Band	307th Bombardment Wing, Medium
*1st Aviation Squadron	307th Bombardment Wing, Medium

2. Concurrently with the activation of the Headquarters and Headquarters Squadrons, Air Base Group the following Air Force activities are assigned to the air base group indicated:

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Station	AF Activity	Assignment
Rapid City AF Base	AF Assembly Station) AF Separation Point)	28th Air Base Group
Spokane AF Base	AF Separation Point)	92d Air Base Group
Castle AF Base	AF Separation Point	93d Air Base Group
Smoky Hill AF Base	AF Staging Area) AF Separation Point) AF Assembly Station)	301st Air Base Group
MacDill AF Base	AF Staging Area) AF Separation Point) AF Assembly Station)	307th Air Base Group

SECTION V

ATTACHMENT OF UNITS.--1. Effective 0001, 12 July 1948 and concurrently with the activation of the Headquarters and Headquarters Squadron, 307th Bombardment Wing, Medium, the units listed below are attached to the 307th Bombardment Wing, Medium:

Hq & Hq & Sv Co, 937th Engr Avn Gp
*1862d Engineer Aviation Battalion
2173d Engineer Maint Co, Avn
*838th Engineer Aviation Bn
881st Chemical Co, Air Operations

**11th Photo Technical Unit
**16th Photo Reconnaissance Sq (Special)

*Colored enlisted personnel
**Attached for rations, quarters, and supply only

2. Effective 0001, 12 July 1948, the following units are attached to the bombardment wings indicated:

Unit	Attached To
2d Bombardment Wing, Medium	43d Bombardment Wing, Medium
98th Bombardment Wing, Medium	92d Bombardment Wing, Medium

SECTION VI

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of General Orders published in connection with these actions will be forwarded to the Chief of Staff, USAF, (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

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4. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter, this headquarters, SAC 320 (9 Jun 48), subject: "Administrative Procedures for Effecting Replacement of T/D-PAL Wings by T/O&E Wing," dated 9 June 1948.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force 322 (AFOOR 736e), subject: "Discontinuance of the Headquarters and Headquarters Squadron, 2d Bombardment Wing, Very Heavy; and Certain Other Air Force Units; Constitution, Activation, and Reorganization of Certain Air Force Units," dated 28 May 1948, as amended.

b. AFR 55-15.

c. Letter, Headquarters United States Air Force, 322 (AFOOR 665e), subject: "Attachment of Certain Army Units for Duty with the United States Air Force," 9 February 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Donald S. Huber

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Fifth Army, 1660 E Hyde Park Blvd, Chicago 15, Illinois
5 - CG, Sixth Army, Presidio of San Francisco, California
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
5 - CG, Ogden Air Materiel Area, Hill AF Base, Ogden, Utah
5 - CG, Sacramento Air Materiel Area, McClellan AF Base, Sacramento, California
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, Eighth Air Force, Carswell AF Base, Fort Worth, Texas
10 - CG, Fifteenth Air Force, Colorado Springs, Colorado
10 - Each Wing listed in section III, paragraph 2e
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Division, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch), Washington 25, D. C.
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Georgia
3 - Each to A-1, A-2, A-4, A-5, Statistical Control Section, Medical Section, and Budget & Fiscal Section, SAC
2 - Secretariat, SAC
20 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 29)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 30 June 1948

	SECTION
DISCONTINUANCE OF FIGHTER WINGS	I
REDESIGNATION AND REORGANIZATION OF FIGHTER GROUPS	II
CONSTITUTION AND ACTIVATION OF FIGHTER WINGS	III
ASSIGNMENT OF UNIT AND AIR FORCE ACTIVITIES	IV
ATTACHMENT OF UNITS	V
ADDITIONAL INSTRUCTIONS	VI

SECTION I

DISCONTINUANCE OF FIGHTER WINGS.--1. Effective 0001, 1 August 1948, commanders concerned will discontinue the units listed below, organized under Table of Distribution (Special) and/or PAL authorization:

Hq and Hq Squadron, Fighter Wing
4, 27, 33, 56, 82

Hq, Maintenance and Supply Group
4, 27, 33, 56, 82

Maintenance Squadron, Maintenance and Supply Group
4, 27, 33, 56, 82

Supply Squadron, Maintenance and Supply Group
4, 27, 33, 56, 82

Hq and Hq Squadron, Airdrome Group
4, 27, 33, 56, 82

Squadron A, Airdrome Group
4, 27, 33, 56, 82

Squadron B, Airdrome Group
4, 27, 33, 56, 82

Squadron C, Airdrome Group
4, 27, 33, 56, 82

Squadron D, Airdrome Group
4, 27, 33, 56, 82

Squadron E, Airdrome Group
4, 27, 33, 56, 82

Squadron F, Airdrome Group
4, 27, 33, 56, 82

Station Medical Group
4, 27, 33, 56, 82

a. Personnel will be absorbed in other air force units under the control of the Commanding General, Strategic Air Command.

b. Equipment will be reissued to the fullest extent possible to units directed to be activated in Section III of this general order. Excess equipment will be turned in to the appropriate supply officer for disposition.

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c. Instructions for the disposition of records for discontinued Table of Distribution (Special) units will be issued in the near future. Records will be retained by the successor units activated in Section III, and disposed of in accordance with those instructions when issued.

SECTION II

REDESIGNATION AND REORGANIZATION OF FIGHTER GROUPS.--1. Announcement is made of the redesignation of the units listed below effective 14 June 1948. Effective 0001, 1 August 1948, commanders concerned will reorganize the units at present stations, and in accordance with Tables of Organization and Equipment indicated:

Old Designation	New Designation	T/O&E	Auth'd Strength Off	EM
Hq, Fighter Group 4, 27, 33, 56, 82		1-1212, 24 Mar 48 (1 x colm 5)	11 (each)	25
Fighter Squadron, Jet Propelled 61, 62, 63 334, 335, 336	Fighter Squadron, Jet 61, 62, 63 334, 335, 336	1-1233 24 Mar 48 (1 x colm 5)	30 (each)	105
Fighter Squadron, Single Engine 58, 59, 60	Fighter Squadron, Jet 58, 59, 60	1-1233, 24 Mar 48 (1 x colm 5)	30 (each)	105
Fighter Squadron, Single Engine 95, 96, 97		1-1213, 24 Mar 48 (1 x colm 5)	30 (each)	106
Fighter Squadron, Two Engine 522, 523, 524		1-1223, 24 Mar 48 (1 x colm 5)	55 (each)	135

a. Group assignment of fighter squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of Tables of Organization and Equipment indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade.

c. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

SECTION III

CONSTITUTION AND ACTIVATION OF FIGHTER WINGS.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 14 June 1948, are further assigned to the commands listed below effective 1 August 1948:

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Unit	Command Assignment
Fighter Wing, 27, 33	Eighth Air Force
Fighter Wing, 4, 56, 82	Strategic Air Command

2. Effective 0001, 1 August 1948 and concurrently with assignment the commanders concerned will activate the units listed below as indicated:

Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength Off EM	Colm 4 Assignment
Hq and Hq Squadron Fighter Wing 4, 27, 33, 56, 82	1-1011, 24 Mar 48 (1 x colm 5)	25 51 (each)	Fighter Wing 4, 27, 33, 56, 82
Hq, Maintenance and Supply Group 4, 27, 33, 56, 82	1-7012, 24 Mar 48 (1 x colm 5)	4 8 (each)	Maintenance and Supply Group 4, 27, 33, 56, 82
Maintenance Squadron, Fighter, Jet 4, 56, 33	1-7213, 24 Mar 48 (1 x colm 5)	9 121 (each)	Maintenance and Supply Group 4, 56, 33
82d Maintenance Squadron, Fighter, Single Engine	1-7213, 24 Mar 48 (1 x colm 5, plus 1 x colm 45) Note "c" applies.	9 124	82d Maintenance and Supply Group
27th Maintenance Squadron, Fighter, Two Engine	1-7223, 24 Mar 48 (1 x colm 5)	10 141	27th Maintenance and Supply Group
Supply Squadron, Fighter, Jet 4, 56, 33	1-7914, 24 Mar 48 (1 x colm 5)	7 79 (each)	Maintenance and Supply Group 4, 56, 33
82d Supply Squadron, Fighter, Single Engine			82d Maintenance and Supply Group
27th Supply Squadron, Fighter, Two Engine			27th Maintenance and Supply Group
Hq and Hq Squadron Air Base Group 4, 27, 33, 56, 82	1-8012, 24 Mar 48 (1 x colm 5)	9 58 (each)	Air Base Group 4, 27, 33, 56, 82
Communications Squadron, Fighter, Jet 4, 56, 33	1-8013, 24 Mar 48 (1 x colm 5) Delete 1 Lt (SSN 4415)	4 50 (each)	Air Base Group 4, 56, 33
82d Communications Squadron, Fighter Single Engine	colms 5 & 9 on line 22-1/2 and add 1 Lt (SSN 2110)		82d Air Base Group

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Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength Off EM	Colm 4 Assignment
27th Communications Squadron, Fighter Two Engine	colms 5 & 9 on line 22-1/2		27th Air Base Group
Air Police Squadron Fighter, Jet 4, 56, 33	1-8014, 24 Mar 48 (1 x colm 5)	4 71 (each)	Air Base Group 4, 56, 33
82d Air Police Squadron, Fighter, Single Engine			82d Air Base Group
27th Air Police Squadron, Fighter, Two Engine			27th Air Base Group
Food Service Squadron, Fighter, Jet 4, 56, 33	1-8015, 24 Mar 48 (1 x colm 19)	4 102 (each)	Air Base Group 4, 56, 33
82d Food Service Squadron, Fighter, Single Engine			82d Air Base Group
27th Food Service Squadron, Fighter, Two Engine	1-8015 24 Mar 48 (1 x colm 22)	4 115	27th Air Base Group
Installations Squadron, Fighter, Jet 4, 56, 33	1-8926, 24 Mar 48 (1 x colm 5)	4 70 (each)	Air Base Group 4, 56, 33
82d Installations Squadron, Fighter, Single Engine			82d Air Base Group
27th Installations Squadron, Fighter, Two Engine			27th Air Base Group
Motor Vehicle Squadron Fighter, Jet 4, 56, 33	1-8917, 24 Mar 48 (1 x colm 5)	4 127 (each)	Air Base Group 4, 56, 33
82d Motor Vehicle Squadron, Fighter, Single Engine	1-8217, 24 Mar 48 (1 x colm 5)	4 128	82d Air Base Group
27th Motor Vehicle Squadron, Fighter Two Engine	1-8917, 24 Mar 48 (1 x colm 5)	4 127	27th Air Base Group
Base Service Squadron, Fighter, Jet 4, 56, 33	1-8018, 24 Mar 48 (1 x colm 5)	2 64 (each)	Air Base Group 4, 56, 33

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Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength Off EM	Colm 4 Assignment
82d Base Service Squadron, Fighter, Single Engine			82d Air Base Group
27th Base Service Squadron, Fighter, Two Engine			27th Air Base Group
Finance Disbursing Unit, Fighter, Jet 4, 56, 33	1-8019, 24 Mar 48 (1 x colm 4)	2 9 (each)	Air Base Group 4, 56, 33
82d Finance Disbursing Unit, Fighter, Single Engine			82d Air Base Group
27th Finance Disbursing Unit, Fighter, Two Engine			27th Air Base Group
Station Medical Group 4, 27, 33, 56, 82	8-450, 4 Dec 44 (1 x colm 6)	4 24 (each)	Fighter Wing 4, 27, 33, 56, 82

a. Units listed in column 1 are assigned to similarly numbered wings or groups in column 4. Assignment is effective upon the activation of the headquarters or headquarters and headquarters squadron of such wings or groups.

b. Concurrently with the activation of the Headquarters and Headquarters Squadrons, Fighter Wings, the groups listed below are assigned to their respective wings as indicated:

Fighter Group
4, 27, 33, 56, 82

Maintenance and Supply Group
4, 27, 33, 56, 82

Air Base Group
4, 27, 33, 56, 82

Station Medical Group
4, 27, 33, 56, 82

c. Units will be organized in accordance with appropriate columns of Tables of Organization and Equipment indicated in tabulation in paragraph 2 above. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command and to the fullest extent from units discontinued in Section I. Personnel rendered surplus will be absorbed in other USAF units.

d. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

e. The stations of activation of the Headquarters and Headquarters Squadrons, Fighter Wings, and each of the units assigned to their respective wings will be as indicated below:

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Unit	Station of Activation
Hq and Hq Squadron, 4th Fighter Wing	Andrews Air Force Base, Camp Springs, Maryland
Hq and Hq Squadron, 27th Fighter Wing	Kearney Air Force Base, Kearney, Nebraska
Hq and Hq Squadron, 33d Fighter Wing	Walker Air Force Base, Roswell, New Mexico
Hq and Hq Squadron, 56th Fighter Wing	Selfridge Air Force Base, Mt Clemens, Michigan
Hq and Hq Squadron, 82d Fighter Wing	Grenier Air Force Base, Manchester, New Hampshire

SECTION IV

ASSIGNMENT OF UNIT AND AIR FORCE ACTIVITIES.--1. Concurrently with the activation of the Headquarters and Headquarters Squadron of the Fighter Wing the unit listed below is assigned to the fighter wing indicated:

Unit	Wing Assignment
702d AF Band	4th Fighter Wing

2. Concurrently with the activation of the Headquarters and Headquarters Squadrons, Air Base Group the following air force activities are assigned to the air base group indicated:

Station	AF Activity	Assignment
Andrews AF Base	AF Assembly Station AF Separation Point	4th Air Base Group
Selfridge AF Base	AF Assembly Station AF Separation Point AF Staging Area	56th Air Base Group

SECTION V

ATTACHMENT OF UNITS.--1. Effective 0001, 1 August 1948 and concurrently with the activation of the Headquarters and Headquarters Squadron, 56th Fighter Wing the units listed below are attached to the 56th Fighter Wing:

464th Signal Heavy Construction Co (Avn) (AFF)
468th Signal Heavy Construction Co (Avn) (AFF)

2. Effective 0001, 1 August 1948, the following units are attached to the organizations indicated:

Unit	Attached to
33d Fighter Wing	509th Bombardment Wing
82d Fighter Wing	307th Bombardment Wing, Medium

SECTION VI

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters

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to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF, (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter, this headquarters, SAC 320 (9 Jun 48), subject: "Administrative Procedures for Effecting Replacement of T/D-PAL Wings by T/O&E Wings," dated 9 June 1948.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 739e), subject: "Discontinuance of the Headquarters and Headquarters Squadron, 4th Fighter Wing and Certain other Air Force Units; Constitution, Activation, and Reorganization of Certain other Air Force Units," dated 14 June 1948, as amended.

b. AFR 55-15.

c. Letter, Headquarters United States Air Force, 322 (AFOOR 665e), subject: "Attachment of Certain Army Units for Duty with the United States Air Force," dated 9 February 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

Donald S. Huber

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Second Army, Ft George G. Meade, Maryland
5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Fifth Army, 1660 E Hyde Park Blvd, Chicago 15, Illinois

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5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
10 - Each Wing listed in Section III, paragraph 2e
10 - CG, Eighth Air Force, Carswell AF Base, Fort Worth, Texas
10 - CG, 307th Bombardment Wing, MacDill AF Base, Tampa 8, Florida
5 - CO, 509th Bombardment Wing, Walker AF Base, Roswell, New Mexico
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Division, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA, (Attn: Chief, Movements Branch) Washington 25, D. C.
3 - Each to A-1, A-2, A-4, A-5, Statistical Control Section, Medical Section, and Budget & Fiscal Section, SAC
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GENERAL ORDERS)
NUMBER 30)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 30 June 1948

STAFF ASSIGNMENT

HEADQUARTERS COMMANDANT.--COLONEL CLARENCE D. WHEELER, A016612, USAF, is announced as Headquarters Commandant, vice COLONEL RAYMOND V. SCHWANBECK, A021567, USAF, relieved, effective 29 June 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 31)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 8 July 1948

STAFF ASSIGNMENT

AIR INSTALLATIONS OFFICER.--COLONEL LEE B. WASHBOURNE, A016746, USAF, is announced as Air Installations Officer, vice MAJOR NORMAN D. DOLE, A0274053, USAF, relieved, effective 1 July 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 32)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 12 July 1948

	SECTION
REDESIGNATION AND REORGANIZATION OF 55TH STRATEGIC RECONNAISSANCE GROUP	I
CONSTITUTION AND ACTIVATION OF 55TH STRATEGIC RECONNAISSANCE WING	II
ORGANIZATION OF PROVISIONAL UNITS	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

REDESIGNATION AND REORGANIZATION OF 55TH STRATEGIC RECONNAISSANCE GROUP.

--1. Announcement is made of the redesignation of the units listed below effective 29 June 1948:

Present Designation	New Designation
Hq, 55th Reconnaissance Group (VLR)(Mapping)	Hq, 55th Strategic Reconnaissance Group
343d Reconnaissance Squadron, (VLR) (Mapping)	343d Strategic Reconnaissance Squadron, Photo-Mapping
7th Geodetic Control Squadron	7th Geodetic Squadron

2. Effective 0001, 19 July 1948, the Commanding General, 311th Air Division, Reconnaissance, will reorganize the units listed below with station at Topeka Air Force Base, Topeka, Kansas:

Unit	T/O&E	Authorized Strength OFF	Authorized Strength EM
Hq, 55th Strategic Reconnaissance Group	*1-1452 (1 x colm 5)	17	28
343d Strategic Reconnaissance Squadron, Photo-Mapping	*1-1453 (1 x colm 5 plus 1 x colm 23)	84	272
7th Geodetic Squadron	*1-2115 (1 x colm 5)	92	266

*To be organized in accordance with photostatic copies of Tables of Organization and Equipment cited pending publication of T/O&E's.

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a. Group assignment for the 343d Strategic Reconnaissance Squadron, Photo-Mapping remains unchanged. Concurrently with reorganization of the Headquarters 55th Strategic Reconnaissance Group the following squadrons are assigned to the 55th Strategic Reconnaissance Group:

1st Computation Technical Unit
12th Photographic Technical Squadron
7th Geodetic Squadron

b. Personnel will be furnished from sources under the control of the Commanding General 311th Air Division, Reconnaissance. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade. Units will be reorganized in accordance with appropriate columns of Tables of Organization and Equipment cited and foot-note.

c. Equipment is authorized in accordance with appropriate columns of Tables of Organization and Equipment cited and foot note.

SECTION II

CONSTITUTION AND ACTIVATION OF 55TH STRATEGIC RECONNAISSANCE WING. --
1. The following units, having been constituted and assigned to the Strategic Air Command, effective 29 June 1948, are further assigned to the 311th Air Division, Reconnaissance, effective 19 July 1948. Concurrently with assignment the Commanding General, 311th Air Division, Reconnaissance will activate the units at Topeka Air Force Base, Topeka, Kansas, as indicated:

Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	Off	EM	Assignment
Hq & Hq Sq, 55th Strategic Reconnaissance Wing	1-1011, 24 Mar 48 (1 x colm 5)	25	51	55th Strategic Reconnaissance Wing
1st Computation Technical Squadron	*1-2014 1 x colm 5)	12	101	55th Strategic Reconnaissance Group
12 Photographic Technical Squadron	*1-2313 (1 x colm 6, 8, 9, 12 and 13)	8	109	55th Strategic Reconnaissance Group

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Colm 1	Colm 2	Colm 3 Auth'd Strength Off	EM	Colm 4
Unit	T/ OE			Assignment
Hq, 55th Maintenance and Supply Group	1-7012, 24 Mar 48 (1 x colm 5)	4	6	55th Maintenance and Supply Group
55th Maintenance Squadron, Strategic Reconnaissance, Photo	*1-7453, (1 x colm 5 less 1 x colm **49)	9	147	55th Maintenance and Supply Group
55th Supply Squadron, Strategic Reconnaissance, Photo	*1-7454 (1 x colm 5 less 1 x colm **39)	7	55	55th Maintenance and Supply Group
Hq & Hq Squadron, 55th Air Base Group	1-8012, 24 Mar 48 (1 x colm 5)	9	58	55th Air Base Group
55th Communications Squadron, Strategic Reconnaissance, Photo	1-8013, 24 Mar 48 (1 x colm 5 less 1 x colm **21) Delete 1 Lt (SSN 4415) colms 5 and 9 on line 22-1/2 and add 1 Lt (SSN 2110) colms 5 and 9 on line 22-1/2	4	37	55th Air Base Group
55th Air Police Squadron, Strategic Reconnaissance, Photo	1-8014 24 Mar 48 (1 x colm 5 less 1 x colm **19)	3	49	55th Air Base Group
55th Installations Squadron, Strategic Reconnaissance, Photo	1-8116 24 Mar 48 (1 x colm 5 less 1 x colm **25 except for SSN 1383)	3	72	55th Air Base Group
55th Food Services Squadron, Strategic Reconnaissance, Photo	1-8015, 24 Mar 48 (1 x colm 25)	4	129	55th Air Base Group
55th Finance Disbursing Unit, Strategic Reconnaissance, Photo	1-8019 24 Mar 48 (1 x colm 5)	2	10	55th Air Base Group

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Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	Off	EM	Assignment
55th Motor Vehicle Squadron, Strategic Reconnaissance, Photo	1-8117 24 Mar 48 (1 x colm 5 less 1 x colm **23)	3	88	55th Air Base Group
55th Base Service Squadron, Strategic Reconnaissance, Photo	1-8018, 24 Mar 48 (1 x colm 5 less 1 x colm **19)	2	45	55th Air Base Group
55th Station Medical Group	8-450, 4 Dec 44 (1 x colm 6)	4	24	55th Strategic Reconnaissance Wing

*To be organized in accordance with photostatic copies of Tables of Organization and Equipment cited pending publication of T/O&E's.

**Section II and Individual Equipment only of Section III.

a. Group and squadron assignment are as indicated in column 4 above.

b. Concurrently with the activation of the Headquarters and Headquarters Squadron, 55th Strategic Reconnaissance Wing, the groups listed below are assigned to the 55th Strategic Reconnaissance Wing:

55th Strategic Reconnaissance Group
55th Maintenance and Supply Group
55th Air Base Group
55th Station Medical Group

2. Units will be organized in accordance with appropriate columns of Table of Organization and Equipment enumerated in paragraph 1 above, and foot-note. Personnel will be furnished from sources under control of the Commanding General, 311th Air Division, Reconnaissance.

3. Equipment is authorized in accordance with appropriate columns of Tables of Organization and Equipment cited and foot-note.

SECTION III

ORGANIZATION OF PROVISIONAL UNITS.--1. Section II, General Orders 26, this headquarters, dated 17 June 1948, pertaining to the organization of the 1st Geodetic Control Group (Provisional) is revoked.

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SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-OC-O1D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force, (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 138, WD, 1947, as amended.

4. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter, this headquarters, SAC 320 (9 Jun 48), subject: "Administrative Procedures for Effecting Replacement of T/D-PAL Wings by T/O&E Wings," dated 9 June 1948.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters USAF, 322 (AFOOR 792e), subject: "Constitution, Activation and Reorganization of Units of the 55th Strategic Reconnaissance Wing," dated 29 June 1948.

b. AR 220-5.

BY COMMAND OF GENERAL KENNEY:

/t/ CLEMENTS MCMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, 311th Air Division, Reconnaissance, Andrews AF Base, Washington 20, D.C.
2 - Director, Organization and Training Division, GSUSA, Washington 25, D.C.
2 - Chief of Transportation, Movements Control Division, Washington 25, D.C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D.C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 33)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 12 July 1948

CONSTITUTION AND ACTIVATION OF THE 43D AND 509TH AIR REFUELING SQUADRONS, MEDIUM.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 30 June 1948, are further assigned to the Eighth Air Force, effective 0001, 19 July 1948. Concurrently with assignment the Commanding General, Eighth Air Force will activate the units at stations indicated:

Unit	T/O&E	Authorized Strength OFF	EM	Station
43d Air Refueling Squadron, Medium	1-1114 23 Jun 48 (1 x colm 6)	132	315	Davis-Monthan AF Base, Tucson, Arizona
509th Air Refueling Squadron, Medium	1-1114 23 Jun 48 (1 x colm 6)	132	315	Walker AF Base, Roswell, New Mexico

2. Concurrently with activation the units are assigned to the groups indicated:

Unit	Group Assignment
43d Air Refueling Squadron, Medium	43d Bombardment Group
509th Air Refueling Squadron, Medium	509th Bombardment Group

3. Units will be organized in accordance with appropriate columns of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force.

4. Equipment is authorized in accordance with appropriate column of T/O&E cited.

5. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

7. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

8. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and current instructions issued by this headquarters.

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9. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 799e), subject: "Constitution and Activation of the 43d and 509th Air Refueling Squadrons, Medium," dated 30 June 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Sixth Army, Presidio of San Francisco, California
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Division, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 34)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 16 July 1948

SECTION

DISCONTINUANCE OF BOMBARDMENT WINGS, VERY HEAVY ---------- I
REDESIGNATION AND REORGANIZATION OF BOMBARDMENT GROUPS, MEDIUM ---------- II
CONSTITUTION AND ACTIVATION OF BOMBARDMENT WINGS, MEDIUM ---------- III
ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES ---------- IV
ADDITIONAL INSTRUCTIONS ---------- V

SECTION I

DISCONTINUANCE OF BOMBARDMENT WINGS, VERY HEAVY.--1. Effective 0001, 1 August 1948, the Commanding General, Eighth Air Force will discontinue the units listed below, organized under Table of Distribution (Special) and/or PAL authorization:

Hq & Hq Sqs, 43d and 509th Bombardment Wings, Very Heavy
Hqs, 43d and 509th Maintenance and Supply Groups
Maintenance Squadrons, 43d and 509th Maintenance and Supply Groups
Supply Squadrons, 43d and 509th Maintenance and Supply Groups
Hq & Hq Sq, 43d and 509th Airdrome Groups
Squadrons A, 43d and 509th Airdrome Groups
Squadrons B, 43d and 509th Airdrome Groups
Squadrons C, 43d and 509th Airdrome Groups
Squadrons D, 43d and 509th Airdrome Groups
Squadrons E, 43d and 509th Airdrome Groups
Squadrons F, 43d and 509th Airdrome Groups
43d and 509th Station Medical Groups

a. Personnel will be absorbed in other Air Force units under the control of the Commanding General, Eighth Air Force.

b. Equipment will be reissued to the fullest extent possible to units directed to be activated in section III of this general order. Excess equipment will be turned in to the appropriate supply officer for disposition.

c. Instructions for the disposition of records for discontinued Table of Distribution (Special) units will be issued in the near future. Records will be retained by the successor units activated in section III, and disposed of in accordance with those instructions when issued.

SECTION II

REDESIGNATION AND REORGANIZATION OF BOMBARDMENT GROUPS, MEDIUM.--1. Announcement is made of the redesignation of the units listed below effective 2 July 1948. Effective 0001, 1 August 1948, the Commanding General, Eighth Air Force will reorganize the units at present stations, and in accordance with Tables of Organization and Equipment indicated:

Present Designation	New Designation	T/O&E	Auth Strength OFF	Auth Strength EM
Hq, Bombardment Group, Very Heavy 43, 509	Hq, Bombardment Group, Medium 43, 509	1-1112 24 Mar 48 (1 x cols 6)	24 (each)	49

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Present Designation	New Designation	T/O&E	Auth Strength OFF	EM
Bombardment Squadron, Very Heavy 63, 64, 65 393, 715, 830	Bombardment Squadron, Medium 63, 64, 65 393, 715, 830	1-1113 24 Mar 48 (1 x colm 6)	117 (each)	374

a. Group assignment of bombardment squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E's indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Eighth Air Force.

c. Equipment is authorized in accordance with appropriate columns of T/O&E's cited above.

SECTION III

CONSTITUTION AND ACTIVATION OF BOMBARDMENT WINGS, MEDIUM.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 2 July 1948, are further assigned to the Eighth Air Force, effective 1 August 1948. Concurrently with assignment the Commanding General, Eighth Air Force will activate the units as indicated:

Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength OFF	EM	Colm 4 Assignment
Hq, & Hq Sq, Bombardment Wing, Medium 43, 509	1-1011 24 Mar 48 (1 x colm 6)	34 (each)	77	Bombardment Wing, Medium 43, 509
Hq, Maintenance and Supply Gp 43, 509	1-7012 24 Mar 48 (1 x colm 6)	8 (each)	16	Maintenance and Supply Group 43, 509
Maintenance Sq, Bombardment, Medium 43, 509	1-7113 24 Mar 48 (1 x colm 6)	15 (each)	275	Maintenance and Supply Group 43, 509
Supply Squadron, Bombardment, Medium 43, 509	1-7114 24 Mar 48 (1 x colm 6)	13 (each)	302	Maintenance and Supply Group 43, 509
Hq & Hq Sq, Air Base Group 43, 509	1-8012 24 Mar 48 (1 x colm 6)	21 (each)	76	Air Base Group 43, 509
Communications Sq, Bombardment, Medium 43, 509	1-8013 24 Mar 48 (1 x colm 6)	8 (each)	81	Air Base Group 43, 509

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Colm 1 Unit	Colm 2 T/O&E	Colm 3 Auth'd Strength OFF WO EM	Colm 4 Assignment
Air Police Sq, Bombardment, Medium 43, 509	1-8014 24 Mar 48 (1 x colm 6)	5 110 (each)	Air Base Group 43, 509
Food Service Sq, Bombardment, Medium 43, 509	1-8015 24 Mar 48 (1 x colm 43)	5 252 (each)	Air Base Group 43, 509
Installations Sq, Bombardment, Medium 43, 509	1-8116 24 Mar 48 (1 x colm 6)	4 132 (each)	Air Base Group 43, 509
Motor Vehicle Sq, Bombardment, Medium 43, 509	1-8117 24 Mar 48 (1 x colm 6)	5 207 (each)	Air Base Group 43, 509
Base Service Sq, Bombardment, Medium 43, 509	1-8018 24 Mar 48 (1 x colm 6)	2 93 (each)	Air Base Group 43, 509
Finance Disbursing Unit, Bombardment, Medium 43, 509	1-8019 24 Mar 48 (1 x colm 12)	2 1 17 (each)	Air Base Group 43, 509
Station Medical Group 43, 509	8-450 4 Dec 44 (1 x colm 6)	4 24 (each)	Bombardment Wing, Medium 43, 509

a. Concurrently with the activation of the headquarters and headquarters squadrons, bombardment wings, medium, the groups listed below are assigned to their respective wings, as indicated:

Bombardment Group, Medium
43, 509

Maintenance and Supply Group
43, 509

Air Base Group
43, 509

Station Medical Group
43, 509

b. Units listed in column 1 are assigned to similarly numbered wings or groups in column 4. Assignment is effective upon the activation of the headquarters or headquarters squadron of such wings or groups.

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c. Units will be organized in accordance with appropriate columns of T/O&E's indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Eighth Air Force and to the fullest extent from units discontinued in section I. Personnel rendered surplus will be absorbed in other United States Air Force units.

d. Equipment is authorized in accordance with appropriate columns of T/O&E's cited above.

e. The stations of activation of the headquarters and headquarters squadrons, bombardment wings, medium, and each of the units assigned to their respective wings will be as indicated below:

Unit	Station of Activation
Hq and Hq Squadron, 43d Bombardment Wing, Medium	Davis-Monthan Air Force Base, Tucson, Arizona
Hq and Hq Squadron, 509th Bombardment Wing, Medium	Walker Air Force Base, Roswell, New Mexico

SECTION IV

ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES.--1. Concurrently with the activation of the headquarters and headquarters squadrons of bombardment wings, medium, the units listed below are assigned to the bombardment wing indicated:

Unit	Wing Assignment
611th AF Band	509th Bombardment Wing, Medium
775th AF Band	43d Bombardment Wing, Medium

2. Concurrently with the activation of the headquarters and headquarters squadrons, air base group, the following Air Force activities are assigned to the air base group indicated:

Station	AF Activity	Assignment
Davis-Monthan AF Base	AF Staging Area AF Separation Point AF Assembly Station	43d Air Base Group
Walker AF Base	AF Staging Area AF Separation Point AF Assembly Station	509th Air Base Group

SECTION V

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

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2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter this headquarters, SAC 320 (9 Jun 48), subject: "Administrative Procedures for Effecting Replacement of T/D-PAL Wings by T/O&E Wings," dated 9 June 1948.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 779e), subject: "Discontinuance of the Hq & Hq Sq, 43d Bombardment Wing, VH and Certain other Air Force Units; Constitution, Activation, and Reorganization of Certain Air Force Units; Amendment to Letter 322 (AFOOR 736e), 28 May 1948," dated 2 July 1948.

b. AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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INGRALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Sixth Army, Presidio of San Francisco, California
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch), Washington 25, D. C.
10 - Unit Control Branch, A-3 Division, SAC

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GENERAL ORDERS)
NUMBER 35)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 16 July 1948

TRANSFER OF RANGE.--Announcement is made that Tonopah Bombing and Gunnery Range, Tonopah, Nevada, is transferred from the command jurisdiction of Fifteenth Air Force, Colorado Springs, Colorado, to Flying Division, Air Training Command, Randolph Air Force Base, Texas, effective 2359 PST, 15 June 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Air Training Command, Barksdale AF Base, Shreveport, Louisiana
5 - CG, Ogden Air Materiel Area, Hill AF Base, Ogden, Utah
1 - Office, Chief of Ordnance, Washington 25, D. C.
5 - Office, Chief of Engineers, Washington 25, D. C.
5 - Division Engineer, South Pacific Division, Oakland AF Base, Oakland, California
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.

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GENERAL ORDERS)
NUMBER 36)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 16 July 1948

By direction of the Secretary of the Air Force, under the provisions of paragraph 17.1, Change 13, AR 600-45, 4 November 1947, and AFL 35-105, the Commendation Ribbon for meritorious achievement during the period 5 March 1947 to 18 June 1948, is awarded to the following named enlisted man:

TECHNICAL SERGEANT ROBERT H. O'FARRELL, AF33700383, USAF

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 37)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 21 July 1948

SECTION
REDESIGNATION OF TABLE OF DISTRIBUTION UNITS---------- I
ORGANIZATION OF TABLE OF DISTRIBUTION UNITS---------- II
ATTACHMENT OF UNITS---------- III
ADDITIONAL INSTRUCTIONS ---------- IV

SECTION I

REDESIGNATION OF TABLE OF DISTRIBUTION UNITS.--1. Announcement is made of the redesignation of the following units, effective 1 August 1948:

Present Designation	New Designation	Organization SAC-T/D-No.	Station
60th AF Base Unit (Hq SAC)	Hq & Hq Sq, Strategic Air Command	1-1, 1 Aug 48	Andrews AF Base, Camp Springs, Md
263d AF Base Unit (RBS)	3903d Radar Bomb Scoring Sq	1-3903, 1 Aug 48	Carswell AF Base, Fort Worth, Tex
39th AF Base Unit (Hq 8th AF)	Hq & Hq Sq, Eighth Air Force	1-8, 1 Aug 48	Carswell AF Base, Fort Worth, Tex
234th AF Base Unit (Base Service)	*4000th Base Sv Sq	1-4000, 1 Aug 48	Clovis AF Base, Clovis, NMex
275th AF Base Unit (Base Service)	*4001st Base Sv Sq	1-4001, 1 Aug 48	Camp Hood, Killeen, Tex
276th AF Base Unit (Base Service)	*4002d Base Sv Sq	1-4002, 1 Aug 48	Campbell AF Base, Camp Campbell, Ky
301st AF Base Unit (Hq & Hq Sq, 15th AF)	Hq & Hq Sq, Fifteenth Air Force	1-15, 1 Aug 48	Colorado Springs, Colo
216th AF Base Unit (Maneuver Base)	4100th Maneuver Base Sq	1-4100, 1 Aug 48	Wendover AF Base, Wendover, Utah
36th AF Base Unit (Hq Aeronautical Chart Service)	Hq Aeronautical Chart Service	1-36, 1 Aug 48	Gravelly Point, Va

*Will be attached to the appropriate command headquarters for administration.

2. Unit command assignment remains unchanged.

3. Personnel will be authorized from sources under the control of the Commanding General, Strategic Air Command by means of Tables of Distribution.

4. Equipment is authorized by applying to appropriate Tables of Allowances the authorization of personnel made to T/D units.

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SECTION II

ORGANIZATION OF TABLE OF DISTRIBUTION UNITS.--1. Effective 1 August 1948, the following Table of Distribution units are designated, assigned to commands indicated and will be organized at stations shown:

Unit	Command	Organization SAC-T/D-No.	Station
3900th Flight Section Sq	SAC	1-3900, 1 Aug 48	Andrews AF Base, Camp Springs, Md
3901st WAF Squadron	SAC	1-3901, 1 Aug 48	Andrews AF Base, Camp Springs, Md
*4101st Base Service Sq	15th AF	1-4101, 1 Aug 48	Casper AF Base, Casper, Wyo
*4102d Base Service Sq	15th AF	1-4102, 1 Aug 48	Mountain Home AF Base, Mountain Home, Ida
*4103d Base Service Sq	15th AF	1-4103, 1 Aug 48	Pocatello AF Base, Pocatello, Ida
*4104th Base Service Sq	15th AF	1-4104, 1 Aug 48	Tonapah AF Base, Tonapah, Nev
4105th WAF Squadron	15th AF	1-4105, 1 Aug 48	Spokane AF Base, Spokane, Wash
4202d Base Service Sq	311th Air Div, Ren	1-4202, 1 Aug 48	McGuire AF Base, Fort Dix, NJ
*4300th Base Service Sq	307th Bomb Wg	1-4300, 1 Aug 48	Avon Park AF Base, Avon Park, Fla
*4301st Base Service Sq	56th Ftr Wg	1-4301, 1 Aug 48	Oscoda AF Base, Oscoda, Mich

*Will be attached to the appropriate command headquarters for administration.

2. Units will be organized under the provisions of AFR 20-52. Personnel will be authorized from sources under the control of the Commanding General, Strategic Air Command by means of Tables of Distribution. T/D numbers will be applied to respective T/D's as indicated in tabulation in paragraph 1.

3. Equipment is authorized by applying to appropriate Tables of Allowances the authorization of personnel made to T/D units.

SECTION III

ATTACHMENT OF UNITS.--1. Effective 0001, 1 August 1948, the units listed below are attached to Headquarters and Headquarters Squadron, Strategic Air Command:

3900th Flight Section Squadron
3901st WAF Squadron

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SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Each T/D unit will submit Permanent Party and appropriate Pipeline Morning Reports, WD AGO Form 1, in accordance with AR 345-400, as amended. Military and civilian strength reporting will be as provided in current directives of Headquarters United States Air Force.

5. Authority: AFR 20-52, dated 17 June 1948 and letter, Headquarters USAF, 322 (AFOOR 777e), subject: "Numbering and Designation of Air Force Table of Distribution Units," dated 18 June 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. RUBER
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5 - CG, Third Army, Fort McPherson, Georgia
5 - CG, Fourth Army, Fort Sam Houston, Texas
5 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Illinois
5 - CG, Sixth Army, Presidio of San Francisco, California
5 - CG, Military District of Washington, Washington, D. C.
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio
5 - CG, Warner Robins Air Materiel Command, Robins AF Base, Georgia

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5 - CG, Mobile Air Materiel Area, Brookley AF Base, Mobile, Alabama
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
5 - CG, Ogden Air Materiel Area, Hill AF Base, Ogden, Utah
5 - CG, Sacramento Air Materiel Area, McClellan AF Base, Sacramento, California
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 38)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 22 July 1948

DISCONTINUANCE OF UNITS.--1. Effective 0001, 1 August 1948, the following units are discontinued at Andrews Air Force Base, Camp Springs, Maryland:

Squadron A, 60th Air Force Base Unit
Squadron M, 60th Air Force Base Unit
Squadron W, 60th Air Force Base Unit

2. Personnel will be absorbed in other Air Force units under control of the Commanding General, Strategic Air Command.

3. Records of the discontinued units will be retained by Headquarters and Headquarters Squadron, Strategic Air Command.

4. Authority: AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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GENERAL ORDERS)
NUMBER 39)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 28 July 1948

SECTION

DISCONTINUANCE OF THE AF 1ST MOTION PICTURE UNIT ---------- I
DESIGNATION AND ORGANIZATION OF 4201ST MOTION PICTURE SQUADRON ---------- II
ADDITIONAL INSTRUCTIONS ---------- III

SECTION I

DISCONTINUANCE OF THE AF 1ST MOTION PICTURE UNIT.--1. Effective 0001, 1 August 1948, the Commanding General, 311th Air Division, Reconnaissance, will discontinue the unit listed below organized under AF Table of Distribution (Special) and PAL authorization:

AF 1st Motion Picture Unit

a. Personnel will be absorbed in Table of Distribution unit organized by section II of this general order.

b. Equipment will be absorbed to the fullest extent practicable by Table of Distribution unit organized by section II of this general order.

2. Records will be retained by the successor unit and disposed of in accordance with instructions contained in AFL 181-20.

SECTION II

DESIGNATION AND ORGANIZATION OF 4201ST MOTION PICTURE SQUADRON.--1. Effective 0001, 1 August 1948, the following unit is designated, assigned to the 311th Air Division, Reconnaissance, and will be organized by the Commanding General thereof at Long Island City, New York:

Unit	SAC-T/D-No.
4201st Motion Picture Squadron	1-4201

2. Unit will be organized in accordance with the provisions of AFR 20-52. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance, and to the fullest extent from the unit discontinued in section I. Table of Distribution Number SAC 1-4201 will be applied to this unit.

3. Equipment is authorized in accordance with T/A 20-1, as amended, pending the establishment of T/A 1-39.

SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

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3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Military and civilian strength reporting will be as provided in current directives published by this headquarters.

5. Authority. a. Authority for the action directed by section I, of this general order is letter, Headquarters United States Air Force, 322 (AFOCR 804e), subject: "Discontinuance of the AF 1st Motion Picture Unit," dated 21 July 1948.

b. Authority for action directed in section II: AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Movements Branch), Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 40)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 29 July 1948

	SECTION
DISCONTINUANCE OF 7TH BOMBARDMENT WING, VERY HEAVY	I
REDESIGNATION AND REORGANIZATION OF 7TH BOMBARDMENT GROUP, HEAVY	II
CONSTITUTION AND ACTIVATION OF 7TH BOMBARDMENT WING, HEAVY	III
ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES	IV
ADDITIONAL INSTRUCTIONS	V

SECTION I

DISCONTINUANCE OF 7TH BOMBARDMENT WING, VERY HEAVY.--1. Effective 0001, 1 August 1948, the Commanding General, Eighth Air Force, will discontinue the units listed below, organized under Table of Distribution (Special) and/or PAL authorization:

Hq & Hq Sq, 7th Bombardment Wing, Very Heavy
Hq, 7th Maintenance and Supply Group
Maintenance Squadron, 7th Maintenance and Supply Group
Supply Squadron, 7th Maintenance and Supply Group
Hq & Hq Sq, 7th Airdrome Group
Squadron A, 7th Airdrome Group
Squadron B, 7th Airdrome Group
Squadron C, 7th Airdrome Group
Squadron D, 7th Airdrome Group
Squadron E, 7th Airdrome Group
Squadron F, 7th Airdrome Group
7th Station Medical Group

a. Personnel will be absorbed in other air force units under the control of the Commanding General, Eighth Air Force.

b. Equipment will be reissued to the fullest extent practicable to units directed to be activated in section III of this general order. Excess equipment will be turned in to the appropriate supply officer for disposition.

c. Records of Table of Distribution (Special) units will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St Louis 20, Missouri, in accordance with AFL 181-20.

SECTION II

REDESIGNATION AND REORGANIZATION OF 7TH BOMBARDMENT GROUP, HEAVY.--1. Announcement is made of the redesignation of the units listed below, effective 20 July 1948. Effective 0001, 1 August 1948, the Commanding General, Eighth Air Force, will reorganize the units at Carswell Air Force Base, as indicated:

Present Designation	New Designation	T/O&E	Auth Strength OFF	EM
Hq, 7th Bombardment Group, Very Heavy	Hq, 7th Bombardment Group, Heavy	1-1112 24 Mar 48 (1 x colm 5)	14	28
Bombardment Squadron, Very Heavy 9, 436, 492	Bombardment Squadron, Heavy 9, 436, 492	1-1133 24 Mar 48 (1 x colm 5)	62 (each)	272

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a. Group assignment of bombardment squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E's indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Eighth Air Force.

c. Equipment is authorized in accordance with appropriate columns of T/O&E's cited above.

SECTION III

CONSTITUTION AND ACTIVATION OF 7TH BOMBARDMENT WING, HEAVY.—1. The following units, having been constituted and assigned to the Strategic Air Command, effective 20 July 1948, are further assigned to the Eighth Air Force and will be activated by the Commanding General thereof, at Carswell Air Force Base, effective 1 August 1948:

Colm 1	Colm 2	Colm 3 Auth'd Strength OFF	EM	Colm 4 Assignment
Hq & Hq Sq, 7th Bomb Wg, Heavy	1-1011 24 Mar 48 (1 x colm 5)	25	51	7th Bombardment Wing, Heavy
Hq, 7th Maintenance and Supply Gp	1-7012 24 Mar 48 (1 x colm 5)	4	8	7th Maintenance and Supply Group
7th Maintenance Sq, Bomb, Heavy	1-7133 24 Mar 48 (1 x colm 5)	13	204	7th Maintenance and Supply Group
7th Supply Sq, Bomb, Heavy	1-7134 24 Mar 48 (1 x colm 5)	7	114	7th Maintenance and Supply Group
Hq & Hq Sq, 7th Air Base Gp	1-8012 24 Mar 48 (1 x colm 5)	9	58	7th Air Base Group
7th Communications Sq, Bomb, Heavy	1-8013 24 Mar 48 (1 x colm 5) (delete 1 lt (SSN 4415) colms 5 and 9 on line 22-1/2 and add 1 lt (SSN 2110) colms 5 and 9 on line 22-1/2)	4	50	7th Air Base Group
7th Air Police Sq, Bomb, Heavy	1-8014 24 Mar 48 (1 x colm 5)	4	71	7th Air Base Group
7th Food Service Sq, Bomb, Heavy	1-8015 24 Mar 48 (1 x colm 28)	4	145	7th Air Base Group

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Colm 1	Colm 2	Colm 3 Auth'd Strength OFF	EM	Colm 4 Assignment
7th Installations Sq, Bomb, Heavy	1-8136 24 Mar 48 (1 x colm 5)	4	100	7th Air Base Group
7th Motor Vehicle Sq, Bomb, Heavy	1-8137 24 Mar 48 (1 x colm 5)	4	153	7th Air Base Group
7th Base Service Sq, Bomb, Heavy	1-8018 24 Mar 48 (1 x colm 5)	2	64	7th Air Base Group
7th Finance Disbursing Unit, Bomb, Heavy	1-8019 24 Mar 48 (1 x colm 6)	2	11	7th Air Base Group
7th Station Medical Group	8-450 4 Dec 44 (1 x colm 6)	4	24	7th Bombardment Wing, Heavy

a. Group and squadron assignment are as indicated in column 4 above.

b. Concurrently with the activation of the Headquarters and Headquarters Squadron, 7th Bombardment Wing, Heavy, the groups listed below are assigned to the 7th Bombardment Wing, Heavy:

7th Bombardment Group, Heavy
7th Maintenance and Supply Group
7th Air Base Group
7th Station Medical Group

c. Units will be organized in accordance with appropriate columns of T/O&E's indicated in tabulation in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Eighth Air Force and to the fullest extent from units discontinued in section I. Personnel rendered surplus will be absorbed in other United States Air Force units.

d. Equipment is authorized in accordance with appropriate columns of T/O&E's cited above.

SECTION IV

ASSIGNMENT OF UNITS AND AIR FORCE ACTIVITIES.--1. Concurrently with the activation of the Headquarters and Headquarters Squadron, 7th Bombardment Wing, Heavy, the units listed below are assigned to the 7th Bombardment Wing, Heavy:

585th AF Band
*2d Aviation Squadron

*Colored enlisted personnel.

2. Concurrently with the activation of the Headquarters and Headquarters Squadron, 7th Air Base Group, the following air force activities are assigned to the 7th Air Base Group:

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Station	AF Activity
Carswell Air Force Base	AF Staging Area) AF Separation Point) AF Assembly Station)

SECTION V

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D.C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Initial and final morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and letter, this headquarters, SAC 320 (9 Jun 48), subject: "Administrative Procedures for Effecting Replacement of T/D-PAL Wings by T/O&E Wing," dated 9 June 1948.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 796e), subject: "Discontinuance of the Headquarters and Headquarters Squadron, 7th Bombardment Wing, Very Heavy, and Certain other Air Force Units; Constitution, Activation, and Reorganization of Certain Air Force Units," dated 20 July 1948.

b. AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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GENERAL ORDERS)
NUMBER 41)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 29 July 1948

ASSUMPTION OF JURISDICTION.--1. Announcement is made that Guadalupe Bombing and Gunnery Range, New Mexico, is transferred from the command jurisdiction of Tactical Air Command to Strategic Air Command and further assigned to the Eighth Air Force with Tactical Air Command retaining joint use thereof, effective 1200, 25 May 1948.

2. Authority: a. Letter from Headquarters United States Air Force, subject: "Transfer of Jurisdiction of Guadalupe Bombing and Gunnery Range, New Mexico," file AFMIE-2A/7, dated 28 April 1948.

b. Section II, AFR 85-2, dated 13 June 1945.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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5 - CG, San Antonio Air Materiel Area, Kelly AF Base, San Antonio, Texas
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5 - Division, Engineer, Southwestern Division, Dallas, Texas
5 - Chief of Transportation (Movements Branch), Washington 25, D. C.
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1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.

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GENERAL ORDERS)
NUMBER 42)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 2 August 1948

ASSUMPTION OF JURISDICTION.--1. Announcement is made that Topeka Air Force Base, Topeka, Kansas, is transferred from command jurisdiction of Military Air Transport Service to Strategic Air Command, further assigned to the 311th Air Division, Reconnaissance, as of 2359 CST, 30 June 1948, and placed on active status, effective 1 July 1948.

2. Authority: Letter from Headquarters United States Air Force to Commander, Military Air Transport Service, file AFMIE-2B/1, subject: "Transfer of Jurisdiction of Topeka Air Force Base, Topeka, Kansas," dated 11 June 1948, and 1st Indorsement from Headquarters United States Air Force to letter, this headquarters, file SAC 686 (12 Jul 48), subject: "Request for Change of Status, Topeka Air Force Base, Topeka, Kansas," dated 12 July 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
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5 - CG, Oklahoma City Air Materiel Area, Tinker Air Force Base, Oklahoma City, Oklahoma
5 - Commander, Military Air Transport Service, Washington 25, D. C.
5 - Division Engineer, Missouri River Division, Omaha, Nebraska
1 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
1 - Office, Chief of Ordnance, Washington 25, D. C.
5 - Office, Chief of Engineers, Washington 25, D. C.
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
5 - Chief of Transportation (Movements Division), Washington 25, D. C.

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GENERAL ORDERS)
NUMBER 43)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 2 August 1948

	SECTION
REDESIGNATION AND REORGANIZATION OF 22D BOMBARDMENT GROUP, MEDIUM	I
CONSTITUTION AND ACTIVATION OF 22D BOMBARDMENT WING, MEDIUM	II
ATTACHMENT OF UNIT	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

REDESIGNATION AND REORGANIZATION OF 22D BOMBARDMENT GROUP, MEDIUM.--1. Announcement is made of the redesignation of the units listed below, effective 28 July 1948. Effective 0001, 1 August 1948, the Commanding General, Fifteenth Air Force, will reorganize the units at Smoky Hill Air Force Base, Salina, Kansas, as indicated:

Present Designation	New Designation	T/O&E	Auth'd Strength OFF	EM
Hq, 22d Bombardment Group, Very Heavy	Hq, 22d Bombardment Group, Medium	1-1112 24 Mar 48 (1 x colm 5)	14	28
Bombardment Squadron, Very Heavy 2, 19, 33	Bombardment Squadron, Medium 2, 19, 33	1-1113 24 Mar 48 (1 x colm 5)	49	198 (each)

a. Group assignment of bombardment squadrons listed above remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, Fifteenth Air Force. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade.

c. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

SECTION II

CONSTITUTION AND ACTIVATION OF 22D BOMBARDMENT WING, MEDIUM.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 28 July 1948, are further assigned to the Fifteenth Air Force and will be activated by the Commanding General thereof at Smoky Hill Air Force Base, Salina, Kansas, effective 1 August 1948:

Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	OFF	EM	Assignment
Hq & Hq Sq, 22d Bombardment Wing, Medium	1-1011 24 Mar 48 (1 x colm 5)	25	51	22d Bombardment Wing, Medium

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Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	OFF	EM	Assignment
Hq, 22d Maintenance and Supply Group	1-7012 24 Mar 48 (1 x colm 5)	4	8	22d Maintenance & Supply Group
22d Maintenance Sq, Bombardment, Medium	1-7113 24 Mar 48 (1 x colm 5)	10	172	22d Maintenance & Supply Group
22d Supply Sq, Bombardment, Medium	1-7114 24 Mar 48 (1 x colm 5)	7	85	22d Maintenance & Supply Group
Hq & Hq Sq, 22d Air Base Group	1-8012 24 Mar 48 (1 x colm 5)	9	58	22d Air Base Group
22d Communications Sq, Bombardment, Medium	1-8013 24 Mar 48 (1 x colm 5) (Delete 1 Lt (SSN 4415) Colms 5 and 9 on line 22½ and add 1 Lt (SSN 2110) Colms 5 and 9 on line 22½)	4	50	22d Air Base Group
22d Air Police Sq, Bombardment, Medium	1-8014 24 Mar 48 (1 x colm 5)	4	71	22d Air Base Group
22d Food Service Sq, Bombardment, Medium	1-8015 24 Mar 48 (1 x colm 25)	4	129	22d Air Base Group
22d Installations Sq, Bombardment, Medium	1-8116 24 Mar 48 (1 x colm 5)	4	82	22d Air Base Group
22d Motor Vehicle Sq, Bombardment, Medium	1-8117 24 Mar 48 (1 x colm 5)	4	128	22d Air Base Group
22d Base Service Sq, Bombardment, Medium	1-8018 24 Mar 48 (1 x colm 5)	2	64	22d Air Base Group
22d Finance Disbursing Unit, Bombardment, Medium	1-8019 24 Mar 48 (1 x colm 4)	2	9	22d Air Base Group
22d Station Medical Group	8-450 4 Dec 44 (1 x colm 6)	4	24	22d Bombardment Wing, Medium

a. Group and squadron assignment are as indicated in column 4 above.

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b. Concurrently with the activation of the Headquarters and Headquarters Squadron, 22d Bombardment Wing, Medium, the groups listed below are assigned to the 22d Bombardment Wing, Medium:

22d Bombardment Group, Medium
22d Maintenance & Supply Group
22d Air Base Group
22d Station Medical Group

2. Units will be organized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above. Personnel will be furnished from sources under the control of the Commanding General, Fifteenth Air Force.

3. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

SECTION III

ATTACHMENT OF UNIT.--1. Effective 0001, 1 August 1948, the following unit is attached to the bombardment wing indicated:

Unit	Attached To
22d Bombardment Wing, Medium	301st Bombardment Wing, Medium.

SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Unit Control Branch, A-3 Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Initial morning reports and rosters will be prepared in accordance with provisions of AR 345-400 and current instructions in effect issued by this headquarters.

5. Authority: Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 812e), subject: "Constitution, Activation, and Reorganization of Certain Units of the 22d Bombardment Wing, Medium," dated 28 July 1948.

b. AFR 55-15.

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CLEMENTS McMULLEN
Major General, United States Air Force
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5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
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GENERAL ORDERS)
NUMBER 44)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 2 August 1948

1. COMMANDING OFFICER, FIFTEENTH AIR FORCE.--By direction of the President announcement is made of the appointment of COLONEL LESLIE G. MULZER, A0138777, USAF, as Commanding Officer of Fifteenth Air Force, effective 2 August 1948, vice MAJOR GENERAL LEON W. JOHNSON, A016429, USAF, relieved.

2. WAF ADVISOR.--CAPTAIN MAIDIE L. STANLEY, AL402444, USAF, is announced as WAF Advisor, Strategic Air Command, effective 27 July 1948, vice CAPTAIN DOLORES D. MONTGOMERY, L300059, WAC, relieved.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 45)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 9 August 1948

SECTION

STAFF ASSIGNMENT ---------- I
ATTACHMENT OF UNITS ---------- II
COMMENDATION RIBBON ---------- III

SECTION I

STAFF FINANCE OFFICER.--MAJOR A. J. DEVAUGHN, 0492893, USAF, is announced as Staff Finance Officer, Strategic Air Command, vice LIEUTENANT COLONEL EDWARD J. WESTERMAN, 0267607, FD, transferred, effective 5 August 1948.

SECTION II

ATTACHMENT OF UNITS.--1. Announcement is made of the attachment of the following units to the 307th Bombardment Wing, Medium, with station at MacDill Air Force Base, MacDill Field, Florida, effective 1 August 1948:

Hq, 306th Bombardment Group, VH
367th Bombardment Squadron, VH
368th Bombardment Squadron, VH
369th Bombardment Squadron, VH

2. Authority: AFR 55-15.

SECTION III

COMMENDATION RIBBON.--By direction of the Secretary of the Air Force, under the provisions of paragraph 17.1, Change 13, AR 600-45, 4 November 1947, and AFL 35-105, the Commendation Ribbon for meritorious service during the period 5 February 1947 to 18 June 1948, is awarded to the following named enlisted man:

MASTER SERGEANT OTTO J. PALMER, AF2015298, USAF

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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2 - Director, Organization and Training Division, GSUSA, Washington 25, C. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 46)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 13 August 1948

REDESIGNATION OF ENGINEER UNITS.--1. Announcement is made of the redesignation of the following units, effective 5 August 1948:

Present Designation	New Designation
*1862d Engineer Aviation Battalion	*812th Engineer Aviation Battalion
2173d Engineer Maintenance Co (Avn)	621st Engineer Maintenance Co (Avn)

*Colored enlisted personnel

2. Present attachment, station, and status of these units remain unchanged.

3. Equipment modification lists currently in effect for the units to be redesignated will remain in effect under the new designations.

4. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force, Washington 25, D. C. (Attention: Publications Division, Air Adjutant General), and fifteen copies will be forwarded to The Adjutant General, Department of the Army, Washington 25, D. C. (Attention: AGAO-I). Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

5. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 807e), subject: "Redesignation of Units (ARWAF)," dated 5 August 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

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GENERAL ORDERS)
NUMBER 47)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 16 August 1948

SECTION

ATTACHMENT OF UNITS AND AIR FORCE ACTIVITIES---------- I
REORGANIZATION OF AIR FORCE BANDS---------- II
ADDITIONAL INSTRUCTIONS---------- III

SECTION I

ATTACHMENT OF UNITS AND AIR FORCE ACTIVITIES.--1. Effective 16 August 1948, the units listed below are relieved from present assignment and are attached to the organizations indicated, without change of station. Units remain assigned to the Strategic Air Command, and where applicable, to the respective numbered air force:

Unit	Relieved from Assignment and Attached to
585th AF Band	7th Bomb Wing, H
*2d Aviation Squadron	7th Bomb Wing, H
611th AF Band	509th Bomb Wing, M
612th AF Band	28th Bomb Wing, M
702d AF Band	4th Fighter Wing
740th AF Band	307th Bomb Wing, M
*1st Aviation Squadron	307th Bomb Wing, M
745th AF Band	301st Bomb Wing, M
775th AF Band	43d Bomb Wing, M

*Colored enlisted personnel

2. Effective 16 August 1948, the several types of Air Force activities listed below are relieved from present assignment to Air Base Groups and are attached to respective Air Base Groups, without change of station or function:

AF Staging Area
AF Separation Point
AF Assembly Station

3. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 816e), subject: "Assignment or Reassignment of Department of the Air Force Units," dated 3 August 1948.

SECTION II

REORGANIZATION OF AIR FORCE BANDS.--1. Effective 16 August 1948, the following Air Force Bands will be reorganized by commanders concerned in accordance with 1 x column 4 of T/O&E 1-2030, 8 June 1948, each with an authorized strength of one warrant officer and thirty-four enlisted men:

585th AF Band
611th AF Band
612th AF Band
702d AF Band
740th AF Band
745th AF Band
775th AF Band

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2. Personnel will be furnished from sources under the control of the Commanding General, Strategic Air Command.

3. Promotions to the first three enlisted grades resulting from this reorganization will be in accordance with provisions of AFR 34-7.

4. Equipment is authorized in accordance with appropriate columns of T/O&E cited.

5. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 785e), subject: "Reorganization of all Air Force Bands," dated 4 August 1948.

SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
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2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 48)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 16 August 1948

SECTION

REDESIGNATION AND REORGANIZATION OF 55TH STRATEGIC RECONNAISSANCE GROUP ---------- I
CONSTITUTION AND ACTIVATION OF 55TH STRATEGIC RECONNAISSANCE WING ---------- II
ATTACHMENT OF UNITS ---------- III

SECTION I

REDESIGNATION AND REORGANIZATION OF 55TH STRATEGIC RECONNAISSANCE GROUP.--1. Section I, General Orders 32, this headquarters, dated 12 July 1948, is amended as follows:

a. So much of paragraph 2 as reads: 272 enlisted men for the 343d Strategic Reconnaissance Squadron, Photo-Mapping, is changed to read: 264 enlisted men.

b. So much of paragraph 2a as pertains to the assignment of the 1st Computation Technical Unit, 12th Photographic Technical Squadron, and 7th Geodetic Squadron to the 55th Strategic Reconnaissance Group is deleted.

2. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 819e), subject: "Constitution, Activation, and Reorganization of Units of the 55th Strategic Reconnaissance Wing," dated 5 August 1948.

SECTION II

CONSTITUTION AND ACTIVATION OF 55TH STRATEGIC RECONNAISSANCE WING.--1. Section II, General Orders 32, this headquarters, dated 12 July 1948, is amended as follows:

a. So much of paragraph 1, column 4 as pertains to the assignment of the 1st Computation Technical Unit and the 12th Photographic Technical Squadron to the 55th Strategic Reconnaissance Group is deleted.

b. So much of paragraph 1, column 3, as pertains to the 55th Maintenance Squadron, Strategic Reconnaissance, Photo, is changed to read: 10 officers.

2. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 819e), subject: "Constitution, Activation, and Reorganization of Units of the 55th Strategic Reconnaissance Wing," dated 5 August 1948.

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SECTION III

ATTACHMENT OF UNITS.--1. Effective 19 July 1948, the following units are attached to the 55th Strategic Reconnaissance Wing:

1st Computation Technical Unit
7th Geodetic Squadron
12th Photographic Technical Squadron

2. Authority: AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND
OFFICIAL

DONALD S. HUBER
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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
10 - CG, 311th Air Division, Reconnaissance, Topeka AF Base, Topeka, Kansas
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief of Transportation, Movements Division, Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 49)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 17 August 1948

INACTIVATION OF AIR SERVICE GROUPS.--1. Effective 12 August 1948, the following units are inactivated:

Hq and Base Services Squadron,
69th Air Service Group
629th Air Engineering Squadron
507th Air Materiel Squadron

Hq and Base Services Squadron,
73d Air Service Group
586th Air Engineering Squadron
580th Air Materiel Squadron

Hq and Base Services Squadron,
86th Air Service Group
9th Air Engineering Squadron
584th Air Materiel Squadron

Hq and Base Services Squadron,
87th Air Service Group
31st Air Engineering Squadron
589th Air Materiel Squadron

Hq and Base Services Squadron,
439th Air Service Group
865th Air Engineering Squadron
689th Air Materiel Squadron

Hq and Base Services Squadron,
475th Air Service Group
893d Air Engineering Squadron
717th Air Materiel Squadron

2. Concurrently with inactivation, units are transferred to the control of the Department of the Air Force.

3. Personnel will be absorbed in other Air Force units under control of the Commanding General, Strategic Air Command.

4. Records will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St. Louis 20, Missouri, in accordance with AFL 181-20.

5. When the actions directed by this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

7. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 818e), subject: "Inactivation of the Headquarters and Base Services Sq, 473d Air Service Group, and Certain other Air Force Units," dated 5 August 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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GENERAL ORDERS)
NUMBER 50)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 17 August 1948

SECTION

INACTIVATION OF HEADQUARTERS STRATEGIC AIR COMMAND AND CERTAIN OTHER AF UNITS ---------- I
ATTACHMENT OF UNITS ---------- II

SECTION I

INACTIVATION OF HEADQUARTERS STRATEGIC AIR COMMAND AND CERTAIN OTHER AF UNITS.--1. Effective 1 August 1948, the following units are inactivated:

Hq Strategic Air Command
Hq Eighth Air Force
Hq Fifteenth Air Force

2. For record and historical purposes, the air forces listed below are considered as having been established as of the date of activation of the Headquarters or Headquarters and Headquarters Squadron:

Unit	Date of Activation
Eighth Air Force	1 February 1942
Fifteenth Air Force	31 March 1946

3. Concurrently with inactivation, units are transferred to the control of the Department of the Air Force.

4. Personnel and equipment will be absorbed by Table of Distribution Units redesignated and/or organized by General Orders 37, this headquarters, dated 21 July 1948.

5. Records will be retained by the successor units and disposed of in accordance with AFL 181-20.

6. When the actions directed by this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

7. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

8. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

9. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 820e), subject: "Establishment of the First Air Force and Certain Other AF Units; Inactivation of the Hq, Air Defense Command and Certain Other AF Units," dated 5 August 1948.

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SECTION II

ATTACHMENT OF UNITS.--Paragraph 2, section II, General Orders 7, this headquarters, dated 27 February 1948, is changed to read: "Unit remains assigned to Headquarters Strategic Air Command."

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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DONALD S. HUBER
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Adjutant General

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Olmsted, Pennsylvania
5 - CG, Military District of Washington, Washington 25, D. C.
5 - CO, 3903d Radar Bomb Scoring Sq, Carswell AF Base, Ft Worth, Texas
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
1 - Chief of Transportion (Movements Division), Washington 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Branch), Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 51)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 20 August 1948

SECTION
DISCONTINUANCE OF THE 10TH PHOTOGRAPHIC TECHNICAL SQUADRON ---------- I
DESIGNATION AND ORGANIZATION OF 4203D PHOTOGRAPHIC TECHNICAL SQUADRON II
ADDITIONAL INSTRUCTIONS ---------- III

SECTION I

DISCONTINUANCE OF THE 10TH PHOTOGRAPHIC TECHNICAL SQUADRON.--1. Effective 0001, 23 August 1948, the Commanding General, 311th Air Division, Reconnaissance, will discontinue the unit listed below, organized under AF Table of Distribution (Special):

10th Photographic Technical Squadron

2. Personnel and equipment will be absorbed to the fullest extent practicable by Table of Distribution unit organized by section II of this general order.

3. Records will be retained by the successor unit and disposed of in accordance with instructions contained in AFL 181-20.

SECTION II

DESIGNATION AND ORGANIZATION OF 4203D PHOTOGRAPHIC TECHNICAL SQUADRON.--1. Effective 0001, 23 August 1948, the following unit is designated, assigned to the 311th Air Division, Reconnaissance, and will be organized by the Commanding General thereof at Bolling Air Force Base, Washington 20, D. C.:

Unit	SAC-T/D-No.
4203d Photographic Technical Squadron	1-4203

2. Unit will be organized in accordance with the provisions of AFR 20-52. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance, and, to the fullest extent, from the unit discontinued in section I.

3. Concurrently with organization, the unit is attached to Headquarters Command, United States Air Force, Bolling Air Force Base, for rations, quarters, supply, and courts-martial jurisdiction.

4. Equipment is authorized in accordance with T/A 1-8, 29 April 1948.

SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed by this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will

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be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 825e), subject: "Discontinuance of the 10th Photographic Technical Squadron," dated 10 August 1948, and AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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5 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago, Illinois
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, Headquarters Command, USAF, Bolling AF Base, Washington 20, D. C.
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Oklahoma
5 - CG, Military District of Washington, Washington, D. C.
10 - CG, 311th Air Division, Reconnaissance, Topeka AF Base, Topeka, Kansas
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NUMBER 52)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D.C., 20 August 1948

	SECTION
REDESIGNATION AND REORGANIZATION OF 306TH BOMBARDMENT GROUP, MEDIUM	I
CONSTITUTION OF 306TH BOMBARDMENT WING, MEDIUM	II
ADDITIONAL INSTRUCTIONS	III

SECTION I

REDESIGNATION AND REORGANIZATION OF 306TH BOMBARDMENT GROUP, MEDIUM.--1. Announcement is made of the redesignation of the units listed below, effective 11 August 1948. Effective 0001, 1 September 1948, the Commanding General, 307th Bombardment Wing, Medium, will reorganize the units at MacDill Air Force Base, as indicated:

Present Designation	New Desgination	T/O&E	Auth'd Strength OFF	EM
Hq, 306th Bombardment Group, Very Heavy	Hq, 306th Bombardment Group, Medium	1-1112 24 Mar 48 (1 x colm 5)	14	28
Bombardment Squadron, Very Heavy 367, 368, 369	Bombardment Squadron, Medium 367, 368, 369	1-1113 24 Mar 48 (1 x colm 5)	49 (each)	198

2. Group assignment of bombardment squadrons listed above remains unchanged.

3. Units will be reorganized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above. Personnel will be furnished from sources under control of the Commanding General, 307th Bombardment Wing, Medium. Personnel rendered surplus by these actions will be assigned to other USAF units without loss in grade.

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

SECTION II

CONSTITUTION OF 306TH BOMBARDMENT WING, MEDIUM.--1. Announcement is made of the constitution, and assignment of the following units to the Strategic Air Command in an inactive status, effective 11 August 1948:

Hq & Hq Sq, 306th Bombardment Wing, Medium
Hq, 306th Maintenance and Supply Group
306th Maintenance Sq, Bombardment, Medium
306th Supply Sq, Bombardment, Medium
Hq & Hq Sq, 306th Air Base Group
306th Communications Sq, Bombardment, Medium
306th Air Police Sq, Bombardment, Medium
306th Food Service Sq, Bombardment, Medium
306th Installations Sq, Bombardment, Medium

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306th Motor Vehicle Sq, Bombardment, Medium
306th Base Service Sq, Bombardment, Medium
306th Finance Disbursing Unit, Bombardment, Medium
306th Station Medical Group

2. The above units will be activated on authority of the Department of the Air Force only.

SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

4. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 828e), subject: "Redesignation and Reorganization of the Hq, 306th Bombardment Group, Very Heavy, and Certain other AF Units; Constitution of Certain other AF Units," dated 11 August 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Robins Field, Georgia
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GENERAL ORDERS)
NUMBER 53)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 23 August 1948

ORGANIZATION OF TABLE OF DISTRIBUTION UNIT.--1. Effective 17 August 1948, the following Table of Distribution unit is designated, assigned to the 311th Air Division, Reconnaissance, and will be organized, as indicated, at McGuire Air Force Base, Fort Dix, New Jersey:

Unit	Organization SAC-T/D No.
*4204th Base Service Sq	1-4204

*Colored enlisted personnel

2. Unit will be organized under provisions of AFR 20-52. Personnel will be furnished from sources allotted to the Commanding General, 311th Air Division, Reconnaissance, by means of Personnel Authorization Voucher.

3. Equipment is authorized by applying to appropriate Table of Allowances the authorization of personnel made to this T/D unit.

4. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

5. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: Publications Division, Air Adjutant General), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

6. Obligate to the extent necessary the appropriate allotments in accordance with Circular 143, WD, 1947, as amended.

7. Authority: AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pennsylvania
5 - CG, 311th Air Division, Reconnaissance, Topeka AF Base, Topeka, Kansas
2 - Director, Organization and Training Division, GSUSA, Washington 25, D. C.
2 - Chief, Historical Division, Special Staff, USA, Washington 25, D. C.
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GENERAL ORDERS)
NUMBER 54)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 27 August 1948

SECTION
ORGANIZATION OF TABLE OF DISTRIBUTION UNITS ---------- I
ATTACHMENT OF UNIT ---------- II

SECTION I

ORGANIZATION OF TABLE OF DISTRIBUTION UNITS.--1. Effective 1 September 1948, the following Table of Distribution Units are designated at Offutt Air Force Base, Fort Crook, Nebraska. Units will be organized effective upon assignment of personnel and only on authority of this headquarters:

Unit	SAC-T/D No.
Hq & Hq Sq, 3902d Air Base Group	1-3902
3905th Air Police Squadron	1-3905
3906th Food Service Squadron	1-3906
3907th Motor Vehicle Squadron	1-3907
3908th Maintenance Squadron	1-3908
3909th Supply Squadron	1-3909
3910th Installations Squadron	1-3910
3911th Air Force Hospital	1-3911

2. Concurrently with the organization of the Headquarters and Headquarters Squadron, 3902d Air Base Group the following squadrons are assigned thereto:

3905th Air Police Squadron
3906th Food Service Squadron
3907th Motor Vehicle Squadron
3908th Maintenance Squadron
3909th Supply Squadron
3910th Installations Squadron
3911th Air Force Hospital

3. Equipment is authorized by applying to appropriate Tables of Allowances, the authorization of personnel made to T/D Units.

4. When any of the above units are organized by authority of this headquarters the Statistical Control Officer, Strategic Air Command will submit a report to USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

5. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80, dated 15 July 1948.

6. Authority: AFR 20-52. The Commanding General, Air Defense Command concurs in the organization of these units.

SECTION II

ATTACHMENT OF UNIT.--1. Effective 1 August 1948, the 30th Communications Squadron, Air Force, is attached to Headquarters and Headquarters Squadron, Strategic Air Command, for personnel administration and operational control.

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2. The 30th Communications Squadron, Air Force, remains attached to the 4th Fighter Wing for rations, quarters and supply.

3. Authority: AFR 55-15.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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30 - CofS, USAF (Attn: AFCAG, Pub Div), Wash 25, D. C.
5 - TAG (Attn: AGAO-1), Wash 25, D. C.
3 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Ill
10 - CG, Air Defense Command, Mitchel AF Base, Mitchel Field, N. Y.
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, Tenth Air Force, Offutt AF Base, Ft Crook, Nebr
5 - CG, Oklahoma City AMA, Tinker AF Base, Oklahoma City, Okla
10 - CO, Hq & Hq Sq, SAC, Andrews AF Base, Wash 20, D. C.
2 - Director, Orgn and Tng Div, GSUSA, Wash 25, D. C.
2 - Chief, Historical Div, Special Staff, USA, Wash 25, D. C.
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, D. C.
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 55)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 31 August 1948

	SECTION
REORGANIZATION OF COMMUNICATIONS SQUADRONS	I
ATTACHMENT OF AIR FORCE RESERVE UNITS	II
DISCONTINUANCE OF 4104TH BASE SERVICE SQUADRON	III

SECTION I

REORGANIZATION OF COMMUNICATIONS SQUADRONS.--1. Effective 0001, 16 September 1948, commanders concerned will reorganize the units listed below in accordance with T/O&E's indicated:

Unit	T/O&E	Authorized Strength OFF	EM
30th Communications Squadron, Air Force	1-1037, 23 Nov 45 as modified by Incl 1, 1 x colm 9	13	217
18th Communications Squadron, Command	1-1037, 23 Nov 45 as modified by Incl 1, 1 x colm 8	9	147
33d Communications Squadron, Command	1-1037, 23 Nov 45 as modified by Incl 1, 1 x colm 8	9	147

2. Personnel will be furnished from sources under control of the Commanding General, Strategic Air Command.

3. Equipment is authorized in accordance with appropriate columns of T/O&E indicated above and as modified by Inclosure 1.

4. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

5. When the actions directed herein have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Thirty copies of general orders published in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

7. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 833e), subject: "Reorganization of the 18th Communications Squadron, Command, and Certain Other Air Force Units," dated 19 August 1948.

SECTION II

ATTACHMENT OF AIR FORCE RESERVE UNITS.--1. Announcement is made of the attachment of the following Air Force Reserve Units listed below to Strategic Air Command for training, effective 1 September 1948:

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Unit	Class	Station
446th Bomb Gp (VH)	A	Carswell AF Base
704th Bomb Sq (VH)	A	Carswell AF Base
705th Bomb Sq (VH)	A	Carswell AF Base

2. Units remain assigned to the Air Defense Command. Units are further attached to the Eighth Air Force and 7th Bombardment Wing, Heavy, for training effective 1 September 1948.

3. Maintenance of administrative records and submission of reports to Headquarters United States Air Force will continue to be accomplished by Air Defense Command until further notice. Required reports will be submitted through this headquarters to Commanding General, Air Defense Command.

4. Training of units will be accomplished to maximum extent permissible with funds and equipment presently available to this command.

5. No additional personnel are authorized to this command for training of the attached units.

6. Initially, no equipment will be issued to the units attached for training.

7. Authority: Letters, Headquarters United States Air Force, subject: "Attachment of Air Force Reserve Units to the Strategic Air Command for Training," dated 27 May 1948 and 27 August 1948, and AFR 20-15.

SECTION III

DISCONTINUANCE OF 4104TH BASE SERVICE SQUADRON.--1. Announcement is made of the discontinuance of the following Table of Distribution Unit at Tonapah Air Force Base, Tonapah, Nevada, effective 21 August 1948:

4104th Base Service Squadron

2. Personnel will be absorbed in other air force units under the control of the Commanding General, Fifteenth Air Force.

3. Records of the discontinued unit will be disposed of in accordance with the provisions of AFL 181-20.

4. When the actions directed in this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organizatio. Status Change Report (Reports Control Symbol AF-SC-01D).

5. Authority: AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

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GO 55

2 Incls
1. T/O&E 1-1037 (Reduced)
2. Equipment Modification List

DISTRIBUTION:
D
plus
30 - CofS, USAF (Attn: AFCAG, Pub Div), Wash 25, DC
5 - CofS, USAF (Attn: Chief, Civilian Components Group, DCS/O), Wash 25, DC
5 - TAG (Attn: AGAO-1), Wash 25, DC
5 - CG, First Army, Governor's Island, New York, NY
5 - CG, Fourth Army, Fort Sam Houston, Tex
5 - CG, Sixth Army, Presidio of San Francisco, Calif
10 - CG, Air Defense Command, Mitchel AF Base, Mitchel Field, NY
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, San Antonio AMA, Kelly AF Base, Kelly Field, Tex
5 - CG, Middletown AMA, Olmsted AF Base, Middletown, Pa
5 - CG, Ogden AMA, Hill AF Base, Hill Field, Utah
10 - CO, 30th Communications Squadron, AF, Andrews AF Base, Wash 20, DC
2 - Director, Orgn and Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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T/O&E NO. 1-1037 TITLE: COMMUNICATIONS SQUADRON (18th, 30th, and 33d)

Delete the following:

LINE	MOS	SSN	GRADE	COLUMN	NUMBER DELETED
42	Administrative specialist	502	S sgt	22	1
43	Classification specialist	275	Sgt	23	1
49	Supply clerk	835	Sgt	23	1
51	Supply clerk	835	Pvt	22	1
51	Supply clerk	835	Pvt	23	1
59	Cryptographic technician	805	S sgt	23	1
60	Cryptographic technician	805	S sgt	15	1
60	Cryptographic technician	805	Sgt	23	2
61	Cryptographic technician	805	Cpl	15	2
61	Cryptographic technician	805	Cpl	23	2
68	Message center clerk	667	Pvt	15	3
68	Message center clerk	667	Pvt	22	1
68	Message center clerk	667	Pvt	23	7
71	Radio repairman	648	S sgt	23	2
72	Radio repairman	648	Sgt	22	1
72	Radio repairman	648	Sgt	23	3
73	Radio repairman	648	Cpl	22	1
73	Radio repairman	648	Cpl	23	5
77	Radio repairman, single channel teletype	792	Cpl	22	2
77	Radio repairman, single channel teletype	792	Cpl	23	3
93	Installer-repairman	097	Sgt	22	1
97	Lineman	238	Pvt	22	1
97	Lineman	238	Pvt	23	2
100	Repeaterman	187	S sgt	22	1
106	Telephone switchboard operator	650	Pvt	22	5
106	Telephone switchboard operator	650	Pvt	23	3
111	Teletype operator	237	Cpl	17	1
112	Teletype operator	237	Pvt	17	2
112	Teletype operator	237	Pvt	22	1
112	Teletype operator	237	Pvt	23	1
115	Draftsman	070	Cpl	22	1
115	Draftsman	070	Cpl	23	1
117	Cook	060	Sgt	12	1
117	Cook	060	Sgt	22	1
117	Cook	060	Sgt	23	2
118	Cook	060	Cpl	12	1
118	Cook	060	Cpl	22	1
118	Cook	060	Cpl	23	2
119	Cook's helper	590	Pvt	12	1
119	Cook's helper	590	Pvt	22	2
119	Cook's helper	590	Pvt	23	3
124	Automotive equipment operator	345	Cpl	23	1
125	Automotive equipment operator	345	Pvt	14	1
125	Automotive equipment operator	345	Pvt	22	1
125	Automotive equipment operator	345	Pvt	23	2
126	Engineman, operating	081	Cpl	14	1
126	Engineman, operating	081	Cpl	22	2
126	Engineman, operating	081	Cpl	23	3

Incl #1 to section I, GO 55, Hq SAC, dated 31 Aug 48

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T/O&E NO. 1-1037 TITLE: COMMUNICATIONS SQUADRON (18th, 30th, and 33d)

id the following:

LINE	MOS	SSN	GRADE	COLUMN	NUMBER ADDED
44	Clerk-typist	405	Sgt	23	1
45	Clerk-typist	405	Cpl	23	2
57 1/3	Cryptographic repairman	801	M sgt	15	1
57 2/3	Cryptographic repairman	801	T sgt	15	1
97 1/2	Telephone and telegraph equipment repairman	646	S sgt	23	1
98	Telephone and telegraph equipment repairman	646	Sgt	23	2

Insert superior letter "c" against each of the figures in line 67, columns 8 and 9 and change note "c" in Remarks column to read: "1 with additional duty as mail clerk."

Insert superior letter "d" against the figures appearing in the following: Line 72, columns 8 and 9; line 77, columns 8 and 9; line 110, column 9.

Change SSN on line 98, column 2, from 095 to 646.

This results in the following:

LINE	UNIT	Col. 8	Col. 9
3	Major	1	1
4	Captain	2	4
5	First lieutenant	3	5
6	Second lieutenant	3	3
7	Total commissioned	9	13
8	Master sergeant	3	3
9	First sergeant	1	1
10	Technical sergeant	5	10
11	Staff sergeant	25	37
12	Sergeant	34	51
13	Corporal	61	83
14	Private, first class	9	16
15	Private	9	16
16	Total enlisted	147	217
17	Aggregate	156	230

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EQUIPMENT MODIFICATION LIST
for the
18th, 30th, and 33d Communications Squadron

T/O&E 1-1037, Army Air Forces Communications Squadron, 23 November 1945, is amended as follows in so far as it pertains to the above units:

AIR FORCE					
1	2				3
Item	Reduction		Addition		Basis of distribution and remarks
	Col 8	Col 9	Col 8	Col 9	
Kit, Repairman, Fixed Wire Communications Equipment "TO 00-30-348"			13	27	1 per cable splicer (039); installer repairman (097); lmn (238); TT mech (239); tp and tg equip repairman (646).
CHEMICAL					
Mask, gas, service, combat, M5-11-7	192	284			
Mask, gas, M9			156	230	
Respirator, dust, M2	36	54			
ENGINEER					
Extinguisher, fire, water, 4-gal., demountable, nestable, pump type	1	1			
Net, camouflage, cotton, twine, fabric garnished:					
15 x 15-ft	6	7			
22 x 22-ft	7	11			
29 x 29-ft	42	55			
36 x 44-ft	26	29			
MEDICAL					
Kit, first-aid: Gas casualty, complete	8	11			
Motor vehicle, 12-unit complete	45	56			
ORDNANCE					
Bayonet, knife, M4, w/scabbard, bayonet-knife, M8A1	36	54			
Carbine, cal. .30, M2	27	42			
Gun, submachine, cal. .45 M3A1	4	5			

Incl #2 to section I, GO 55, Hq SAC, dated 31 Aug 48

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1	2				3
Item	Reduction Col 8	Reduction Col 9	Addition Col 8	Addition Col 9	Basis of distribution and remarks
ORDNANCE					
Launcher: Grenade, M8	56	83			
Rocket, 2.36" M18	4	5			
Pistol, automatic, cal. .45, M1911A1	1	2			
Watch, Wrist, 7 or more jewel	9	7			
Motor transport equipment					
Tool Set, General Mechanics'	3	4			
QUARTERMASTER					
Individual equipment					
Bag, canvas, field, od, M1936	192	284			
Belt, pistol or revolver, M1936	192	284			
Cover, canteen, dismounted, M-1910	192	284			
Pocket: Cartridge, Cal. .30, M-1, Carbine-or-rifle	168	247			
Magazine, double web, EM	5	10			
Strap, carrying, general purpose	192	284			
Suspenders, belt, M-1936	192	284			
QUARTERMASTER					
Organizational equipment					
Bag: Canvas, water-sterilizing, porous, complete, with cover and hangar		1			
Carrying: Ammunition	60	88			
Rocket, M-6	8	10			
Can, water, 5-gallon	8	11			
Glasses, sun, spectacle-type, with case	98	163			

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QUARTERMASTER Organizational equipment					
1	2				3
Item	Reduction		Addition		Basis of distribution and remarks
	Col 8	Col 9	Col 8	Col 9	
Goggles, M-1944	4	9			
Intrenching-tool, combination, M-1945	192	284			
Mask, face, launcher, rocket	8	10			
Typewriter, non-portable, 11-inch carriage				2	
SIGNAL					
Belt OC-23			8	16	1 per lmn (238); installer repairman (097).
Climbers LC-5			8	16	1 per lmn (238); installer repairman (097).
Flashlight TL-122-( )	8	9			
Gloves: LC-9			13	27	1 per cable splicer (039); installer repairman (097); lmn (238); TT mech (239) tp and tg equip repairman (646).
LC-10	10	18			
LC-29			6	17	1 per cable splicer (039); installer repairman (097); lmn (238); tp and tg equip repairman (646).
Lineman's Equipment TE-21	10	18			
Mirror, cable splicers			10	23	1 per cable splicer (039); installer repairman (097); lmn (238); tp and tg equip repairman (646).
Multimeter TS-297 ( )/U			13	27	1 per cable splicer (039); installer repairman (097); lmn (238); TT mech (239); tp and tg equip repairman (646).
Pouch CS35			13	27	1 per cable splicer (039); installer repairman (097); lmn (238); TT mech (239); tp and tg equip repairman (646).
Sleeve Compressing Tool TL-217			10	22	1 per cable splicer (039); installer repairman (097); lmn (238); tp and tg equip repairman (646).

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GENERAL ORDERS)
NUMBER 56)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 7 September 1948

SECTION
TRANSFER OF JURISDICTION ---------- I
INACTIVATION OF BOMBARDMENT GROUPS ---------- II

SECTION I

TRANSFER OF JURISDICTION.--1. Announcement is made that McGuire Air Force Base, Fort Dix, New Jersey, is transferred from command jurisdiction of 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C., to 311th Air Division, Reconnaissance, Topeka Air Force Base, Topeka, Kansas, as of 0001 hours, 16 August 1948.

2. Authority: Letter, Headquarters Strategic Air Command, file SAC 686 (22 Jul 48), subject: "Transfer of Jurisdiction of McGuire Air Force Base, New Jersey," dated 22 July 1948, to Commanding General, 4th Fighter Wing, Andrews Air Force Base, Washington 20, D. C.

SECTION II

INACTIVATION OF BOMBARDMENT GROUPS.--1. Effective 6 September 1948, the following units are inactivated:

Hq, 44th Bomb Group, Very Heavy
66th, 67th, and 68th Bomb Squadrons, Very Heavy

Hq, 90th Bomb Group, Very Heavy
319th, 320th, and 321st Bomb Squadrons, Very Heavy

Hq, 303d Bomb Group, Very Heavy
358th, 359th, and 360th Bomb Squadrons, Very Heavy

Hq, 305th Bomb Group, Very Heavy
364th, 365th, and 366th Bomb Squadrons, Very Heavy

2. Concurrently with inactivation, units are transferred to the control of the Department of the Air Force.

3. Personnel will be absorbed in other air force units under control of the Commanding General, Strategic Air Command.

4. Records will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St. Louis 20, Missouri, in accordance with AFL 181-20.

5. When the actions directed by this general order have been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

7. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 831e), subject: "Inactivation of the Hq, 6th Bomb Group, Very Heavy, and Certain Other Air Force Units," dated 27 August 1948.

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BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, First Army, Governor's Island, New York 4, NY
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Middletown AMA, Olmsted AF Base, Middletown, Pa
5 - Office, Chief of Ordnance, Wash 25, DC
5 - Office, Chief of Engineers, Wash 25, DC
5 - Division Engineer, North Atlantic Division, New York, NY
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director, Orgn and Tng Div, GSUSA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 57)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D.C., 15 September 1948

STAFF ASSIGNMENT

ACTING DEPUTY COMMANDER AND CHIEF OF STAFF.--Announcement is made of the appointment of BRIGADIER GENERAL DAVID W HUTCHISON, A018585, USAF, as Acting Deputy Commander and Chief of Staff, Strategic Air Command, during the temporary absence of MAJOR GENERAL CLEMENTS McMULLEN, A010727, USAF.

BY COMMAND OF GENERAL KENNEY:

DAVID W HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

Frank Rogers

FRANK ROGERS
Major, USAF
Assistant Adjutant General

DISTRIBUTION:
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GENERAL ORDERS)
NUMBER 58)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 23 September 1948

ORGANIZATION OF TABLE OF DISTRIBUTION UNITS.-- So much of section I, General Orders 54, this headquarters, dated 27 August 1948, as reads: "3902d Maintenance Squadron," is amended to read: "3902d Base Flight Squadron."

BY COMMAND OF GENERAL KENNEY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

DISTRIBUTION:
D
plus
30 - CofS, USAF (Attn: AFCAG, Pub Div), Wash 25, DC
5 - TAG (Attn: AGAO-1), Wash 25, DC
3 - CG, Fifth Army, 1660 E. Hyde Park Blvd, Chicago 15, Ill
10 - CG, Air Defense Command, Mitchel AF Base, Mitchel Field, NY
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
10 - CG, Tenth Air Force, Offutt AF Base, Ft Crook, Nebr
5 - CG, Oklahoma City AMA, Tinker AF Base, Oklahoma City, Okla
10 - CO, Hq & Hq Sq, SAC, Andrews AF Base, Wash 20, DC
2 - Director, Orgn and Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movement Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 59)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20. D.C., 24 September 1948

DISCONTINUANCE OF 4103D BASE SERVICE SQUADRON.--1. Announcement is made of the discontinuance of the following Table of Distribution Unit at Pocatello Air Force Base, Pocatello, Idaho, effective 19 September 1948:

4103d Base Service Squadron

2. Personnel will be absorbed in other air force units under the control of the Commanding General, Fifteenth Air Force.

3. Records of the discontinued unit will be disposed of in accordance with the provisions of AFL 181-20.

4. When the actions directed herein have been accomplished, a report will be submitted to Headquarters United States Air Force, by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

5. Authority: AFR 20-52.

BY COMMAND OF GENERAL KENNEY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

DISTRIBUTION:
D
plus
30 - CofS, USAF (Attn: AFCAG, Pub Div), Wash 25, DC
5 - TAG (Attn: AGAO-I), Wash 25, DC
5 - CG, Sixth Army, Presidio of San Francisco, Calif
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - Office, Chief of Engineers, Wash 25, DC
5 - CG, Sacramento AMA, McClellan AF Base, McClellan Field, Calif
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director, Orgn and Tng Div, GSUSA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 60)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 24 September 1948

INACTIVATION OF HEADQUARTERS AND HEADQUARTERS SQUADRON, 58TH AIR DIVISION, BOMBARDMENT.--1. Effective 16 October 1948, the following unit is inactivated:

Hq & Hq Sq, 58th Air Division, Bombardment

2. Concurrently with inactivation, unit is transferred to the control of the Department of the Air Force.

3. Personnel will be absorbed in other air force units under control of the Commanding General, Strategic Air Command.

4. Records will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St Louis 20, Missouri, in accordance with AFL 181-20.

5. When the action directed herein has been accomplished, a report will be submitted by this headquarters to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

7. Authority: Letter, Headquarters United States Air Force 322 (AFOOR 850e), subject: "Inactivation of the Hq and Hq Sq, 58th Air Division, Bombardment, and Other Air Force Units," dated 20 September 1948.

BY COMMAND OF GENERAL KENNEY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Middletown AMA, Olmsted AF Base, Middletown, Pa
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director, Orgn and Tng Div, GSUSA, Wash 25, DC
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GENERAL ORDERS)
NUMBER 61)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D.C., 4 October 1948

	SECTION
CONSTITUTION AND ACTIVATION OF BOMBARDMENT WINGS, MEDIUM	I
RESCISSION OF GENERAL ORDER	II
INACTIVATION OF THE 1ST ORDNANCE SQUADRON, AVIATION	III

SECTION I

CONSTITUTION AND ACTIVATION OF BOMBARDMENT WINGS, MEDIUM.--1. Section III, General Orders 28, this headquarters, dated 29 June 1948, is amended as follows:

a. Change "Note a" listed as a footnote to the tabulation in paragraph 2 to read: "Note a: Equipment is authorized in accordance with the respective column of T/O&E cited for units of the 2d, 93d, 97th and 301st Bombardment Wings, Medium, only."

b. So much of paragraph 2d as reads: "Equipment for units of the 28th, 92d, 98th and 307th Bombardment Wings, Medium, is authorized in accordance with 1 x column 5 (Peace) of T/O&E cited" is amended to read: "Equipment for units of the 28th, 92d, 98th and 307th Bombardment Wings, Medium, is authorized in accordance with appropriate columns of T/O&E's cited."

SECTION II

RESCISSION OF GENERAL ORDER.--1. General Orders 27, this headquarters, dated 23 June 1948, is rescinded.

2. Authority: Letter, Headquarters United States Air Force (AFPMP-12-C), subject: "Recommendation for Soldiers Medal," 201-ROBERTS, THOMAS G (O), dated 1 September 1948.

SECTION III

INACTIVATION OF THE 1ST ORDNANCE SQUADRON, AVIATION.--1. Effective 0001, 1 October 1948, the Commanding General, Eighth Air Force, will inactivate the unit listed below at Carswell Air Force Base, Fort Worth, Texas:

1st Ordnance Squadron, Aviation

2. Concurrently with inactivation the unit is transferred to the control of the Department of the Air Force.

3. Personnel will be absorbed in other air force units under the control of the Commanding General, Eighth Air Force.

4. Equipment will revert to stocks to fill present and future requirements.

5. Records will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St Louis 20, Missouri, in accordance with AFL 181-20.

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6. When the actions directed herein have been accomplished, a report will be submitted to Headquarters United States Air Force, by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

7. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

8. Authority: Letter, Headquarters United States Air Force 322 (AFOOR 870e), subject: "Inactivation of the 1st Ordnance Squadron, Aviation," dated 24 September 1948.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Third Army, Fort McPherson, Ga
5 - CG, Fourth Army, Fort Sam Houston, Tex
5 - CG, Fifth Army, 1660 E Hyde Park Blvd, Chicago 15, Ill
5 - CG, Sixth Army, Presidio of San Francisco, Calif
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
5 - CG, Ogden Air Materiel Area, Hill AF Base, Hill Field, Utah
5 - CG, Sacramento Air Materiel Area, McClellan AF Base, McClellan Field, Calif
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Ga
10 - CO, 301st Bomb Wg, M, Smoky Hill AF Base, Salina, Kans
10 - CO, 97th Bomb Wg, M, Biggs AF Base, Biggs Field, Tex
10 - CO, 93d Bomb Wg, M, Castle AF Base, Castle Field, Calif
10 - CO, 92d Bomb Wg, M, Spokane AF Base, Bong, Wash
10 - CO, 98th Bomb Wg, M, Spokane AF Base, Bong, Wash
10 - CO, 28th Bomb Wg, M, Rapid City AF Base, Rapid City, SDak
10 - CO, 2d Bomb Wg, M, Davis-Monthan AF Base, Tucson, Ariz
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC

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2 - Director of Logistics, GSUSA (Attn: Movements Br) Wash 25, DC
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GENERAL ORDERS)
NUMBER 62)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 8 October 1948

	SECTION
ASSIGNMENT OF UNIT	I
REDESIGNATION AND REORGANIZATION OF UNIT	II
ATTACHMENT OF UNIT	III
COMMENDATION RIBBON	IV

SECTION I

ASSIGNMENT OF UNIT.--The 1st Bombardment Squadron, Very Heavy, having been assigned to the Strategic Air Command, less personnel and equipment, is further assigned to the 311th Air Division, Reconnaissance, with station at Topeka Air Force Base, Topeka, Kansas, effective 10 October 1948.

SECTION II

REDESIGNATION AND REORGANIZATION OF UNIT.--1. Announcement is made of the redesignation of the unit listed below, effective 10 October 1948. Concurrently with redesignation, the Commanding General, 311th Air Division, Reconnaissance, will reorganize the unit as indicated below:

Present Designation	New Designation	T/O&E	Authorized Strength OFF	EM
1st Bombardment Squadron, Very Heavy	1st Strategic Reconnaissance Squadron, Photo	*1-1453 27 Sep 48 1 x colm 5	76	308

*To be organized in accordance with advance copies of T/O&E cited, pending publication of T/O&E.

2. Unit will be reorganized in accordance with appropriate column of T/O&E indicated in tabulation above. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance.

3. Equipment is authorized in accordance with appropriate column of T/O&E cited. Supply priority for this unit has been established as 1C.

4. When the actions directed herein have been accomplished, a report will be made to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D), in accordance with current instructions.

5. Thirty copies of the order issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

6. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

7. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 883e), subject: "Reassignment, less personnel and equipment, Redesignation and Reorganization of the 1st Bombardment Squadron, Very Heavy," dated 6 October 1948.

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SECTION III

ATTACHMENT OF UNIT.--1. Effective 10 October 1948, the 1st Strategic Reconnaissance Squadron, Photo, is attached to the 55th Strategic Reconnaissance Wing.

2. Authority: AFR 20-62.

SECTION IV

COMMENDATION RIBBON.--By direction of the Secretary of the Air Force, under the provisions of paragraph 17.1, Change 13, AR 600-45, 4 November 1947, and AFL 35-105, the Commendation Ribbon for meritorious service during the period 23 September 1947 to 15 April 1948, is awarded to the following named enlisted man:

Master Sergeant Anderson G. Edwards, AF14150361

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
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10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 63)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 15 October 1948

	SECTION
ASSUMPTION OF JURISDICTION	I
AIDE TO GENERAL OFFICER	II

SECTION I

ASSUMPTION OF JURISDICTION.--1. Announcement is made that Offutt Air Force Base, Fort Crook, Nebraska, is transferred from the command jurisdiction of Air Defense Command to Strategic Air Command, effective 2359 hours, 30 September 1948.

2. Authority: Letters from Headquarters United States Air Force, file AFMIE-28/1, subject: "Transfer of Jurisdiction of Offutt Air Force Base, Omaha, Nebraska," dated 11 June 1948, to Commanding Generals, Air Defense Command and Strategic Air Command.

SECTION II

AIDE TO GENERAL OFFICER.--1. CAPTAIN JOHN G WEIR, A026771, USAF, is relieved as Aide to MAJOR GENERAL CLEMENTS McMULLEN, A010727, USAF, effective 18 October 1948.

2. Authority: AR 605-90 and AR 35-1700.

BY COMMAND OF GENERAL KENNEY:

CLEMENTS McMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - Commander, MATS, Wash 25, DC
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
5 - Office, Chief of Engineers, Wash 25, DC
5 - Division Engineer, Missouri River Division, Omaha, Nebr
5 - Chief of Transportation (Movements Div), Wash 25, DC
1 - Chief, Historical Division, Special Staff, USA, Wash 25, DC
1 - Office, Chief of Ordnance, Wash 25, DC
1 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC

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(GENERAL ORDERS)
NUMBER 64)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D.C., 15 October 1948

MOVEMENT OF COMMAND POST.--Announcement is made that the Command Post of Headquarters Strategic Air Command will close at Andrews Air Force Base, Camp Springs, Maryland (Mailing address: Washington 20, D. C.), at 2400 hours, 8 November 1948, and will open at Offutt Air Force Base, Fort Crook, Nebraska, at 0001 hours, 9 November 1948.

BY COMMAND OF GENERAL KENNEY:

/t/ CLEMENTS MCMULLEN
Major General, United States Air Force
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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15 - CG, Hq Command, USAF
5 - CG, MDW
15 - Commander, MATS

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GENERAL ORDERS)
NUMBER 65)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D.C., 19 October 1948

STAFF ASSIGNMENT

ACTING CHIEF OF STAFF.--Announcement is made of the appointment of BRIGADIER GENERAL DAVID W HUTCHISON, A018585, USAF, as Acting Chief of Staff, Strategic Air Command, vice MAJOR GENERAL CLEMENTS McMULLEN, A010727, USAF, reassigned.

BY COMMAND OF GENERAL KENNEY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

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Adjutant General

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GENERAL ORDERS)
NUMBER 66)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D.C., 19 October 1948

Under the provisions of AR 600-20, the undersigned hereby assumes command of the Strategic Air Command, effective this date.

CURTIS E. LeMAY
Lieutenant General, United States Air Force
Commanding

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GENERAL ORDERS)
NUMBER 67)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 22 October 1948

	SECTION
REDESIGNATION AND REORGANIZATION OF THE 91st STRATEGIC RECONNAISSANCE GROUP	I
INACTIVATION OF 323D RECONNAISSANCE SQUADRON, VLR-PHOTO	II
CONSTITUTION AND ACTIVATION OF 91st STRATEGIC RECONNAISSANCE WING	III
ATTACHMENT OF UNITS	IV
DISCONTINUANCE OF TABLE OF DISTRIBUTION UNITS	V
ADDITIONAL INSTRUCTIONS	VI

SECTION I

REDESIGNATION AND REORGANIZATION OF THE 91st STRATEGIC RECONNAISSANCE GROUP.--1. Effective 10 November 1948, the Commanding General, 311th Air Division, Reconnaissance, will redesignate and reorganize the units listed below at McGuire Air Force Base, Fort Dix, New Jersey, as indicated:

Old Designation	New Designation	T/O&E	Auth'd Strength OFF	EM
Hq, 91st Reconnaissance Group	Hq, 91st Strategic Reconnaissance Group	1-1452 23 Sep 48 1 x colm 5	17	28
324th Reconnaissance Sq, VLR, Photo-RCM	324th Strategic Reconnaissance Sq, ECM	1-1454 27 Sep 48 1 x colm 5	159	271

a. Group assignment of the 324th Strategic Reconnaissance Squadron, ECM, remains unchanged.

b. Units will be reorganized in accordance with appropriate columns of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance.

c. Equipment is authorized in accordance with appropriate columns of T/O&E cited. Supply priority for above units has been established as 1C.

SECTION II

INACTIVATION OF 323D RECONNAISSANCE SQUADRON, VLR-PHOTO.--1. Effective 10 November 1948, the Commanding General, 311th Air Division, Reconnaissance, will inactivate the unit listed below at McGuire Air Force Base, Fort Dix,

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New Jersey:

323d Reconnaissance Squadron, VLR, Photo

2. Concurrently with inactivation, unit is transferred to the control of the Department of the Air Force.

3. Personnel will be absorbed in other units under the control of the Commanding General, 311th Air Division, Reconnaissance.

4. Equipment will revert to stocks to fill present and future requirements.

5. Records of the inactivated unit will be disposed of in accordance with instructions contained in AFR 181-20.

SECTION III

CONSTITUTION AND ACTIVATION OF 91st STRATEGIC RECONNAISSANCE WING.--1. The following units, having been constituted and assigned to the Strategic Air Command, effective 11 October 1948, are further assigned to the 311th Air Division, Reconnaissance, and will be activated by the Commanding General thereof at McGuire Air Force Base, Fort Dix, New Jersey, effective 10 November 1948:

Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	Off	EM	Assignment
Hq & Hq Sq, 91st Strategic Reconnaissance Wg	1-1011 24 Mar 48 1 x colm 5, as changed by 1-0001 1 Sep 48	25	49	91st Strategic Reconnaissance Wing
Hq 91st Maintenance & Supply Group	1-7012 24 Mar 48 1 x colm 5	4	8	91st Maintenance and Supply Group
91st Maintenance Sq, Strategic Reconnaissance	1-7453 27 Sep 48 1 x colm 5, less 1 x colm ee57	10	151	91st Maintenance and Supply Group
91st Supply Sq, Strategic Reconnaissance	1-7454 27 Sep 48 1 x colm 5, less 1 x colm ee 51	7	56	91st Maintenance and Supply Group

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Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	Off	EM	Assignment
Hq & Hq Sq, 91st Air Base Group	1-8012 24 Mar 48 1 x colm 5, as changed by 1-0001 1 Sep 48	9	80	91st Air Base Group
91st Communications Squadron, Strategic Reconnaissance	1-8013 24 Mar 48 1 x colm 5, less 1 x colm **21	4	37	91st Air Base Group
91st Air Police Sq, Strategic Reconnaissance	1-8014 24 Mar 48 1 x colm 5, less 1 x colm **19	3	49	91st Air Base Group
91st Installations Squadron, Strategic Reconnaissance	1-8116 24 Mar 48 1 x colm 5	4	82	91st Air Base Group
91st Food Service Squadron, Strategic Reconnaissance	1-8015 24 Mar 48 1 x colm 19	4	102	91st Air Base Group
91st Finance Disbursing Unit, Strategic Reconnaissance	1-8019 24 Mar 48 1 x colm 4	2	9	91st Air Base Group
91st Motor Vehicle Squadron, Strategic Reconnaissance	1-8117 24 Mar 48 1 x colm 5, less 1 x colm **23	3	88	91st Air Base Group
91st Base Service Squadron, Strategic Reconnaissance	1-8018 24 Mar 48 1 x colm 5, less 1 x colm **19	2	45	91st Air Base Group

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Colm 1	Colm 2	Colm 3 Auth'd Strength		Colm 4
Unit	T/O&E	OFF	EM	Assignment
91st Station Medical Group	8-450 4 Dec 44 1 x colm 6	4	24	91st Strategic Reconnaissance Wing

**Section II and individual equipment only of section III.

2. Concurrently with the activation of the Headquarters and Headquarters Squadron, 91st Strategic Reconnaissance Wing, the groups listed below are assigned to the 91st Strategic Reconnaissance Wing:

91st Strategic Reconnaissance Group
91st Maintenance & Supply Group
91st Air Base Group
91st Station Medical Group

3. Units will be organized in accordance with appropriate columns of T/O&E indicated in paragraph 1 above and footnote. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance.**

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited and footnote. Supply priority for above units has been established as 1C.

SECTION IV

ATTACHMENT OF UNITS.--Effective 1[illegible] November 1946, the following units are attached to the 91st Strategic Reconnaissance Wing:

16th Photographic Technical Squadron (Special)
11th Photographic Technical Unit

SECTION V

DISCONTINUANCE OF TABLE OF DISTRIBUTION UNITS.--1. Announcement is made of the discontinuance of the following Table of Distribution units at McGuire Air Force Base, Fort Dix, New Jersey, effective 10 November 1946:

4202d Base Service Squadron
*4204th Base Service Squadron

*Colored enlisted personnel.

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2. Personnel will be absorbed in other air force units under the control of the Commanding General, 311th Air Division, Reconnaissance.

3. Records of the discontinued units will be disposed of in accordance with the provisions of AFL 181-30.

4. Authority: AFR 20-52.

SECTION VI

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-30-01D).

2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAC, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-30.

4. Initial and final rosters and Morning Reports will be prepared in accordance with provisions of AR 345-400 and AFL 35-46.

5. Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 84e), subject: "Constitution, Activation, Redesignation, and Reorganization of Units of the 91st Strategic Reconnaissance Wing; Inactivation of the 323d Reconnaissance Squadron, VLR, Photo," dated 11 October 1948.

b. AFR 20-62

c. AFR 20-52.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

/t/ David W. Hutchison
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:
/s/ Donald S. Huber
/t/ DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pa.
5 - CG, 311th Air Division, Reconnaissance, Topeka AF Base, Topeka, Kans
5 - CO, McGuire AF Base, Fort Dix, NJ
2 - Director, Orgn & Trg Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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GENERAL ORDERS)
NUMBER 68)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 22 October 1948

	SECTION
ATTACHMENT OF 702D AIR FORCE BAND	I
WAF ADVISOR	II

SECTION I

ATTACHMENT OF 702D AIR FORCE BAND.--1. Effective 1 October 1948, the 702d Air Force Band is relieved from attachment to the 4th Fighter Wing and is attached to Headquarters and Headquarters Squadron, Strategic Air Command, for administration.

2. The 702d Air Force Band remains attached to the 4th Fighter Wing for rations, quarters and supply.

3. Authority: AFR 20-62.

SECTION II

WAF ADVISOR.--MAJOR MARY L KERSEY, AL400507, USAF, is announced as WAF Advisor, Strategic Air Command, effective 8 October 1948, vice CAPTAIN MAIDIE L STANLEY, AL402444, USAF, relieved.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 69)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 25 October 1948

ANNOUNCEMENT OF AIDE

AIDE TO GENERAL OFFICER.--1. CAPTAIN HOWARD C. ROSE, A048766, USAF, is announced as aide to the undersigned, effective 19 October 1948.

2. Authority: Army Regulations 605-90 and 35-1700.

Curtis E. LeMay
CURTIS E. LeMAY
Lieutenant General, United States Air Force
Commanding

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GENERAL ORDERS)
NUMBER 70)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 26 October 1948

	SECTION
GENERAL COURT-MARTIAL JURISDICTION	I
STAFF ASSIGNMENT	II

SECTION I

GENERAL COURT-MARTIAL JURISDICTION.--1. Effective 0001 hours, 21 October 1948, the Commanding General, 307th Bombardment Wing, M, MacDill Air Force Base, MacDill Field, Florida, will exercise general court-martial jurisdiction over all organizations and units within the Strategic Air Command, stationed or located at McGuire Air Force Base, Fort Dix, New Jersey, and all military personnel assigned, attached, or on duty with such organizations or units.

2. The officer personnel of units and organizations within the Strategic Air Command stationed or located at McGuire Air Force Base will be available to the Commanding General, 307th Bombardment Wing, M, MacDill Air Force Base, MacDill Field, Florida, for detail as members of court-martial.

SECTION II

STAFF CHAPLAIN.--CHAPLAIN (LIEUTENANT COLONEL) JOHN S. BENNETT, 0403239, ChC, is announced as Staff Chaplain, Strategic Air Command, vice CHAPLAIN (LIEUTENANT COLONEL) CORNELIUS J. HENNINGER, 0396878, ChC, reassigned.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 71)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 26 October 1948

STAFF ASSIGNMENT

DEPUTY COMMANDER.--Announcement is made of the appointment of BRIGADIER GENERAL THOMAS S. POWER, A017854, USAF, as Deputy Commander, Strategic Air Command, effective this date, vice MAJOR GENERAL CLEMENTS McMULLEN, A010727, USAF, reassigned.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 72)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 27 October 1948

	SECTION
INACTIVATION OF CHEMICAL COMPANIES, AIR OPERATION	I
CONSTITUTION AND ACTIVATION OF 3D ARMAMENT SQUADRON CHEMICAL	II
ADDITIONAL INSTRUCTIONS	III

SECTION I

INACTIVATION OF CHEMICAL COMPANIES, AIR OPERATION.--1. Effective on the dates indicated, commanders concerned will inactivate the following Department of the Army units:

Unit	Effective Date	Station
881st Cml Co, AO	16 Nov 48	MacDill AF Base, MacDill Field, Fla
*907th Cml Co, AO	1 Nov 48	Andrews AF Base, Camp Springs, Md

*Negro enlisted personnel

2. Concurrently with inactivation, units are transferred to the control of the Department of the Army.

3. Personnel will be disposed of as follows:

a. Department of the Army officer personnel will remain attached to the Air Force initially.

b. Enlisted personnel who originally enlisted for the Air Force will be transferred from the Department of the Army to the Department of the Air Force.

c. All other enlisted personnel will be reported to the Department of the Army for reassignment.

4. Equipment rendered excess by this action will be turned over to the Department of the Air Force. Records of inactivated units will be disposed of by shipment to the Organization Records Branch, Building 102, Records Administration Center, AGO, St. Louis 20, Missouri, in accordance with provisions of TM 12-259, as amended.

5. Unit funds and fund properties will be disposed of in accordance with provisions of AR 210-50.

SECTION II

CONSTITUTION AND ACTIVATION OF 3D ARMAMENT SQUADRON, CHEMICAL.--1. The unit listed below, having been constituted and assigned to the Strategic Air Command, is attached to the 307th Bombardment Wing, Medium, and will be activated by the Commanding General thereof at MacDill Air Force Base, MacDill Field, Florida, effective 16 November 1948:

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Unit	T/O&E	Auth Strength OFF	EM
3d Armament Squadron, Chemical	3-457 29 Sep 44 (1 x colm 13, as modified by Incl 1)	4	104

2. Personnel will be furnished from sources under the control of the Commanding General, 307th Bombardment Wing, Medium.

3. Equipment is authorized in accordance with appropriate columns of T/O&E cited. Unit will be equipped to 100 per cent of its authorized reduced strength insofar as practicable. Equipment in excess of that authorized for reduced strength as well as equipment which presently cannot be maintained by the unit owing to temporary shortage of personnel will be turned in to the appropriate supply agency.

a. Major items of equipment in excess of that required for the authorized reduced strength will be stored in the nearest available depot or other supply facility. All other equipment turned in will be retained at the base on which unit is stationed to the limit of available storage and maintenance facilities thereat.

b. The shipment from depots to bases is authorized only to equip unit to 100 per cent of its authorized reduced strength and not to 100 per cent of the T/O&E equipment level.

4. Supply priority for the 3d Armament Squadron, Chemical, has been established as IB1.

SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters USAF by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-O1D).

2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: AFCAG, Pub Div), Washington 25, D. C. Fifteen copies will be forwarded to The Adjutant General, Department of the Army, (Attention: AGAO-1), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

4. Initial and final rosters, and Morning Reports will be prepared in accordance with provisions of AR 345-400 and AFL 35-46.

5. Authority for the actions directed in preceding sections of this general order is as follows:

a. Letter, Department of the Army, AGAO-1 322 (9 Aug 48) CSGOT-M, subject: "Inactivation of Chemical Companies, Air Operations (ARWAF)," dated 24 September 1948, as amended.

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b. Letter, Department of the Air Force, 322 (AFOOR 893e), subject: "Inactivation of the 857th Chemical Company, Air Operations and Certain Other ARWAF Units; Constitution and Activation of the 1st, 2d, and 3d Armament Squadrons, Chemical," dated 20 October 1948.

c. AFR 20-62.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

DAVID W. HUTCHISON
Brigadier General, United States Air Force
Acting Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

1 Incl
T/O&E 3-457 (Chemical Co, AO)

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5 - CG, Warner Robins Air Materiel Area, Robins AF Base, Warner Robins, Ga
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Military District of Washington, Wash 25, DC
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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T. M&E 3-457 TITLE: Chemical Company, Air Operations

Delete the following:

LINE	COLUMN	NUMBER DELETED	MOS	SSN	GRADE
32	5	1	Cook	060	T/4
37	8	9	Toxic gas handler	786	Pvt
37	10	1	Toxic gas handler	786	Pvt

This results in the following:

LINE		COLUMN 13
22	Technician, grade 4	2
24	Private, first class	21
25	Private	20
38	Total enlisted	104
39	Aggregate	108

Inclosure 1 to SAC GO 72, dated 27 Oct 48

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GENERAL ORDERS)
NUMBER 73)

HEADQUARTERS STRATEGIC AIR COMMAND
Andrews Air Force Base 20, D. C., 2 November 1948

STAFF ASSIGNMENT

CHIEF OF STAFF.--Announcement is made of the appointment of BRIGADIER GENERAL AUGUST W. KISSNER, A017282, USAF, as Chief of Staff, Strategic Air Command, vice BRIGADIER GENERAL DAVID W. HUTCHISON, A018585, USAF, Acting Chief of Staff, relieved, effective this date.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

AUGUST W. KISSNER
Brigadier General, United States Air Force
Chief of Staff

OFFICIAL:

Frank Rogers

FRANK ROGERS
Major, USAF
Assistant Adjutant General

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GENERAL ORDERS)
NUMBER 74)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
9 November 1948

REORGANIZATION OF UNITS OF 55TH STRATEGIC RECONNAISSANCE WING.--1. Effective 25 November 1948, the Commanding General, 311th Air Division, Reconnaissance, will reorganize the units listed below at Topeka Air Force Base, Topeka, Kansas, as indicated:

Unit	T/O&E	Auth'd Strength OFF	EM
Hq & Hq Sq, 55th Strategic Rcn Wg	1-1011 24 Mar 48 1 x colm 5, as changed by 1-0001, 1 Sep 48	25	49
343d Strategic Rcn Sq, Photo-Mapping	**1-1453 27 Sep 48 1 x colm 5, plus 1 x colm 27	88	321
55th Maint Sq, Strategic Rcn, Photo	**1-7453 27 Sep 48 1 x colm 5	11	218
55th Supply Sq, Strategic Rcn, Photo	**1-7454 27 Sep 48 1 x colm 5	8	82
Hq & Hq Sq, 55th Air Base Group	1-8012 24 Mar 48 1 x colm 5, as changed by 1-0001, 1 Sep 48	9	60
55th Installations Sq, Strategic Rcn, Photo	1-8110 24 Mar 48 1 x colm 5	4	82
55th Food Service Sq, Strategic Rcn, Photo	1-8015 24 Mar 48 1 x colm 31	5	162
55th Finance Disbursing Unit, Strategic Rcn, Photo	1-8019 24 Mar 48 1 x colm 6	2	11

**To be organized in accordance with advance copy of T/O&E, pending its publication.

2. Wing or group assignment of above units remains unchanged.

3. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance.

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited and footnote.

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5. When the actions directed herein have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

7. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

8. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 891e), subject: "Reorganization of Certain Units of the 55th Strategic Reconnaissance Wing," dated 27 October 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fifth Army, 1660 E Hyde Park Blvd, Chicago, Ill
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 75)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
10 November 1948

AMENDMENT TO GENERAL ORDERS

1. General Orders 67, this headquarters, dated 22 October 1948, is amended as follows:

a. Change the footnote to the tabulation in paragraph 1, section III, to read:

"**Section II and individual equipment only of section III. Authorized individual equipment is determined by subtracting appropriate (separate squadron) column cited from column 5. All other equipment is authorized in accordance with column 5."

b. Change so much of section IV as reads: "16th Photographic Technical Squadron (Special)", to read: "16th Photographic Reconnaissance Squadron (Special)."

2. General Orders 32, this headquarters, dated 12 July 1948, as amended, is further amended as follows:

Change the footnote to the tabulation in paragraph 1, section II, as reads: "**Section II and individual equipment only of section III," to read:

"**Section II and individual equipment only of section III. Authorized individual equipment is determined by subtracting appropriate (separate squadron) column cited from column 5. All other equipment is authorized in accordance with column 5."

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fifth Army, 1660 E Hyde Park Blvd, Chicago 15, Ill
5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pa
10 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
5 - CG, 311th Air Division, Reconnaissance, Topeka AF Base, Topeka, Kans
5 - CO, McGuire AF Base, Fort Dix, NJ
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Chief of Transportation, Movements Control Div, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
10 - ODC, Movement Control Unit, SAC

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GENERAL ORDERS)
NUMBER 76)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
10 November 1948

REORGANIZATION OF UNITS.--1. Effective 25 November 1948, the units listed below will be reorganized by commanders concerned, as indicated:

Unit	T/O&E	Auth'd Strength OFF	EM
Hq & Hq Sq, Bombardment Wing, Medium, 43, 509	1-1011, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	34 (each)	75
Hq & Hq Sq, Bombardment Wing, Medium, 28, 92, 93, 97, 98, 301, 307	1-1011, 24 Mar 48 1 x colm 5, as changed by 1-0001, 1 Sep 48	25 (each)	49
Hq & Hq Sq, 7th Bombardment Wing, Heavy	"	"	
Hq & Hq Sq, Fighter Wing 27, 82	"	"	
Hq, Bombardment Group, Medium, 43, 509	1-1112, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	23 (each)	49
Hq, 7th Bombardment Group, Heavy	1-1112, 24 Mar 48 1 x colm 5, as changed by 1-0001, 1 Sep 48	15	28
Maintenance Squadron, Bombardment, Medium 28, 92, 93, 97, 98, 301, 307	1-7113, 24 Mar 48 1 x colm 5, as changed by 1-0001, 1 Sep 48	10 (each)	177
Maintenance Squadron, Bombardment, Medium 43, 509	1-7113, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	15 (each)	277
Hq & Hq Sq, Air Base Group, 7, 27, 28, 82, 92, 93, 97, 98, 301, 307	1-8012, 24 Mar 48 1 x colm 5, as changed by 1-0001, 1 Sep 48	9 (each)	60
Hq & Hq Sq, Air Base Group, 43, 509	1-8012, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	21 (each)	78

2. Wing or group assignment of above units remains unchanged.

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3. Personnel will be furnished from sources under the control of the appropriate commander.

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited.

5. When the actions directed herein have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

6. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

7. Obligate to the extent necessary the appropriate allotments in accordance with AFR 172-80.

8. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 900e), subject: "Reorganization of the Hq and Hq Squadron, 43d Bombardment Wing, Medium, and Certain Other Air Force Units," dated 28 October 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

Donald S. Huber

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Fourth Army, Fort Sam Houston, Tex
5 - CG, Fifth Army, 1660 E Hyde Park Blvd, Chicago 15, Ill
5 - CG, Sixth Army, Presidio of San Francisco, Calif
10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
5 - CG, Ogden Air Materiel Area, Hill AF Base, Hill Field, Utah
5 - CG, Sacramento Air Materiel Area, McClellan AF Base, McClellan Field, Calif
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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GENERAL ORDERS)
NUMBER 77)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
26 November 1948

	SECTION
REDESIGNATION OF THE 1ST COMPUTATION TECHNICAL UNIT	I
REORGANIZATION OF THE 7TH GEODETIC SQUADRON	II
ADDITIONAL INSTRUCTIONS	III

SECTION I

REDESIGNATION OF THE 1ST COMPUTATION TECHNICAL UNIT.- -1. Effective 8 December 1948, the Commanding General, 311th Air Division, Reconnaissance, will redesignate the unit listed below at Topeka Air Force Base, Topeka, Kansas, as indicated:

Old Designation	New Designation	T/O&E	Auth'd Strength OFF	EM
1st Computation Technical Unit	1st Computations Technical Squadron	1-2014 11 Oct 48 1 x cols 5	12	101

a. The 1st Computations Technical Squadron remains attached to the 55th Strategic Reconnaissance Wing.

b. This unit will remain organized under T/O&E cited with an authorized strength of twelve officers and 101 enlisted personnel.

SECTION II

REORGANIZATION OF THE 7TH GEODETIC SQUADRON.- -1. Effective 8 December 1948, the Commanding General, 311th Air Division, Reconnaissance, will reorganize the unit listed below at Topeka Air Force Base, Topeka, Kansas, as indicated:

Unit	T/O&E	Auth'd Strength OFF	EM
7th Geodetic Squadron	1-2115 12 Oct 48 1 x cols 5	94	273

a. The 7th Geodetic Squadron remains attached to the 55th Strategic Reconnaissance Wing.

b. Unit will be reorganized in accordance with appropriate column of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division, Reconnaissance.

c. Equipment is authorized in accordance with appropriate column of T/O&E cited.

SECTION III

ADDITIONAL INSTRUCTIONS.- -1. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

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2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

4. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 909e), subject: "Redesignation of the 1st Computation Technical Unit and Reorganization of the 7th Geodetic Squadron," dated 9 November 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 78)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
30 November 1948

	SECTION
ASSIGNMENT AND REDESIGNATION OF 11TH BOMBARDMENT GROUP, HEAVY	I
ACTIVATION OF 11TH BOMBARDMENT GROUP, HEAVY	II
ATTACHMENT OF UNITS	III
CONSTITUTION OF 11TH BOMBARDMENT GROUP, HEAVY	IV
ADDITIONAL INSTRUCTIONS	V

SECTION I

ASSIGNMENT AND REDESIGNATION OF 11TH BOMBARDMENT GROUP, HEAVY.--1. The following units, having been assigned to Strategic Air Command, in an inactive status, are further assigned to the Eighth Air Force, with station at Carswell Air Force Base, Fort Worth, Texas, effective 18 November 1948. Effective 1 December 1948, the units will be redesignated by the Commanding General, Eighth Air Force, as indicated:

Present Designation	New Designation
Hq, 11th Bombardment Group, Very Heavy	Hq, 11th Bombardment Group, Heavy
26th Bombardment Squadron, Very Heavy	26th Bombardment Squadron, Heavy
42d Bombardment Squadron, Very Heavy	42d Bombardment Squadron, Heavy
98th Bombardment Squadron, Very Heavy	98th Bombardment Squadron, Heavy

SECTION II

ACTIVATION OF 11TH BOMBARDMENT GROUP, HEAVY.--1. Effective 1 December 1948, the Commanding General, Eighth Air Force, will activate the following units at Carswell Air Force Base, Fort Worth, Texas, as indicated:

Unit	T/O&E	Auth'd Strength OFF	EM
Hq, 11th Bombardment Group, Heavy	1-1112, 24 Mar 48 1 x colm 5, as changed by 1-0001 dated 1 Sep 48	15	28
26th, 42d, and 98th Bombardment Squadrons, Heavy	1-1133, 24 Mar 48 1 x colm 5	62 (each)	272

a. Concurrently with the activation of Hq, 11th Bombardment Group, Heavy, the 26th, 42d, and 98th Bombardment Squadrons, Heavy, are assigned to the 11th Bombardment Group.

b. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force.

c. Equipment is authorized in accordance with appropriate columns of T/O&E cited. Supply priority for these units has been established as IC.

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SECTION III

ATTACHMENT OF UNITS.-1. Effective 1 December 1948 the 11th Bombardment Group, Heavy, is attached to the 7th Bombardment Wing, Heavy.

SECTION IV

CONSTITUTION OF 11TH BOMBARDMENT WING, HEAVY.-1. Announcement is made of the constitution, and assignment of the following units to the Strategic Air Command in an inactive status, effective 18 November 1948:

Hq and Hq Sq, 11th Bombardment Wing, Heavy
Hq, 11th Maintenance and Supply Group
11th Maintenance Squadron, Bombardment, Heavy
11th Supply Squadron, Bombardment, Heavy
Hq & Hq Sq, 11th Air Base Group
11th Communications Squadron, Bombardment, Heavy
11th Air Police Squadron, Bombardment, Heavy
11th Food Service Squadron, Bombardment, Heavy
11th Installations Squadron, Bombardment, Heavy
11th Motor Vehicle Squadron, Bombardment, Heavy
11th Base Service Squadron, Bombardment, Heavy
11th Finance Disbursing Unit, Bombardment, Heavy
11th Station Medical Group

2. The above units will be activated on authority of the Department of the Air Force only.

SECTION V

ADDITIONAL INSTRUCTIONS.-1. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organizational Status Change Report (Reports Control Symbol AF-SC-O1D).

2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Operations Division.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

4. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 916e), subject: "Reassignment and Redesignation of the Hq, 11th Bombardment Group, Very Heavy, and Other Air Force Units; Constitution and Activation of Certain Air Force Units," dated 18 November 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

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5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Texas
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GENERAL ORDERS)
NUMBER 79)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
1 December 1948

REASSIGNMENT OF FIGHTER WINGS.--1. Announcement is made that effective 1 December 1948, the following units are relieved from assignment to the Strategic Air Command and assigned to the Continental Air Command without change in strength or station:

Hq and Hq Squadron, Fighter Wing
4, 33, 56

Hq, Fighter Group
4, 33, 56

Fighter Squadron, Jet
58, 59, 60, 61, 62, 63, 334, 335, 336

Hq, Maintenance and Supply Group
4, 33, 56

Maintenance Squadron, Fighter, Jet
4, 33, 56

Supply Squadron, Fighter, Jet
4, 33, 56

Hq and Hq Squadron, Air Base Group
4, 33, 56

Communications Squadron, Fighter, Jet
4, 33, 56

Air Police Squadron, Fighter, Jet
4, 33, 56

Base Service Squadron, Fighter, Jet
4, 33, 56

Food Service Squadron, Fighter, Jet
4, 33, 56

Installations Squadron, Fighter, Jet
4, 33, 56

Motor Vehicle Squadron, Fighter, Jet
4, 33, 56

Finance Disbursing Unit, Fighter, Jet
4, 33, 56

Station Medical Group
4, 33, 56

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2. Confirmation of this action will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D) in compliance with current instructions.

3. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 948e), subject: "Reassignment of the 4th, 33d, and 56th Fighter Wings," dated 22 November 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
20 - CG, Continental Air Command, Mitchel AF Base, Mitchel Field, NY
5 - CG, Middletown Air Materiel Area, Olmsted AF Base, Middletown, Pa
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
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GENERAL ORDERS)
NUMBER 80)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
3 December 1948

	SECTION
ESTABLISHMENT OF DIRECTORATE OF PLANS	I
DIRECTOR OF PLANS	II

SECTION I

ESTABLISHMENT OF DIRECTORATE OF PLANS.--1. Announcement is made of the establishment of the Directorate of Plans, Headquarters Strategic Air Command, effective 27 October 1948.

SECTION II

DIRECTOR OF PLANS.--1. Announcement is made of the appointment of COLONEL WALTER C SWEENEY, JR, A018080, USAF, as Director of Plans, Strategic Air Command, effective 27 October 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 81)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
6 December 1948

	SECTION
REASSIGNMENT OF 4102D BASE SERVICE SQUADRON	I
DESIGNATION AND ORGANIZATION OF TABLE OF DISTRIBUTION UNITS	II
DISCONTINUANCE OF 4102D BASE SERVICE SQUADRON	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

REASSIGNMENT OF 4102D BASE SERVICE SQUADRON.--1. Effective 1 December 1948, the 4102d Base Service Squadron, Mountain Home Air Force Base, Mountain Home, Idaho, is relieved from assignment to the Fifteenth Air Force, and is assigned to the 311th Air Division, Reconnaissance, without change of station.

SECTION II

DESIGNATION AND ORGANIZATION OF TABLE OF DISTRIBUTION UNITS.--1. Effective 10 December 1948, the following Table of Distribution Units are designated and assigned to the 311th Air Division, Reconnaissance, at Mountain Home Air Force Base, Mountain Home, Idaho. Units will be organized effective upon assignment of personnel.

Unit	SAC-T/D No
Hq & Hq Sq, 4205th Air Base Group	1-4205-1
4205th Communications Squadron	1-4205-2
4205th Air Police Squadron	1-4205-3
4205th Installations Squadron	1-4205-4
4205th Food Service Squadron	1-4205-5
4205th Motor Vehicle Squadron	1-4205-6
4205th Maintenance Squadron	1-4205-7
4205th Supply Squadron	1-4205-8
4205th Air Force Hospital	1-4205-9

2. Concurrently with the organization of the Hq & Hq Sq, 4205th Air Base Group, the following squadrons are assigned to the 4205th Air Base Group:

4205th Communications Squadron
4205th Air Police Squadron
4205th Installations Squadron
4205th Food Service Squadron
4205th Motor Vehicle Squadron
4205th Maintenance Squadron
4205th Supply Squadron
4205th Air Force Hospital

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3. Equipment is authorized by applying to appropriate Tables of Allowances the authorization of personnel made to T/D Units.

4. When any of the above units are organized, a report will be submitted to this headquarters indicating unit and date of organization.

5. Obligate to the extent necessary the appropriate allotments, in accordance with AFL 172-80.

SECTION III

DISCONTINUANCE OF 4102D BASE SERVICE SQUADRON.--1. Announcement is made of the discontinuance of the following Table of Distribution Unit at Mountain Home Air Force Base, Mountain Home, Idaho, effective 10 December 1948:

4102d Base Service Squadron

2. Personnel and equipment will be absorbed to the fullest extent practicable by the 4205th Air Base Group.

3. Records will be retained by the 4205th Air Base Group and disposed of in accordance with instructions contained in AFL 181-20.

SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed herein have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

3. Authority: AFR 20-52.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 82)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
7 December 1948

DISCONTINUANCE OF 3900TH FLIGHT SECTION SQUADRON.--1. Announcement is made of the discontinuance of the following Table of Distribution Unit at Offutt Air Force Base, Fort Crook, Nebraska, effective 8 November 1948:

3900th Flight Section Squadron

2. Personnel and equipment will be absorbed to the fullest extent practicable by the 3902d Air Base Group.

3. Records will be retained by the 3902d Air Base Group and disposed of in accordance with instructions contained in AFL 181-20.

4. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

5. Authority: AFR 20-52.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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GENERAL ORDERS)
NUMBER 83)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
8 December 1948

SECTION
ASSUMPTION OF JURISDICTION ---------- I
ASSIGNMENT OF JURISDICTION ---------- II

SECTION I

ASSUMPTION OF JURISDICTION.--1. Announcement is made that command jurisdiction of Biggs Air Force Base, El Paso, Texas, was assumed by Strategic Air Command from Tactical Air Command, with Tactical Air Command retaining joint use thereof, effective 2400 hours, MST, 30 November 1948.

2. Authority: Letters from Headquarters United States Air Force, to Commanding Generals, Tactical Air Command and Strategic Air Command, subject: "Transfer of Jurisdiction of Biggs Air Force Base, El Paso, Texas," dated 27 October 1948.

SECTION II

ASSIGNMENT OF JURISDICTION.--1. Announcement is made that command jurisdiction of MacDill Air Force Base, MacDill Field, Florida; Grenier Air Force Base, Manchester, New Hampshire; and Avon Park Air Force Base, Avon Park, Florida; together with their respective auxiliaries and off post facilities, is assigned to the Fifteenth Air Force, Colorado Springs, Colorado, effective 0001 hours, EST, 16 December 1948.

2. Authority: AFR 85-2, dated 13 June 1945, as amended.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

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DONALD S. HUBER
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GENERAL ORDERS)
NUMBER 84)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
9 December 1948

	SECTION
REASSIGNMENT OF UNITS	I
ATTACHMENT OF UNITS	II

SECTION I

REASSIGNMENT OF UNITS.--1. Effective 16 December 1948, the following units are relieved from assignment to Headquarters Strategic Air Command and are assigned to the Fifteenth Air Force:

Hq & Hq Sq, 307th Bombardment Wing, Medium
Hq, 307th Bomb Group, Medium
370th Bomb Sq, Medium
371st Bomb Sq, Medium
372d Bomb Sq, Medium

Hq, 307th Maintenance & Supply Group
307th Maintenance Sq, Bomb, Medium
307th Supply Sq, Bomb, Medium

Hq & Hq Sq, 307th Air Base Group
307th Communications Sq, Bomb, Medium
307th Air Police Sq, Bomb, Medium
307th Food Service Sq, Bomb, Medium
307th Installations Sq, Bomb, Medium
307th Motor Vehicle Sq, Bomb, Medium
307th Base Service Sq, Bomb, Medium
307th Finance Disbursing Unit, Bomb, Medium

AF Staging Area)
AF Assembly Station) Atchd
AF Separation Point)

307th Station Medical Group

Hq, 306th Bomb Group, Medium
367th Bomb Sq, Medium
368th Bomb Sq, Medium
369th Bomb Sq, Medium

*1st Aviation Squadron
740th AF Band
4300th Base Service Squadron
3d Armament Squadron, Chemical

* Colored enlisted personnel
# Remain attached to 307th Bomb Wing, Medium

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GENERAL ORDERS)
NUMBER 85)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
9 December 1948

STAFF ASSIGNMENTS

DIRECTOR OF OPERATIONS.--1. BRIGADIER GENERAL JOHN B MONTGOMERY, A021546, USAF, is announced as Director of Operations.

STAFF WEATHER OFFICER.--2. COLONEL JAMES T SEAVER, JR, A0418674, USAF, is announced as Staff Weather Officer, with additional duty as Chief, Global Weather Section, Directorate of Operations, effective 15 November 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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GENERAL ORDERS)
NUMBER 86)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
9 December 1948

STAFF ASSIGNMENT

AIDE-DE-CAMP.--1. MAJOR DONALD W. THOMPSON, A025673, USAF, is announced as Aide-de-Camp to the undersigned, effective this date.

2. Authority: Army Regulations 605-90 and 35-1700.

Curtis E. LeMay

CURTIS E. LeMAY
Lieutenant General, USAF
Commanding

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GENERAL ORDERS)
NUMBER 87)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
a-b. 48

	SECTION
CONSTITUTION AND ACTIVATION OF 2D AIR REFUELING SQUADRON, MEDIUM	I
REORGANIZATION OF 2D BOMBARDMENT WING, MEDIUM	II
ADDITIONAL INSTRUCTIONS	III

SECTION I

CONSTITUTION AND ACTIVATION OF 2D AIR REFUELING SQUADRON, MEDIUM.--1. The following unit, having been constituted and assigned to the Strategic Air Command, effective 27 October 1948, is further assigned to the Eighth Air Force and will be activated by the Commanding General thereof at Davis-Monthan Air Force Base, Tucson, Arizona, effective 1 January 1949:

Unit	T/O&E	Auth'd Strength OFF	AIRMEN
2d Air Refueling Sq, Medium	1-1114 23 Jun 48 1 x colm 6	132	315

2. Concurrently with activation, unit is assigned to the 2d Bombardment Group, Medium.

3. Unit will be organized in accordance with appropriate column of T/O&E cited. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force. Until further notice, the 2d Air Refueling Squadron, Medium will be activated at record strength of one officer and one airman. Authority for manning this unit to full T/O&E strength will be announced at the appropriate time by separate communication.

4. Equipment is authorized in accordance with appropriate column of T/O&E cited, and Strategic Air Command Development Program. Supply priority for this unit has been established as IBI.

SECTION II

REORGANIZATION OF 2D BOMBARDMENT WING, MEDIUM.--1. Effective 1 January 1949, the Commanding General, Eighth Air Force, will reorganize the units listed below as indicated:

Unit	T/O&E	Auth'd Strength OFF	WO	AIRMEN
Hq & Hq Sq, 2d Bombardment Wg, Medium	1-1011, 24 Mar 48 1 x colm 6 as changed by 1-0001, 1 Sep 48	34		75

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Unit	T/O&E	Auth'd Strength OFF	WO	AIRMEN
Hq, 2d Bomb Gp, Medium	1-1112, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	23		49
Bombardment Squadron, Medium 20, 49, 96	1-1113, 24 Mar 48 1 x colm 6	117 (each)		374
Hq, 2d Maintenance and Supply Gp	1-7012, 24 Mar 48 1 x colm 6	8		16
2d Maintenance Sq, Bomb Medium	1-7113, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	15		277
2d Supply Sq, Bomb, Medium	1-7114, 24 Mar 48 1 x colm 6	13		302
Hq & Hq Sq, 2d Air Base Group	1-8012, 24 Mar 48 1 x colm 6, as changed by 1-0001, 1 Sep 48	21		78
2d Communications Sq, Bomb, Medium	1-8013, 24 Mar 48 1 x colm 6	8		81
2d Air Police Sq, Bomb, Medium	1-8014, 24 Mar 48 1 x colm 6	5		110
2d Food Service Sq, Bomb, Medium	1-8015, 24 Mar 48 1 x colm 43	5		252
2d Installations Sq, Bomb, Medium	1-8116, 24 Mar 48 1 x colm 6	4		132
2d Motor Vehicle Sq, Bomb, Medium	1-8117, 24 Mar 48 1 x colm 6	5		207
2d Base Service Sq, Bomb, Medium	1-8018, 24 Mar 48 1 x colm 6	2		93
2d Finance Disbursing Unit, Bomb, Medium	1-8019, 24 Mar 48 1 x colm 12	2	1	17
2d Station Medical Group	8-450, 4 Dec 44 1 x colm 6	4		24

2. Wing or group assignment remains unchanged.

3. a. Personnel will be furnished from sources under the control of the Commanding General, Eighth Air Force.

b. Units will be organized in accordance with columns of T/O&E's cited in paragraph 1 and Strategic Air Command Development Program.

4. Equipment is authorized in accordance with appropriate columns of T/O&E's cited, and Strategic Air Command Development Program.

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SECTION III

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Thirty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, United States Air Force (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: ODC, Movement Control Unit.

3. Obligate to the extent necessary the appropriate allotments in accordance with AFL 172-80.

4. Authority: Letter, Headquarters United States Air Force, 322 (AFOOR 885e), subject: "Constitution, Activation, and Reorganization of Certain Units of the 2d Bombardment Wing, Medium," dated 27 October 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, San Antonio Air Materiel Area, Kelly AF Base, Kelly Field, Tex
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2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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GENERAL ORDERS)
NUMBER 88)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
21 December 1948

	SECTION
ESTABLISHMENT OF 311TH AIR DIVISION	I
REDESIGNATION AND REORGANIZATION OF HEADQUARTERS AND HEADQUARTERS SQUADRON, 311TH AIR DIVISION	II
REASSIGNMENT OF UNITS	III
ADDITIONAL INSTRUCTIONS	IV

SECTION I

ESTABLISHMENT OF 311TH AIR DIVISION.--1. Effective 5 January 1949, the 311th Air Division is established and assigned to the Strategic Air Command, with headquarters at Topeka Air Force Base, Topeka, Kansas.

SECTION II

REDESIGNATION AND REORGANIZATION OF HEADQUARTERS AND HEADQUARTERS SQUADRON, 311TH AIR DIVISION.--1. Effective 5 January 1949, the Commanding General, 311th Air Division, will redesignate and reorganize the unit listed below at Topeka Air Force Base, Topeka, Kansas, as indicated:

Present Designation	New Designation	T/O&E	Authorized Strength Off	Airmen
Hq & Hq Sq, 311th Air Division, Reconnaissance	Hq & Hq Sq, 311th Air Division	1-1005, 12 Oct 48 (1 x colm 5)	61	117

2. Personnel will be furnished from sources under the control of the Commanding General, 311th Air Division.

3. Equipment is authorized in accordance with appropriate column of T/O&E cited.

SECTION III

REASSIGNMENT OF UNITS.--1. Effective 5 January 1949, all Table of Organization and Table of Distribution units formerly assigned to the 311th Air Division, Reconnaissance, are assigned to the 311th Air Division.

SECTION IV

ADDITIONAL INSTRUCTIONS.--1. When the actions directed in this general order have been accomplished a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

2. Action directed herein will be accomplished in accordance with AFR 35-13.

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3. Forty copies of the orders issued in connection with these actions will be forwarded to the Chief of Staff, USAF (Attention: AFCAG, Publications Division), Washington 25, D. C. Ten copies will be forwarded to this headquarters, Attention: Movement Control Unit, Directorate of Operations.

4. Obligate to the extent necessary the appropriate allotments, in accordance with AFL 172-80.

5. Authority for the actions in this general order:

a. Letter, Headquarters United States Air Force, 322 (AFOOR 945e), subject: "Establishment of the 311th Air Division; Redesignation and Reorganization of the Hq and Hq Squadron, 311th Air Division, Reconnaissance," dated 7 December 1948.

b. AFR 20-62.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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5 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Oklahoma City Air Materiel Area, Tinker AF Base, Oklahoma City, Okla
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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GENERAL ORDERS)
NUMBER 89)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
24 December 1948

DISCONTINUANCE OF 4105TH WAF SQUADRON.--1. Announcement is made of the discontinuance of the following Table of Distribution Unit at Spokane Air Force Base, Bong, Washington, effective 3 January 1949:

4105th WAF Squadron

2. Personnel and equipment will be absorbed to the fullest extent practicable by units under the control of the Commanding General, Strategic Air Command.

3. Records will be disposed of in accordance with instructions contained in AFL 181-20.

4. When the actions directed in this general order have been accomplished, a report will be submitted to Headquarters United States Air Force by means of the Air Force Organization Status Change Report (Reports Control Symbol AF-SC-01D).

5. Authority: AFR 20-52.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
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10 - CG, Air Materiel Command, Wright-Patterson AF Base, Wright Field, Ohio
5 - CG, Ogden Air Materiel Area, Hill AF Base, Ogden, Utah
2 - Director, Orgn & Tng Div, GSUSA, Wash 25, DC
2 - Chief, Historical Div, Special Staff, USA, Wash 25, DC
2 - Director of Logistics, GSUSA (Attn: Chief, Movements Br), Wash 25, DC
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GENERAL ORDERS)
NUMBER 90)

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base, Fort Crook, Nebraska
29 December 1948

STAFF ASSIGNMENT

AIR JUDGE ADVOCATE.-- LIEUTENANT COLONEL ABE J BECK, AO43902, USAF, is announced as Air Judge Advocate, Strategic Air Command, effective 26 October 1948.

BY COMMAND OF LIEUTENANT GENERAL LeMAY:

A. W. KISSNER
Brigadier General, USAF
Chief of Staff

OFFICIAL:

HEADQUARTERS STRATEGIC AIR COMMAND OFFICIAL

DONALD S. HUBER
Major, USAF
Adjutant General

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1948

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by authority of SAC (DXLH) ltr dtd 5 Mar 64
by John T Bohn [redacted] 11 Mar 64

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VOLUME VIII

ANNEX B

2-1076-8

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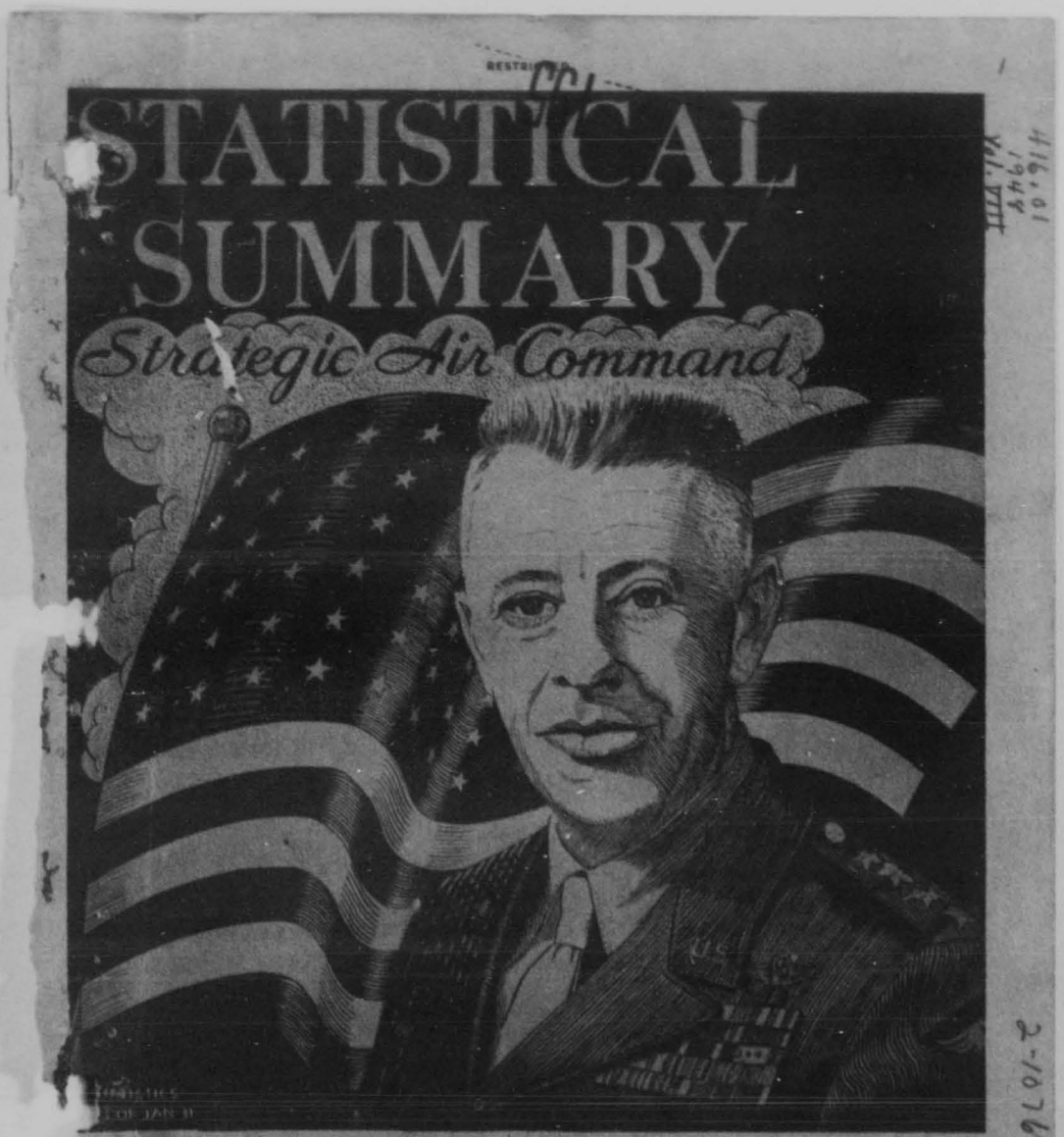

GENERAL GEORGE C. KENNEY

FEB 1948

SAC TECHNICAL PAMPHLET 122-1

PREPARED BY
MANAGEMENT CONTROL SECTION

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by [illegible] 11 Mar 64

Section 1

MAJ. GEN. CLEMENTS McMULLEN
DEPUTY COMMANDER

ORGANIZATION

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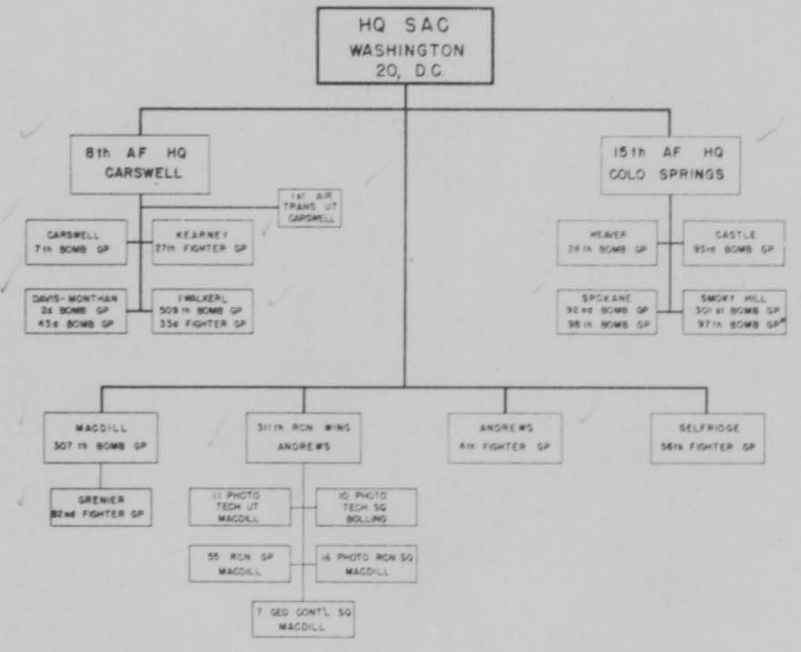
STRATEGIC AIR COMMAND ORGANIZATION

AS OF 31 JANUARY 1948



NOTE: # 97th BOMB GP TDY ALASKA

SOURCE STATION AND UNIT LISTINGS OF SAC UNITS

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to excute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the commanding General, USAF.

e. Organize, train, and stage as directed, appropriate combat, service, and supporting units for theater or other oversea deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other oversea activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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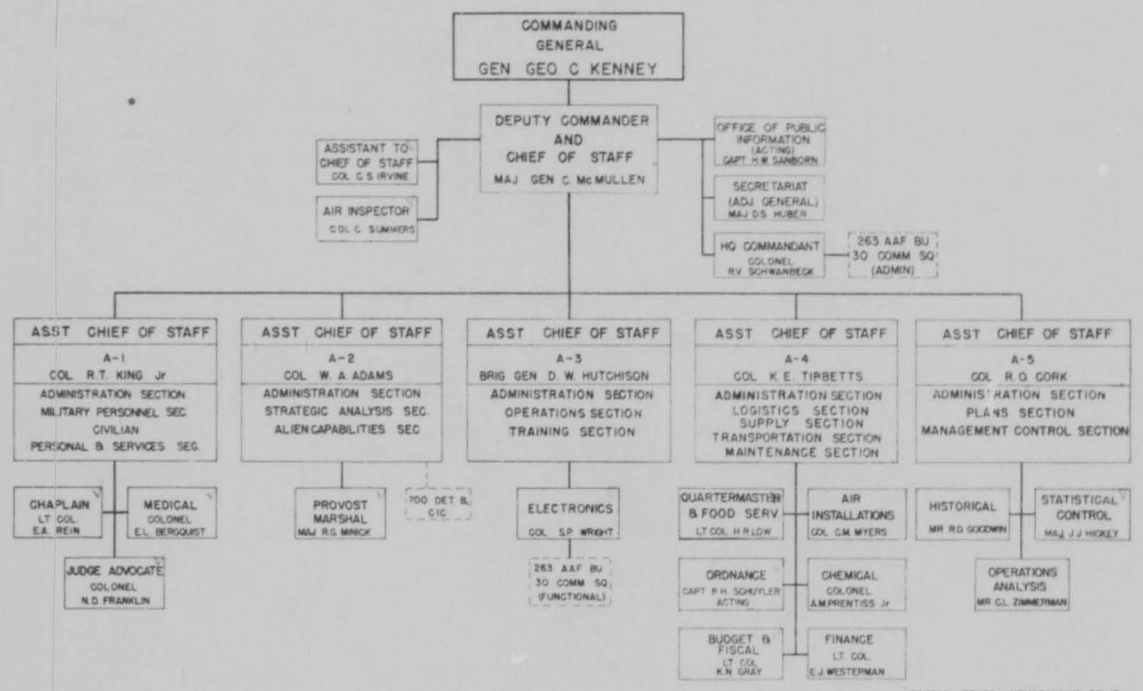
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

AS OF 31 JANUARY 1948



SOURCE: STAFF MEMORANDUM 20-13

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ROSTER OF KEY PERSONNEL

AS OF 15 JANUARY 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE	HQ 311 TH RCN WING
COMMANDING GENERAL	GEN. GEO. C. KENNEY	BRIG. GEN. R. M. RAMEY	BRIG GEN. L. W. JOHNSON	COL. P. T. CULLEN
DEPUTY COMMANDER and/or CHIEF OF STAFF	MAJ. GEN. C. McMULLEN	COL. T. J. DUBOSE	COL. J. E. BRIGGS	
A-1	COL. R. T. KING Jr.	COL. P. D. GLASSFORD Jr.	COL. S. E. MANZO	Lt. COL. A. N. LaGRIPPO
A-2	COL. W. A. ADAMS	COL. G. R. MONTGOMERY	COL. C. M. SMITH	CAPT. O. L. COX
A-3	BRIG. GEN. D. W. HUTCHISON	COL. J. D. RYAN	COL. W. P. BRETT	COL. W. R. YANCY
A-4	COL. K. E. TIBBETTS	COL. F. G. JAMISON	COL. J. A. PECHULS	Lt. J. P. CLARK
A-5	COL. R. O. CORK	Lt. COL. J. A. ROBERTS 'Jr.		COL. C. P. HOLLSTEIN

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL. A. D. CLARK	97 th. BOMB WING	COL. J. B. McCAULEY ACTING	4 th. FTR. WING	BRIG. GEN. Y. H. TAYLOR
28 th. BOMB WING	COL. T. J. GENT Jr.	301st. BOMB WING	COL. L. G. MULZER	27 th. FTR. WING	COL. A. B. PACKARD
43 rd. BOMB WING	COL. J. G. SELSER Jr.	307 th. BOMB WING	BRIG. GEN. D. R. HUTCHINSON	56th. FTR. WING	COL. W. T. HUDNELL
92 nd. BOMB WING	COL. A. J. SHOWER	509th. BOMB WING	COL. W. H. BLANCHARD	82 rd. FTR. WING	COL. E. L. TUCKER
93 rd. BOMB WING	COL. L. B. COATS				

SOURCE: AF—SG—P4

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Section 2

COL. R. T. KING, JR.
AC/S A-1

PERSONNEL

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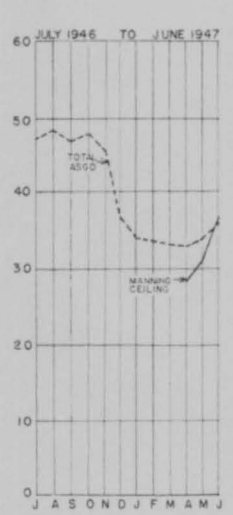
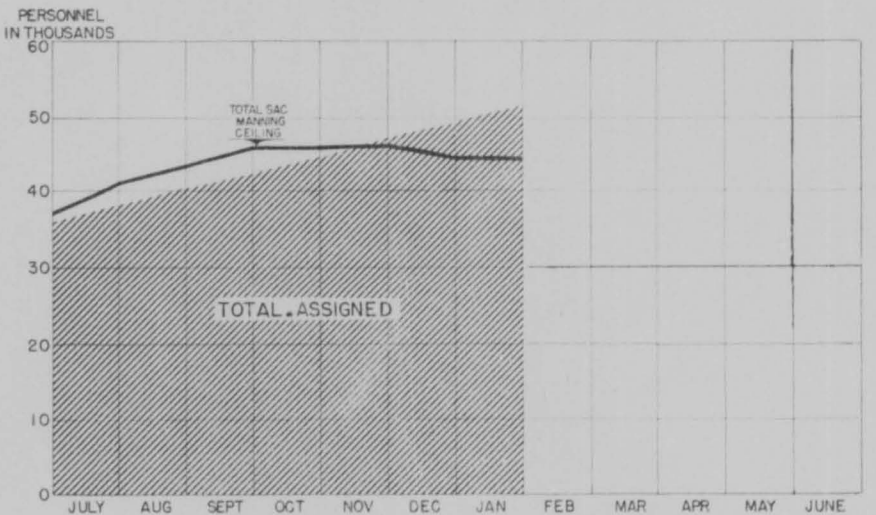
TOTAL SAC PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

OFFICERS, ENLISTED AND CIVILIANS

AS OF END OF MONTH 1947-1948





TOTAL	CEILING	41697	43947	46847	46597	45344	44650	44695					
	ASGD	38233	40957	42757	44899	47000	43589	42748					
CIVILIANS	CEILING	6177	5699	5893	5993	5798	5685	5695					
	ASGD	5238	5436	5510	5520	4986	5107	5145					
OFFICERS	CEILING	4523	4751	5123	523	5173	5026	5015					
	ASGD	4280	4536	4702	4833	4016	5175	5340					
ENLISTED	CEILING	31197	33497	35831	3558	34644	33981	33985					
	ASGD	28715	30885	32743	34946	37078	33507	42263					

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED FROM MILITARY PERSONNEL ASSIGNED STRENGTH

SOURCE: AF FORM 127, AF FORM 134 AND A-1 (PERSONNEL)

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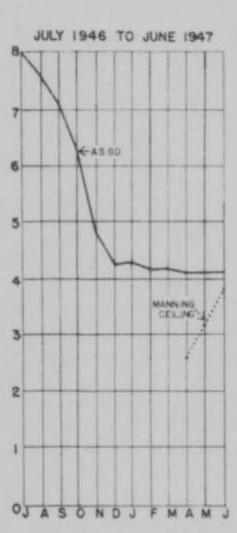
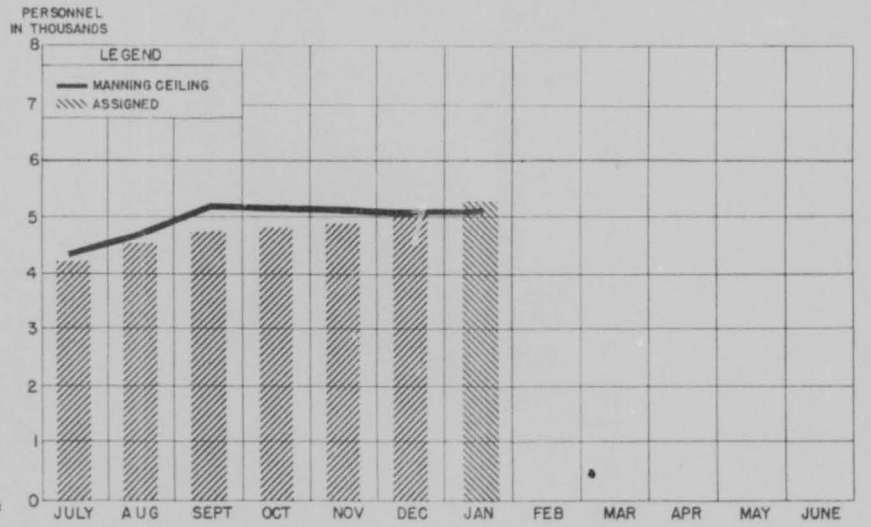
TOTAL SAC OFFICER PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947-1948





		JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
TOTAL SAC	CEILING	4323	4751	5123	5123	5112	5096	5015					
	ASSD	4280	4536	4702	4853	4938	5175	5340					
HQ SAC	CEILING	1000	1446	1447	1610	1612	1603	1590					
STATION	ASSD	1273	1554	1533	1679	1604	1588	1548					
8TH AIR	CEILING	1511	1563	1652	1852	1847	1737	1739					
FORCE	ASSD	1424	1497	1564	1626	1702	1835	1968					
15TH AIR	CEILING	1812	1742	1824	1661	1853	1686	1686					
FORCE	ASSD	1583	1485	1605	1528	1632	1752	1824					

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127 AND A-1 (PERSONNEL)

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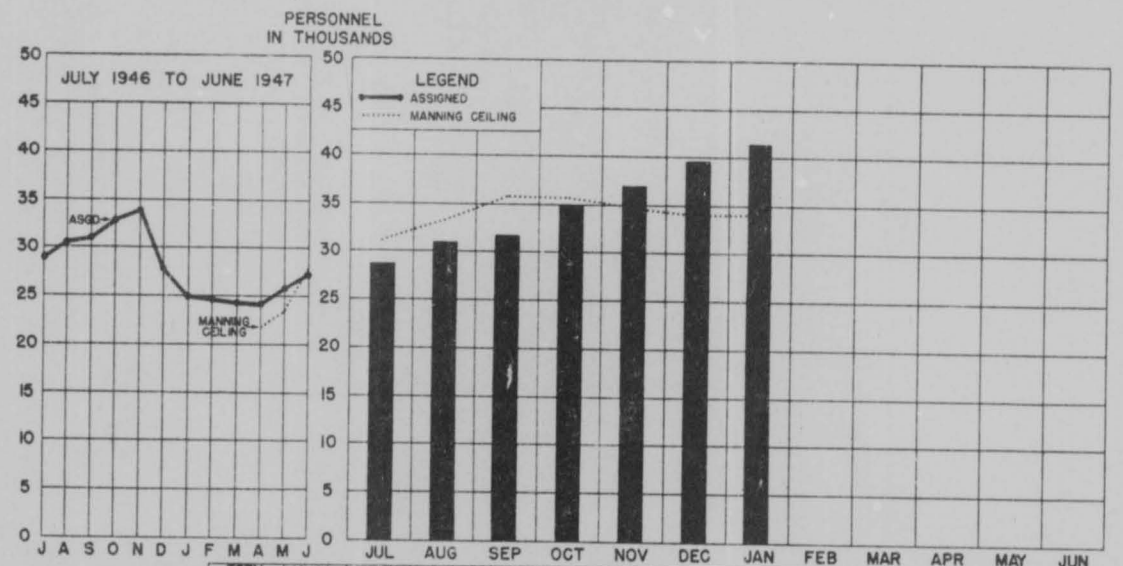
TOTAL SAC ENLISTED PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947–1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	31197	35497	35631	35581	34644	33981	33285					
	ASGD	28715	30885	32743	34946	37078	39307	42263					
HQ SAC STATIONS	CEILING	6866	9796	9926	11381	11395	11146	11109					
	ASGD	8213	10211	10289	11818	11896	11862	12228					
8th AIR FORCE	CEILING	11000	11469	12936	12936	12145	11880	11887					
	ASGD	10011	10564	11405	12655	13559	14751	15921					
15th AIR FORCE	CEILING	13331	12232	12769	11264	11106	10955	10989					
	ASGD	10491	10110	11049	10473	11621	12694	14114					

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127 AND A-1 (PERSONNEL)

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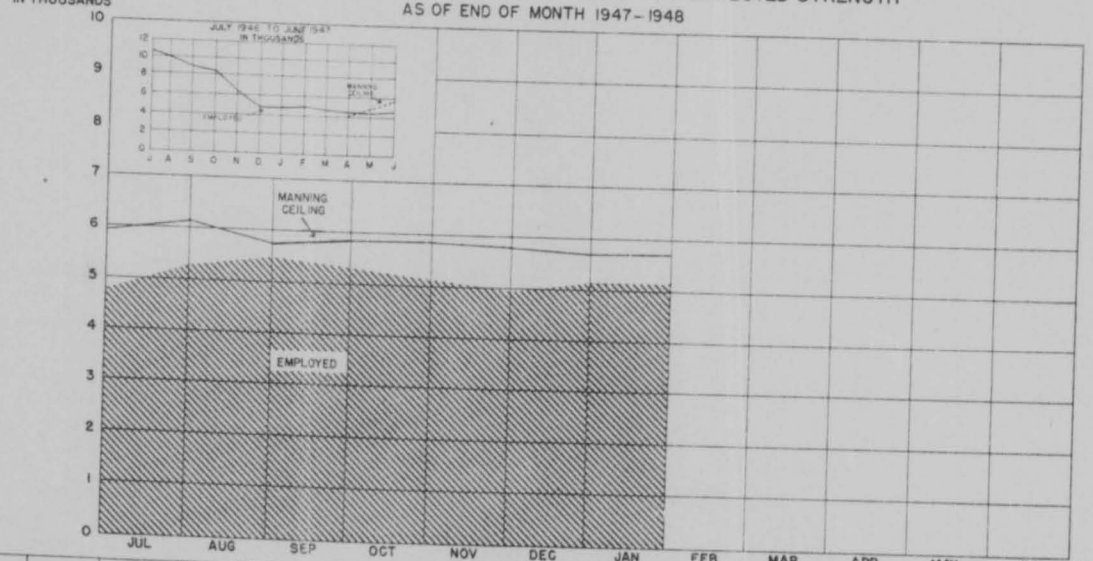
TOTAL SAC CIVILIAN PERSONNEL MANNING CEILING AND EMPLOYED STRENGTH
AS OF END OF MONTH 1947-1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	CEILING	6177	5699	5893	5893	5788	5683	5695					
	EMPLOYED	5238	5436	5312	5120	4986	5107	5145					
HQ SAC STATIONS	CEILING	1782	2028	2027	2331	2346	2345	2370					
	EMPLOYED	1652	1920	1868	1974	1995	2069	2118					
8 AF	CEILING	1071	1231	1341	1341	1348	1348	1348					
	EMPLOYED	991	1246	1143	1143	1177	1191	1181					
15 AF	CEILING	3324	2440	2525	2221	2094	1990	1977					
	EMPLOYED	2595	2270	2301	2003	1814	1847	1846					

SOURCE: AF FORM 134 AND A-1 (PERSONNEL)

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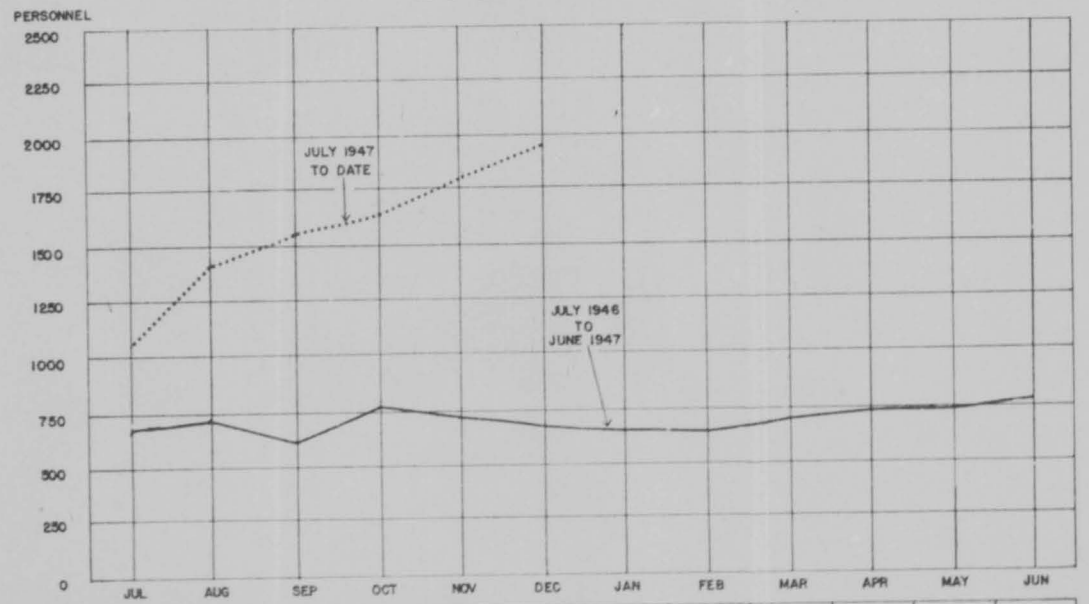
TOTAL REGULAR ARMY AND REGULAR AIR FORCE OFFICER PERSONNEL ASSIGNED

AS OF END OF MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	1055	1402	1545	1617	1767	1955	DATA NOT AVAILABLE					
HQ SAC (60 B.U.	106	122	116	120	125	129						
HQ SAC STATIONS	226	365	378	462	487	507						
8TH A.F.	337	416	464	485	571	650						
15TH A.F.	386	499	587	550	584	669						
%	24.6	30.9	32.9	33.5	35.8	37.8						

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: A.F. FORM 127

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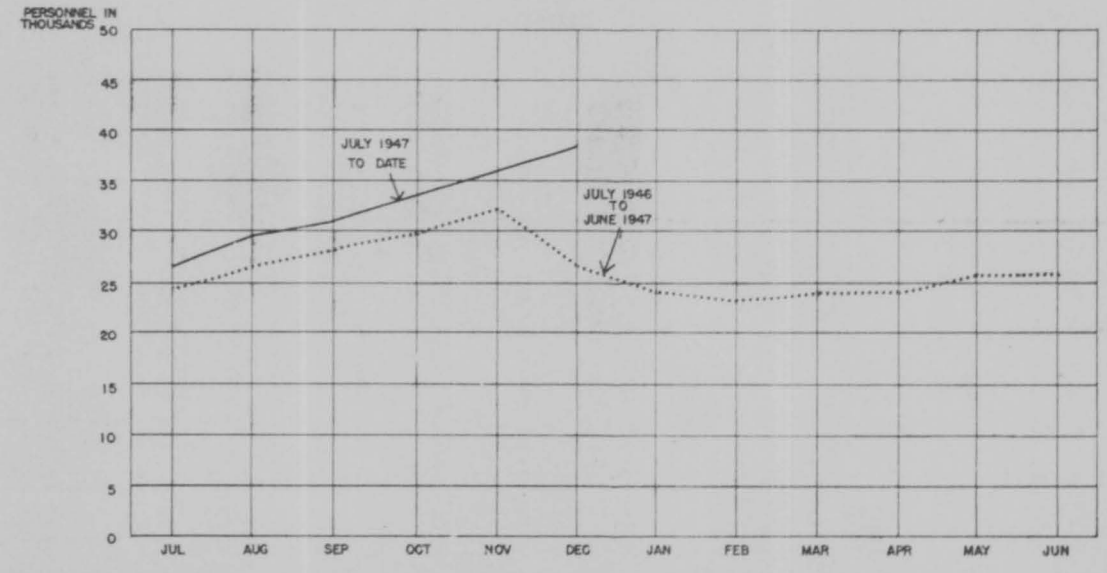
TOTAL REGULAR ARMY AND REGULAR AIR FORCE ENLISTED PERSONNEL ASSIGNED

AS OF END OF MONTH 1947–1948



TOTAL	26877	29502	31036	33887	35987	38503	DATA NOT AVAILABLE					
HQ SAC(60 BU)	267	260	298	292	441	453						
HQ SAC STATIONS	7285	9385	9167	10943	10922	11010						
8TH A F	9494	10156	11001	12437	13222	14561						
15TH A F	9831	9701	10570	10215	11402	12479						
%	93.6	95.5	94.8	97.0	97.1	98.0						

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED
FOR REPORTING PURPOSES BEGINNING WITH AUG 1947 ENLISTMENTS UNDER 3 YEARS NOT CONSIDERED

SOURCE AF FORM 127

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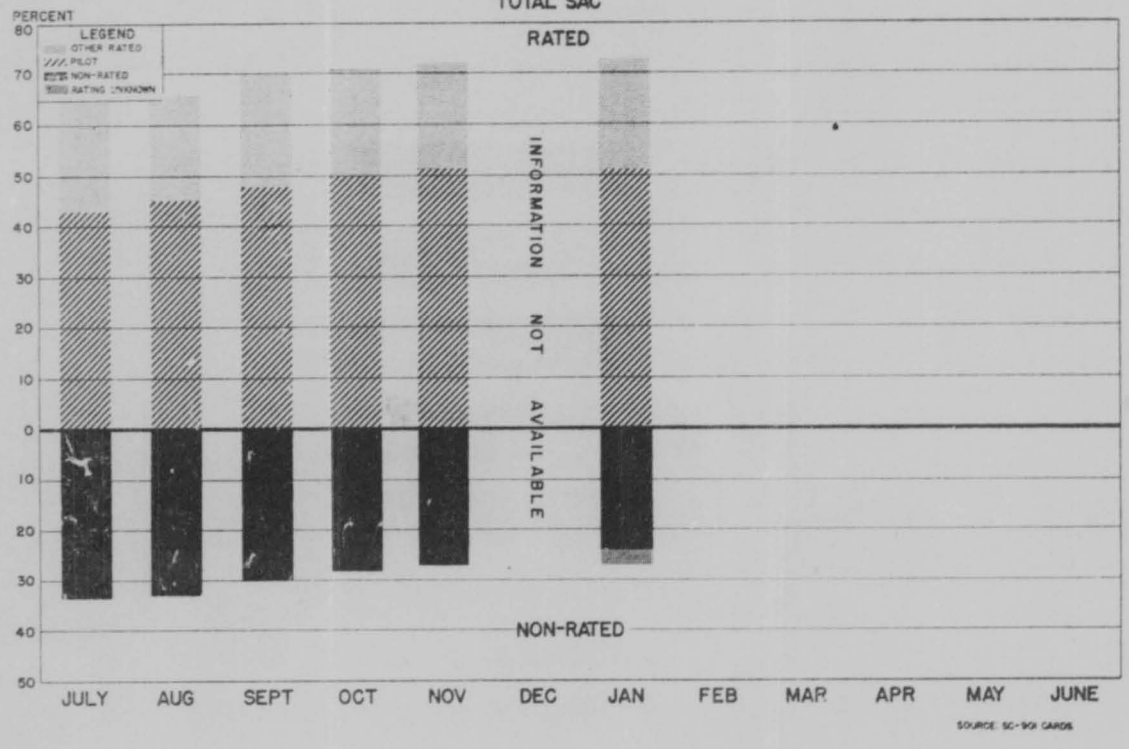
PERCENT RATED AND NON-RATED OFFICER PERSONNEL
1947-1948
AS OF 15TH OF THE MONTH
TOTAL SAC



SOURCE: SC-901 CARDS

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PERCENT RATED AND NON-RATED OFFICER PERSONNEL

15 JANUARY 1947

NUMBER RATED & NON-RATED OFFICER PERSONNEL

	RATED						NON-RATED						RATING DATA UNKNOWN	TOTAL SAC
	PILOTS	BOMB	NAV	B/N	OTHER RATED	TOTAL RATED	FTR/SPG & NURSES	CHAPLAIN	W/O	WAC	ALL OTHER	TOTAL NON-RATED		
HQ SAC (60 BU)	116	9	5	0	8	138	2	1	11	4	83	101	0	239
HQ SAC STATIONS	724	36	55	7	56	878	9	8	45	0	374	436	9	1323
EIGHTH AIR FORCE	1041	182	135	17	107	1482	20	9	39	0	325	393	31	1906
FIFTEENTH AIR FORCE	791	80	179	22	125	1297	16	12	42	3	316	389	66	1752
TOTAL SAC	1672	407	374	46	296	3795	47	30	137	7	698	1319	106	5220

SOURCE: SC-90-CARDS

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 31 JANUARY 1948

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
ANDREWS	SAC	60 AF BU (Hq SAC)	182	8	9	188	0	10	372	566	307	278
CARSWELL	8 AF	39 AF BU (Hq 8 AF)	109	3	0	93	0	8	262	259	81 **	153* ***
COLO. SPRINGS	15 AF	201 AF BU (Hq 15 AF)	131	10	1	136	0	11	436	510	413	378
ANDREWS	SAC	Total 4 Ftr Wg	148	22	8	155	21	5	1525	1619	589	507
		HqAHq Sq, 4 Ftr Wg	13	0	0	13	0	0	55	51	9	15
		Hq 4 Ftr Gp	9	1	1	11	0	1	29	34		
		334 Ftr Sq, JP	25	1	1	27	0	0	104	103		
		335 Ftr Sq, JP	25	1	1	25	0	1	104	103		
		336 Ftr Sq, JP	25	1	1	25	0	1	104	101		
		4 Maint & Supply Gp	12	0	2	20	0	2	586	454	189	204
		4 Airdrome Gp	14	0	2	34	0	0	482	697	386	275
		4 Station Med. Gp	0	18	0	0	21	0	61	76	5	13
		Special Missions	25									
MACDILL	SAC	Total 307 Bomb Wg	239	36	7	261	46	9	2056	2630	509	473
		HqAHq Sq, 307 Bomb Wg, VH	13	0	0	23	0	0	61	68	16	16
		Hq 307 Bomb Gp	12	1	2	14	0	2	31	37		
		370 Bomb Sq, VH	53	1	1	48	0	1	195	211		
		371 Bomb Sq, VH	53	1	1	54	0	0	195	207		
		372 Bomb Sq, VH	53	1	1	50	0	0	195	212		
		307 Maint & Supply Gp	17	0	1	28	0	3	491	522	191	193
		307 Airdrome Gp	21	0	0	44	0	2	816	1250	276	214
		307 Station Med. Gp	0	32	1	0	46	1	82	123	26	50
		Special Missions	17									
GRENIER	SAC	Total 82 Ftr Wg	125	31	8	130	24	8	1481	1620	250	240
		HqAHq Sq, 82 Ftr Wg	13	0	0	13	0	0	70	73	6	10
		Hq 82 Ftr Gp	9	1	1	10	0	1	29	29		
		95 Ftr Sq, SE	25	1	1	24	0	1	100	109		
		96 Ftr Sq, SE	25	1	1	24	0	0	100	114		
		97 Ftr Sq, SE	25	1	1	26	0	1	100	103		
		82 Maint & Supply Gp	12	0	2	11	0	4	336	349	95	118
		82 Airdrome Gp	16	0	2	22	0	0	685	777	143	80
		82 Station Med. Gp	0	27	0	0	24	1	61	66	6	32

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
SELFRIDGE	SAC	Total 56 Ftr Wg	124	31	8	150	22	5	1504	1705	274	209
		Hq&Hq Sq, 56 Ftr Wg	13	0	0	12	0	0	71	60	5	6
		Hq 56 Ftr Gp	9	1	1	12	0	1	29	30		
		61 Ftr Sq, JP	25	1	1	26	0	0	104	109		
		62 Ftr Sq, JP	25	1	1	24	0	0	104	111		
		63 Ftr Sq, JP	25	1	1	25	0	0	104	105		
		56 Maint & Supply Gp	12	0	2	14	0	2	314	418	81	62
		56 Airdrome Gp	15	0	2	37	0	2	715	799	182	129
		56 Station Med. Gp	0	27	0	0	22	0	63	72	6	12
DAVIS-MONTHAN	8 AF	Total 2 Bomb Wg	188	5	5	252	1	1	854	967		
		Hq&Hq Sq, 2 Bomb Wg, VH	1	0	0	1	0	0	1	1		
		Hq 2 Bomb Gp	12	1	2	22	0	0	31	33		
		20 Bomb Sq, VH	53	1	1	69	0	0	195	212		
		49 Bomb Sq, VH	53	1	1	76	0	0	195	224		
		96 Bomb Sq, VH	53	1	1	69	0	0	195	231		
		2 Maint & Supply Gp	9	0	0	8	0	0	144	170		
		2 Airdrome Gp	7	0	0	7	0	0	92	95		
		2 Station Med Gp	0	1	0	0	1	1	1	1		
DAVIS-MONTHAN	8 AF	Total 43 Bomb Wg	302	30	2	341	26	8	2591	3153	298	225
		Hq&Hq Sq, 43 Bomb Wg, VH	25	0	0	29	0	0	94	99	7	14
		Hq 43 Bomb Gp	17	1	0	21	0	0	33	42		
		63 Bomb Sq, VH	60	1	0	63	0	3	300	308		
		64 Bomb Sq, VH	60	1	0	60	0	0	300	302		
		65 Bomb Sq, VH	60	1	0	64	0	2	300	303		
		43 Maint & Supply Gp	37	0	1	32	0	3	582	644	135	69
		43 Airdrome Gp	43	0	1	72	0	0	917	1333	122	113
		43 Station Med Gp	0	26	0	0	26	0	65	122	34	36
CARSWELL	8 AF	Total 7 Bomb Wg	308	31	2	392	32	8	2610	4157	302	249
		Hq&Hq Sq, 7 Bomb Wg, VH	26	0	0	31	0	0	96	117	7	14
		Hq 7 Bomb Gp	17	1	0	26	0	0	33	21		
		9 Bomb Sq, VH	60	1	0	81	0	1	300	383		
		436 Bomb Sq, VH	60	1	0	81	0	0	300	419		
		492 Bomb Sq, VH	60	1	0	83	0	1	300	378		
		7 Maint & Supply Gp	37	0	1	26	0	2	578	736	132	121
		7 Airdrome Gp	48	0	1	54	0	4	938	1958	125	84
		7 Station Med. Gp	0	27	0	0	32	0	65	145	38	30

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
KEARNEY	8 AF	Total 27 Ftr Wg	184	30	11	233	22	2	1573	1929	250	181
		HqMHq Sq, 27 Ftr Wg	7	0	1	8	0	0	56	65	5	10
		Hq 27 Ftr Gp	6	1	0	7	0	1	29	32		
		522 Ftr Sq, TE	50	1	1	63	0	0	129	153		
		523 Ftr Sq, TE	50	1	1	63	0	0	129	150		
		524 Ftr Sq, TE	50	1	1	65	0	0	129	148		
		27 Maint & Supply Gp	9	0	3	12	0	1	322	383	89	49
		27 Airdrome Gp	12	0	4	15	0	0	589	896	152	107
		27 Station Med. Gp	0	28	0	0	22	0	80	102	4	15
WALKER	8 AF	Total 509 Bomb Wg	302	30	2	327	27	9	2594	4057	307	269
		HqMHq Sq, 509 Bomb Wg, VH	25	0	0	30	0	0	95	195	6	8
		Hq 509 Bomb Gp	17	1	0	29	0	0	33	46		
		393 Bomb Sq, VH	60	1	0	59	0	1	300	393		
		715 Bomb Sq, VH	60	1	0	60	0	0	308	390		
		830 Bomb Sq, VH	60	1	0	64	0	1	309	409		
		509 Maint & Supply Gp	37	0	1	31	0	3	583	642	121	109
		509 Airdrome Gp	43	0	1	53	0	4	918	1866	149	122
		509 Station Med. Gp	0	26	0	0	27	0	68	119	31	20
WALKER	8 AF	Total 33 Ftr Wg	98	5	5	114	1	0	488	504		
		HqMHq Sq, 33 Ftr Wg	1	0	0	2	0	0	1	1		
		Hq 33 Ftr Gp	9	1	1	12	0	0	29	27		
		58 Ftr Sq, SE	25	1	1	29	0	0	100	109		
		59 Ftr Sq, SE	25	1	1	29	0	0	100	110		
		60 Ftr Sq, SE	25	1	1	31	0	0	100	108		
		33 Maint & Supply Gp	6	0	1	4	0	0	113	105		
		33 Airdrome Gp	7	0	0	7	0	0	44	43		
		33 Station Med. Gp	0	1	0	0	1	0	1	1		
CASTLE	15 AF	Total 93 Bomb Wg	222	31	6	275	23	4	1894	2225	274	265
		HqMHq Sq, 93 Bomb Wg, VH	13	0	0	22	0	0	78	97	8	8
		Hq 93 Bomb Gp	12	1	2	35	0	0	31	62		
		328 Bomb Sq, VH	53	1	1	52	0	0	195	241		
		329 Bomb Sq, VH	53	1	1	52	0	0	195	238		
		330 Bomb Sq, VH	53	1	1	50	0	0	195	234		
		93 Maint & Supply Gp	17	0	1	27	0	2	381	446	113	142
		93 Airdrome Gp	21	0	0	37	0	2	734	810	147	104
		93 Station Med. Gp	0	27	0	0	23	0	65	97	6	11

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

CONTINUED

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
WEAVER	15 AF	Total 28 Bomb Wg	222	31	6	208	24	4	1888	2222	287	273
		HqAHq Sq, 28 Bomb Wg, VH	13	0	0	13	0	0	75	69	10	7
		Hq 28 Bomb Gp	12	1	2	14	0	1	31	37		
		77 Bomb Sq, VH	53	1	1	50	0	0	195	198		
		717 Bomb Sq, VH	53	1	1	44	0	0	195	200		
		718 Bomb Sq, VH	53	1	1	43	0	0	195	225		
		28 Maint & Supply Gp	17	0	1	19	0	1	382	398	104	122
		28 Airdrome Gp	21	0	0	25	0	2	752	989	167	126
		28 Station Med Gp	0	27	0	0	24	0	63	106	6	18
SMOKY HILL	15 AF	Total 301 Bomb Wg	222	31	6	257	33	3	1982	3333	298	291
		HqAHq Sq, 301 Bomb Wg, VH	13	0	0	36	0	2	73	166	4	11
		Hq 391 Bomb Gp	12	1	2	22	0	0	31	55		
		32 Bomb Sq, VH	53	1	1	53	0	0	195	228		
		352 Bomb Sq, VH	53	1	1	47	0	0	195	244		
		353 Bomb Sq, VH	53	1	1	44	0	0	195	222		
		301 Maint & Supply Gp	17	0	1	21	0	0	385	490	138	155
		301 Airdrome Gp	21	0	0	34	0	1	832	1827	109	102
		301 Station Med Gp	0	27	0	0	33	0	76	101	47	23
(TDY MILE 26, ALASKA)	15 AF	Total 97 Bomb Wg	245	22	0	234	2	5	1582	1532		
		HqAHq Sq, 97 Bomb Wg, VH	21	0	0	9	0	0	61	51		
		Hq 97 Bomb Gp	17	1	0	15	0	2	31	23		
		340 Bomb Sq, VH	49	1	0	58	0	0	195	188		
		341 Bomb Sq, VH	49	1	0	56	0	0	195	196		
		342 Bomb Sq, VH	49	1	0	59	0	0	195	192		
		97 Maint & Supply Gp	27	0	0	15	0	2	299	302		
		97 Airdrome Gp	33	0	0	22	0	1	545	553		
		97 Station Med Gp	0	18	0	2	2	0	61	27		
SPOKANE	15 AF	Total 92 Bomb Wg	217	32	6	320	33	8	1970	2996	441	411
		HqAHq Sq, 92 Bomb Wg, VH	15	0	0	27	0	0	97	141	8	16
		Hq 92 Bomb Gp	12	1	2	11	0	0	31	32		
		325 Bomb Sq, VH	53	1	1	58	0	0	195	234		
		326 Bomb Sq, VH	53	1	1	59	0	1	195	242		
		327 Bomb Sq, VH	53	1	1	64	0	0	195	252		
		92 Maint & Supply Gp	17	0	1	35	0	2	395	606	121	96
		92 Airdrome Gp	14	0	0	65	0	4	780	1315	268	217
		92 Station Med Gp	0	28	0	0	33	1	82	174	44	82

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
SPOKANE	15 AF	Total 98 Bomb Wg	188	5	5	206	1	3	854	867		
		Hq & Hq Sq, 98 Bomb Wg, VH	1	0	0	1	0	0	1	1		
		Hq 98 Bomb Gp	12	1	2	14	0	2	31	31		
		343 Bomb Sq, VH	53	1	1	64	0	0	195	242		
		344 Bomb Sq, VH	53	1	1	61	0	0	195	190		
		345 Bomb Sq, VH	53	1	1	57	0	0	195	241		
		98th Maint & Supply Gp	9	0	0	3	0	0	144	104		
		98 Airdrome Gp	7	0	0	6	0	1	92	7		
		98 Station Med. Gp	0	1	0	0	1	0	1	1		
ANDREWS	SAC	Total 311 Rcn Wg	424	7	8	375	0	11	2104	2166	316	306
		Hq & Hq Sq, 311 Rcn Wg	27	3	2	21	0	1	46	34	4	4
(BOLLING AF BASE)		10 Photo Tech Sq	34	0	1	33	0	2	313	300		
(WASHINGTON, DC)		36 AF BU	28	0	0	21	0	0	100	76	305	297
(LONG ISLAND, NY)		AF 1 Motion Picture Ut	24	0	1	13	0	1	214	120	7	5
ANDREWS	SAC	Hq 91 Rcn Gp	1	0	0	1	0	0	1	1		
		324 Rcn Sq, VLR, Photo	1	0	0	1	0	0	1	1		
MACDILL	SAC	Hq 55 Rcn Gp	14	2	0	19	0	0	60	56		
		343 Rcn Sq, VLR Mapping	54	0	1	54	0	1	396	446		
(D3 WRIGHT-PATTERSON)		6 Photo Tech Ut	2	0	1	2	0	0	50	49		
MACDILL	SAC	7 Geodetic Control Sq	154	1	0	127	0	4	539	598		
		11 Photo Tech Ut	2	0	1	2	0	1	50	56		
		16 Photo Rcn Sq	83	1	1	81	0	1	334	429		
WINDOVER	15 AF	216 AF BU	23	5	1	25	0	2	242	290	101	80
ANDREWS	SAC	263 AF BU	22	0	1	19	0	1	103	85	2	2
CARSWELL	8 AF	18 Comm Sq	5	0	0	4	0	0	72	75		
ANDREWS	SAC	30 Comm Sq	7	0	1	7	0	0	153	137		
COLO SPRINGS	15 AF	33 Comm Sq	6	0	0	2	0	3	84	92		
CARSWELL	8 AF	1 Air Transport Ut	36	0	1	33	0	0	239	229		
MACDILL	SAC	1 Aviation Sq	3	0	0	3	0	0	94	120		
CARSWELL	8 AF	2 Aviation Sq	3	0	0	1	0	1	94	97		
CARSWELL	8 AF	1 Ordnance Sq	26	0	0	23	0	1	276	272		
WALKER	8 AF	464 Sig Hv Cons Co Avn	7	0	0	6	0	0	149	147		
MACDILL	SAC	Hq & Hq Sv Co 937 Engr Avn Gp	28	0	0	16	0	1	178	175		
		1852 Engr Avn Bn	44	1	0	31	0	0	592	664		
		2173 Engr Maint Co	6	0	0	5	0	1	146	101		
		838 Engr Avn Bn	27	3	0	24	0	2	592	534		
		881 Chemical Co Air Oprs	4	0	0	4	0	0	130	36		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
CARSWELL	8 AF	585 AF Band	0	0	1	0	0	1	28	28		
WALKER	8 AF	611 AF Band	0	0	1	0	0	1	28	23		
WEAVER	15 AF	612 AF Band	0	0	1	0	0	1	28	24		
ANDREWS	SAC	702 AF Band	0	0	1	0	0	1	28	27		
MACDILL	SAC	740 AF Band	0	0	1	0	0	1	28	25		
SMOKY HILL	15 AF	745 AF Band	0	0	1	0	0	1	28	22		
DAVIS-MONTHAN	8 AF	775 AF Band	0	0	1	0	0	1	28	23		
MCGUIRE	SAC		1	0	0	0	0	0	0	0	44	40
AVON PARK	SAC		1	0	0	0	0	0	0	0	41	28
SHERAN PROJ	SAC		0	0	0	0	0	0	0	0	8	6
OSCODA	SAC		1	0	0	0	0	0	0	0	30	29
CLOVIS	8 AF		4	0	1	0	0	0	0	0	110	113
CASPER	15 AF		3	0	0	0	0	0	0	0	54	49
MOUNTAIN HOME	15 AF		2	0	0	0	0	0	0	0	45	38
POCATELLO	15 AF		2	0	0	0	0	0	0	0	32	30
TONOPAH	15 AF		2	0	0	0	0	0	0	0	32	30
		1-0-1 Strength Each Unit****										
CARSWELL	8 AF	Hq&Hq Sq, 58 Bomb Wg	1	0	0	1	0	0	1	1		
SMOKY HILL	15 AF	1 Gunnery Training Ut	1	0	0	1	0	0	1	1		
SELFRIDGE	SAC	468 Signal Hv Cons Co(Avn)	1	0	0	1	0	0	1	1		
ANDREWS	SAC	44 Bomb Gp, VH	1	0	0	1	0	0	1	1		
		90 Bomb Gp, VH	1	0	0	1	0	0	1	1		
		303 Bomb Gp, VH	1	0	0	1	0	0	1	1		
		305 Bomb Gp, VH	1	0	0	1	0	0	1	1		
		306 Bomb Gp, VH	1	0	0	1	0	0	1	1		
		69 Air Sv Gp	1	0	0	1	0	0	1	1		
		73 Air Sv Gp	1	0	0	1	0	0	1	1		
		86 Air Sv Gp	1	0	0	1	0	0	1	1		
		87 Air Sv Gp	1	0	0	1	0	0	1	1		
		439 Air Sv Gp	1	0	0	0	0	0	1	0		
		475 Air Sv Gp	1	0	0	1	0	0	1	1		
		907 Chemical Co Air Opns	1	0	0	1	0	0	1	1		

NOTE: Excludes Sensratees and Det. of Patients.

*Includes 40 employed at 7 Bomb Wg, Carswell and 3 5 at Davis-Monthan

**Includes augmentation of 6 for Castle and 6 for Weaver.

***Includes 4 employed at Weaver and 4 at Smoky Hill.

****1-0-1 Strength units at Andrews AF Base are not included in the 60 AF BU Totals.

SOURCE: AF Form 127, AF Form 134 and A-1 (Personnel)

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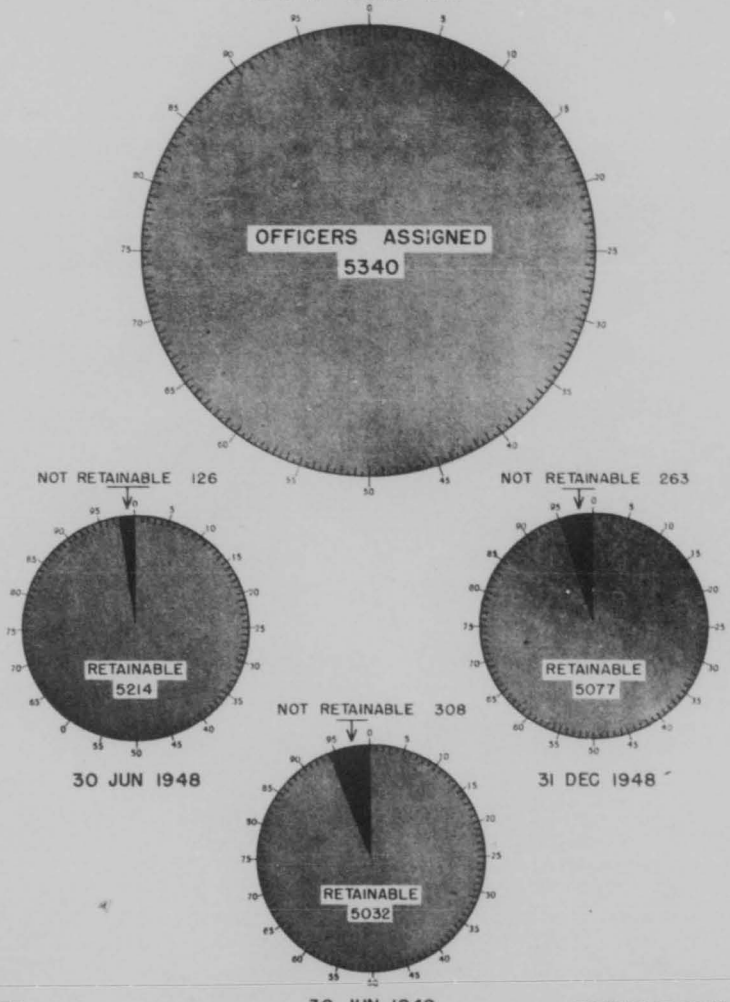
TOTAL SAC OFFICER PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF OFFICER PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH AS OF 31 JANUARY 1948



NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED.

SOURCE: AF FORM 127

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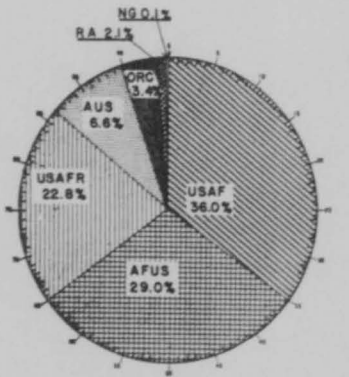
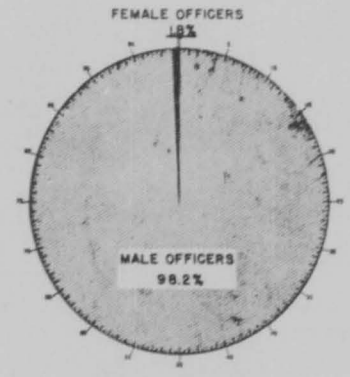
SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF 31 JANUARY 1948





COMPONENT	GEN	COL	LT COL	MAJ	CAPT	1st LT	2nd LT	W/O	TOTAL
UNITED STATES AIR FORCE	7	63	178	381	617	611	61	6	1924
UNITED STATES AIR FORCE RESERVE	0	4	19	121	395	626	51	0	1216
AIR FORCE UNITED STATES	0	0	9	50	281	980	110	122	1552
REGULAR ARMY	0	12	17	37	34	12	1	0	113
ORGANIZED RESERVE CORPS	0	1	15	29	72	63	2	0	182
NATIONAL GUARD	0	0	0	2	1	0	0	0	3
ARMY UNITED STATES	0	0	2	9	165	165	2	10	353
TOTAL	7	80	240	629	1565	2457	227	138	5343

NOTE: INCLUDES DETACHMENT OF PATIENTS AND SEPARATEES

SOURCE: AF FORM 127

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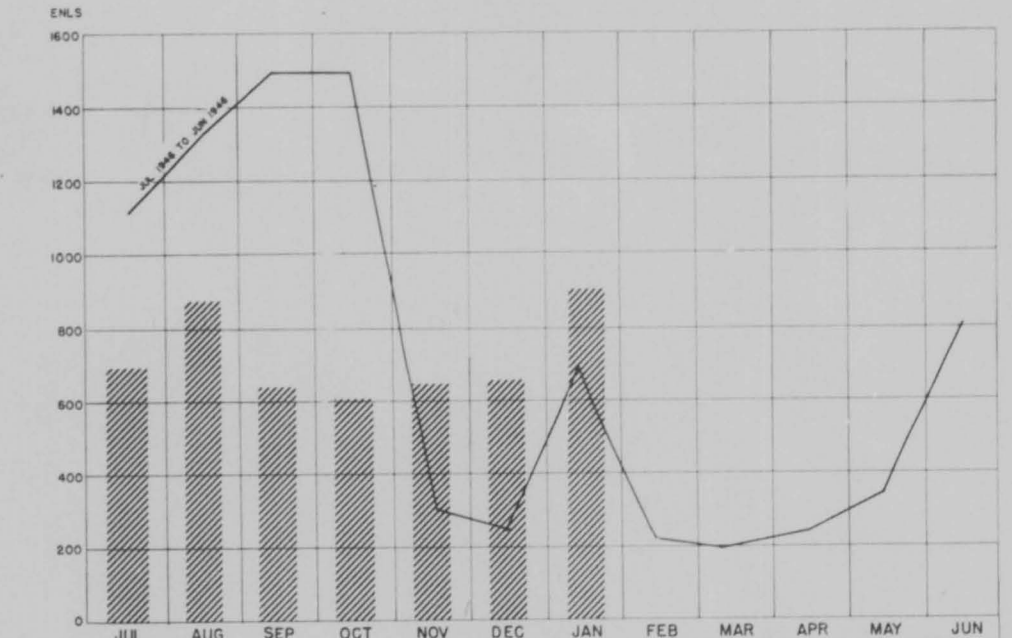
TOTAL SAC ENLISTMENTS AND REENLISTMENTS

BY MONTH 1947 - 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	693	880	641	606	649	657	955					
5 YRS	22	29	22	24	42	38	39					
4 YRS	2	14	2	2	3	2	12					
3 YRS	652	817	612	574	602	609	894					
2 YRS	17	20	5	6	2	8	10					

NOTE DATA FROM JUN 46 TO JUL 47 INCLUDES 1YR & 1½YRS ENLISTMENTS

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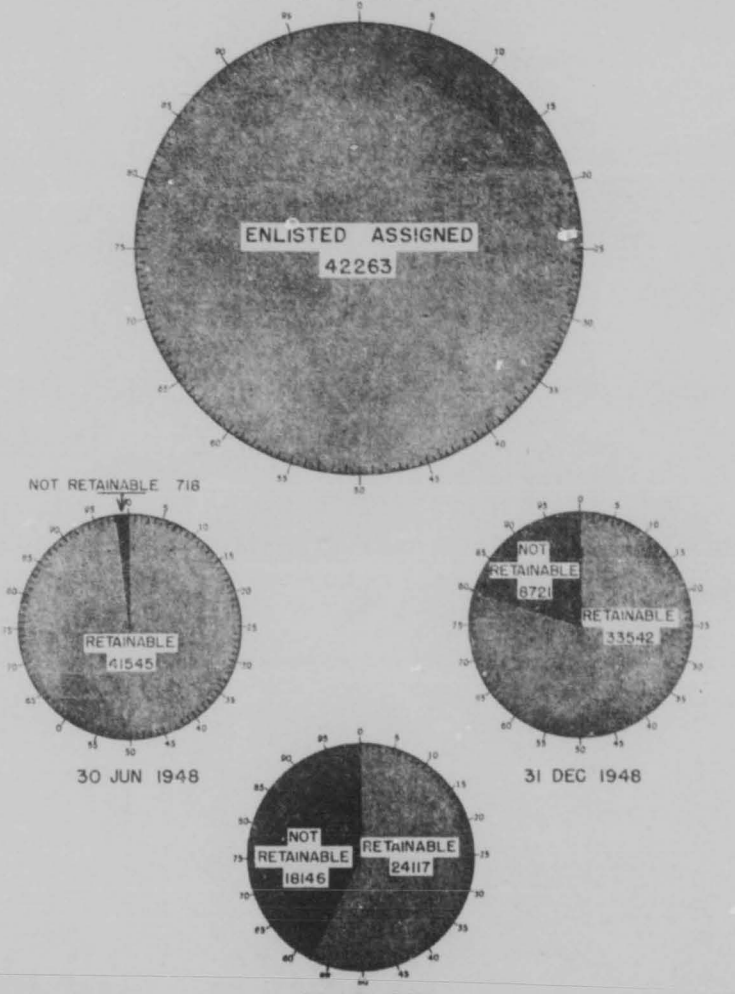
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH

AS OF 31 JANUARY 1948



NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED.

SOURCE: AF FORM 127

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

AS OF 31 JANUARY 1948

	REMOTE CONTROL TURRET MACHANIC GUNNER	AERIAL PHOTOGRAPHER	STENOGRAPHER	TELETYPE OPERATOR	CLASSIFICATION SPECIALIST	REMOTE CONTROL TURRET REPAIRMAN	CONTROL TOWER OPERATOR	REPEATERMAN TELEPHONE	TELETYPE MECHANIC	INFORMATION CENTER OPERATOR	CRYPTOGRAPHIC TECHNICIAN	AIRPLANE HYDRAULIC MECHANIC	FABRIC AND DOPE MECHANIC	AIRPLANE WOODWORKER	AIRPLANE SHEET-METAL WORKER	RADIO REPAIRMAN
S.S.N.	580	940	213	237	275	575	552	187	239	510	805	528	548	550	555	684
AUTHORIZATION	336	81	60	157	100	92	0	4	96	30	85	140	123	42	482	1571
ASSIGNED	252	105	14	84	120	65	6	10	104	4	97	66	32	30	417	493
RETAINABLE AFTER 30 JUNE 1948	246	105	10	78	116	64	6	19	103	4	95	66	31	30	414	490
RETAINABLE AFTER 31 DECEMBER 1948	156	66	6	67	99	46	5	8	101	3	69	54	24	16	344	386

	AIRPLANE ELECT. MECH.	AIRPLANE INSTRUMENT MECHANIC	AIRPLANE PROPELLER MECHANIC	AP & ENG. ELECTRICAL ACCESSORIES REPAIRMAN	ROTARY WING MECH (HELICOPTER)	CAMERA TECHNICIAN	PHOTOGRAPHIC LABORATORY TECHNICIAN	RADAR MECHANIC IFF	RADAR MECHANIC GCA	RADAR MECHANIC GUN LAYING EQUIPMENT (GLE)	RADAR REPAIRMAN REPORTING EQUIPMENT (DS)	RADAR REPAIRMAN AIRBORNE EQUIPMENT (DS)	RADAR REPAIRMAN AIRBORNE EQUIPMENT (DS)	RADIO OPERATOR AF	RADIO OPERATOR CNS	RADIO OPERATOR AACS
S.S.N.	685	686	687	958	995	941	945	862	863	952	953	955	756	759	760	
AUTHORIZATION	425	236	238	62	0	298	386	30	3	27	0	91	209	13	0	
ASSIGNED	286	167	148	29	1	151	453	5	3	24	11	84	203	12	10	
RETAINABLE AFTER 30 JUNE 1948	286	166	148	29	1	151	447	5	3	24	11	84	202	12	10	
RETAINABLE AFTER 31 DECEMBER 1948	235	120	105	20	1	107	347	5	2	21	11	68	170	7	9	

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

CONTINUED

	RADIO OPERATOR HIGH SPEED MANUAL	RADIO REPAIRMAN AIRCRAFT EQUIPMENT	RADIO REPAIRMAN	RADIO MECHANIC, AF	SINGLE CHANNEL TELETYPE	RADIO REPAIRMAN TECHNICIAN	PETROLEUM STORAGE	SUPPLY TECHNICIAN	COMMUNICATIONS	ENGINE MAN	SHEET METAL OPERATOR	SPECIAL VEHICLE OPERATOR	PHOTOGRAMMETRIST	BLACK SMITH	BRICKLAYER	CARPENTER	PAINTER
SSN	766	647	648	754	792	485	581	081	201	932	004	024	034	050	144		
AUTHORIZATION	118	125	39	446	14	54	84	86	41	388	85	30	0	132	108		
ASSIGNED	123	63	37	278	11	30	41	42	41	514	13	5	4	139	55		
RETAINABLE AFTER 30 JUNE 1948	122	62	34	275	11	30	41	42	40	509	10	5	4	139	54		
RETAINABLE AFTER 31 DECEMBER 1948	116	51	28	231	11	19	30	41	35	421	9	4	3	116	40		

	TECHNICAL AIDE (DF)	REFRIGERATION MECHANIC	WEATHER OBSERVER	RADIOSONDE OPERATOR	BANDSMAN CLARINET	BANDSMAN CORNET OR TRUMPET	BASS DRUM OR GLOCKEN	BANDSMAN SPIEL	EUPHONIUM OR BARITONE	BANDSMAN FLUTE OR PICCALO	BANDSMAN FRENCH HORN	BANDSMAN SAXAPHONE	BANDSMAN TROMBONE	BANDSMAN, TUBA	TECHNICAL AIDE (D.F.)	SAC PERSONNEL	TOTAL
SSN	164	322	784	942	432	433	434	436	437	438	439	440	441	170			
AUTHORIZATION	46	21	0	0	49	42	7	7	7	21	21	21	14		7335		
ASSIGNED	28	15	3	1	31	39	5	11	2	11	20	18	16	2	5064		
RETAINABLE AFTER 30 JUNE 1948	25	15	3	1	27	34	5	10	1	11	18	17	14	2	4989		
RETAINABLE AFTER 31 DECEMBER 1948	25	14	2	1	19	29	4	8	1	8	15	17	13	1	3990		

NOTE: CRITICAL SSN BASED ON AF LETTER 35-97 DATED 16 JANUARY 1948.
CRITICAL SSN'S HAVING NO PERSONNEL AUTH OR ASGD ARE NOT SHOWN.
AUTHORIZATIONS OF UNITS I-O-I STRENGTH ARE EXCLUDED.
COLORED PERSONNEL ARE EXCLUDED FROM ASGD AND RETAINABLE STRENGTH.

SOURCE: AF FORM 127

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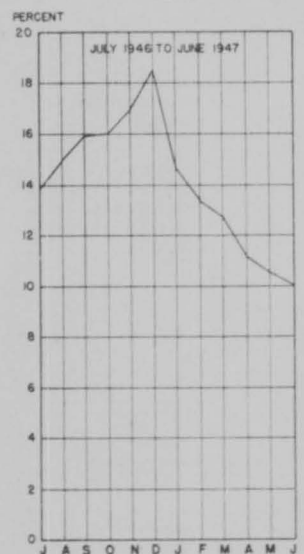
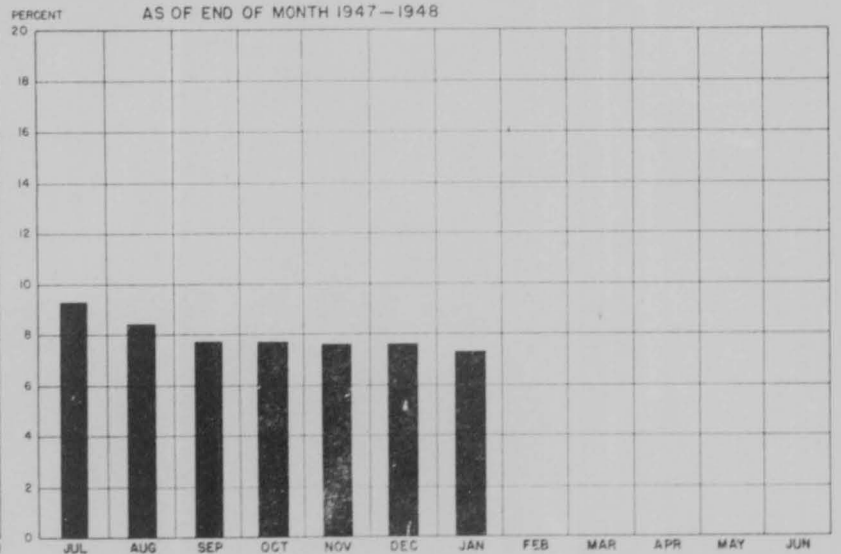
NON-WHITE PERCENTAGE OF TOTAL ENLISTED PERSONNEL ASSIGNED





TOTAL	WHITE	26054	28280	30175	32330	34233	36285	39141					
SAC	NON-WHITE	2661	2605	2568	2716	2853	3022	3123					
HQ SAC	WHITE	6534	6556	8668	10236	10514	10,902	11074					
STATIONS	NON-WHITE	1679	1655	1621	1582	1582	1560	1514					
8TH AIR	WHITE	9289	9875	10716	11820	12658	13710	14858					
FORCE	NON-WHITE	722	689	689	835	901	1041	1063					
15TH AIR	WHITE	10231	9849	10791	10174	11251	12273	13569					
FORCE	NON-WHITE	260	261	258	299	370	421	545					

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127

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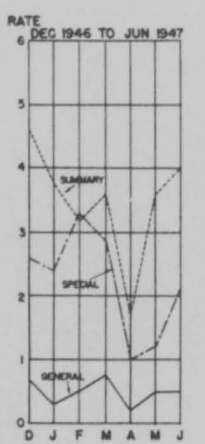
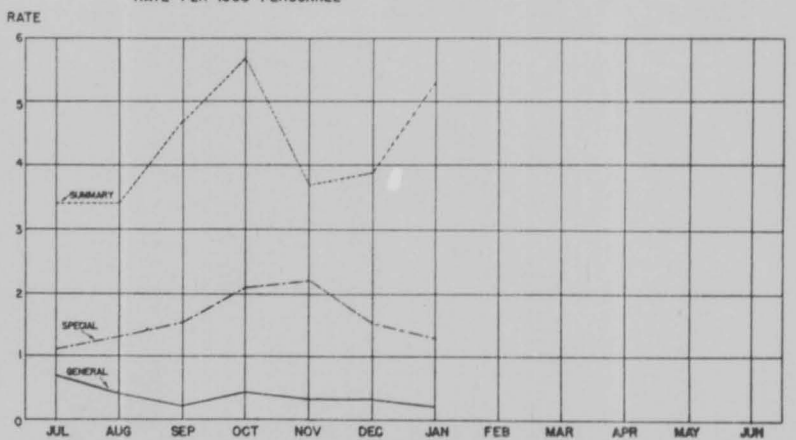
TOTAL SAC COURTS MARTIAL RATES

BY MONTH 1947-1948

RATE PER 1000 PERSONNEL





		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	SUMMARY	111	3.4	119	3.4	183	4.7	219	5.7	156	3.7	176	3.9	257	5.3										
	SPECIAL	37	1.1	47	1.3	59	1.5	82	2.1	92	2.2	69	1.5	62	1.3										
	GENERAL	22	0.7	14	0.4	9	0.2	16	0.4	12	0.3	15	0.3	11	0.2										
HQ. SAC STATIONS	SUMMARY	35	3.7	42	3.8	49	4.2	55	4.8	54	4.8	54	4.8	109	8.9										
	SPECIAL	16	1.7	17	1.5	21	1.8	29	2.5	42	3.7	11	1.0	25	2.0										
	GENERAL	5	0.5	3	0.3	2	0.2	8	0.7	4	0.4	6	0.5	4	0.3										
8TH AIR FORCE	SUMMARY	29	2.5	31	2.6	78	5.6	84	6.1	34	2.2	39	3.6	69	3.9										
	SPECIAL	8	0.7	9	0.7	15	1.2	22	1.6	16	1.0	20	1.2	14	0.8										
	GENERAL	2	0.2	1	0.1	2	0.2	1	0.1	2	0.1	1	0.1	4	0.2										
15TH AIR FORCE	SUMMARY	47	3.9	46	3.8	62	4.4	78	6.0	70	4.4	63	3.7	79	4.2										
	SPECIAL	13	1.1	21	1.8	23	1.6	31	2.4	34	2.1	38	2.2	23	1.2										
	GENERAL	15	1.3	10	0.8	5	0.4	7	0.5	8	0.4	8	0.5	3	0.2										

SOURCE: AF-SC-47

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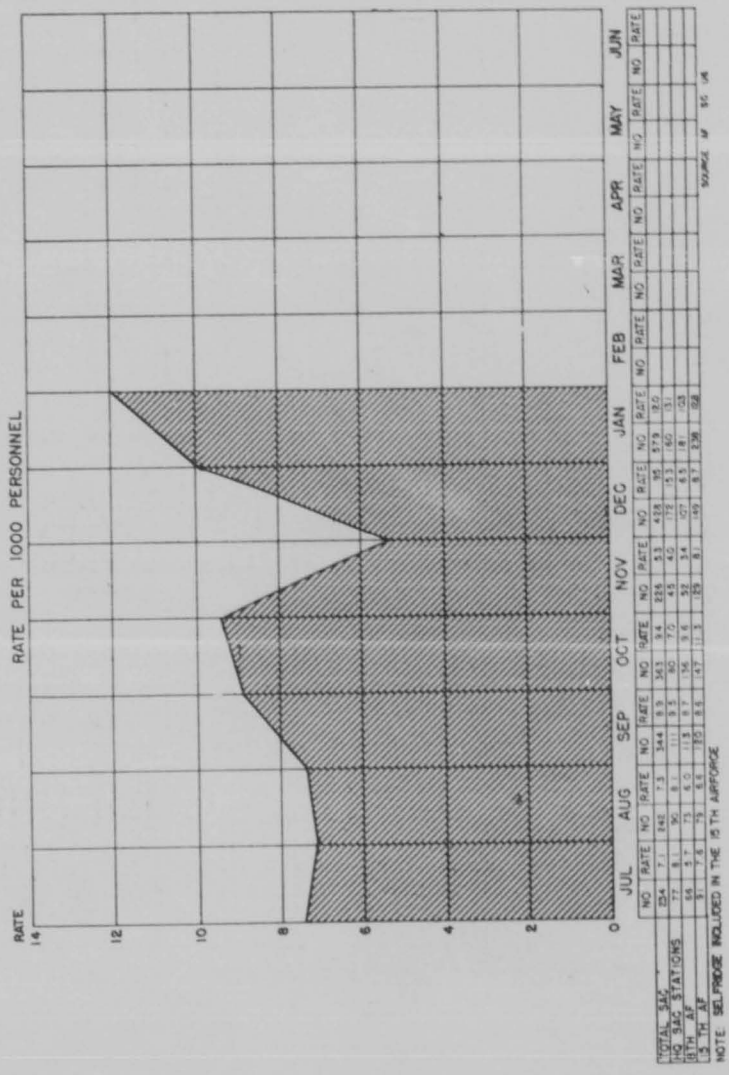
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH 1947 - 1948



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	254	7.1	248	7.3	344	8.9	343	9.4	226	6.3	419	11.5	345	9.5	579	13.0								
HQ SAC STATIONS	77	8.1	90	8.1	111	9.5	90	7.0	45	3.5	110	8.5	65	5.1	81	6.3								
8TH AF	54	5.1	73	6.0	73	6.1	76	6.4	54	4.5	107	8.9	65	5.4	103	8.6								
15TH AF	51	7.6	79	8.6	160	16.5	167	17.5	125	8.1	149	9.7	139	9.0	158	10.2								

NOTE SELPROGE INCLUDED IN THE 15TH AIRFORCE

SOURCE OF SAC

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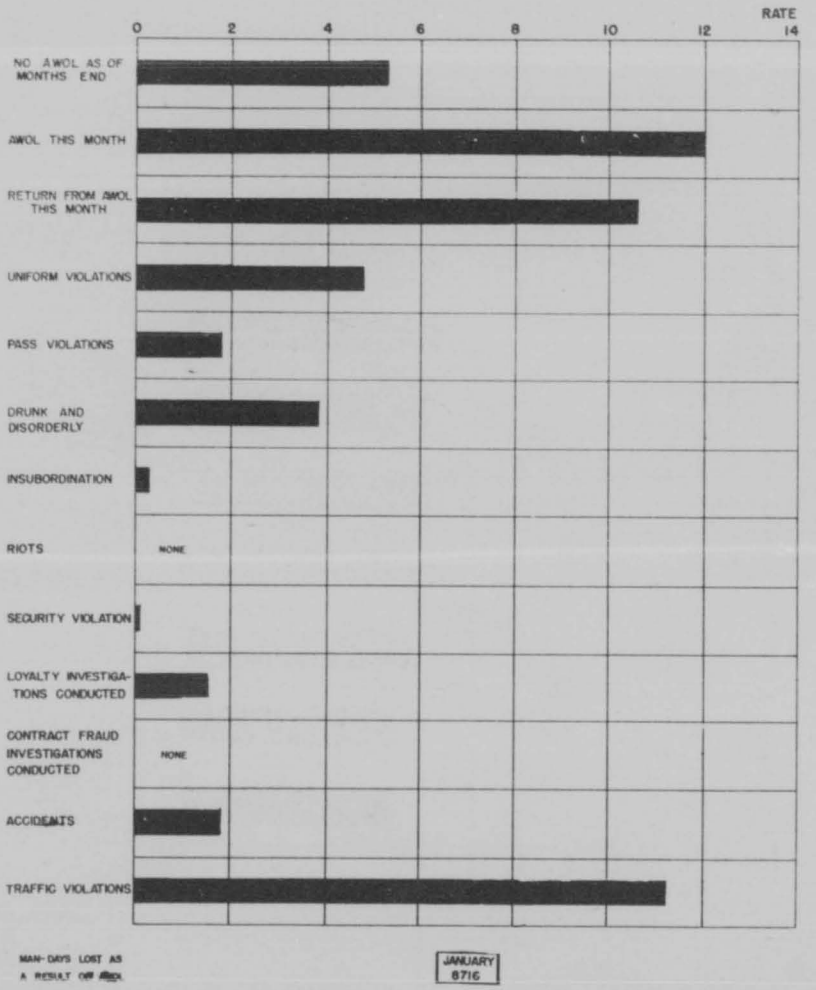
TOTAL SAC OFFENSES AND CRIMINAL INVESTIGATIONS

JANUARY 1948

RATE PER 1000 PERSONNEL



SOURCE: AF-SC-U6

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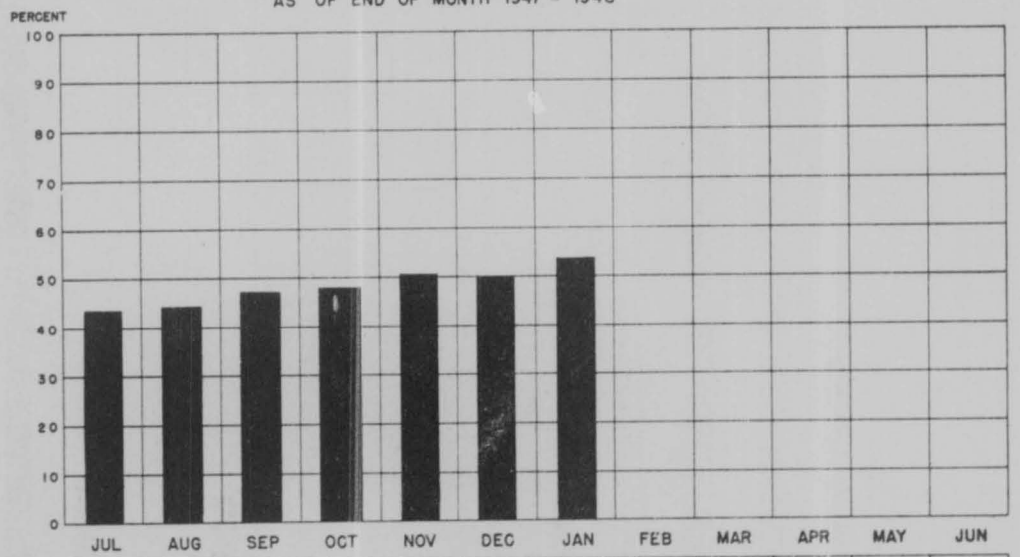
TOTAL SAC CIVILIAN PERSONNEL WITH PERMANENT STATUS

PERCENT OF TOTAL EMPLOYED

AS OF END OF MONTH 1947 - 1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	EMPLOYED	5238	5436	5512	5120	4986	5107	5145					
	PERM. STATUS	2286	2400	2512	2479	2508	2546	2748					
HQ SAC (60 BU)	EMPLOYED	253	246	248	255	259	270	282					
	PERM. STATUS	103	100	105	103	106	114	134					
HQ SAC STATIONS	EMPLOYED	1399	1674	1540	1719	1736	1799	1656					
	PERM. STATUS	615	771	781	886	909	911	939					
8TH AIR FORCE	EMPLOYED	991	1246	1223	1143	1177	1191	1181					
	PERM. STATUS	513	596	629	513	667	661	581					
15TH AIR FORCE	EMPLOYED	2595	2270	2301	2003	1814	1847	1846					
	PERM. STATUS	1055	933	996	877	820	860	994					

NOTE: BEGINNING WITH SEP. 60 BU INCLUDES HQ 311 BCN WG.

SOURCE: AF FORM 134

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Section 3

COL. KINGSTON E. TIBBETTS
AC/S A-4

AIRCRAFT AND MAINTENANCE

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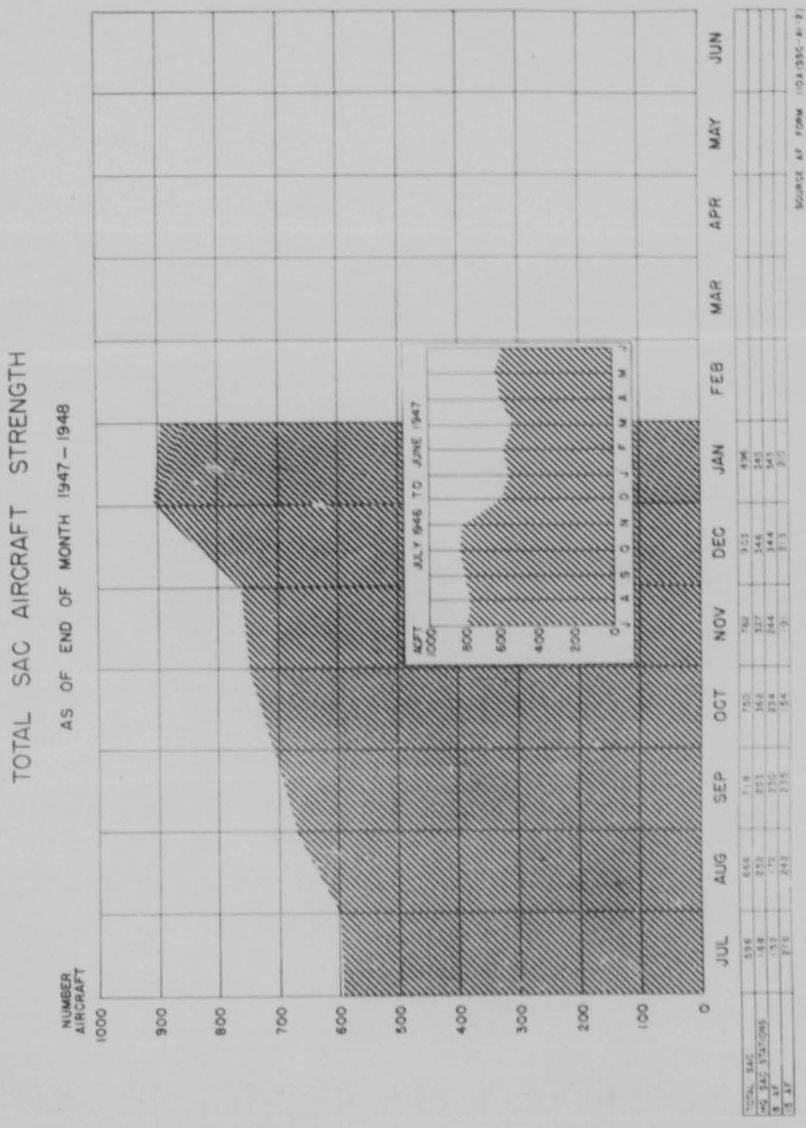

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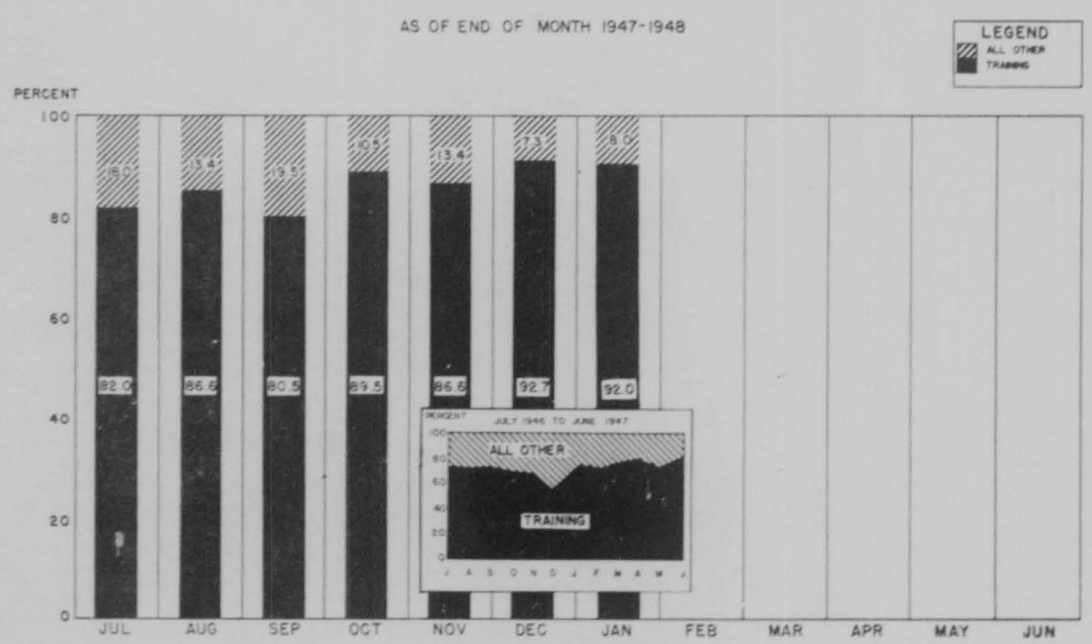
TOTAL SAC AIRCRAFT BY TYPE USE

AS OF END OF MONTH 1947-1948



NUMBER OF AIRCRAFT BY TYPE USE

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TRAINING	488	577	578	671	660	837	824					
OPERATIONAL	33	5	2	2	2	3	17					
TRANSPORT	26	15	10	11	13	12	14					
OTHER	49	69	128	66	87	51	41					
TOTAL ACFT	596	666	718	750	762	903	896					

SOURCE AF FORM 110A (SSC-A1-2)

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AIRCRAFT INVENTORY
BY STATION AND UNIT 8
AS OF 31 JANUARY 1948

STATION AND UNIT	TOTAL	BOMBERS					FIGHTERS					RCN & LIAISON								CARGO				OTHER		
		B-29 TB-29	TB-17 VB-17	B-25 TB-25 VB-25	A-26 TA-26	TOTAL	P-47	P-51 TP-51	P-80	P-82	TOTAL	F-2	F-9	F-13	FB-17	TC-47	L-5	L-17	TOTAL	C-46	C-47 TC-47	C-54	TOTAL	AT-6		TOTAL
HQ SAC STATIONS	343	33	5	13	4	55	1	16	120		197	2	10	7	10	2	1		32	4	29	1	34	25		25
ANDREWS 4 FTR. GP	56								50		50										2		2	3		3
4 M/S GP	15	1		1	1	3	1		4		5										2		2	3		3
60 BASE UNIT	17	2	3	6		11															4		4	2		2
MAC DILL 307 BOMB GP VH	28	28				28																				
307 M/S GP	17			5	1	6		2	1		3					1	1		2	1	5		6			
7 GEOD. CONTL SQ	11		1			1							2			1			3		7		7			
16 PHOTO SQ	11	2		1		3								7					7			1	1			
343 RCN. SQ	20											2	8		10				20							
GREENER 82 FTR GP	71				1	1		67			67													3		3
82 M/S GP	15		1			1		7			7									1	3		4	3		3
SELFRIDGE 56 FTR GP	63								63		63															
56 M/S GP	21								2		2									2	8		8	11		11
EIGHTH AIR FORCE	343	123	1	15	2	141		152		2	154	3						1	4	1	26	9	36	8		8
DAVIS-MONTHAN 2 BOMB GP VH	27	27				27																				
43 BOMB GP VH	30	30				30																				
43 M/S GP	12			3		3												1	1		8		8			
CARSWELL 7 BOMB GP VH	31	31				31																				
7 M/S GP	13	3	1	4		8															5		5			
1 AIR TRSP UNIT	5																					5	5			
39 BASE UNIT	10			5	1	6															4		4			
KEARNEY 27 FTR GP	81							78		2	80													1		1
27 M/S GP	13				1	1		2			2	3							3	1	3		4	3		3
WALKER 509 BOMB GP VH	32	32				32																				
509 M/S GP	9			3		3															6		6			
33 FTR GP	74							71			71													3		3
33 M/S GP	2							1			1													1		1
FIFTEENTH AIR FORCE	210	158	1	21	2	182														9	18		27	1		1
CASPER 201 BASE UNIT	1																			1			1			
CASTLE 93 BOMB GP VH	30	30				30																				
93 M/S GP	7			3		3														1	3		4			
PETERSON 201 BASE UNIT	14		1	7	2	10														2	2		4			
WEAVER 28 BOMB GP VH	24	24				24																				
28 M/S GP	7			4		4															3		3			
(TDY, ALASKA) 97 BOMB GP VH	15	15				15																				
SMOKY HILL 301 BOMB GP VH	30	30				30																				
301 M/S GP	9	2		3		5														1	3		4			
SPOKANE 92 BOMB GP VH	26	26				26																				
92 M/S GP	14	1		3		4														4	5		9	1		1
98 BOMB GP VH	30	30				30																				
WENDOVER 216 BASE UNIT	3			1		1															2		2			
TOTAL SAC	896	314	7	49	8	378	1	228	120	2	351	5	10	7	10	2	1	1	36	14	73	10	97	34		34

SOURCE: AF FORM 10A (SSC-AI-2)

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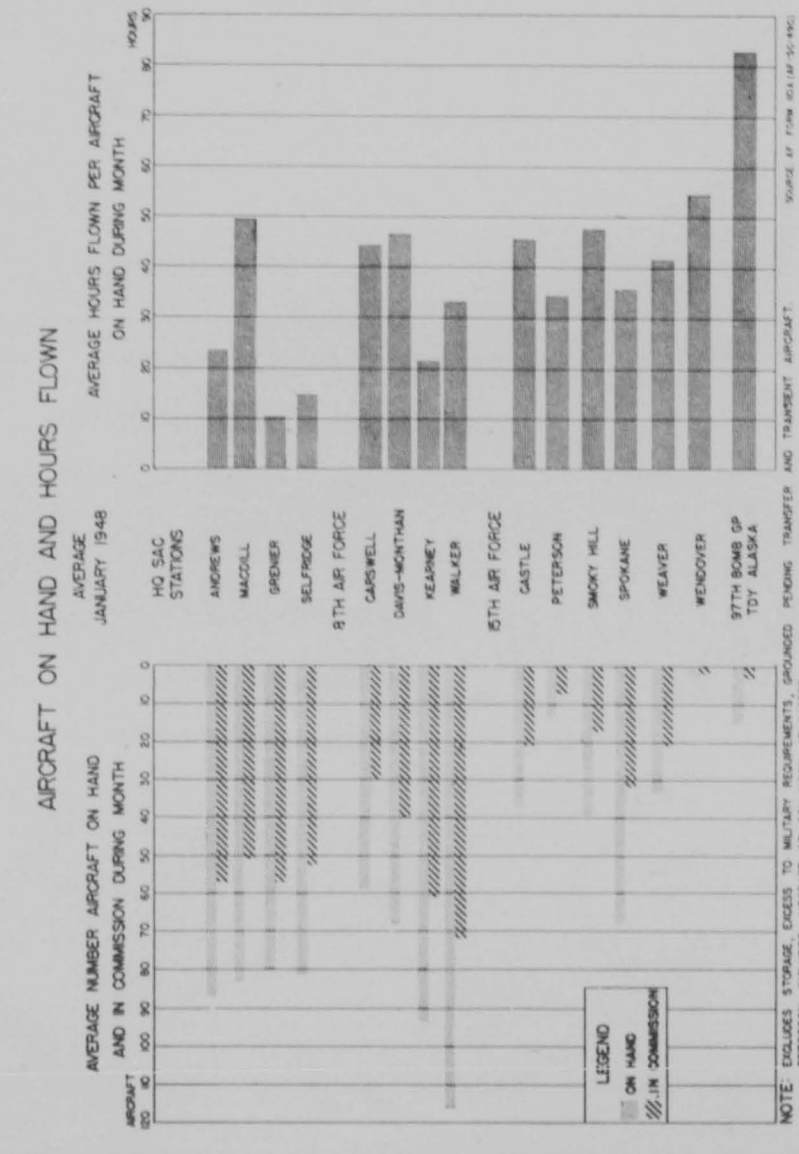

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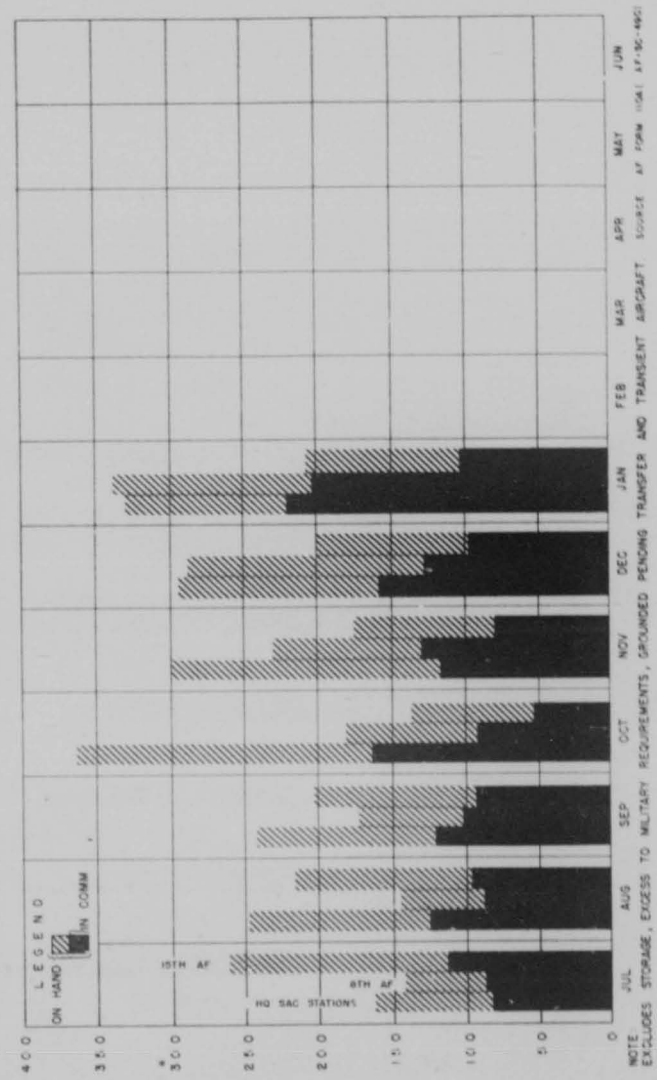
AVERAGE NUMBER AIRCRAFT ON HAND AND IN COMMISSION

BY AIR FORCE

MONTHLY 1947-1948



NOTE EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT SOURCE AF FORM 1104 AF-SC-49C1

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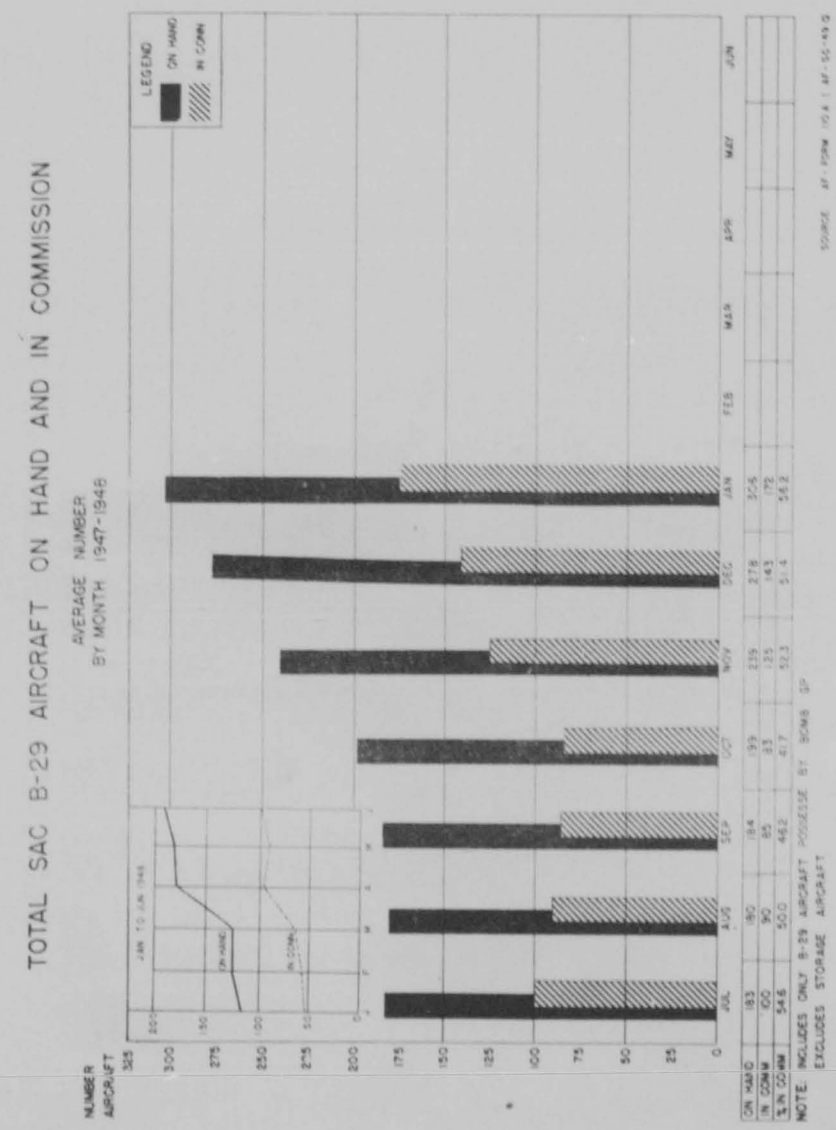
TOTAL SAC B-29 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN
ON HAND	183	180	184	199	229	278	305
IN COMM	100	90	85	83	125	143	172
% IN COMM	54.6	50.0	46.2	41.7	50.3	51.4	56.2

NOTE: INCLUDES ONLY B-29 AIRCRAFT POSSESSED BY SCMB GP
EXCLUDES STORAGE AIRCRAFT

SOURCE: AF FORM 104 | AF-55-49-9

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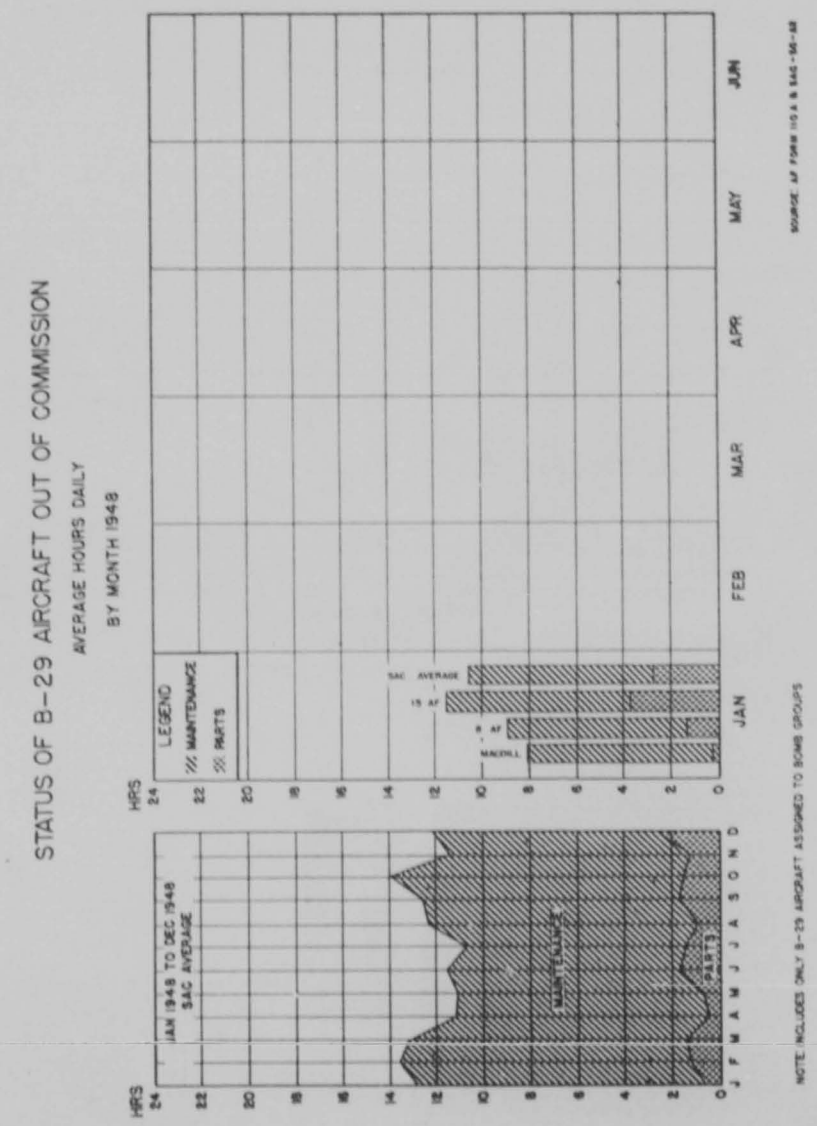
STATUS OF B-29 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948

NOTE: INCLUDES ONLY B-29 AIRCRAFT ASSIGNED TO BOMB GROUPS

SOURCE: AF FORM 110 A & SAC-SG-82

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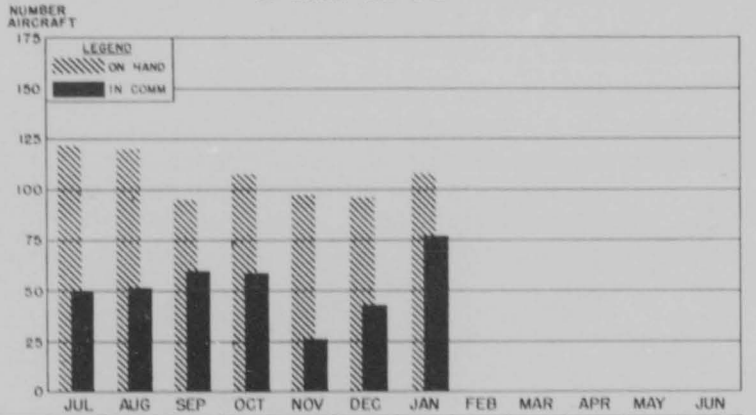
TOTAL SAC P-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH 1947-1948

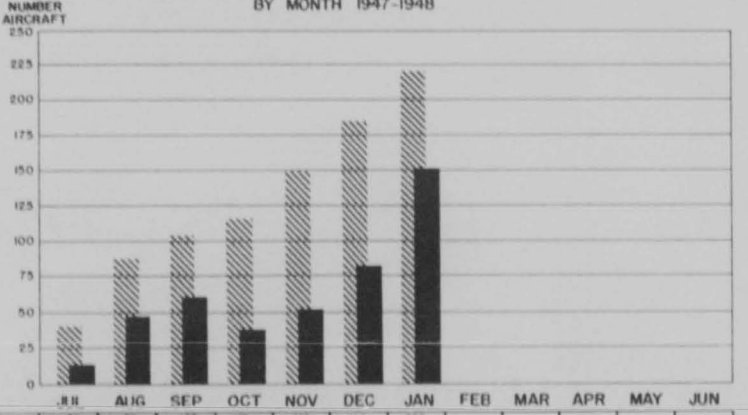


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	122	120	93	108	96	93	108					
IN COMM	50	52	59	60.0	26	42	77					
% IN COMM	41.0	43.0	63.0	55.6	27.1	44.6	71.3					

NOTE INCLUDES P-80 AIRCRAFT ASSIGNED TO FIGHTER GROUPS ONLY. EXCLUDES STORAGE AIRCRAFT

TOTAL SAC P-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	39	86	103	115	149	188	220					
IN COMM	13	46	54	37	51	81	131					
% IN COMM	33	54	52	32.2	34.2	43.1	59.6					

NOTE INCLUDES P-51 AIRCRAFT ASSIGNED TO FIGHTER GROUPS ONLY. EXCLUDES STORAGE AIRCRAFT

SOURCE AF FORM 110A (AF-50-49C)

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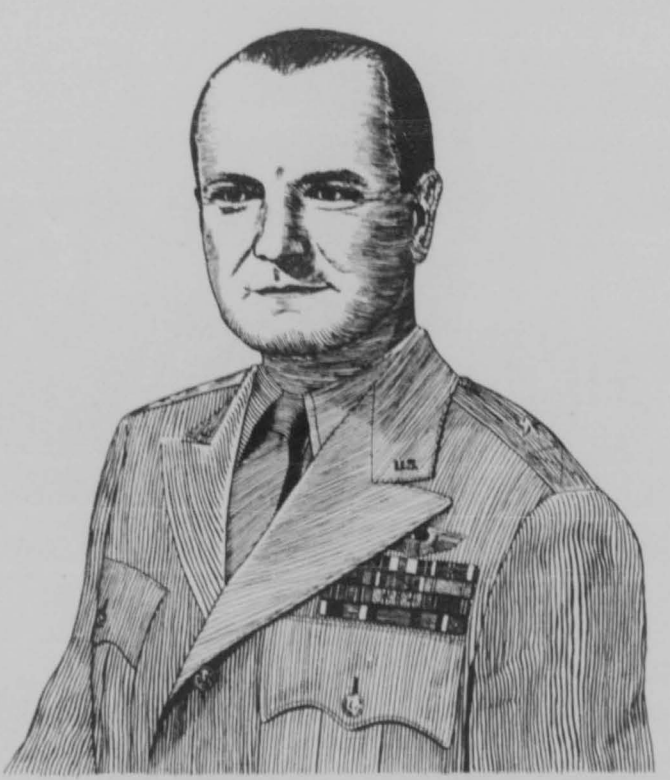
Section 4



BRIG. GEN. D. W. HUTCHISON
AC/S A-3

TRAINING AND OPERATIONS

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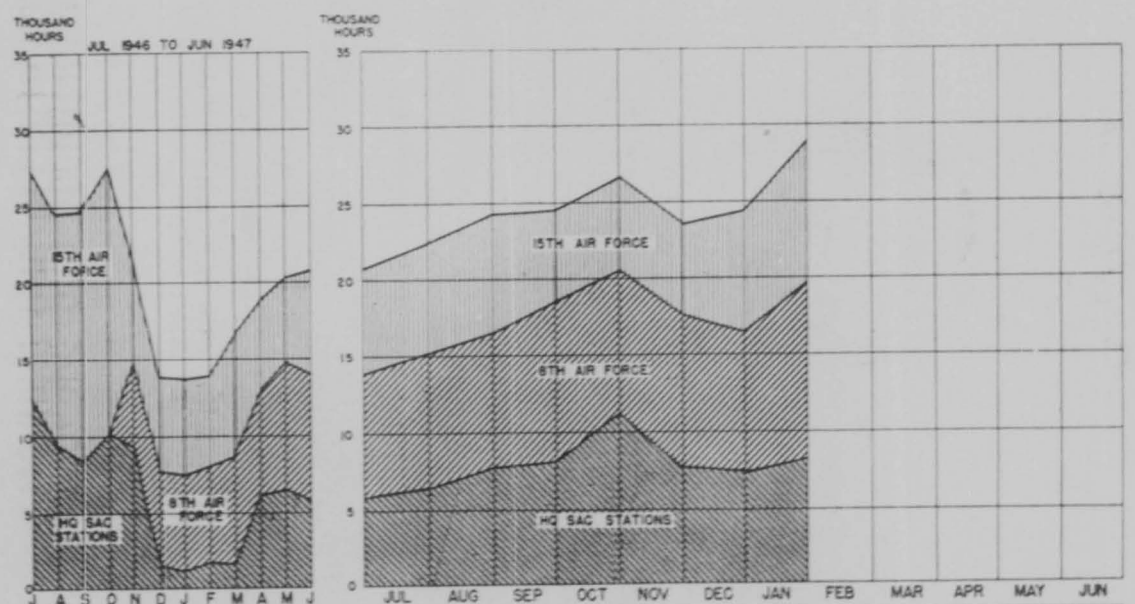
HOURS FLOWN

HQ SAC STATIONS, 8TH AF AND 15TH AF
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ SAC STATIONS	6198	7704	7756	11270	7526	7236	8205					
8TH AF	8842	8917	10705	9149	9913	9294	11650					
15TH AF	7446	7558	5926	6308	6032	7718	9222					
TOTAL SAC	22486	24179	24387	26727	23471	24248	29077					

SOURCE: AF FORM 110A (AF-SC-49C)

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH 1947-1948

MONTH & YEAR	AIRCRAFT INVENTORY		1) FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	1) AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
1947 JUL	607	564	725	1.29	39.9
AUG	643	606	778	1.28	39.8
SEP	694	587	811	1.38	41.4
OCT	741	634	861	1.36	42.1
NOV	755	662	782	1.18	35.4
DEC	825	759	781	1.03	31.9
1948 JAN	891	853	938	1.10	34.1
FEB					
MAR					
APR					
MAY					
JUN					

1) ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT.

SOURCE: AF FORM 110A (AF-SC-49C)

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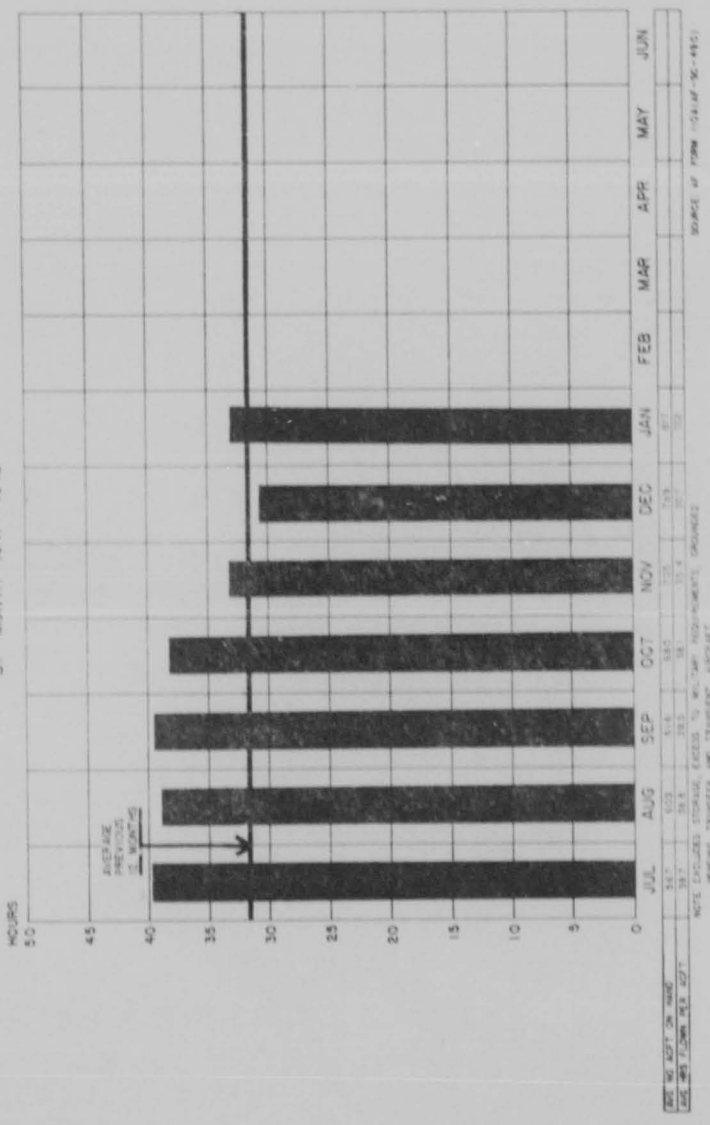

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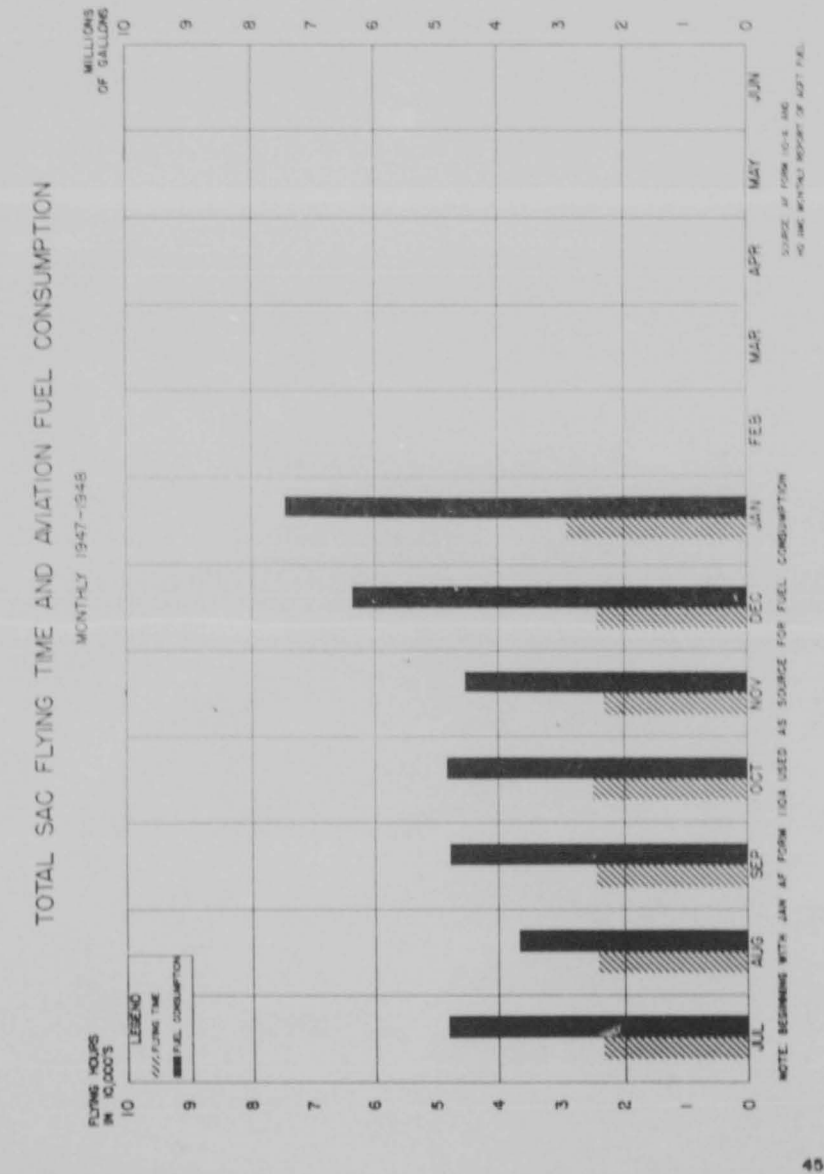

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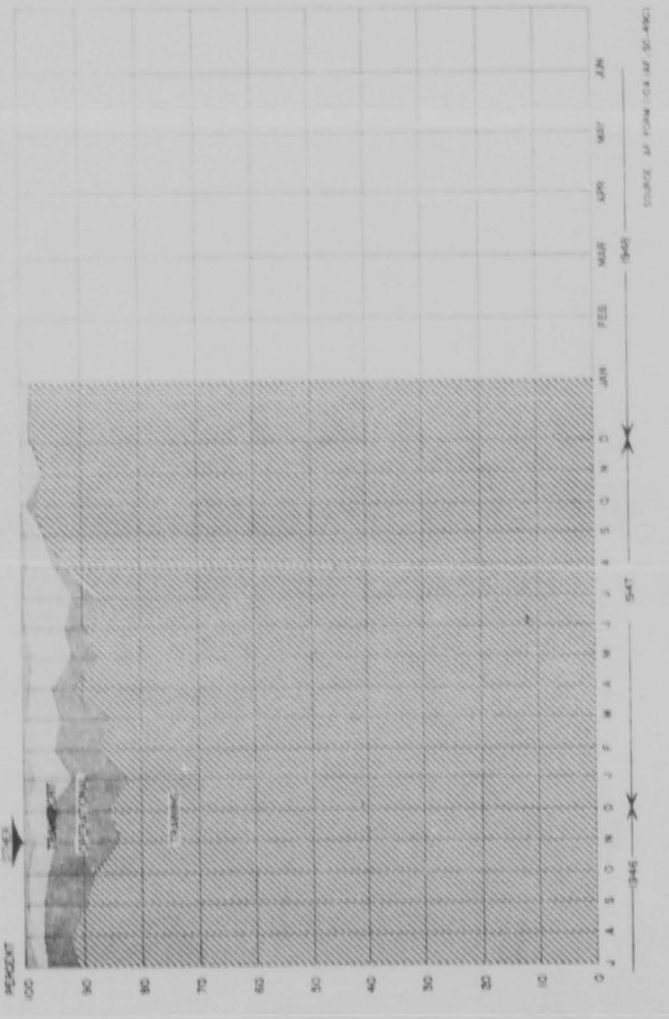
TOTAL HOURS FLOWN BY SAC AIRCRAFT

BY TYPE OF FLYING

JULY 1946 TO DATE



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TOTAL SAC HOURS FLOWN

BY STATION & TYPE OF FLYING

JANUARY 1948

STATION	TYPE OF FLYING				
	TRAINING	OPERATIONAL	TRANSPORT	OTHER	TOTAL
HQ SAC STATIONS	8053	75	75	2	8205
ANDREWS	1989	2	75		2066
MACDILL	4099			2	4101
GRENIER	837				837
SELFRIDGE	1128	73			1201
8TH AIR FORCE	11446	11	193		11650
CARSWELL	2426		193		2619
DAVIS-MONTHAN	3185				3185
KEARNEY	2005	11			2016
WALKER	3830				3830
15TH AIR FORCE	9162		58	2	9222
CASPER	23				23
CASTLE	1690				1690
PETERSON	422			2	424
SMOKY HILL	1867				1867
SPOKANE	2442				2442
WEAVER	1372				1372
WENDOVER	106		58		164
(97TH BOMB GP TDY ALASKA)	1240				1240
TOTAL SAC	28661	86	326	4	29077

SOURCE: AF FORM 110A (AF-SC-49C)

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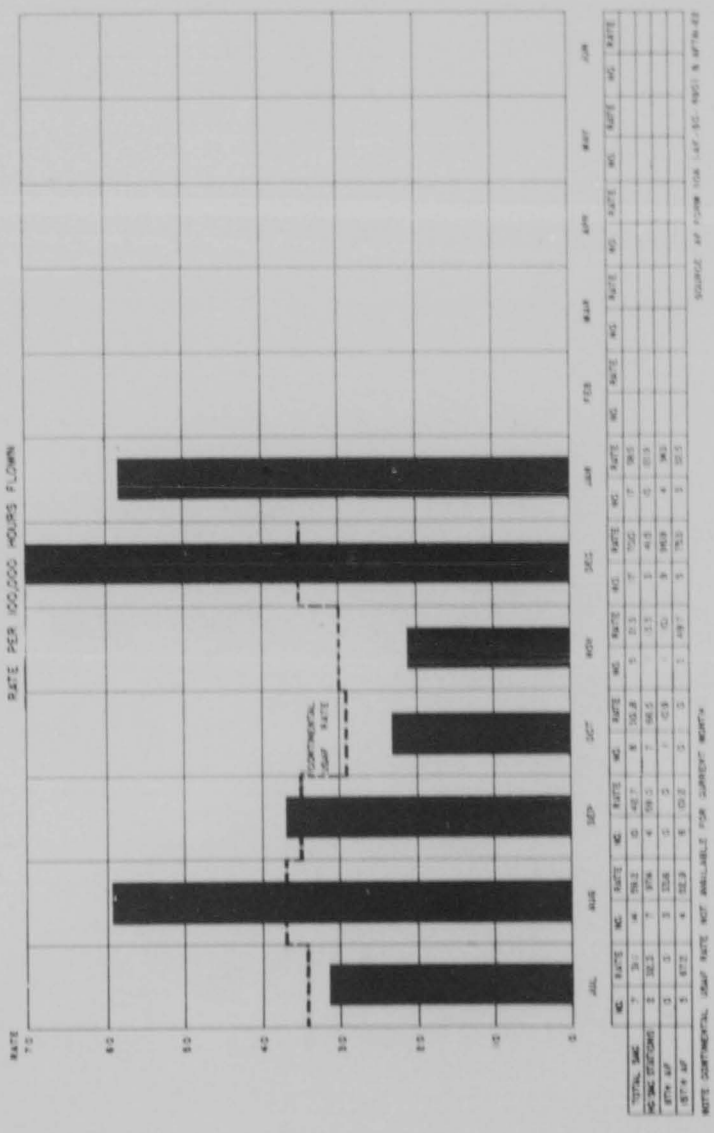
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

BY MONTH 1947-1948



	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	7	34	4	19.2	6	40.7	8	50.8	5	31.3	7	39.0												
HOME STATIONS	2	12.3	2	17.4	4	59.5	7	96.5	3	33.3	5	61.5	0	0.0										
8TH AF	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0										
15TH AF	5	57.2	2	33.9	2	50.2	1	49.7	2	76.3	2	76.3	1	37.1										

NOTE: CONTINENTAL USAF RATE NOT AVAILABLE FOR CURRENT MONTH

SOURCE: AF FORM 105 (AF-AC-AGO) & AFR 62-2

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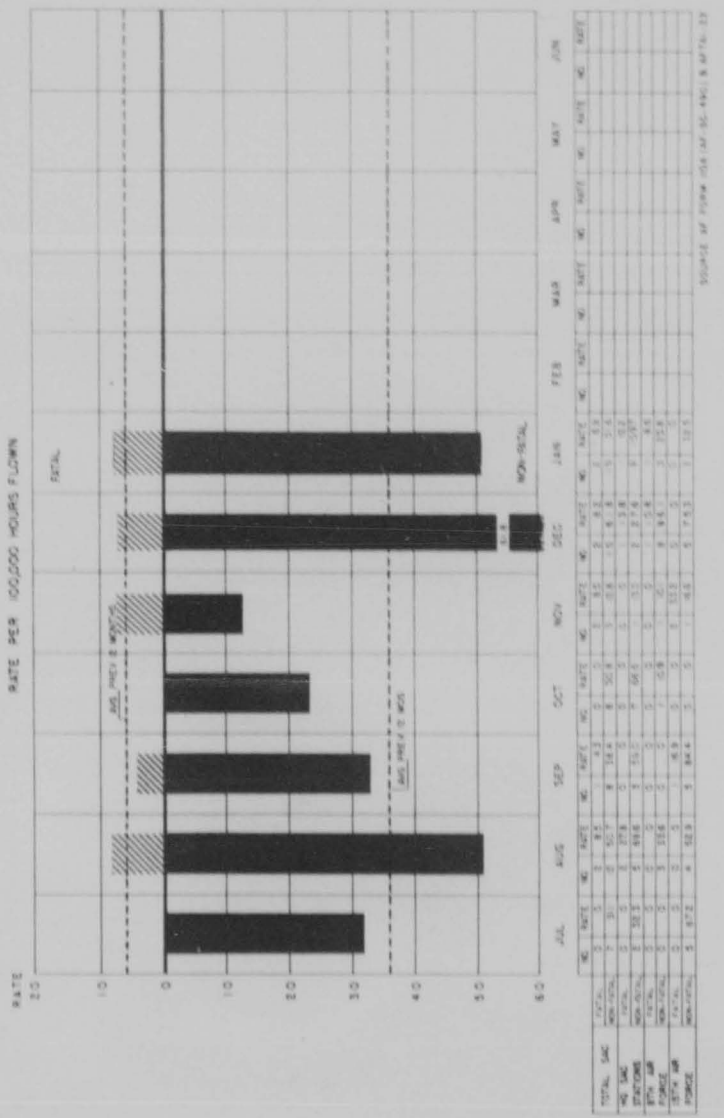
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

FATAL AND NON-FATAL

1947-1948



		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE	AC	RATE
TOTAL SAC	TOTAL	3	3.5	5	5.5	3	3.3	2	2.2	2	2.2	1	1.1	2	2.2	1	1.1								
	NON-TOTAL	2	2.3	3	3.3	2	2.2	1	1.1	1	1.1	1	1.1	1	1.1	1	1.1								
4 TAC FIGHTERS	TOTAL	2	5.7	3	8.4	2	5.6	1	2.8	1	2.8	1	2.8	1	2.8	1	2.8								
	NON-TOTAL	1	2.8	2	5.6	1	2.8	1	2.8	1	2.8	1	2.8	1	2.8	1	2.8								
8TH AIR FORCE	TOTAL	1	2.3	2	4.6	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3								
	NON-TOTAL	1	2.3	2	4.6	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3								
15TH AIR FORCE	TOTAL	1	2.3	2	4.6	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3								
	NON-TOTAL	1	2.3	2	4.6	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3	1	2.3								

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SAC MAJOR AIRCRAFT ACCIDENTS

JANUARY 1948

BY TYPE ACCIDENT

BY CAUSE FACTOR

PERCENT FOR JAN
TOTAL ACCIDENTS 17

NUMBER OF ACCIDENTS

					JAN 1949					
11	3	2	0	1	0.5	AVG PREV SIX MOS	4	7	2	4	0	0
5.2	1.7	1.5	1.3				3.8	3.3	1.7	1.3	0	

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STRATEGIC AIR COMMAND AIR TRAINING STATUS

PERIOD COVERED 1 TO 31 JANUARY 1948

	2nd VHB	7th VHB	43rd VHB	509th VHB	28th VHB	93rd VHB	93rd VHB	97th VHB	98th VHB	301st VHB	307th VHB	4th FTR	27th FTR	33rd FTR	56th FTR	83rd FTR	7th GBO	16th PHOTO	343rd RCM
TOTAL TRAINING HOURS FLOWN	859	1428	1564	1751	1125	956	1154	1241	955	1595	2362	862	1600	1952	693	694	169	216	388
TOTAL TRAINING HOURS AVAILABLE	1978	1924	2152	4798	2276	1522	2539	1428	1699	2034	2992	6760	6863	4216	1204	1936	880	460	1611
TOTAL FORMATION HRS. OR FLTS. FLOWN	241	155	307	443	352	242	299	95	236	301	513	116	3	103	47	1			
TOTAL INSTRUMENT HOURS FLOWN.	257	344	326	188	259	306	259	258	132	191	580	64	249	107	83	108	91	64	182
TOTAL L/R NAVIGATION MISSIONS	0	0	0	22	1	10	1	0	3	18	21	111	59	92	90	7	0	0	0
NUMBER SHORAN MISSIONS																	15	0	0
TOTAL MAXIMUM LOAD TAKE-OFFS												0	0	0	267	0			
NO. AIR-TO-AIR GUNNERY MISSIONS	0	0	37	0	4	0	19	47	35	1	14	0	20	3	0	0			
NO. AIR-TO-GROUND GUNNERY MISSIONS												15	52	0	0	0			
NUMBER FIGHTER-BOMBER MISSIONS	2	0	4	4	2	1	0	1	2	4	1	0	81	20	0	0			
TOTAL BOMBS DROPPED VISUAL	1030	146	505	311	107	138	378	25	476	157	117	0	72						
AND AVG. CIRCULAR ERROR.	401	352	440	182	383	304	223	446	348	227	193	0	75						
TOTAL BOMBS DROPPED IN FORMATION	0	0	0	86	0	0	0	5	1	0	0								
AND AVG. CIRCULAR ERROR	0	0	0	1520	0	0	0	380	365	0	0								
TOTAL BOMBS DROPPED BY RADAR	1	70	39	0	30	40	8	0	267	0	48								
AND AVG. CIRCULAR ERROR	480	1813	2101	0	2422	1000	1272	0	683	0	135								
TOTAL SCR-584 RUNS SCORED AND	8	59	156	61	151	74	89	0	72	10	36								
AVG. CIRCULAR ERROR	4690	2579	3472	3422	2602	2440	2715	0	2159	3508	1465								
NUMBER PHOTO MISSIONS FLOWN																	5	2	13
NUMBER PHOTO PROJECTS COMPLETED																	0	0	5

SOURCE: SAC AIR TRAINING REPORT

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COMPARATIVE MANAGEMENT RATINGS

BASED ON DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
JANUARY 1948

MAN DAYS PER FLYING HOUR BASED ON STANDARD AIRCRAFT

COMBAT AIRCRAFT	30	63	67	79	42	63	56	61	24	30	67	30																	
OTHER	34	21	15	14	83	14	14	14	7	9	15	7																	
TOTAL AIRCRAFT	35	84	82	94	83	77	70	67	31	39	82	37																	

NOTE INCLUDES 3-4-C AND C-54 AIRCRAFT

SOURCE AF FORM 104 (AF/SC-4901) MC WORKING REPORTS

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Section 5

COL. ROBERT O. CORK
AC/S A-5

COST ANALYSIS

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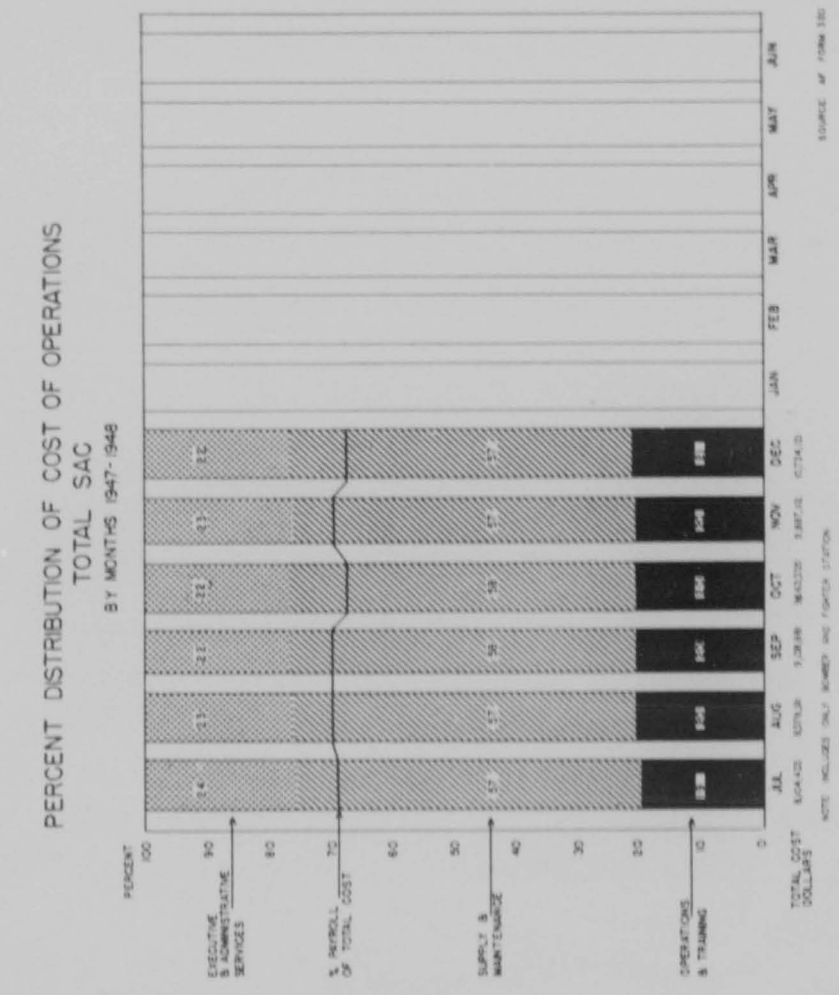

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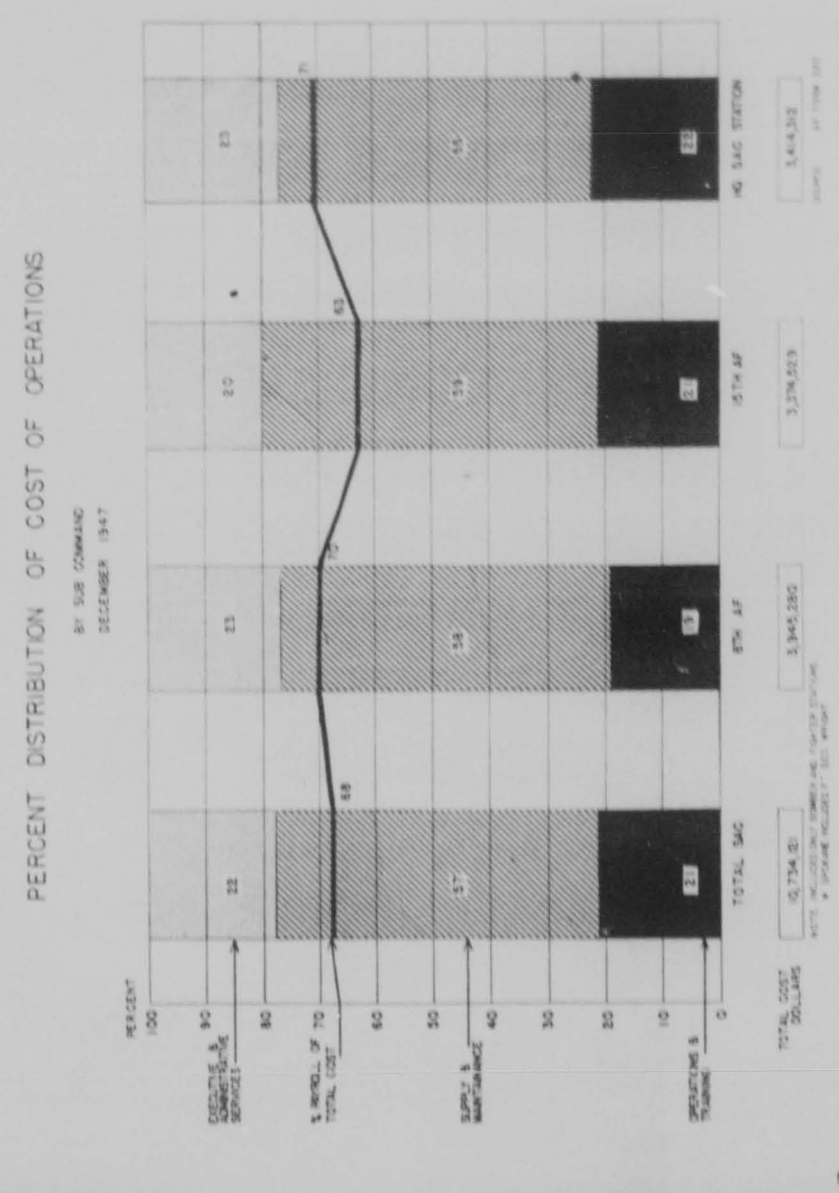

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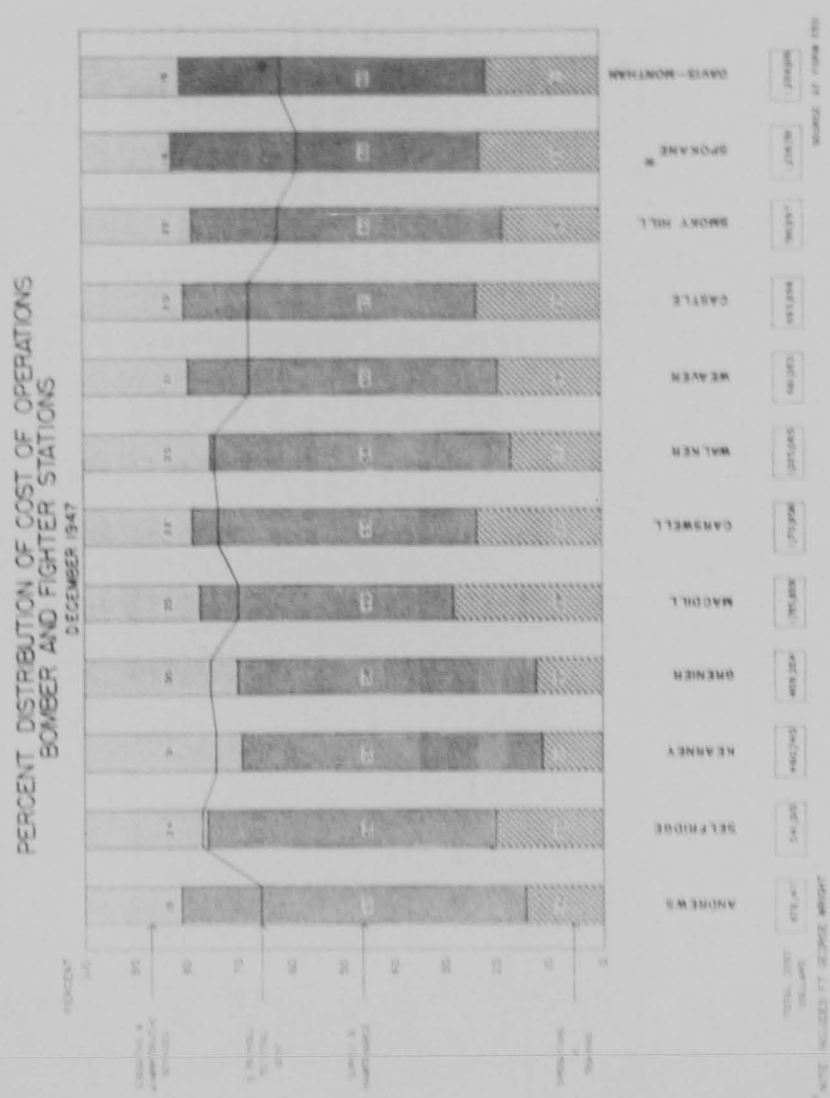

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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON

FOR BOMBER AND FIGHTER STATIONS

1947

BASE ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			EXECUTIVE & ADMINISTRATION PER DOLLAR OF DIRECT PAYROLL			PAYROLL PER ENGINE FLYING HOUR		
BOMBER STATIONS	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC
CASTLE	1948	1965	2224	306405	319157	327569	157	147	147	0.53	0.56	0.53	60	58	59
DAVIS-MONTHAN	3340	3743	3853	502875	532422	549053	150	142	143	0.53	0.63	0.65	77	59	50
CARSWELL	1848	1989	4156	244503	55651	593446	142	138	143	0.61	0.60	0.64	65	51	74
MAGOON	5877	6112	6158	888235	900867	856588	151	147	146	0.78	0.73	0.72	58	62	103
SMOKY HILL	1914	2357	2396	277158	345044	353895	145	132	126	0.69	0.68	0.73	76	48	73
SPOKANE **	2504	2073	3486	379615	348066	503908	152	168	155	0.50	0.47	0.41	118	75	73
WALKER *	3678	3872	4560	510813	544314	650554	139	137	131	0.75	0.84	0.67	73	58	96
WEAVER	2212	2226	2272	329036	288737	350566	149	147	154	0.85	0.85	0.83	56	140	86
FIGHTER STATIONS															
ANDREWS	2323	2149	2198	389875	354689	356775	168	165	162	0.43	0.50	0.50	87	103	104
GREINER	1854	1847	1861	262051	258758	283348	144	140	142	0.78	0.78	0.78	179	316	142
KEESLER	1528	1896	2096	230962	270162	297361	151	142	142	0.84	0.89	0.86	98	183	180
SELFRIDGE	2589	2502	1979	349901	340486	307966	164	171	161	0.57	0.58	0.56	131	138	182

FLYING TRAINING AND BASE OPERATIONS	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL OF FLYING TRAINING & BASE OPERATIONS PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO FLYING TRAINING & BASE OPN'S		
BOMBER STATIONS	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC
CASTLE	348	327	360	83739	94176	95758	253	296	294	3.75	3.50	3.10	984	978	945
DAVIS-MONTHAN	481	732	890	145547	214789	227196	303	293	256	3.40	2.90	2.60	1048	727	617
CARSWELL	519	552	586	158324	162671	183386	305	295	314	3.40	3.40	3.20	1049	1093	1061
MAGOON	1005	916	932	279186	249738	285069	278	273	284	3.20	3.80	3.40	1185	1185	1148
SMOKY HILL	249	284	318	53686	63475	82773	216	246	265	5.25	4.90	4.50	1113	1174	1154
SPOKANE **	316	416	373	86961	82988	77226	275	199	207	4.45	6.85	7.80	1801	1845	1824
WALKER *	487	466	474	148845	143387	148860	306	308	314	3.45	3.80	4.00	1048	1188	1287
WEAVER	355	359	354	96556	99846	100754	272	276	285	3.40	3.30	3.50	1187	1110	1190
FIGHTER STATIONS															
ANDREWS	142	134	138	49905	47982	48805	352	353	349	7.80	7.40	7.40	3748	3808	3585
GREINER	63	77	75	22165	26733	25764	341	347	357	11.80	9.75	9.80	4032	3361	3511
KEESLER	93	78	85	36480	28705	32525	385	368	383	6.40	9.40	9.10	3340	3464	3498
SELFRIDGE	93	94	105	34980	34048	38405	376	362	364	9.90	10.10	8.20	3726	3643	3083

NOTE * INCLUDES FIGHTER GROUP
** INCLUDES FT WRIGHT

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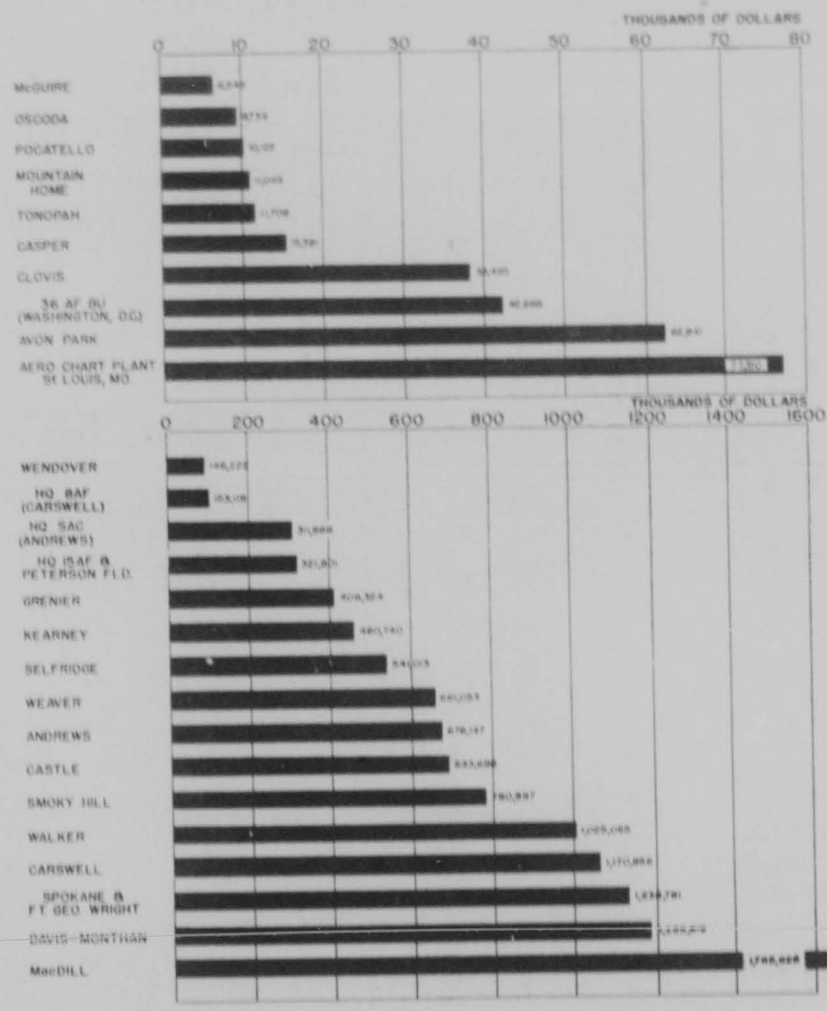
COST OF OPERATIONS OF SAC INSTALLATIONS

DECEMBER 1947



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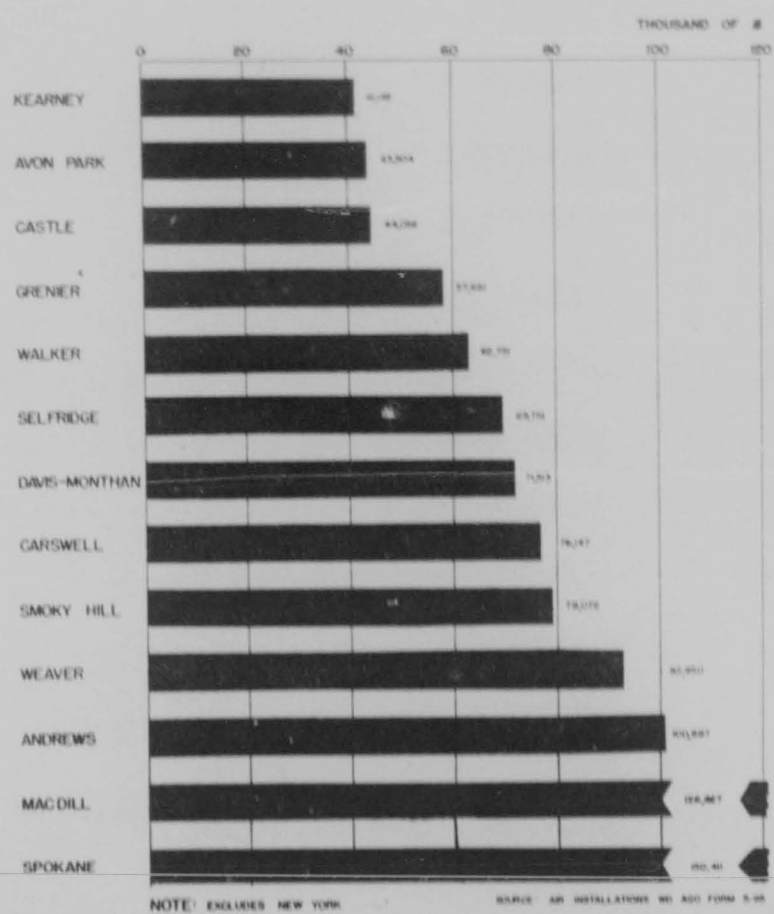
REPAIRS & UTILITIES COST OF SAC INSTALLATIONS

JANUARY 1948



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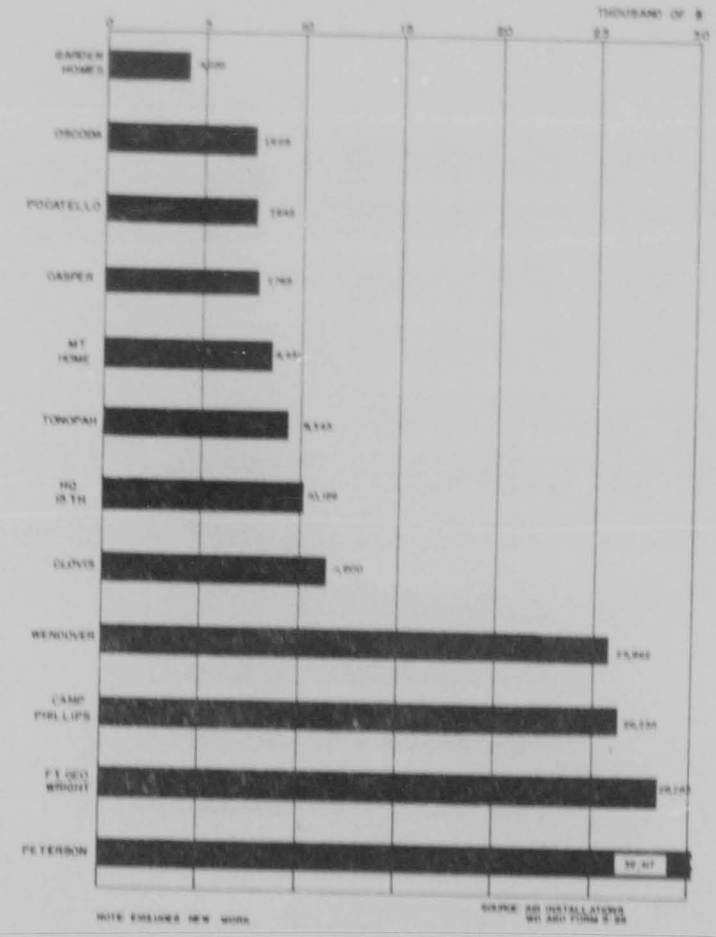
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS
JANUARY 1948
(CONT)



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Section 6

COL. WILLIAM A. ADAMS
AC/S A-2

OTHERS

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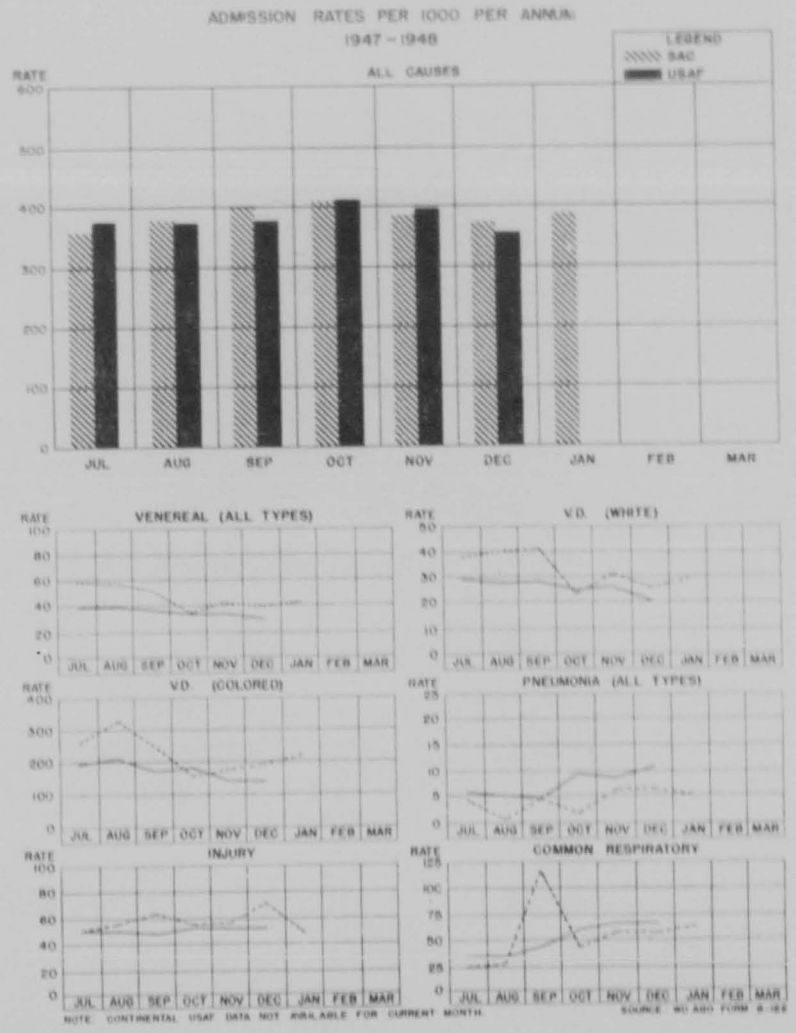
HOSPITAL ADMISSION RATES

SAC VS CONTINENTAL USAF

ADMISSION RATES PER 1000 PER ANNUM

1947 - 1948



NOTE CONTINENTAL USAF DATA NOT AVAILABLE FOR CURRENT MONTH.

SOURCE WD AGO FORM 8-100

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MEDICAL SUMMARY

VENEREAL DISEASES BY STATION HOSPITAL

Admission Rates Per 1000 Per Annum — January 1948 (5 Weeks 27 December to 30 January)

	WHITE AND COLORED						WHITE				COLORED			
	VD All Types		Gonorrhea		Syphilis		VD All Types		G	S	VD All Types		G	S
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases
TOTAL SAC	179	42	148	35	22	5	118	29	104	14	61	217	42	9
HQ SAC STATIONS	76	57	62	47	7	5	35	29	31	4	41	298	31	3
ANDREWS	6	20	5	16	1	3	6	20	5	1				
MACDILL	59	93	47	74	5	10	18	36	16	2	41	298	31	3
SELFRIDGE	b 6	24	5	24	b 1	b 6	24	5	b 1					
GRENIER	5	28	5	28			5	28	5					
TOTAL 8TH AF	54	33	41	25	11	7	41	27	34	7	13	133	7	4
DAVIS-MONTHAN	17	41	13	32	4	10	15	51	12	3	2	120	1	1
CARSWELL	c29	55	c 23	45	4	8	c 19	38	18	1	10	190	5	3
KEARNEY	2	10			2	10	2	10		2				
WALKER	6	12	5	10	1	2	5	11	4	1	1	35	1	
TOTAL 15TH AF	49	37	45	34	4	3	42	33	39	3	7	156	5	2
CASTLE	6	24	6	24			6	24	6					
COLORADO SPRINGS	2	27	2	27			2	27	2					
FT GEO WRIGHT (SPOKANE)	11	26	11	26			11	26	11					
SMOKY HILL	20	62	16	50	4	12	13	47	10	3	7	156	5	2
WEAVER	7	32	7	32			7	32	7					
WENDOVER	3	52	3	52			a 3	52	3					

(a) One case G.C., White, not chargeable to Wendover, but chargeable to Fort George Wright. Included in Command rate.

(b) One case Syphillis, White, not chargeable this Command, not shown in rates.

(c) One case G.C., White, not chargeable this Command, not shown in rates.

Source: WD AGO Form 8-132

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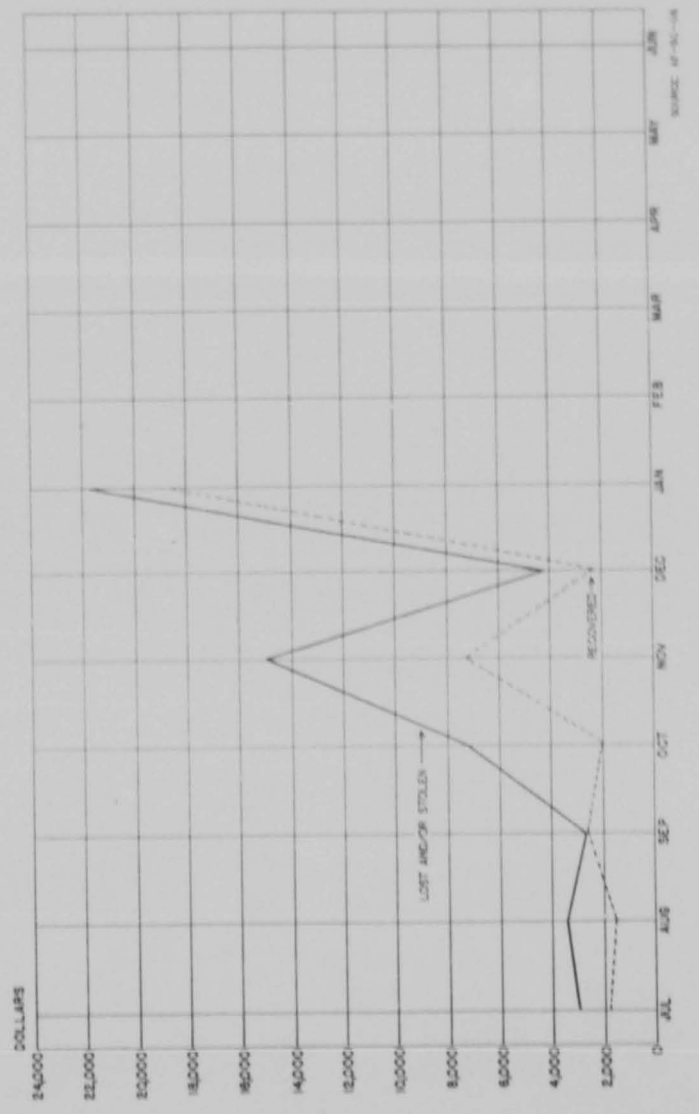
GOVERNMENT PROPERTY

LOST AND/OR STOLEN AND RECOVERED

BY MONTH 1947-1948



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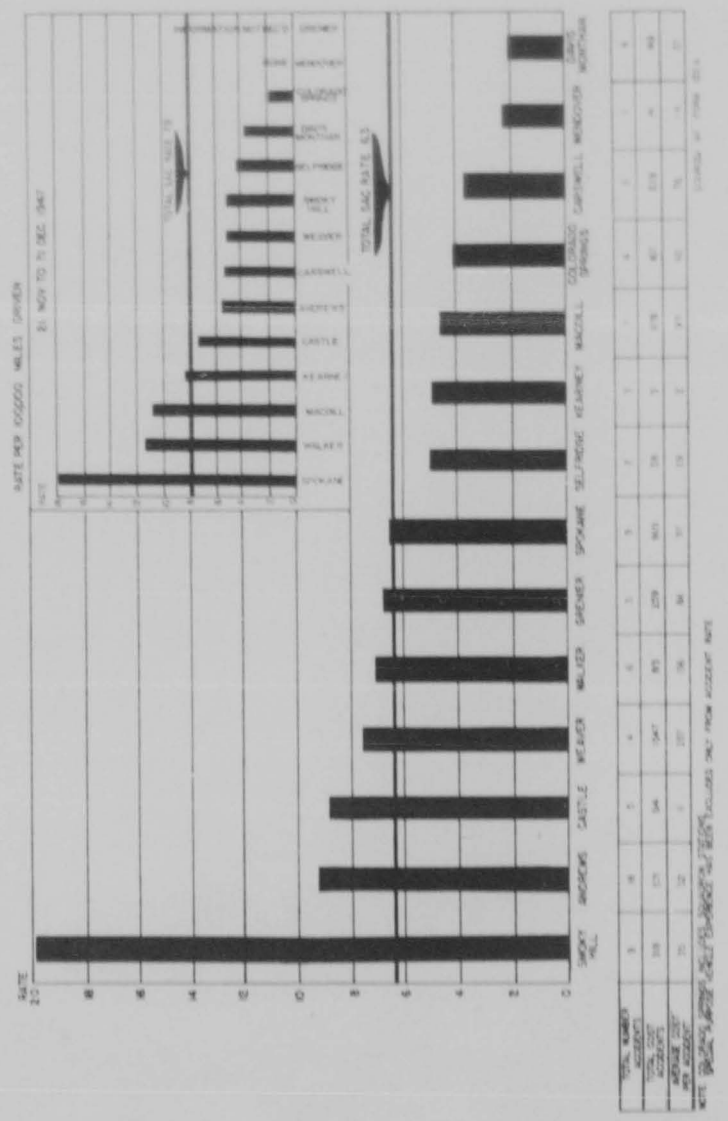
SAC MOTOR VEHICLE RATE

JANUARY 1948



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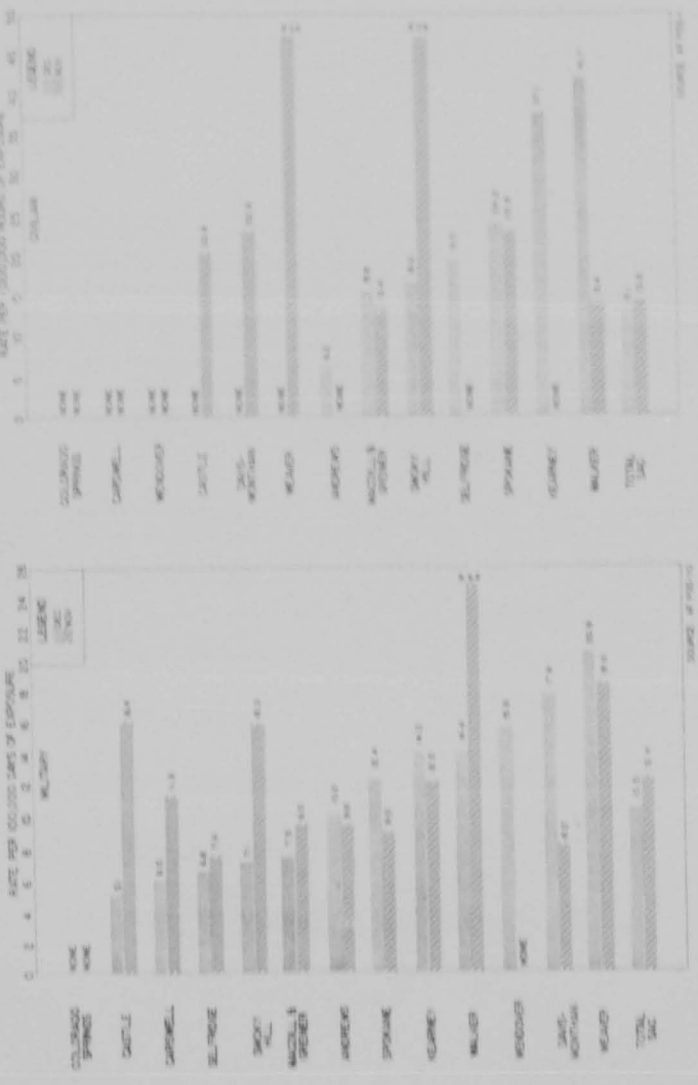
MILITARY AND CIVILIAN GROUND ACCIDENT RATES

NOVEMBER & DECEMBER 1947



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4000 MILE MISSIONS COMPLETED

SEPTEMBER 1947 THRU JANUARY 1948

Group	No. of 3450 naut. miles or 4000 stat. miles completed	Average naut. miles per flight	Average naut. miles per gal. fuel	Average gals. fuel remaining on landing
98th	9	3530	.619	952
92nd	9	3600	.612	745
7th	2	3700	.609	618
509th	13 c/	3605	.607	754 b/
43d WG*	13	3480	.603	787 b/
301st	28	3635	.603	574 b/
28th	8	3590	.595	752 b/
93d	29	3545	.588	681
307th	15	3505	.578	855 b/

a/ B-36's, small center wing, predominant
b/ B-29's, large center wing, predominant
c/ Report not complete
Total variation is from 4% low to 3% high based on Tech Order curves for an average flight plan.

*Includes 2d and 43d Bomb Groups.

SOURCE: SAC-OT-WP-18 (4000 Mile Missions Plans)

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INVENTORY OF RECREATIONAL FACILITIES

AS OF 31 JANUARY 1949

STATION	CHAPELS	THEATERS	GYMS	SWIMMING POOLS	GOLF COURSES	NCO CLUBS	OFFICERS CLUBS	WOMEN'S CLUBS	ENLISTED MEN'S CLUBS	BOWLING ALLEYS	SKATING RINKS	RIDING STABLES	SKEET RANGES	TENNIS COURTS	SOFTBALL FIELDS	BASEBALL FIELDS
HQ SAC STATION																
MORONI	-	2	-			2	-	2	-	-				-	-	-
MACDILL	3	3	4			10	-	2	-	2				2	-	2
GRUMER	-	-	-			4	-	2	-	-				-	-	-
SELFRIDGE	-	-	-			5	-	3	3	-				-	-	-
8TH AF																
CARSWELL	2	-	-	-	1	-	-	-	-	-				-	-	-
DAVIS-MONTHAN	2	2	-	2	6	-	-	-	10	-				-	-	-
KEARNEY	-	2	-	-	-	-	-	-	-	-				-	-	-
WALKER	-	-	-	2	12	-	-	-	5	-				2	-	-
15TH AF																
CASTLE	-	-	-	3	-	-	-	7	4	-				4	-	-
COLORADO SPRINGS	*	-	-	-	-	-	-	-	-	-				-	-	-
SHORT HILL	-	-	-	-	3	-	-	-	-	-				-	-	-
SPOKANE	-	2	-		5	-	-	7	6	2				-	-	-
YUMA	-	-	-	-	2	-	-	1	1	-				-	-	-
WOODWARD	-	2	-	-	-	-	-	-	1	-				-	-	-

* LOCATED NORTH OF CHEYENNE

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REPORTS REQUIRED OF SAC

PERIOD COVERED 1 JANUARY TO 31 JANUARY 1948

BY NATIONAL DEFENSE

RECURRING	117
SPECIAL	0
TOTAL	117

BY HQ UNITED STATES AIR FORCE

RECURRING	90
SPECIAL	7
TOTAL	97

BY HQ STRATEGIC AIR FORCE

RECURRING	19
SPECIAL	8
TOTAL	27

TOTAL RECURRING	226
TOTAL SPECIAL	15
GRAND TOTAL	241

NOTE: SPECIAL INCLUDES ONLY REPORTS THAT HAVE BEEN CLEARED THROUGH REPORTS CONTROL BRANCH

SOURCE : SAC MANUAL 18-200-2

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DISTRIBUTION FOR STATISTICAL SUMMARY

Commanding General SAC	1
Deputy Commander and Chief of Staff SAC	1
Air Inspector	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Hq Commandant's Sectibh	1
Asst Chief of Staff A-1	5
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Asst Chief of Staff A-2	1
Provost Marshal Section	1
Asst Chief of Staff A-3	4
Electronics Section	1
Asst Chief of Staff A-4	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Asst Chief of Staff A-5	6
Historical Section	2
Statistical Control Section	2
Operation Analysis Section	1
Chief of Staff, United States Air Force, Washington, D. C.	5
Chief of Staff, United States Air Force, Washington, D. C. Attn. Statistical Control Division	2
Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.	2
Tactical Air Command, Langley Air Force Base, Virginia	2
Air Defense Command, Mitchel Air Force Base, New York	2
Air University, Maxwell Air Force Base, Alabama	2
Air Training Command, Barksdale Air Force Base, Louisiana	2
Air Transport Command, Washington 25, D. C.	2
Air Proving Ground Command, Eglin Air Force Base, Florida	2
Flying Safety Division, (POTAI) Langely Air Force Base, Virginia	1
Andrews Air Force Base	3
MacDill Air Force Base, Tampa, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Mt. Clemens, Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas	6
Fifteenth Air Force, Colorado Springs, Colorado	6
311th Reconnaissance Wing, Andrews Air Force Base	1
303d Air Force Base Unit, Carswell Air Force Base, Fort Worth, Texas	1
All Other Active Stations	3 ea

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STATISTICAL SUMMARY

Strategic Air Command

MAR 1948

STATISTICS AS OF 29 FEB

Prepared by

SAC TECHNICAL PAMPHLET 122-1

MANAGEMENT CONTROL SECTION

RESTRICTED

2-1076-48

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 15 December 1947

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the commanding General, USAF.

e. Organize, train, and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very long range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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Section 1

ORGANIZATION

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STRATEGIC AIR COMMAND ORGANIZATION

AS OF 29 FEBRUARY 1948

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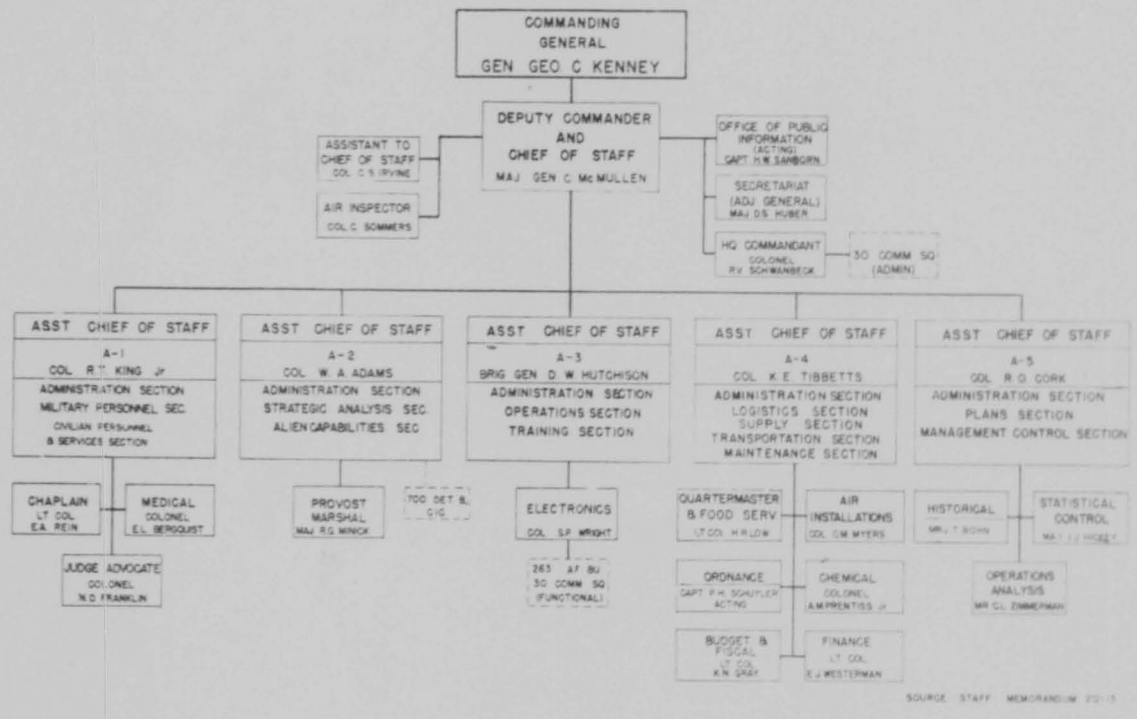
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

AS OF 29 FEBRUARY 1948



SOURCE: STAFF MEMORANDUM 20-15

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ROSTER OF SAC KEY PERSONNEL

AS OF 15 FEBRUARY 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE	HQ 311 TH RCN WING
COMMANDING GENERAL	GEN. GEO. C. KENNEY	MAJ. GEN. R. M. RAMEY	MAJ. GEN. L. W. JOHNSON	COL. P. T. CULLEN
DEPUTY COMMANDER and/or CHIEF OF STAFF	MAJ. GEN. C. McMULLEN	COL. T. J. DUBOSE	COL. J. E. BRIGGS	
A-1	COL. R. T. KING Jr.	COL. P. D. GLASSFORD Jr.	COL. S. E. MANZO	Lt. COL. A. N. LaGRIPPO
A-2	COL. W. A. ADAMS	COL. G. R. MONTGOMERY	COL. C. M. SMITH	CAPT. O. L. COX
A-3	BRIG. GEN. D. W. HUTCHISON	COL. J. D. RYAN	COL. W. P. BRETT	COL. W. R. YANCEY
A-4	COL. K. E. TIBBETTS	COL. F. G. JAMISON	COL. J. A. PECHULS	Lt. J. P. CLARK
A-5	COL. R. O. CORK	Lt. COL. J. A. ROBERTS Jr.	COL. I. A. RENDLE	COL. C. P. HOLLSTEIN

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL. A. D. CLARK	97 th. BOMB WING	COL. J. B. McCAULEY (ACTING)	4 th. FTR. WING	BRIG. GEN. Y. H. TAYLOR
28 th. BOMB WING	COL. T. J. GENT Jr.	301st BOMB WING	COL. L. G. MULZER	27 th. FTR. WING	COL. A. B. PACKARD
43 rd. BOMB WING	COL. J. C. SELSER Jr.	307 th. BOMB WING	BRIG. GEN. D. R. HUTCHINSON	56th. FTR. WING	COL. W. T. HUDNELL
92 nd. BOMB WING	COL. A. J. SHOWER	509th. BOMB WING	COL. W. H. BLANCHARD	82 rd. FTR. WING	COL. H. VICCELLIO (ACTING)
93 rd. BOMB WING	COL. L. B. COATS				

SOURCE: AF—SC — P.4

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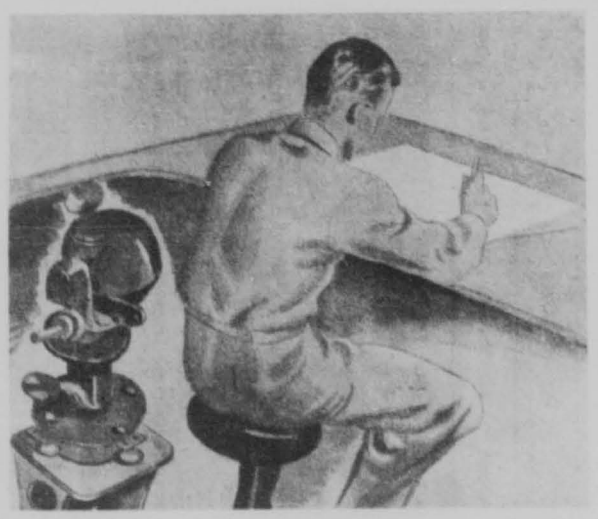
Section 2



PERSONNEL

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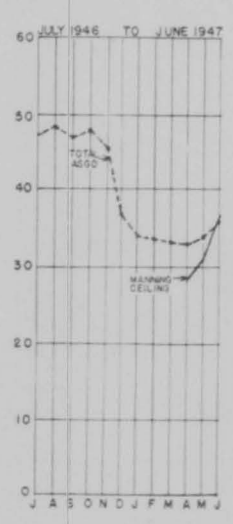
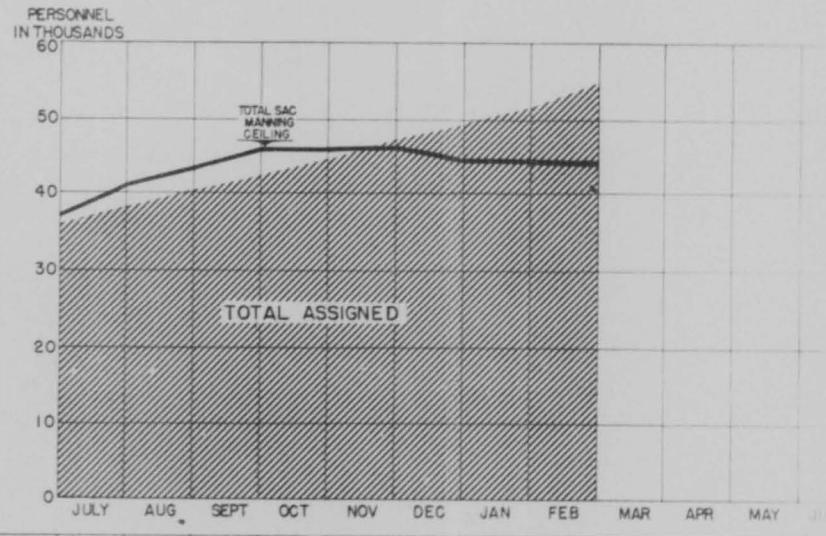
TOTAL SAC PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

OFFICERS, ENLISTED AND CIVILIANS

AS OF END OF MONTH 1947-1948





TOTAL	CEILING	41697	43947	46647	46597	45544	44690	44695	44690			
	ASSD	38233	40857	42757	44899	47000	49589	52746	55065			
CIVILIANS	CEILING	5177	5699	5893	5893	5788	5683	5695	5720			
	ASSD	5238	5436	5310	5120	4986	5107	5145	5055			
OFFICERS	CEILING	4323	4751	5123	5123	5112	5026	5015	5013			
	ASSD	4280	4536	4702	4833	4938	5175	5340	5393			
ENLISTED	CEILING	31197	33497	35631	35582	34644	33981	33985	33957			
	ASSD	28715	30886	32743	34946	37076	39307	41263	44619			

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED FROM MILITARY PERSONNEL ASSIGNED STRENGTH

SOURCE: AF FORM 127, AF FORM 134 AND A-1

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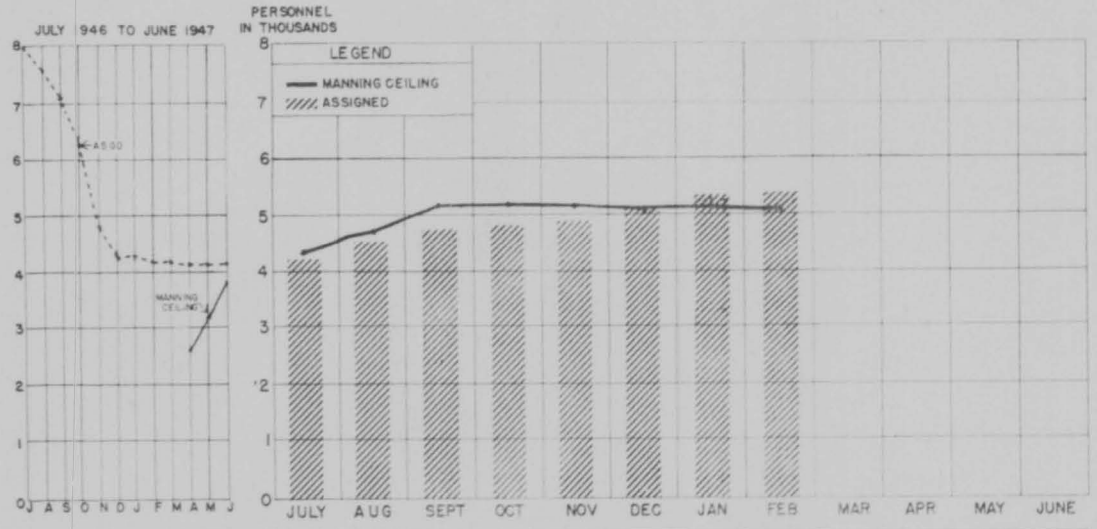
TOTAL SAC OFFICER PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947-1948



TOTAL SAC	CEILING	4323	4751	5023	5123	5112	5026	5010	[illegible]				
	ASGD	4280	4536	4702	4833	4938	5175	5340	[illegible]				
HQ SAC STATION	CEILING	1000	1446	1447	1610	1612	1603	1590	[illegible]				
	ASGD	1273	1554	1533	1579	1604	1588	1548	[illegible]				
8TH AIR FORCE	CEILING	1511	1563	1852	1852	1847	1737	1739	[illegible]				
	ASGD	1424	1497	1584	1626	1702	1835	1969	[illegible]				
15TH AIR FORCE	CEILING	1812	1742	1824	1661	1853	1686	1696	[illegible]				
	ASGD	1583	1465	1605	1528	1632	1782	1804	[illegible]				

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127 AND A-5

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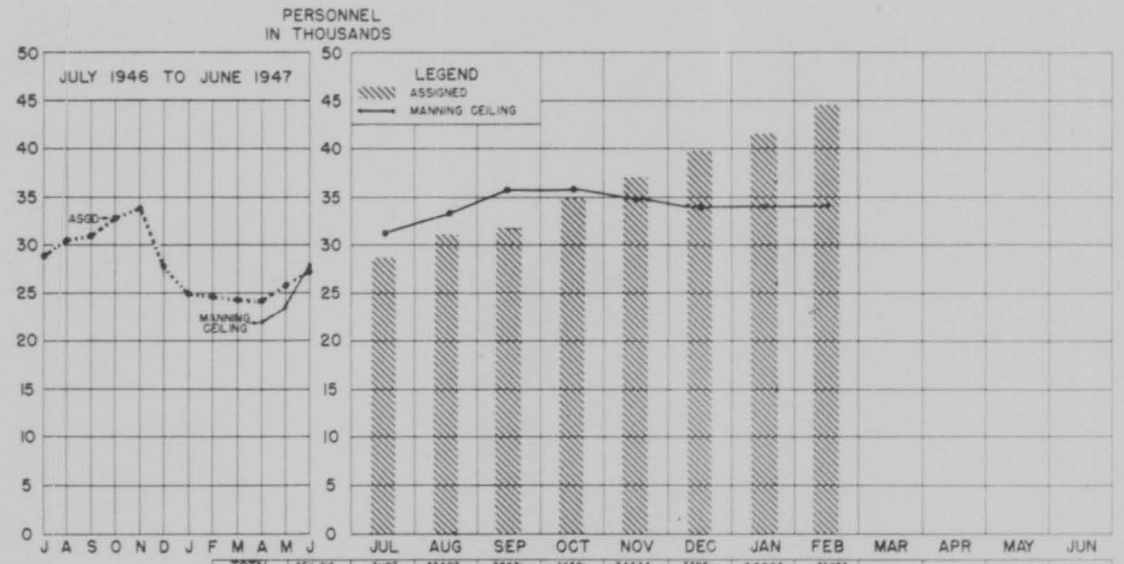
TOTAL SAC ENLISTED PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947–1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	31197	33497	35631	11558	34644	33981	33985	33957				
	ASGD	28715	30885	32743	34946	37076	39307	43263	44619				
HQ SAC STATIONS	CEILING	6866	9796	9926	1136	11395	11146	11109	11128				
	ASGD	8213	10211	10289	811	11896	11662	12228	12926				
8th AIR FORCE	CEILING	11000	11459	12936	12936	12943	11880	11887	11841				
	ASGD	10011	10564	11405	12655	13559	11475	15921	16491				
15th AIR FORCE	CEILING	13331	12232	12769	11264	11106	10955	10985	10988				
	ASGD	10491	10110	11049	10473	11681	12694	14114	15202				

NOTE DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE AF FORM 127 AND A-5

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TOTAL SAC CIVILIAN PERSONNEL MANNING CEILING AND EMPLOYED STRENGTH

AS OF END OF MONTH 1947–1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	CEILING	6177	5699	5893	5893	5788	5683	5695	5720				
	EMPLOYED	5238	5436	5312	5120	4986	5107	5145	5055				
HQ SAC	CEILING	1782	2028	2087	2331	2346	2345	2370	2393				
STATIONS	EMPLOYED	1652	1920	1868	1974	1995	2009	2118	2032				
8 AF	CEILING	1071	1231	1341	1341	1348	1349	1348	1350				
	EMPLOYED	991	1246	1143	1143	1177	1191	1181	1179				
15 AF	CEILING	3324	2440	2525	2221	2094	1990	1977	1977				
	EMPLOYED	2595	2270	2301	2003	1814	1847	1840	1842				

SOURCE AF FORM 134 AND A-5

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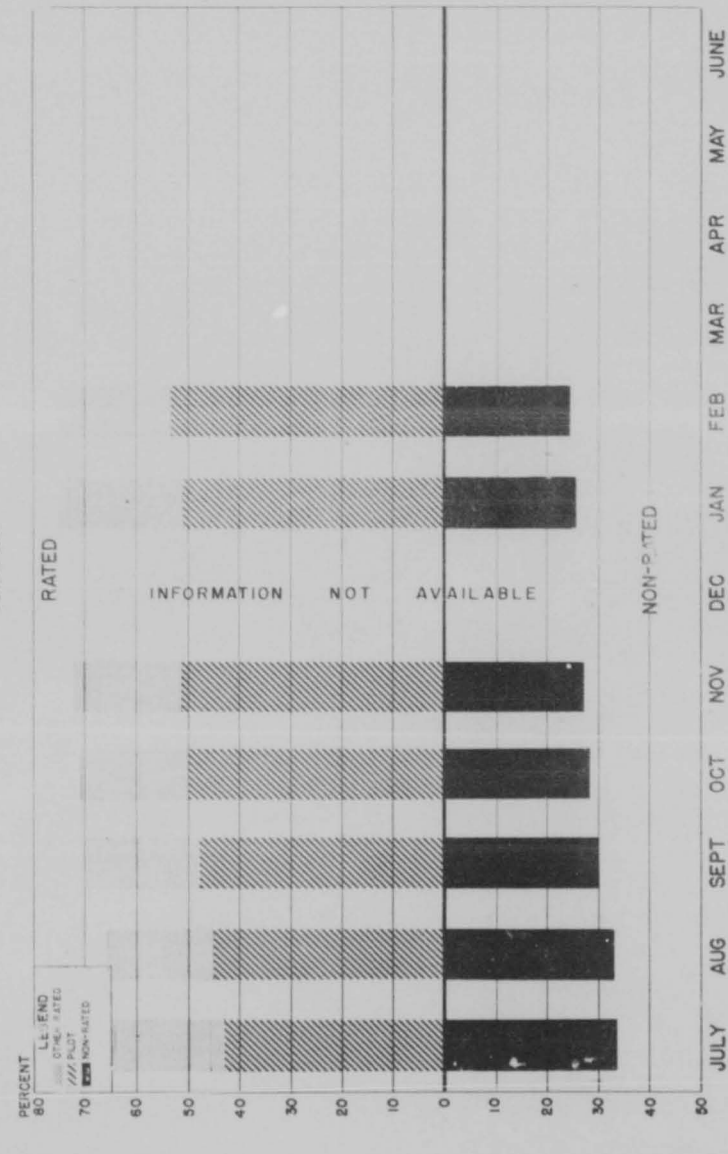
PERCENT RATED AND NON-RATED OFFICER PERSONNEL

AS OF END OF MONTH 1947-1948

TOTAL SAC



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PERCENT RATED AND NON-RATED OFFICER PERSONNEL

AS OF 29 FEBRUARY 1948

	RATED						NON-RATED			TOTAL
	PILOT	BOMBARDIER	NAVIGATOR	B/N	OTHER RATED	TOTAL RATED	CHAPLAIN	W/O	ALL OTHER	TOTAL NON-RATED	TOTAL SAC
HQ SAC STATIONS	856	47	66	4	60	1033	10	54	476	540	1573
EIGHTH AIR FORCE	1133	194	146	18	130	1621	9	38	338	385	2006
FIFTEENTH AIR FORCE	878	194	203	21	133	1429	12	42	334	388	1817
TOTAL SAC	2867	435	415	43	323	4083	31	134	1148	1313	5396

SOURCE SC-901-CARDS

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
AS OF 29 FEBRUARY 1948

LOCATION	ASCMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASSIGNED	MANNING CEILING	EMPLOYED
ANDREWS	SAC	60 AF HU (Hq SAC)	182	8	9	188	0	10	372	569	307	277
CARSWELL	8 AF	39 AF HU (HQ 8 AF)	109	3	0	82	0	8	262	254	81	181*
COLO. SPRINGS	15 AF	201 AF HU (Hq 15 AF)	131	10	1	137	0	11	436	335	413*	33* 386*
ANDREWS	SAC	Total 4 Ftr Wg	148	22	8	164	20	5	1525	1764	589	439
		Hq & Hq Sq 4 Ftr Wg	13	0	0	13	0	0	55	58	9	14
		Hq 4 Ftr Gp	9	1	1	12	0	1	29	37		
		334 Ftr Sq JP	25	1	1	28	0	0	104	104		
		335 Ftr Sq JP	25	1	1	26	0	0	104	104		
		336 Ftr Sq JP	25	1	1	28	0	1	104	105		
		4 Maint & Supply Gp	12	0	2	20	0	2	586	477	189	191
		4 Airdrome Gp	14	0	2	37	0	1	482	804	386	217
		4 Station Med Gp	0	18	0	0	20	0	61	75	5	17
		Special Missions	25									
MACDILL	SAC	Total 307 Bomb Wg	239	36	7	270	46	10	2066	2823	509	470
		Hq & Hq Sq 307 Bomb Wg	13	0	0	26	0	0	61	70	16	15
		Hq 307 Bomb Gp	12	1	2	13	0	2	31	36		
		370 Bomb Sq VH	53	1	1	52	0	1	195	218		
		371 Bomb Sq VH	53	1	1	56	0	0	195	224		
		372 Maint & Supply Gp	53	1	1	54	0	0	195	221		
		307 Maint & Supply Gp	17	0	1	26	0	3	491	843	191	192
		307 Airdrome Gp	21	0	0	43	0	3	816	1378	276	212
		307 Station Med Gp	0	32	1	0	46	1	82	133	26	51
		Special Missions	17									
GRENIER	SAC	Total 82 Ftr Wg	125	31	8	137	24	7	1481	1598	250	236
		Hq & Hq Sq 82 Ftr Wg	13	0	0	13	0	0	70	71	6	10
		Hq 82 Ftr Gp	9	1	1	10	0	1	29	31		
		95 Ftr Sq SE	25	1	1	26	0	1	100	112		
		96 Ftr Sq SE	25	1	1	27	0	0	100	112		
		97 Ftr Sq SE	25	1	1	26	0	1	100	104		
		82 Maint & Supply Gp	12	0	2	14	0	4	336	339	95	115
		82 Airdrome Gp	16	0	2	22	0	0	685	761	143	79
		82 Station Med Gp	0	27	0	0	24	0	61	68	6	32

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
SELFRIDGE	SAC	Total 56 Ftr Wg	124	31	8	148	21	5	1504	1842	274	202
		Hq & Hq Sq 56 Ftr Wg	13	0	0	12	0	0	71	58	5	6
		Hq 56 Ftr Gp	9	1	1	11	0	1	29	34		
		61 Ftr Sq JP	25	1	1	27	0	0	104	119		
		62 Ftr Sq JP	25	1	1	24	0	0	104	124		
		63 Ftr Sq JP	25	1	1	23	0	0	104	121		
		56 Maint & Supply Gp	12	0	2	14	0	2	314	439	81	65
		56 Airdrome Gp	15	0	2	37	0	2	715	876	182	119
		56 Station Med Gp	0	27	0	0	21	0	63	71	6	12
DAVIS-MONTHAN	8 AF	Total 2 Bomb Wg	188	5	5	251	1	0	854	1019		
		Hq & Hq Sq 2 Bomb Wg VH	1	0	0	1	0	0	1	1		
		Hq 2 Bomb Gp	12	1	2	20	0	0	31	38		
		20 Bomb Sq VH	53	1	1	68	0	0	195	236		
		49 Bomb Sq VH	53	1	1	73	0	0	195	244		
		96 Bomb Sq Gp	53	1	1	73	0	0	195	241		
		2 Maint & Supply Gp	9	0	0	9	0	0	144	164		
		2 Airdrome Gp	7	0	0	7	0	0	92	94		
		2 Station Med Gp	0	1	0	0	1	0	1	1		
DAVIS-MONTHAN	8 AF	Total 43 Bomb Wg	302	30	2	363	27	8	2591	3380	298	233
		Hq & Hq Sq 43 Bomb Wg VH	25	0	0	27	0	0	94	106	7	17
		Hq 43 Bomb Gp	17	1	0	23	0	0	33	44		
		63 Bomb Sq VH	60	1	0	65	0	3	306	333		
		64 Bomb Sq VH	60	1	0	64	0	0	300	327		
		65 Bomb Sq VH	60	1	0	64	0	2	300	320		
		43 Maint & Supply Gp	37	0	1	30	0	3	582	690	135	69
		43 Airdrome Gp	43	0	1	90	0	0	917	1441	122	117
		43 Station Med Gp	0	26	0	0	27	0	65	119	34	30
CARSWELL	8 AF	Total 7 Bomb Wg	308	31	2	406	32	8	2610	4269	302	247
		Hq & Hq Sq 7 Bomb Wg VH	26	0	0	31	0	0	96	115	7	13
		Hq 7 Bomb Gp	17	1	0	27	0	0	33	22		
		9 Bomb Sq VH	60	1	0	81	0	0	300	388		
		436 Bomb Sq VH	60	1	0	79	0	0	300	424		
		492 Bomb Sq VH	60	1	0	82	0	1	300	387		
		7 Maint & Supply Gp	37	0	1	34	0	3	578	784	132	121
		7 Airdrome Gp	48	0	1	72	0	4	938	2003	125	82
		7 Station Med Gp	0	27	0	0	32	0	65	146	38	31

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
KEARNEY	8 AF	Total 27 Ftr Wg	184	30	11	235	22	2	1573	2085	181	176
		Hq & Hq Sq 27 Ftr Wg	7	0	1	7	0	0	66	71	10	18
		Hq 27 Ftr Gp	6	1	0	7	0	1	29	35		
		522 Ftr Sq TE	50	1	1	62	0	0	129	154		
		523 Ftr Sq TE	50	1	1	67	0	0	129	167		
		524 Ftr Sq TE	50	1	1	65	0	0	129	161		
		27 Maint & Supply Gp	9	0	3	11	0	1	322	392	49	49
		27 Airdrome Gp	12	0	4	16	0	0	689	1004	107	93
		27 Station Med Gp	0	26	0	0	22	0	80	101	15	16
WALKER	8 AF	Total 509 Bomb Wg	302	30	2	334	25	9	2594	4025	307	258
		Hq & Hq Sq 509 Bomb Wg VH	25	0	0	32	0	0	95	153	6	8
		Hq 509 Bomb Gp	17	1	0	28	0	0	33	48		
		393 Bomb Sq VH	60	1	0	61	0	1	300	450		
		715 Bomb Sq VH	60	1	0	65	0	0	300	452		
		830 Bomb Sq VH	60	1	0	67	0	1	300	448		
		509 Maint & Supply Gp	37	0	1	29	0	3	583	856	121	110
		509 Airdrome Gp	43	0	1	52	0	4	915	1499	149	120
		509 Station Med Gp	0	26	0	0	25	0	68	119	31	20
WALKER	8 AF	Total 33 Ftr Wg	98	5	5	122	1	0	488	632		
		Hq & Hq Sq 33 Ftr Wg	1	0	0	1	0	0	1	1		
		Hq 33 Ftr Gp	9	1	1	11	0	0	29	42		
		58 Ftr Sq SE	25	1	1	32	0	0	100	145		
		59 Ftr Sq SE	25	1	1	34	0	0	100	149		
		60 Ftr Sq SE	25	1	1	34	0	0	100	143		
		33 Maint & Supply Gp	6	0	1	3	0	0	113	110		
		33 Airdrome Gp	7	0	0	7	0	0	44	41		
		33 Station Med Gp	0	1	0	0	1	0	1	1		
CASTLE	15 AF	Total 93 Bomb Wg	222	31	6	253	22	4	1894	2254	274	266
		Hq & Hq Sq 93 Bomb Wg VH	13	0	0	26	0	0	78	86	8	9
		Hq 93 Bomb Gp	12	1	2	23	0	0	31	33		
		328 Bomb Sq VH	53	1	1	46	0	0	195	239		
		329 Bomb Sq VH	53	1	1	52	0	0	195	236		
		330 Bomb Sq VH	53	1	1	49	0	0	195	236		
		93 Maint & Supply Gp	17	0	1	24	0	2	381	431	113	144
		93 Airdrome Gp	21	0	0	33	0	2	734	895	147	101
		93 Station Med Gp	0	27	0	0	22	0	65	98	6	12

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
WEAVER	15 AF	Total 28 Bomb Wg	222	31	6	219	20	4	1888	2524	287	271
		Hq & Hq Sq 28 Bomb Wg VH	13	0	0	15	0	0	75	81	10	7
		Hq 28 Bomb Gp	12	1	2	16	0	1	31	53		
		77 Bomb Sq VH	53	1	1	47	0	0	195	223		
		717 Bomb Sq VH	53	1	1	49	0	0	195	229		
		718 Bomb Sq VH	53	1	1	44	0	0	195	227		
		28 Maint & Supply Gp	17	0	1	19	0	1	382	441	104	121
		28 Airdrome Gp	21	0	0	29	0	2	752	1153	167	123
		28 Station Med Gp	0	27	0	0	20	0	63	117	6	20
SMOKY HILL	15 AF	Total 301 Bomb Wg	222	31	6	280	28	3	1982	3859	298	286
		Hq & Hq Sq 301 Bomb VH	13	0	0	52	0	2	73	142	4	10
		Hq 301 Bomb Gp	12	1	2	20	0	0	31	42		
		32 Bomb Sq VH	53	1	1	56	0	0	195	265		
		352 Bomb Sq VH	53	1	1	48	0	0	195	267		
		353 Bomb Sq VH	53	1	1	46	0	0	195	256		
		301 Maint & Supply Gp	17	0	1	23	0	0	385	607	138	149
		301 Airdrome Gp	21	0	0	35	0	1	832	2169	109	104
		301 Station Med Gp	0	27	0	0	28	0	76	111	47	23
(TDY MILE 26 ALASKA)	15 AF	Total 97 Bomb Wg	245	22	0	233	2	5	1582	1471		
		Hq & Hq Sq 97 Bomb Wg	21	0	0	9	0	0	61	48		
		Hq 97 Bomb Gp	17	1	0	15	0	2	31	22		
		340 Bomb Sq VH	49	1	0	58	0	0	195	187		
		341 Bomb Sq VH	49	1	0	56	0	0	195	191		
		342 Bomb Sq VH	49	1	0	59	0	0	195	186		
		97 Maint & Supply Gp	27	0	0	14	0	2	299	279		
		97 Airdrome Gp	33	0	0	22	0	1	545	535		
		97 Station Med Gp	0	18	0	0	2	0	61	23		
SPOKANE	15AF	Total 92 Bomb Wg	217	32	6	328	29	7	1970	3227	441	396
		Hq & Hq Sq 92 Bomb Wg VH	15	0	0	33	0	1	97	139	8	14
		Hq 92 Bomb Gp	12	1	2	13	0	0	31	33		
		325 Bomb Sq VH	53	1	1	51	0	0	195	249		
		326 Bomb Sq VH	53	1	1	57	0	0	195	245		
		327 Bomb Sq VH	53	1	1	57	0	0	195	256		
		92 Maint & Supply Gp	17	0	1	35	0	2	395	676	121	95
		92 Airdrome Gp	14	0	0	82	0	3	780	1453	268	237
		92 Station Med Gp	0	28	0	0	29	1	82	176	44	50

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
SPOKANE	15 AF	Total 98 Bomb Wg	188	5	5	193	1	3	854	867		
		Hq & Hq Sq 98 Bomb Wg VH	1	0	0	1	0	0	1	1		
		Hq 98 Bomb Gp	12	1	2	16	0	2	31	31		
		343 Bomb Sq VH	53	1	1	58	0	0	195	240		
		344 Bomb Sq VH	53	1	1	52	0	0	195	243		
		345 Bomb Sq VH	53	1	1	55	0	0	195	240		
		98 Maint & Supply Gp	9	0	0	4	0	0	144	104		
		98 Airdrome Gp	7	0	0	7	0	1	92	7		
		98 Station Med Gp	0	1	0	0	1	0	1	1		
ANDREWS	SAC	Total 311 Rcn Wg	423	7	8	369	0	11	2077	2212	341	305
		HQ & Hq Sq 311 Rcn Wg	27	3	2	31	0	1	46	39	4	4
(BOLLING AF BASE)		10 Photo Tech Sq	34	0	1	34	0	2	313	337		
(WASHINGTON D.C.)		36 AF BU	28	0	0	22	0	0	100	74	305	296
(LONG ISLAND, N.Y.)		AF 1 Motion Picture UT	24	0	1	15	0	1	188	116	32	6
ANDREWS	SAC	Hq 91 Rcn Gp	1	0	0	1	0	0	1	1		
		324 Rcn Sq	0	0	0	1	0	0	0	1		
MACDILL	SAC	Hq 55 Rcn Gp	14	2	0	17	0	0	60	55		
		343 Rcn Sq VLR Mapping	54	0	1	81	0	2	396	451		
(DS WRIGHT-PATTERSON)		6 Photo Tech UT	2	0	1	2	0	0	50	45		
MACDILL	SAC	7 Geodetic Control Sq	154	1	0	93	0	3	539	586		
		11 Photo Tech UT	2	0	1	2	0	1	50	55		
		16 Photo Rcn Sq	83	1	1	70	0	1	334	452		
WENDOVER	15 AF	216 AF BU	23	5	1	26	0	2	242	328	101	84
CARSWELL	8 AF	263 AF BU	22	0	1	19	0	1	103	90	2	3
CARSWELL	8 AF	18 Comm Sq	5	0	0	5	0	0	72	77		
ANDREWS	SAC	30 Comm Sq	7	0	1	8	0	0	153	140		
COLO. SPRINGS	15 AF	33 Comm Sq	6	0	0	2	0	3	84	91		
CARSWELL	8 AF	1 Air Transport UT	36	0	1	35	0	0	239	224		
MACDILL	SAC	1 Aviation Sq	3	0	0	3	0	0	94	113		
CARSWELL	8 AF	2 Aviation Sq	3	0	0	1	0	0	94	96		
CARSWELL	8 AF	1 Ordnance Sq	26	0	0	22	0	1	276	268		
SELFRIDGE	SAC	464 Sig HV Cons	7	0	0	6	0	0	149	144		
MACDILL	SAC	Hq & Ho & Sv Co 937 Engr Avn Gp	26	0	0	17	0	1	178	167		
		1852 Engr Avn Bn	44	1	0	30	0	0	592	671		
		2173 Engr Maint Co Avn	6	0	0	5	0	1	146	98		
		838 Engr Avn Bn	27	3	0	28	0	2	592	699		
		881 Chemical Co Air Oprs	4	0	0	3	0	0	130	24		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
CARSWELL	8 AF	585 AF Band	0	0	1	0	0	1	28	26		
WALKER	8 AF	611 AF Band	0	0	1	0	0	1	28	23		
WEAVER	15AF	612 AF Band	0	0	1	0	0	1	28	25		
ANDREWS	SAC	702 AF Band	0	0	1	0	0	1	28	26		
MACDILL	SAC	740 AF Band	0	0	1	0	0	0	28	23		
SMOKY HILL	15 AF	745 AF Band	0	0	1	0	0	0	28	21		
DAVIS-MONTHAN	8 AF	775 AF Band	0	0	1	0	0	1	28	22		
Mc GUIRE	SAC		1	0	0	0	0	0	0	0	44	40
AVON PARK	SAC		1	0	0	0	0	0	0	0	41	27
SHORAN PROJ	SAC		0	0	0	0	0	0	0	0	8	6
OSCODO	SAC		1	0	0	0	0	0	0	0	30	29
CLOVIS	8 AF		4	0	1	0	0	0	0	0	110	111
CASPER	15 AF		3	0	0	0	0	0	0	0	54	52
MOUNTAIN HOME	15 AF		2	0	0	0	0	0	0	0	45	41
POCATELLO	15 AF		2	0	0	0	0	0	0	0	32	31
TONOPAH	15 AF		2	0	0	0	0	0	0	0	32	29
		1-0-1 Strength Each Unit ****										
CARSWELL	8 AF	Hq & Hq Sq 58 Bomb Wg	1	0	0	0	0	0	1	1		
SELFRIDGE	SAC	468 Sig HV Cons Co (Avn)	1	0	0	1	0	0	1	1		
ANDREWS	SAC	44 Bomb Gp VH	1	0	0	1	0	0	1	1		
		90 Bomb Gp VH	1	0	0	1	0	0	1	1		
		303 Bomb Gp VH	1	0	0	1	0	0	1	1		
		305 Bomb Gp VH	1	0	0	1	0	0	1	1		
		306 Bomb Gp VH	1	0	0	1	0	0	1	1		
		69 Air Sv Gp	1	0	0	1	0	0	1	1		
		73 Air Sv Gp	1	0	0	1	0	0	1	1		
		86 Air Sv Gp	1	0	0	1	0	0	1	1		
		87 Air Sv Gp	1	0	0	1	0	0	1	1		
		439 Air Sv Gp	1	0	0	1	0	0	1	1		
		475 Air Sv Gp	1	0	0	1	0	0	1	1		
		907 Chenical Co Air Opns	1	0	0	1	0	0	1	1		

NOTE: * Includes 44 employed at 7 Bomb Wg Carswell and 36 at Davis- Monthan.

** Includes augmentation of 6 for Castle and 6 for Weaver.

*** Includes 5 employed at Weaver and 4 at Smoky Hill.

**** 1-0-1 Strength Units at Andrews AF Base are not included in the 60 AF BU Totals.

SOURCE: AF Form 127 AF Form 134 and A-5

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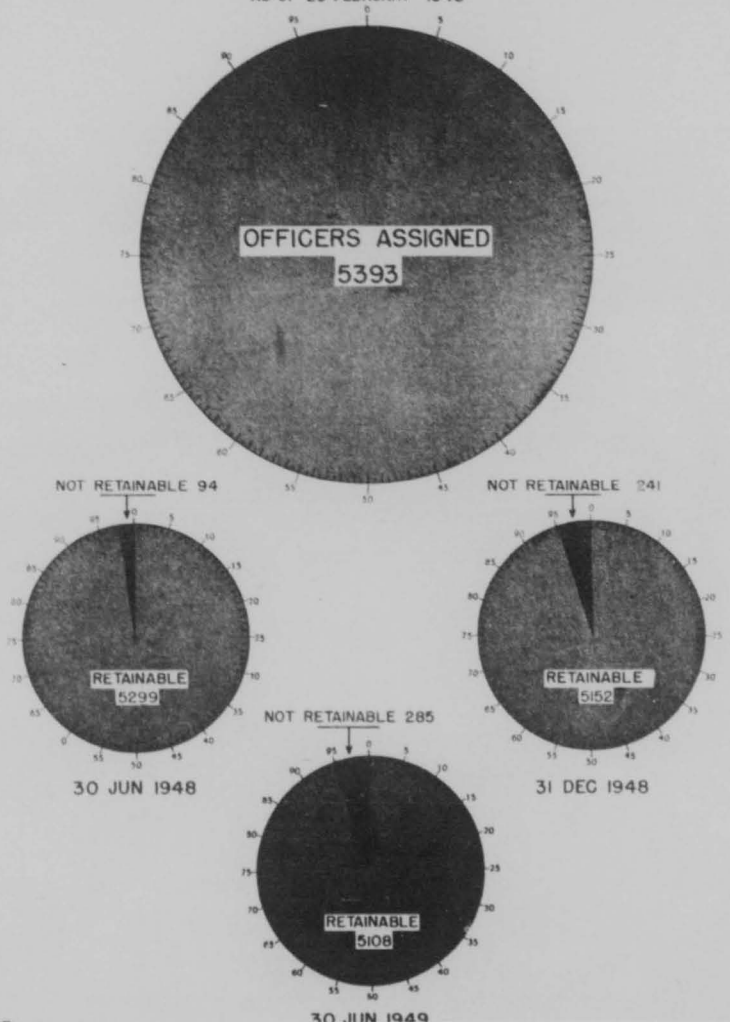
TOTAL SAC OFFICER PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF OFFICER PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH

AS OF 29 FEBRUARY 1948



NOTE:
DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127

1582

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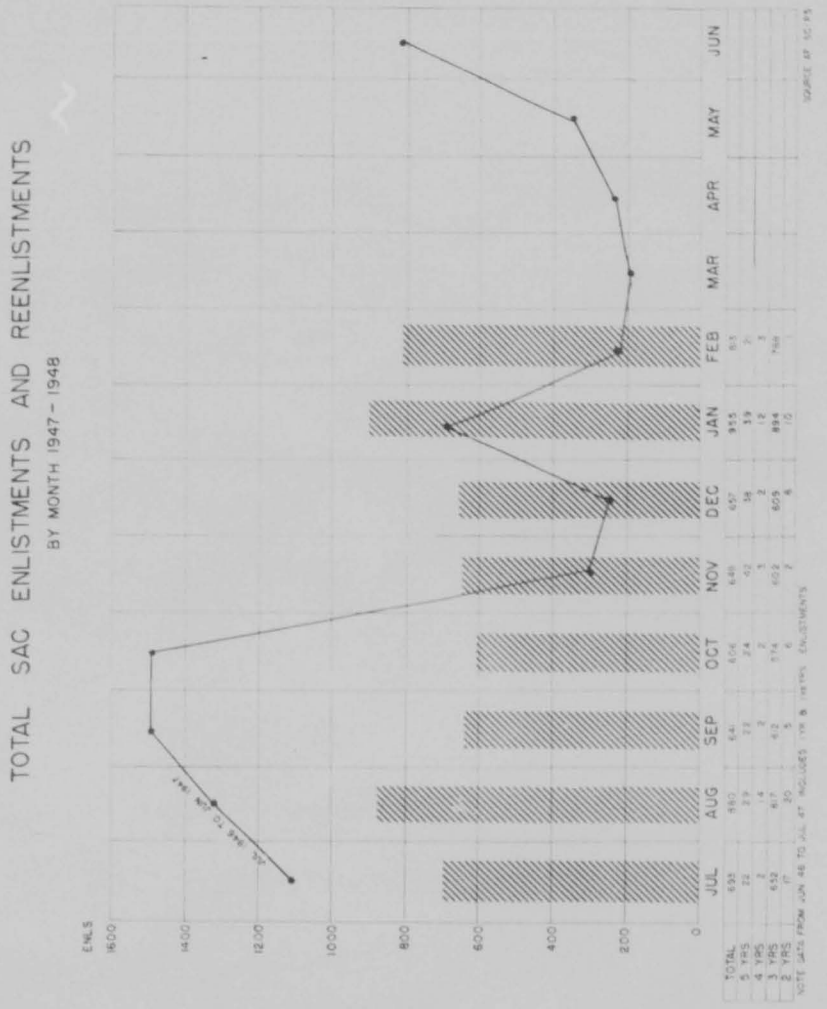

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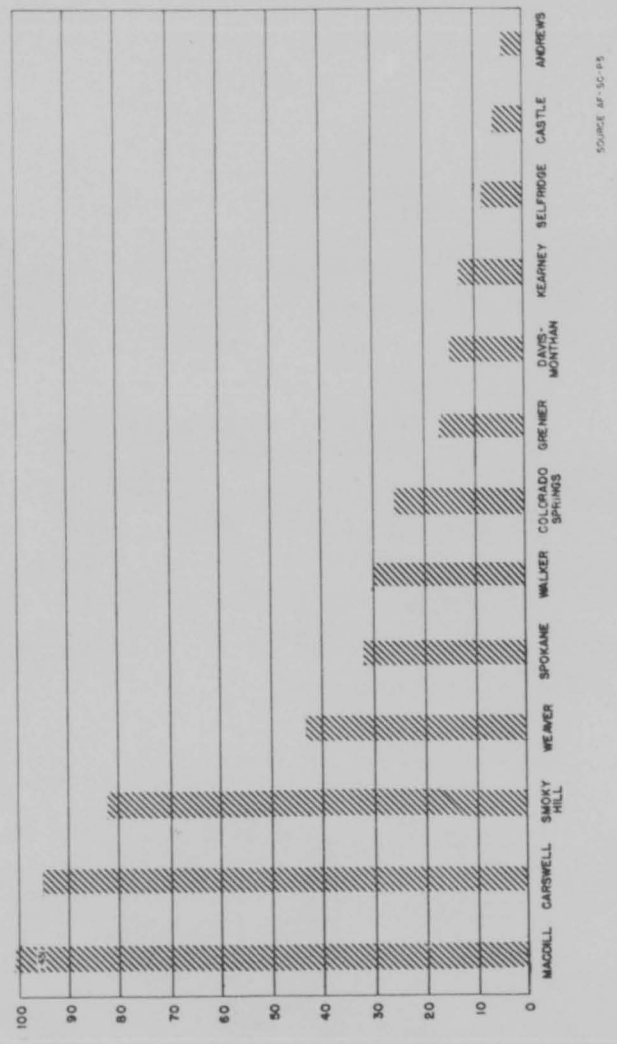
SAC ENLISTMENTS AND REENLISTMENTS
BY STATION
FEBRUARY 1948



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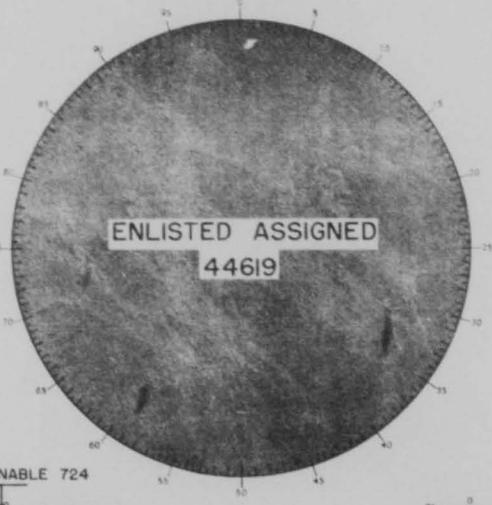
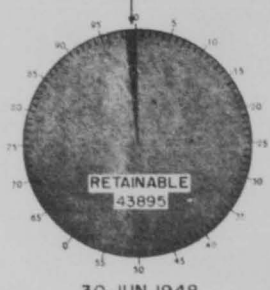
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH

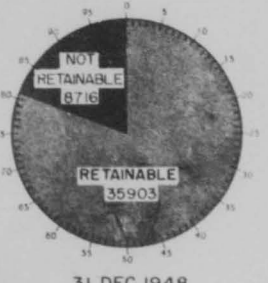
AS OF 29 FEBRUARY 1948



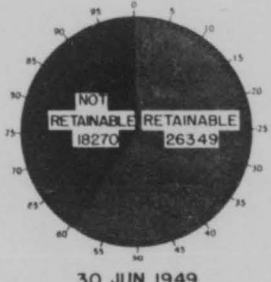
NOT RETAINABLE 724



30 JUN 1948



31 DEC 1948



30 JUN 1949

NOTE:
DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127

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1585

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

AS OF 29 FEBRUARY 1948

	REMOTE CONTROL TURRET MECHANIC GUNNER	AERIAL PHOTOGRAPHER	STENOGRAPHER	TELETYPE OPERATOR	CLASSIFICATION SPECIALIST	REMOTE CONTROL TURRET RETRAINMAN	CONTROL TOWER OPERATOR	REPEATERMAN TELEPHONE	TELETYPE MECHANIC	INFORMATION CENTER OPERATOR	CRYPTOGRAPHIC TECHNICIAN	AIRPLANE HYDRAULIC MECHANIC	FABRIC AND DOPE MECHANIC	AIRPLANE WOODWORKER	AIRPLANE SHEET METAL WORKER	RADIO REPAIRMAN
S.S.N.	580	940	213	237	275	575	552	187	239	510	805	528	548	550	555	648
AUTHORIZATION	336	81	60	157	100	92	0	4	96	30	85	140	123	42	482	1571
ASSIGNED	271	102	16	98	118	65	5	10	110	4	98	71	40	29	427	645
RETAINABLE AFTER 30 JUNE 1948	259	102	10	90	117	65	5	9	110	4	95	71	40	29	426	641
RETAINABLE AFTER 31 DECEMBER 1948	172	80	6	76	100	49	5	8	96	3	66	58	28	16	356	507

	AIRPLANE ELECTRICAL MECHANIC	AIRPLANE INSTRUMENT MECHANIC	AIRPLANE PROPELLER MECHANIC	AP, & ENG. ELECTRICAL ACCESSORIES REPAIRMAN	ROTARY WING MECH (HELICOPTER)	CAMERA TECHNICIAN	PHOTOGRAPHIC LABORATORY TECHNICIAN	RADAR MECHANIC IFF	RADAR MECHANIC GCA	RADAR REPAIRMAN GUNLAYING EQUIPMENT (DS)	RADAR REPAIRMAN REPORTING EQUIPMENT (DS)	RADAR REPAIRMAN AIRBORNE EQUIPMENT (DS)	RADAR REPAIRMAN AIRBORNE EQUIPMENT (DS)	RADIO OPERATOR AF	RADIO OPERATOR CNS	RADIO OPERATOR AACS	MOTION PICTURE PROD. TECHNICIAN (DT)	
S.S.N.	685	686	687	958	995	941	945	862	863	952	953	955	756	759	760	285		
AUTHORIZATION	425	236	238	62	0	208	386	30	3	27	0	91	209	13	0	2		
ASSIGNED	294	166	154	31	1	141	487	5	1	28	10	81	214	12	5	0		
RETAINABLE AFTER 30 JUNE 1948	294	166	154	31	1	139	482	5	1	28	10	81	213	12	5	0		
RETAINABLE AFTER 31 DECEMBER 1948	244	118	108	20	1	113	394	5	1	25	10	68	182	8	4	0		

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

CONTINUED

	RADIO OPERATOR HIGH SPEED MANUAL	RADIO REPAIRMAN AIRCRAFT EQUIPMENT	RADIO REPAIRMAN	RADIO MECHANIC, AF	RADIO REPAIRMAN SINGLE CHANNEL TELETYPE	PETROLEUM STORAGE TECHNICIAN	COMMUNICATIONS SUPPLY TECHNICIAN	ENGINE MAN OPERATING	SHEET METAL WORKER	SPECIAL VEHICLE OPERATOR	PHOTOGRAMMETRIST	BLACK SMITH	BRICKLAYER	CARPENTER	PAINTER
SSN	766	647	648	754	792	485	581	081	201	932	004	024	034	950	144
AUTHORIZATION	118	125	39	446	14	54	84	86	41	388	85	30	0	132	108
ASSIGNED	132	64	53	295	12	35	45	53	38	540	11	3	4	151	79
RETAINABLE AFTER 30 JUNE 1948	132	64	51	292	12	35	44	53	37	535	11	3	4	151	79
RETAINABLE AFTER 31 DECEMBER 1948	127	48	44	242	12	25	31	52	35	434	9	3	4	125	64

	PLUMBER	REFRIGERATOR MECHANIC	WEATHER OBSERVER	RADIOSONDE OPERATOR	BANDSMAN CLARINET	CORNET OR TRUMPET BANDSMAN	BASS DRUM OR GLOCKENSPIEL BANDSMAN	EUPHONIUM OR BARITONE BANDSMAN	FLUTE OR PICCALO BANDSMAN	FRENCH HORN BANDSMAN	BANDSMAN SAXAPHONE	BANDSMAN TROMBONE	BANDSMAN TUBA	TECHNICAL AER (DET)	TOTAL SAC PERSONNEL	
SSN	164	322	784	942	432	433	434	436	437	438	439	440	441	170		
AUTHORIZATION	46	21	0	0	49	42	7	7	7	21	21	21	14	0	7337	
ASSIGNED	37	21	4	479	30	39	6	9	2	13	14	18	16	3	5944	
RETAINABLE AFTER 30 JUNE 1948	37	21	4	477	27	35	6	8	2	12	14	18	15	3	5887	
RETAINABLE AFTER 31 DEGEMBER 1948	36	19	4	391	19	31	5	6	1	10	12	18	14	2	4727	

NOTE: CRITICAL SSN BASED ON AF LETTER 35-97 DATED 15 JANUARY 1948.
CRITICAL SSN'S HAVING NO PERSONNEL AUTH OR ASSD ARE NOT SHOWN.
AUTHORIZATIONS OF UNITS 1-0-1 STRENGTH ARE EXCLUDED.
COLORED PERSONNEL ARE EXCLUDED FROM ASSD AND RETAINABLE STRENGTH.

SOURCE: AF FORM 127

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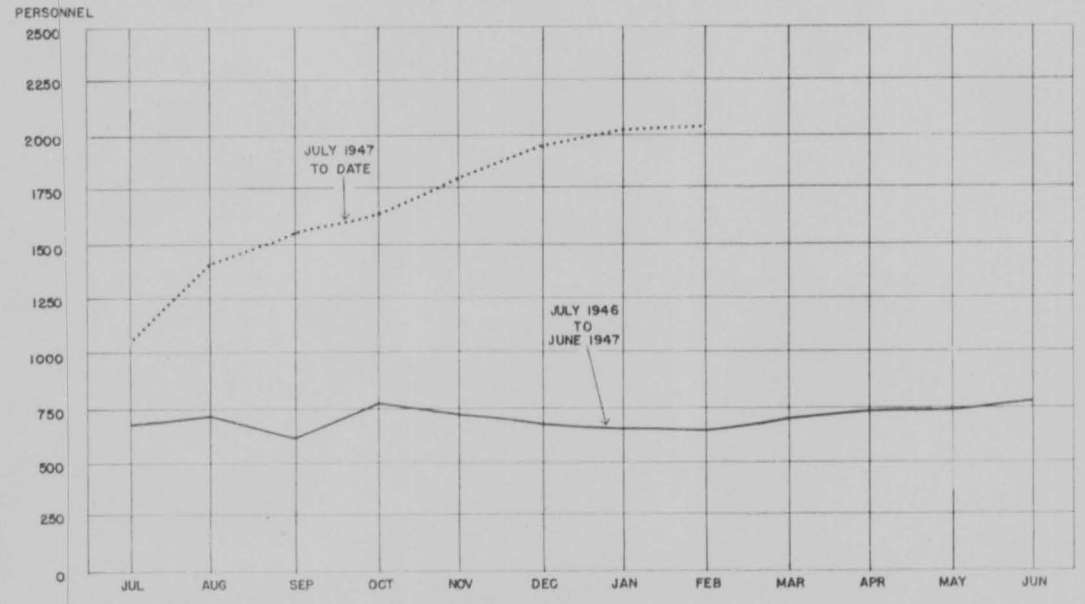
TOTAL SAC REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF END OF MONTH 1947-1948



TOTAL	1055	1402	1545	1617	1767	1955	2039	2048
HQ SAC STATIONS	332	487	494	582	612	636	617	619
8TH AF	337	416	464	485	571	620	724	736
15TH AF	386	499	587	550	584	669	698	693
% of Asgd Strength	24.6	30.9	32.9	33.5	35.8	37.8	38.2	38.0

NOTE DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED, JUL 1946 THRU DEC 1947

SOURCE SC-901 FILE

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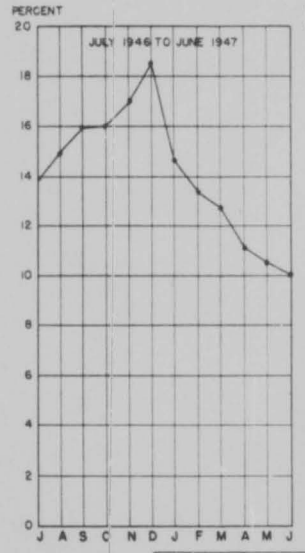
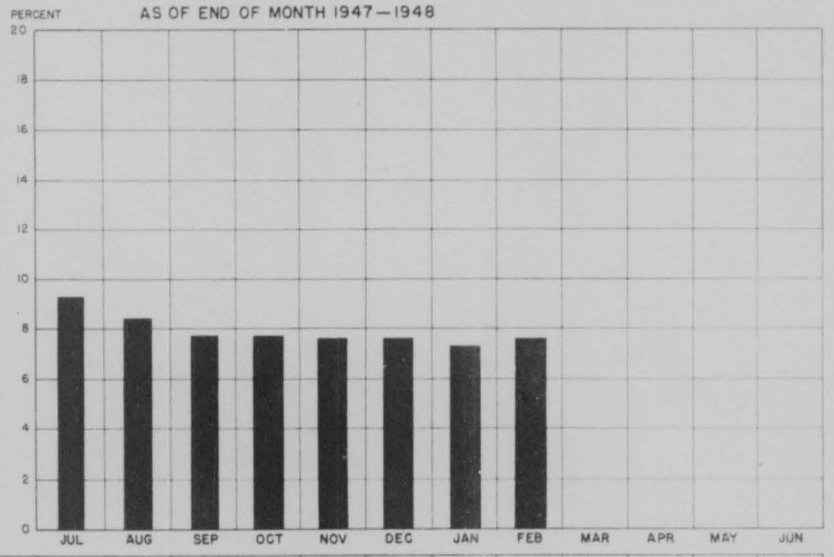
NON-WHITE PERCENTAGE OF TOTAL SAC ENLISTED PERSONNEL ASSIGNED





TOTAL SAC	WHITE	26054	28280	30175	32230	34223	36285	39141	41184			
	NON-WHITE	2681	2605	2568	2716	2853	3022	3122	3435			
HQ SAC STATIONS	WHITE	6534	6556	8668	10236	10314	10302	10718	11242			
	NON-WHITE	1679	1655	1621	1582	1582	1560	1514	1684			
8TH AIR FORCE	WHITE	9289	9875	10716	11820	12658	13710	14658	15430			
	NON-WHITE	722	689	689	835	901	1041	1065	1061			
15TH AIR FORCE	WHITE	10231	9849	10791	10174	11251	12273	13569	14513			
	NON-WHITE	260	261	258	299	370	421	545	630			

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127

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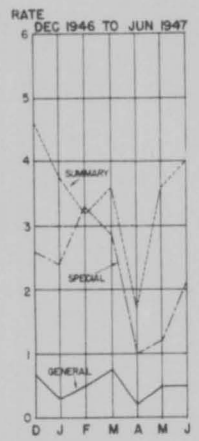
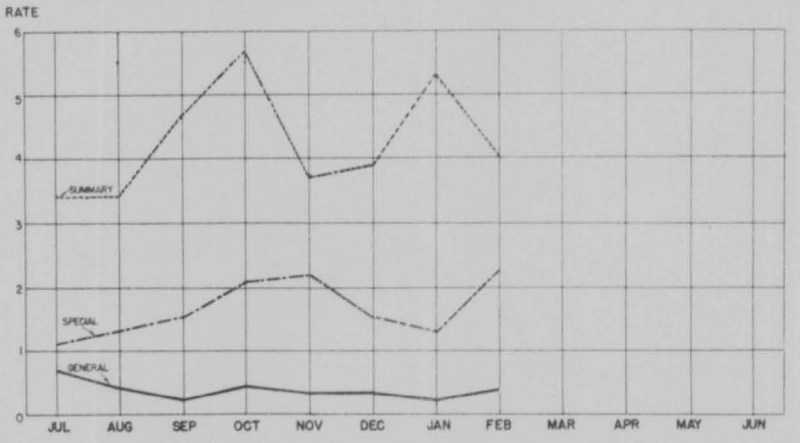
TOTAL SAC COURTS MARTIAL RATES

BY MONTH 1947-1948

RATE PER 1000 PERSONNEL





		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	SUMMARY	111	3.4	119	3.4	183	4.7	219	5.7	156	3.7	176	3.9	257	5.3	204	4.0								
	SPECIAL	37	1.1	47	1.3	59	1.5	82	2.1	92	2.2	69	1.5	62	1.3	117	2.3								
	GENERAL	22	0.7	14	0.4	9	0.2	16	0.4	12	0.3	15	0.3	11	0.2	21	0.4								
HQ. SAC STATIONS	SUMMARY	35	3.7	42	3.8	49	4.2	55	4.8	54	4.8	54	4.8	109	8.9	59	4.8								
	SPECIAL	16	1.7	17	1.5	21	1.8	29	2.5	42	3.7	11	1.0	25	2.0	40	3.2								
	GENERAL	5	0.5	3	0.3	2	0.2	8	0.7	4	0.4	6	0.5	4	0.3	6	0.5								
8TH AIR FORCE	SUMMARY	29	2.5	31	2.6	72	5.6	96	6.1	34	2.2	59	3.6	69	3.9	84	4.5								
	SPECIAL	8	0.7	9	0.7	15	1.2	22	1.6	16	1.0	20	1.2	14	0.8	34	1.6								
	GENERAL	2	0.2	1	0.1	2	0.2	1	0.1	2	0.1	1	0.1	4	0.2	5	0.3								
15TH AIR FORCE	SUMMARY	47	3.9	46	3.8	62	4.4	78	6.0	70	4.4	63	3.7	79	4.2	61	3.1								
	SPECIAL	13	1.1	21	1.8	23	1.6	31	2.4	34	2.1	38	2.2	23	1.2	43	2.2								
	GENERAL	15	1.3	10	0.8	5	0.4	7	0.5	6	0.4	8	0.5	3	0.2	10	0.5								

SOURCE AF-SC-U7

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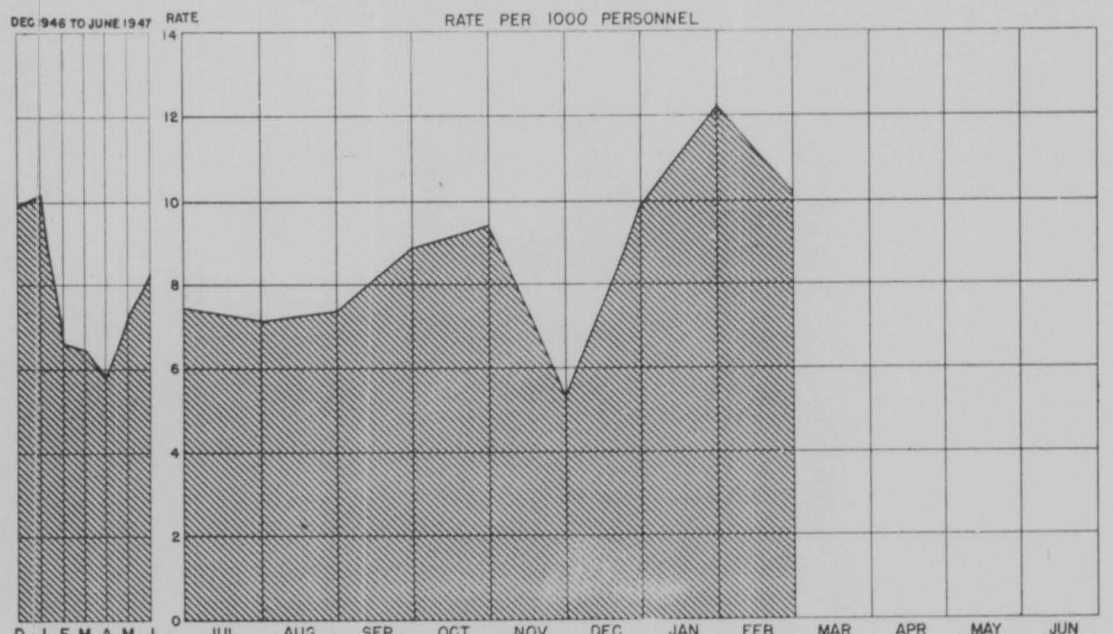
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH 1947 - 1948



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	234	7.1	242	7.3	344	8.9	363	9.4	226	5.5	429	9.5	597	12.3	520	10.2								
HQ SAC STATIONS	77	8.1	90	8.1	111	9.5	80	7.0	45	4.0	172	15.1	160	13.1	137	11.1								
8TH AF	66	5.7	73	6.0	113	8.7	136	9.6	52	3.4	107	6.5	181	10.5	168	7.0								
15 TH AF	91	7.6	79	6.6	120	8.6	147	11.3	129	8.1	149	8.7	256	13.8	215	10.8								

NOTE: SELFRIDGE INCLUDED IN THE 15 TH AIRFORCE

SOURCE AF - SC-U6

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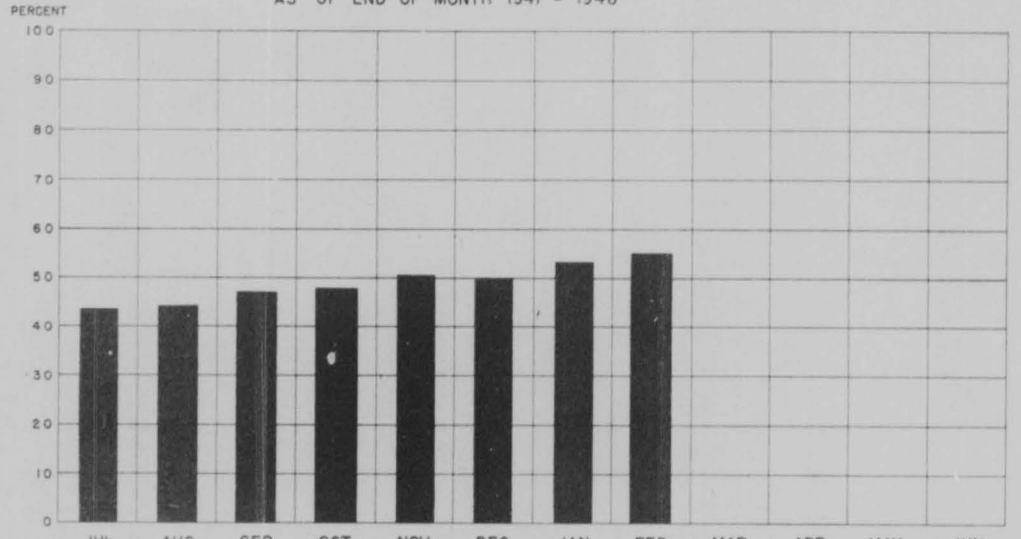
TOTAL SAC CIVILIAN PERSONNEL WITH PERMANENT STATUS

PERCENT OF TOTAL EMPLOYED

AS OF END OF MONTH 1947 - 1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	EMPLOYED	5238	5456	5512	5120	4986	5107	5145	5355				
	PERM STATUS	2286	2400	2512	2479	2508	2546	2748	2784				
HQ SAC (80 BU)	EMPLOYED	253	246	248	255	259	270	282	282				
	PERM STATUS	103	100	106	103	106	114	134	142				
HQ SAC STATIONS	EMPLOYED	1399	1674	1540	1719	1736	1799	1836	1750				
	PERM STATUS	615	771	781	886	909	911	939	946				
8TH AIR FORCE	EMPLOYED	991	1246	1223	1143	1177	1191	1181	1173				
	PERM STATUS	513	596	629	613	667	661	581	700				
15TH AIR FORCE	EMPLOYED	2595	2270	2301	2003	1814	1847	1846	1842				
	PERM STATUS	1055	933	996	877	920	860	994	996				

NOTE: BEGINNING WITH SEP 60 BU INCLUDES HQ 3H RCN WG

SOURCE AF FORM 134

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Section 3

AIRCRAFT *and* MAINTENANCE

1593

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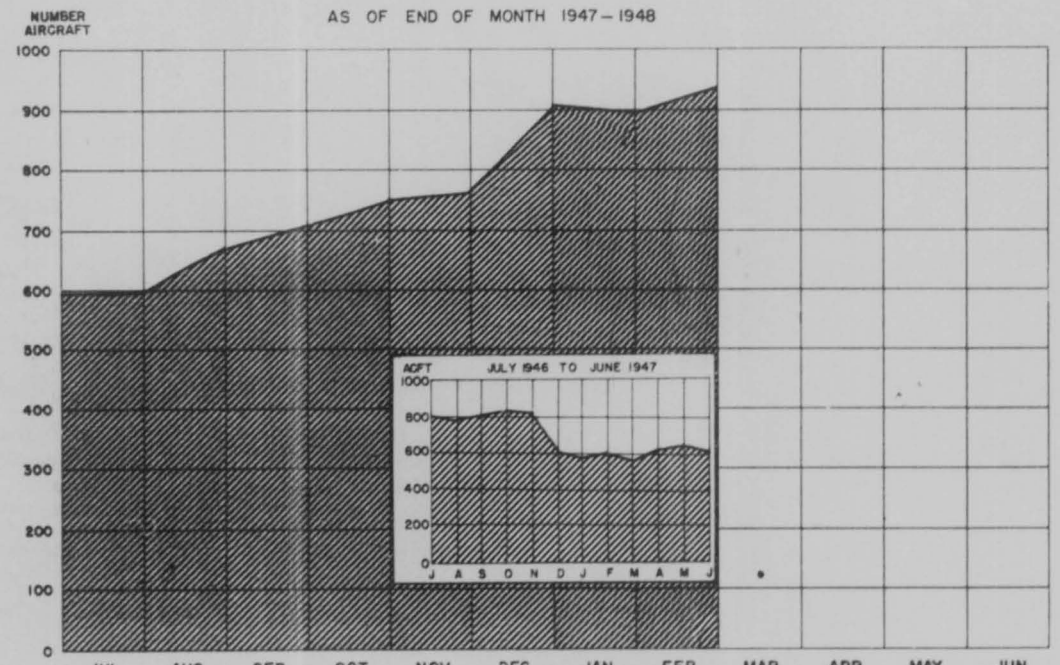
TOTAL SAC AIRCRAFT STRENGTH

AS OF END OF MONTH 1947 – 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	596	666	718	750	762	903	896	956				
HQ SAC STATIONS	168	252	253	362	327	346	343	395				
8 AF	152	172	230	234	244	344	345	335				
15 AF	276	242	235	154	191	213	210	206				

SOURCE: AF FORM 110A (SSC-AI-R)

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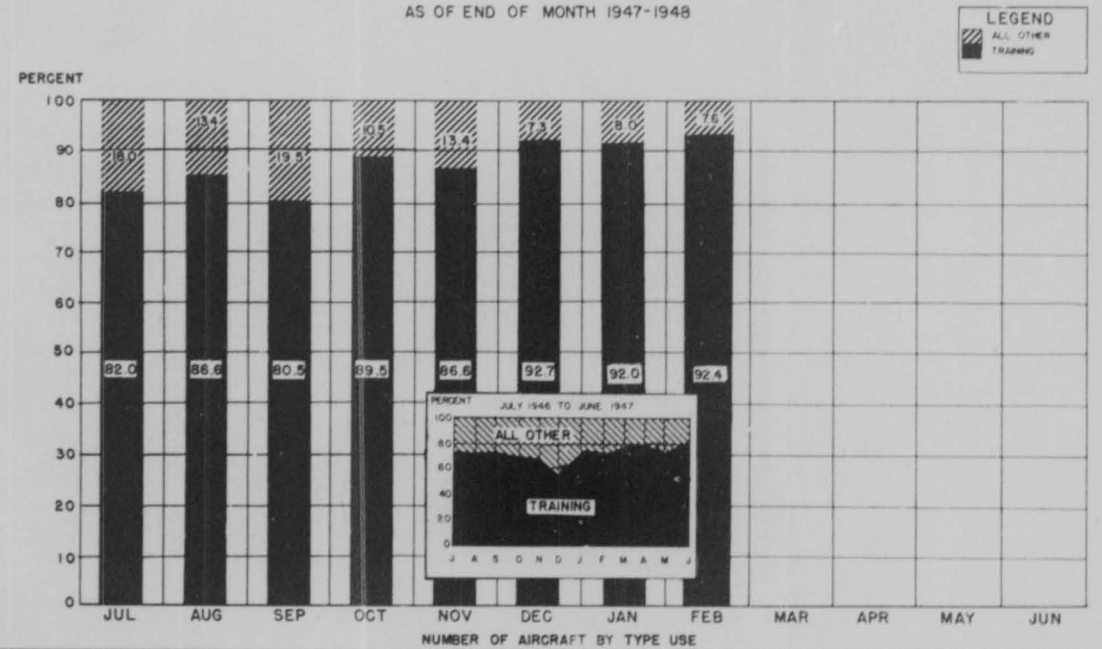
TOTAL SAC AIRCRAFT BY TYPE USE

AS OF END OF MONTH 1947-1948



NUMBER OF AIRCRAFT BY TYPE USE

TRAINING	488	577	578	671	660	837	824	865				
OPERATIONAL	33	5	2	2	2	3	17	14				
TRANSPORT	26	15	10	11	13	12	14	13				
OTHER	49	69	128	66	87	51	41	44				
TOTAL ACFT	596	666	718	750	762	903	896	936				

SOURCE AF FORM 110A (SSG-AI-2)

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SAC AIRCRAFT INVENTORY
BY STATION AND UNIT
AS OF 29 FEB 1948

STATION AND UNIT	TOTAL	BOMBERS						FIGHTERS					RCN & LIASON								CARGO					OTHER
		B-50	B-29 TB-29 KB-29	B-17 TB-17 VB-17	B-25 TB-25 VB-25	A-26 TA-26	TOTAL	P-47	P-51	P-80	P-82	TOTAL	F-2	F-9	F-13	FB-17	GR-12	L-5	L-13	TOTAL	C-45	C-47 TC-47	C-54	TOTAL	AT-6
HQ SAC STATIONS	395		32	3	14	4	53	1	76	165		242	2	10	13	11	2	1	1	40	3	31	2	36	24
ANDREWS 4 FTR GP	87					2	2			82		82													3
4 M/S GP	12				1		1	1		2		3										5		5	3
60 BASE UNIT	20		3	3	6		12															6		6	2
MACDILL 307 BOMB GP VH	27		27				27																		
307 M/S GP	19		1		5	1	7		4			4		1			1	1		3		5		5	
7 GEOD CONTL SQ	16													2	5	1	1			9		7		7	
16 PHOTO SQ	12		1		1		2								8					8			2	2	
343 RGN SQ	19												2	7		10				19					
GRENIER 82 FTR GP	67					1	1		61			61													5
82 M/S GP	14								9			9									1	3		4	1
SELFRIDGE 56 FTR GP	80								2	78		80													
56 M/S GP	22				1		1			3		3							1	1	2	5		7	10
EIGHTH AIR FORCE	338	1	105		15	1	122		151		2	153	3						1	4	1	25	10	36	20
DAVIS-MONTHAN 2 BOMB GP VH	13		13				13																		
43 BOMB GP VH	31	1	30				31												1	1		8		8	
43 M/S GP	12				3		3																		
CARSWELL 7 BOMB GP VH	30		30				30															4		4	
7 M/S GP	8				4		4																10	10	
1 AIR TRANSPORT UNIT	10																					4		4	
39 BASE UNIT	10				5	1	6																		
KEARNEY 27 FTR GP	87								76		2	78													9
27 M/S GP	12								2			2	3							3	1	3		4	3
WALKER 509 BOMB GP VH	32		32				32																		
509 M/S GP	10				3		3		1			1										6		6	
33 FTR GP	76								69			69													7
33 M/S GP	4								3			3													1
FIFTEENTH AIR FORCE	206		156	1	19	1	177			1		1									8	19		27	1
CASPER 201 BASE UNIT	1																				1			1	
CASTLE 93 BOMB GP VH	29		29				29																		
93 M/S GP	5				1		1														1	3		4	
COLO SPRGS 201 BASE UNIT	12			1	7	1	9														1	2		3	
WEAVER 28 BOMB GP VH	24		24				24																		
28 M/S GP	8				4		4															4		4	
(TDY ALASKA) 97 BOMB GP VH	15		15				15																		
SMOKY HILL 301 BOMB GP VH	30		30				30																		
301 M/S GP	10		2		3		5			1		1									1	3		4	
SPOKANE 92 BOMB GP VH	27		27				27																		
92 M/S GP	14		1		3		4														4	5		9	1
98 BOMB GP VH	28		28				28																		
WENDOVER 216 BASE UNIT	3				1		1															2		2	
TOTAL SAC	936	1	293	4	48	6	352	1	227	166	2	396	5	10	13	11	2	1	2	44	12	75	12	99	45

SOURCE AF FORM 1104 (SSC-AI-1)

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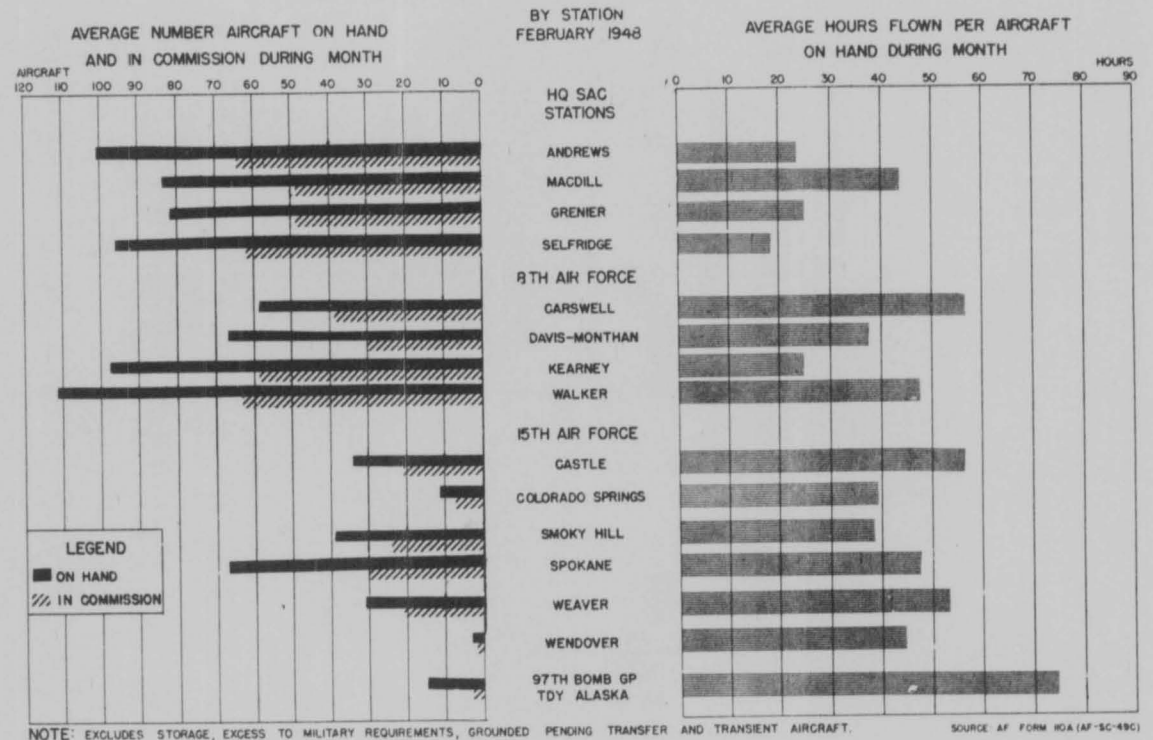
SAC AIRCRAFT ON HAND AND HOURS FLOWN

BY STATION
FEBRUARY 1948



NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT.
COLORADO SPRINGS INCLUDES AIRCRAFT OF 201 AFBU AT CASPER.

SOURCE: AF FORM 80A (AF-SC-49C)

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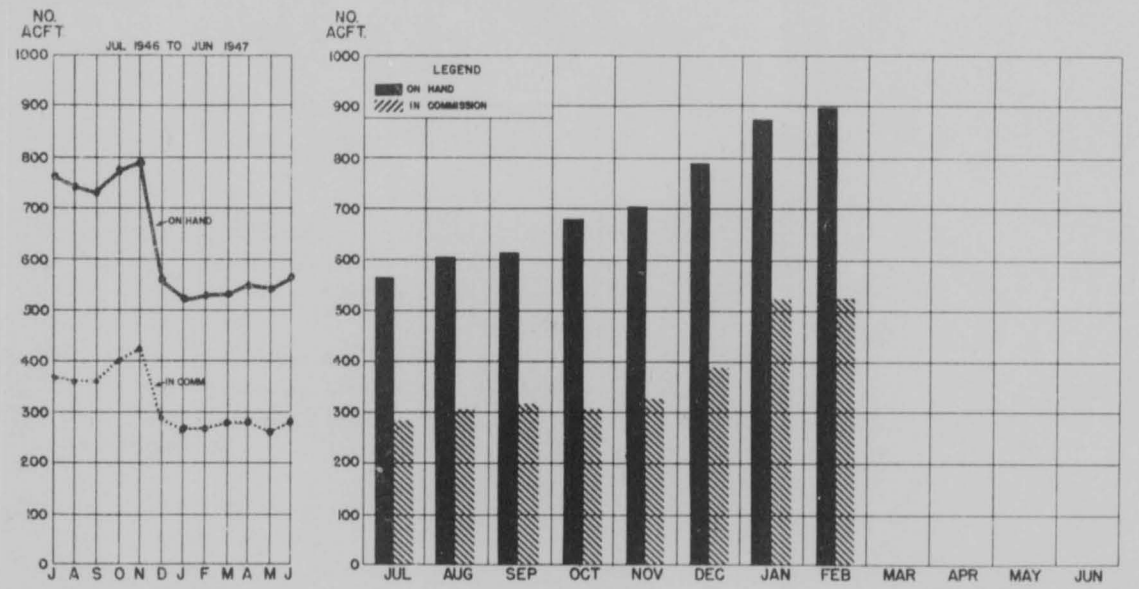
AVERAGE NUMBER AIRCRAFT ON HAND AND IN COMMISSION

TOTAL SAC
MONTHLY 1947-1948



NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT.

SOURCE: AF FORM 110A (AF-SC-49C)

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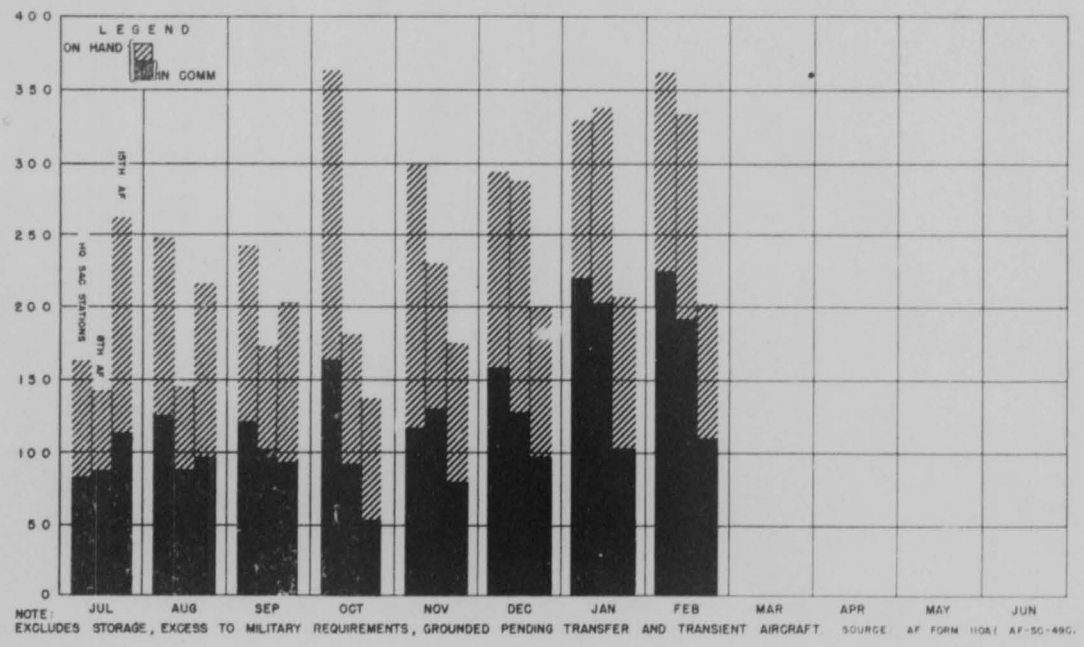
AVERAGE NUMBER AIRCRAFT ON HAND AND IN COMMISSION

BY SUB COMMAND

MONTHLY 1947-1948



NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT. SOURCE: AF FORM 110A(AF-SC-49G.

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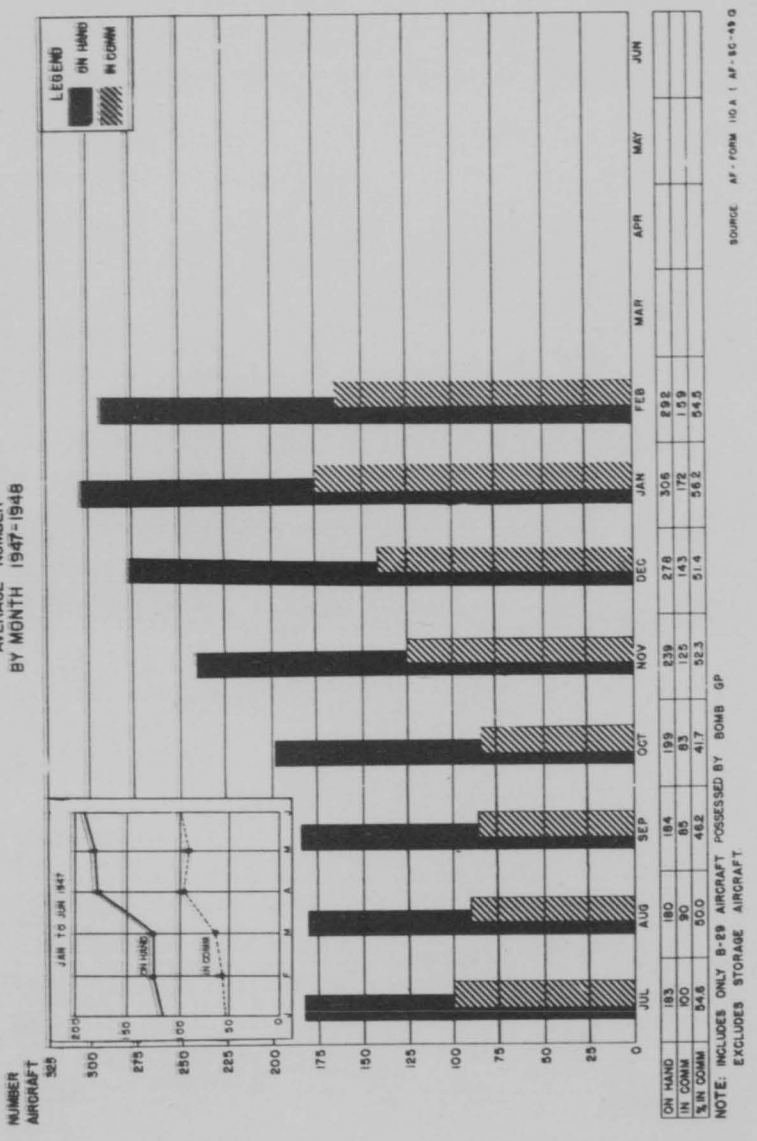
TOTAL SAC B-29 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	183	180	184	199	239	278	306	292				
IN COMM	100	90	85	83	125	143	172	159				
% IN COMM	54.6	50.0	46.2	41.7	52.3	51.4	56.2	54.5				

SOURCE AF-FORM 110 A & AF-SC-49 G

NOTE: INCLUDES ONLY B-29 AIRCRAFT POSSESSED BY BOMB GP
EXCLUDES STORAGE AIRCRAFT

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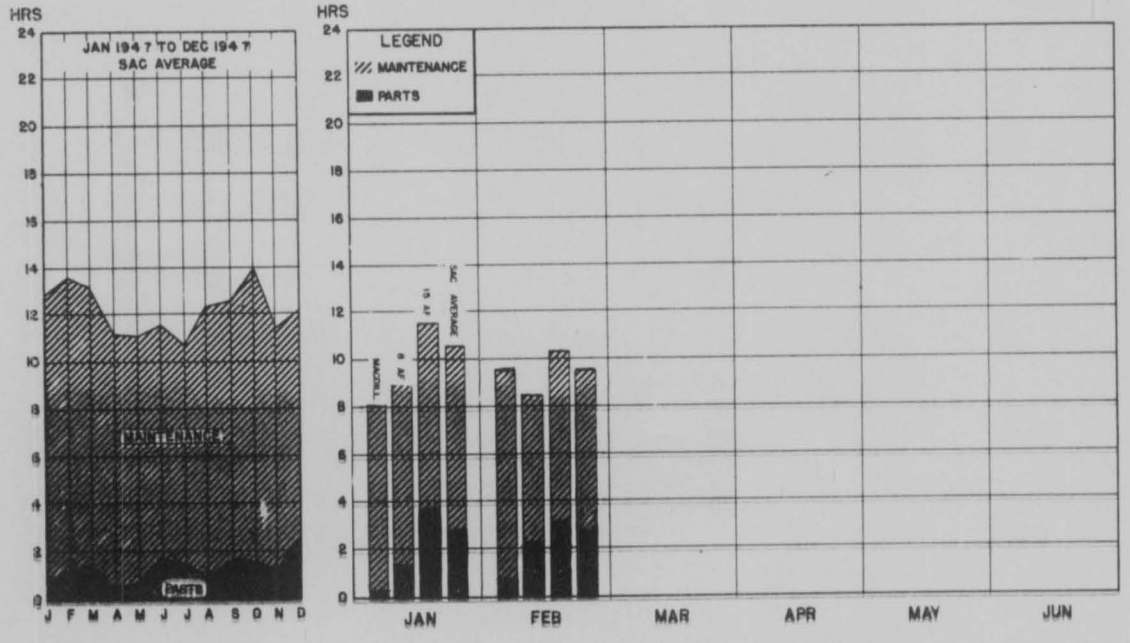
STATUS OF SAC B-29 AIRCRAFT OUT OF COMMISSION

AVERAGE HOURS DAILY

BY MONTH 1948



NOTE: INCLUDES ONLY B-29 AIRCRAFT ASSIGNED TO BOMB GROUPS

SOURCE: AF FORM 110 A & SAC-SC-A2

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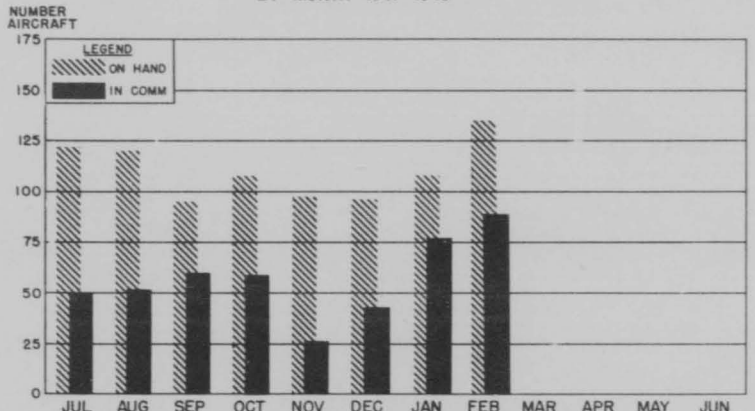
TOTAL SAC P-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH 1947-1948

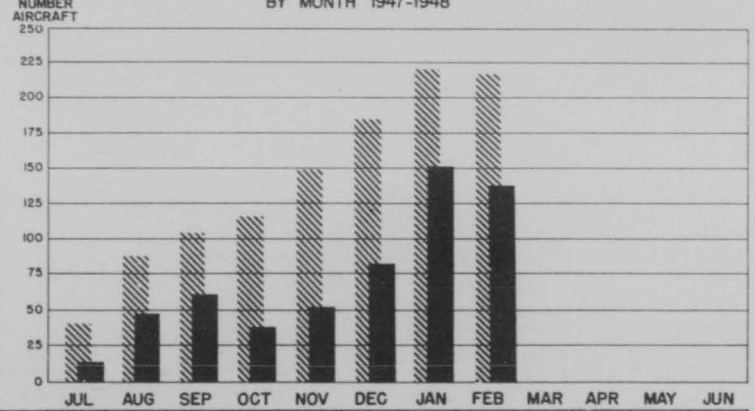


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	122	120	93	108	96	95	108	134				
IN COMM	50	52	59	60	26	42	77	90				
% IN COMM	41.0	43.0	63.4	55.6	27.1	44.2	71.3	67.2				

NOTE: INCLUDES P-80 AIRCRAFT POSSESSED BY FIGHTER GROUPS ONLY. EXCLUDES STORAGE AIRCRAFT

TOTAL SAC P-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	39	86	103	115	149	188	220	215				
IN COMM	13	46	54	37	51	81	151	137				
% IN COMM	33.3	53.5	52.4	32.2	34.2	43.1	68.6	63.7				

NOTE: INCLUDES P-51 AIRCRAFT POSSESSED BY FIGHTER GROUPS ONLY. EXCLUDES STORAGE AIRCRAFT

SOURCE: AF FORM 110A (AF-SC-49C)

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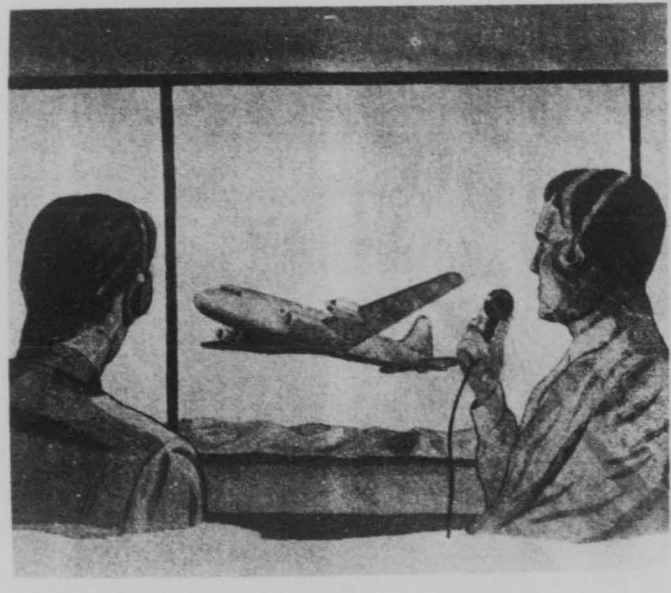
Section 4



TRAINING *and* OPERATIONS

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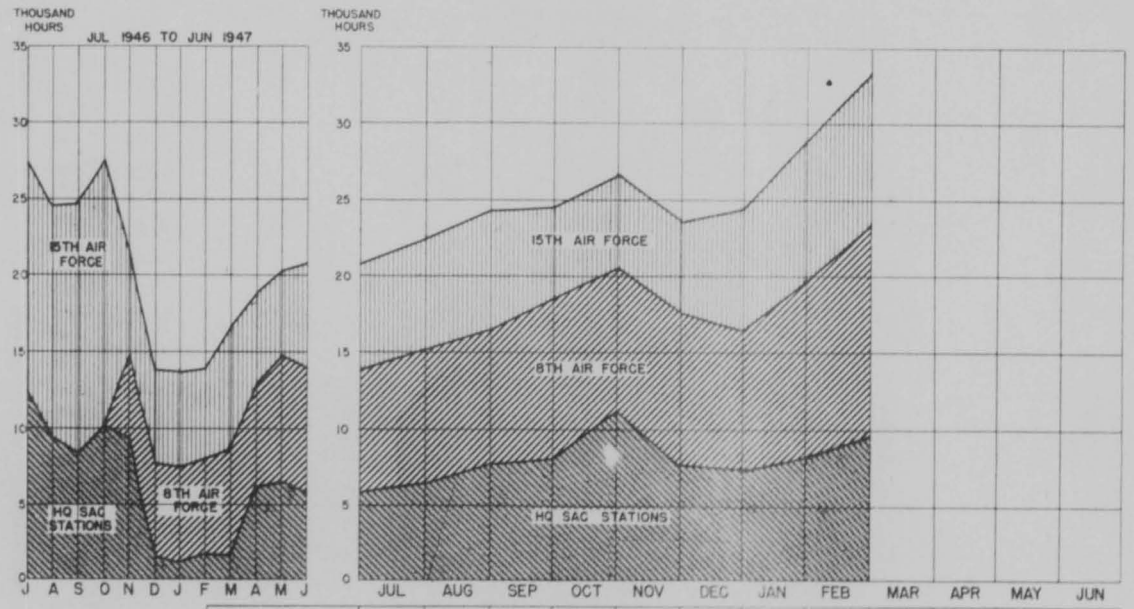
TOTAL SAC AIRCRAFT HOURS FLOWN
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ SAC STATIONS	6198	7704	7756	11270	7526	7236	8205	9968				
8TH AF	8842	8917	10705	9149	9913	9294	8650	13537				
15TH AF	7446	7558	5926	6308	6032	7718	9222	10114				
TOTAL SAC	22486	24179	24387	26727	23471	24248	29077	33619				

SOURCE: AF FORM 10A (AF-SC-490)

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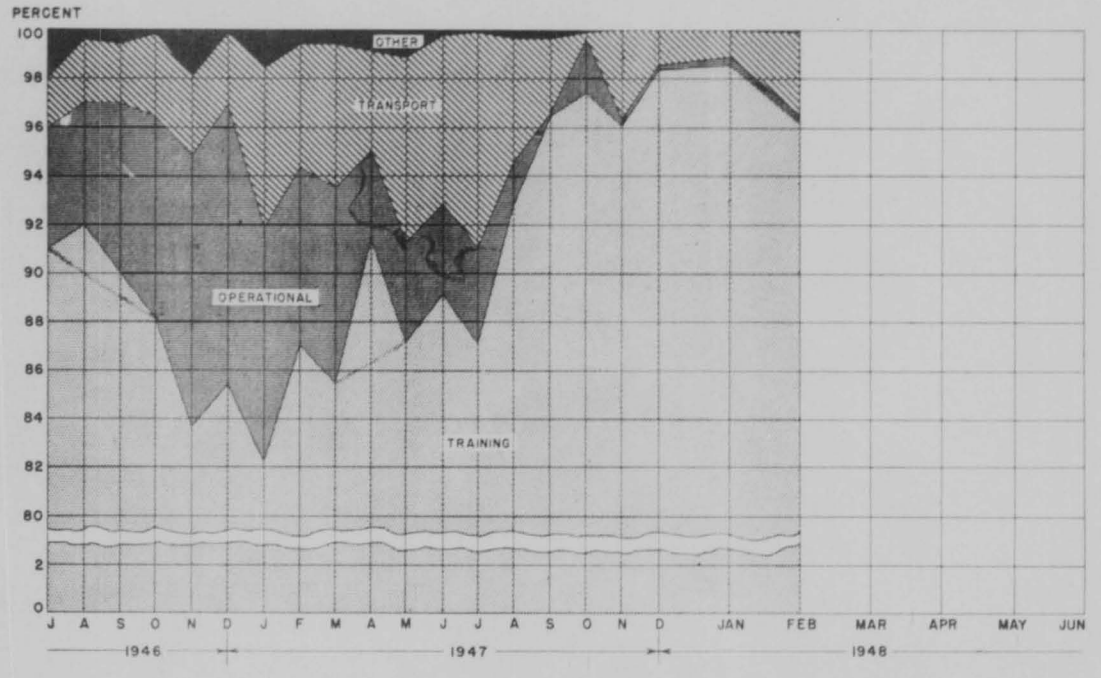
PERCENTAGE OF TOTAL SAC AIRCRAFT HOURS FLOWN

BY TYPE OF FLYING

JULY 1946 TO DATE



SOURCE AF FORM 110A (AF-SC-49C)

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TOTAL SAC HOURS FLOWN

BY STATION & TYPE OF FLYING

FEBRUARY 1948

STATION	TYPE OF FLYING				
	TRAINING	OPERATIONAL	TRANSPORT	OTHER	TOTAL
HQ SAC STATIONS	9881	29	27	31	9968
ANDREWS	2357	29	27		2413
MACDILL	3680			31	3711
GRENIER	2105				2105
SELFRIDGE	1739				1739
8TH AIR FORCE	12552	67	918		13537
CARSWELL	2444		918		3362
DAVIS-MONTHAN	2465	67			2532
KEARNEY	2390				2390
WALKER	5253				5253
15TH AIR FORCE	9907		204	3	10114
CASPER	12				12
CASTLE	1928				1928
COLORADO SPRINGS	457			3	460
SMOKY HILL	1506				1506
SPOKANE	3197		102		3299
WEAVER	1657				1657
WENDOVER	30		102		132
(97TH BOMB GP TDY ALASKA)	1120				1120
TOTAL SAC	32340	96	1149	34	33619

SOURCE AF FORM 110A (AF-SC-4901)

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH 1947-1948

MONTH & YEAR	AIRCRAFT INVENTORY		1/ FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
1947 JUL	607	564	725	1.29	39.9
AUG	643	606	778	1.28	39.8
SEP	694	587	811	1.38	41.4
OCT	741	634	861	1.36	42.1
NOV	755	662	782	1.18	35.4
DEC	825	759	781	1.03	31.9
1948 JAN	891	853	938	1.10	34.1
FEB	915	870	1159	1.33	38.6
MAR					
APR					
MAY					
JUN					

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT.

SOURCE: AF FORM 110A (AF-SC-490)

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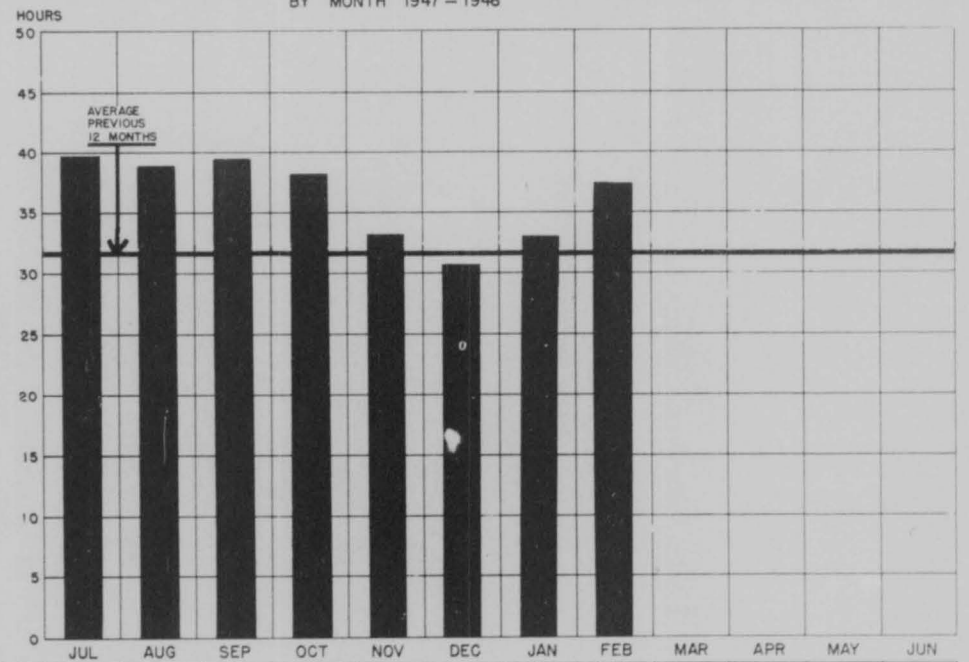
AVERAGE HOURS FLOWN PER SAC AIRCRAFT

TOTAL SAC

BY MONTH 1947 – 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AVG NO ACFT ON HAND	567	609	616	680	703	769	877	899				
AVG HRS FLOWN PER ACFT	39.7	38.8	39.5	38.1	33.4	30.7	33.2	37.4				

NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT

SOURCE: AF FORM 110A(AF-SC-49C)

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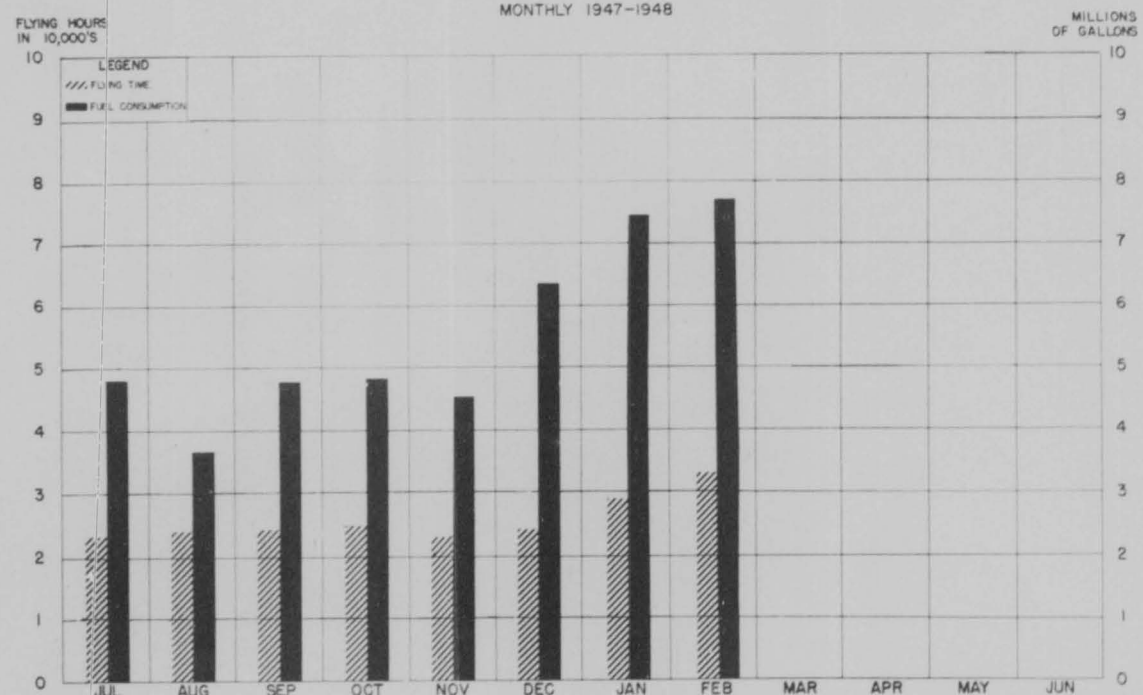
TOTAL SAC AIRCRAFT HOURS FLOWN AND AVIATION FUEL CONSUMPTION

MONTHLY 1947-1948



NOTE: BEGINNING WITH JAN AF FORM 110A USED AS SOURCE FOR FUEL CONSUMPTION

SOURCE: AF FORM 110-A AND HQ AMC MONTHLY REPORT OF ACFT FUEL

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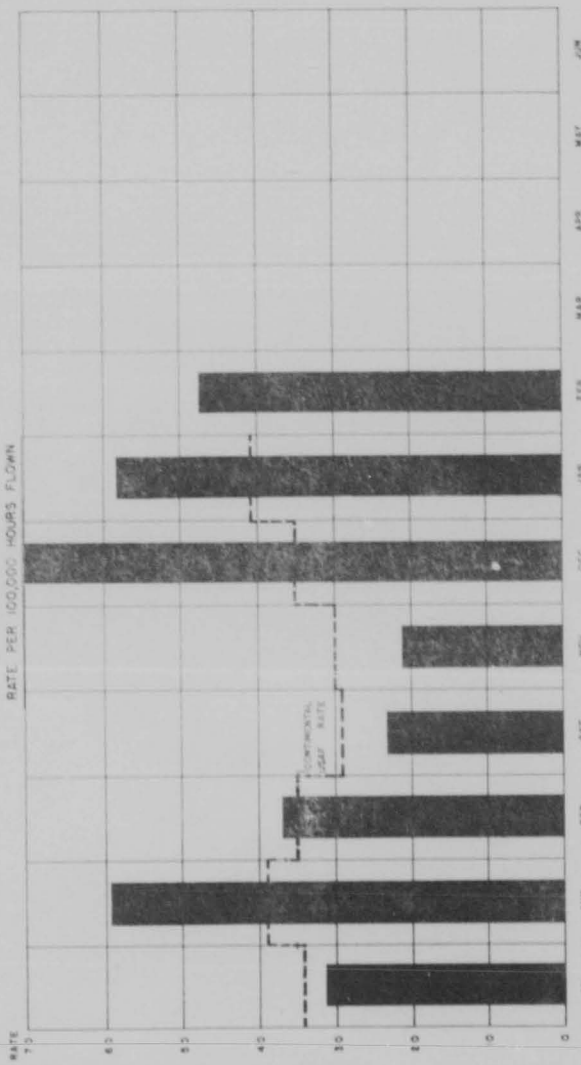
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

BY MONTH 1947-1948

RATE PER 100,000 HOURS FLOWN



	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	7	3.1	4	59.2	0	427	8	103.8	3	21.1	17	150	17	98.5	16	47.6								
NO SAC STATIONS	2	32.3	3	87.4	4	59.0	2	66.1	1	13.3	3	41.5	0	0.0	2	10.4								
8TH AF	0	0	0	33.6	0	0	1	15.6	1	10.1	2	34.9	4	34.3	4	34.3								
15TH AF	5	67.2	1	52.3	0	10.2	0	0	1	40.7	1	15.3	1	32.5	1	19.7								

NOTE CONTINENTAL USAF RATE NOT AVAILABLE FOR CURRENT MONTH

SOURCE AF FORM 1054 (AF-AC-4901) & AFSAC-83

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TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

FATAL AND NON-FATAL

1947-1948

		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	FATAL	0	0	2	85.5	1	36.4	0	0	1	85.5	2	153.8	1	57.3	1	61.5								
	NON-FATAL	3	0	3	85.5	3	109.4	2	76.9	0	0	0	0	0	0	3	184.6								
HQ SAC	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
STATIONS	NON-FATAL	0	0	2	278	0	0	0	0	0	0	0	0	0	0	0	0								
8TH AIR	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
FORCE	NON-FATAL	2	137.5	1	69.6	1	38.5	0	0	0	0	0	0	0	0	0	0								
15TH AIR	FATAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
FORCE	NON-FATAL	0	0	0	0	0	0	1	128	0	0	0	0	0	0	0	0								
	FATAL	0	0	0	0	0	0	0	0	2	153	0	0	0	0	0	0								
	NON-FATAL	5	672	4	559	5	844	0	0	1	76.9	5	753	1	151	2	99								

SOURCE: AF FORM 1054 (AF-SSC-4951) & AFTAI-22

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SAC MAJOR AIRCRAFT ACCIDENTS
FEBRUARY 1948

BY TYPE ACCIDENT

PERCENT FOR FEBRUARY
TOTAL ACCIDENTS 16

BY CAUSE FACTOR

NUMBER OF ACCIDENTS

5	5	4	2	0	FEB 1948	9	2	2	1	0
6.2	2.0	1.7	1.3	0.7	AVG PREV SIX MONTHS	4.2	3.8	2.0	1.8	0

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SAC AIR TRAINING REPORT

PERIOD COVERED FROM 1 FEBUARY TO 29 FEBUARY 1948

	2nd VBR	7th VBR	43rd VBR	509th VBR	26th VBR	92nd VBR	93rd VBR	97th VBR	98th VBR	301st VBR	307th VBR	4th FTW	27th FTW	33rd FTW	56th FTW	82nd FTW	7th OBO	16th PHOTO	343rd BCN	
TOTAL TRAINING HOURS FLOWN	200	1196	1358	1140	1199	1438	1584	560	1240	1236	1423	1056	1685	3110	1044	1747	202	184	186	
TOTAL FLYING HOURS AVAILABLE	241	1118	3068	2014	1283	1921	2615	1456	1217	1366	1984	4896	3989	4181	2434	3255	752	198	1164	
TOTAL FORMATION HRS. OR FLTS FLOWN	0	48	32	31	129	839	213	86	47	50	319	108	10	159	94	8				
TOTAL INSTRUMENT HOURS FLOWN.	311	521	223	283	277	366	293	271	242	241	201	66	247	294	127	347	160	64	101	
TOTAL L/R NAVIGATION MISSIONS	0	1	10	7	18	14	17	0	7	6	11	159	7	124	80	118	2	0	0	
NUMBER SHORAN MILLIONS																	15	0	0	
TOTAL MAXIMUM LOAD TAKE-OFFS												0	0	0	455	0				
NO. AIR-TO-AIR GUNNERY MISSIONS	2	8	15	0	13	36	17	22	58	7	0	20	309	0	0	75				
NO. AIR-TO-GROUND GUNNERY MISSIONS	0											128	317	0	0	3				
NUMBER FIGHTER-BOMBER MISSIONS	0	0	1	0	8	0	1	0	0	13	2	2	0	0	22	0				
TOTAL BOMBS DROPPED VISUAL	5	0	910	31	279	14	173	272	1769	259	254		754	0	0	165				
AND AVG. CIRCULAR ERROR	290	0	195	368	143	235	312	343	297	249	281		75	0	0	27				
TOTAL BOMBS DROPPED IN FORMATION	0	0	0	0	8	26	13	17	32	0	8									
AND AVG. CIRCULAR ERROR	0	0	0	0	1052	2900	1000	200	172	0	1500									
TOTAL BOMBS DROPPED BY RADAR	0	0	76	0	201	8	142	0	541	7										
AND AVG. CIRCULAR ERROR	0	0	6324	0	2282	2280	1306	0	1207	950										
TOTAL SCR-584 RUNS SCORED AND	0	44	125	46	183	36	30	0	0	72	156									
AVG. CIRCULAR ERROR	0	2350	3016	3418	1319	3547	2976	0	0	7712	1163									
NUMBER PHOTO MISSIONS FLOWN																	5	1	21	
NUMBER PHOTO PROJECTS COMPLETED																	0	1	2	

SOURCE: SAC AIR TRAINING REPORT

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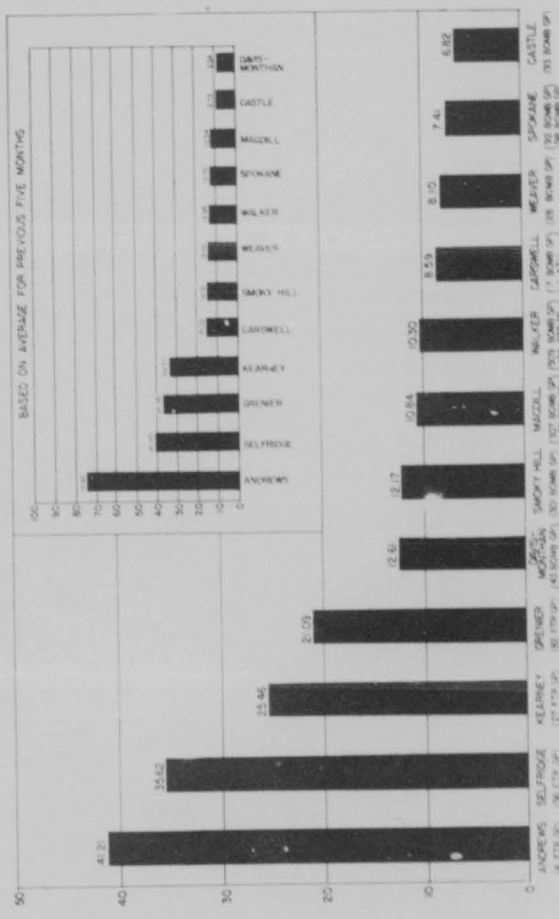
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
FEBRUARY 1948



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Section 5

COST ANALYSIS

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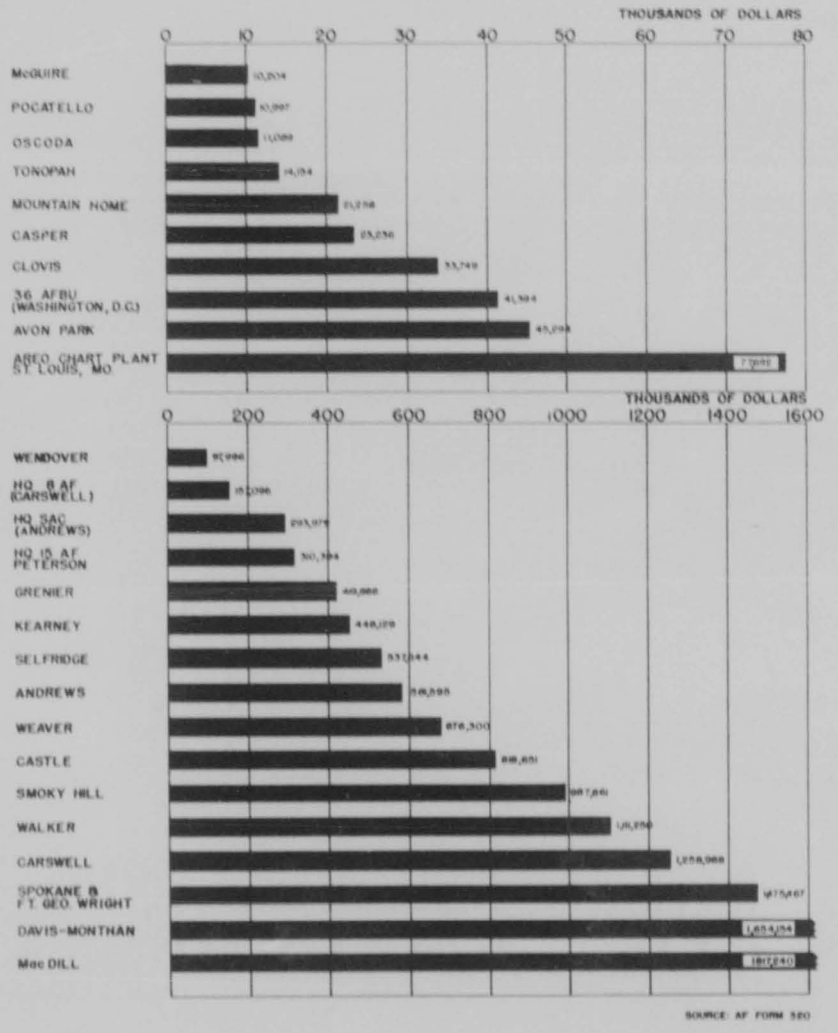
TOTAL COST OF OPERATIONS OF SAC INSTALLATION

JANUARY 1948



SOURCE: AF FORM 320

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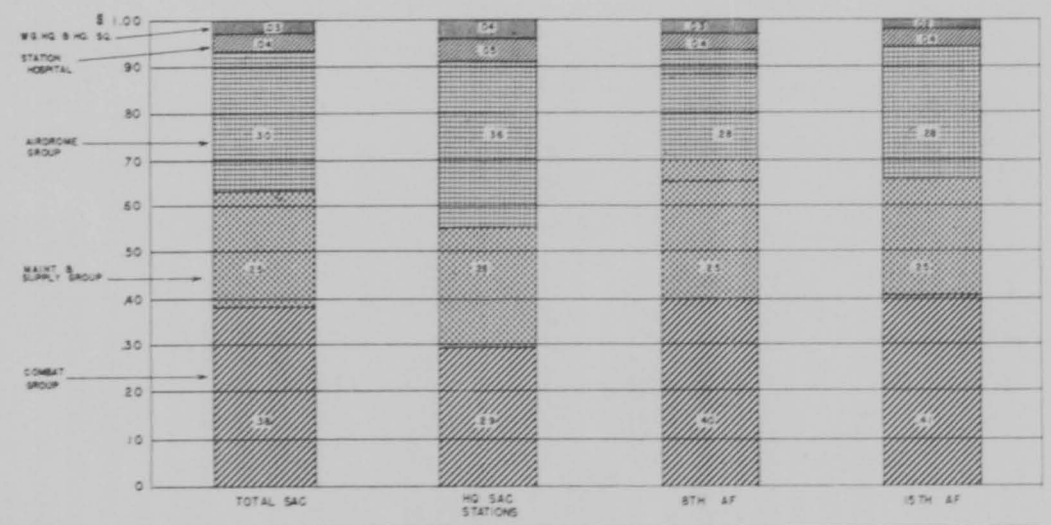
HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND

JANUARY 1948



	TOTAL SAC	HQ SAC STATIONS	8TH AF	15TH AF
WG HQ & HQ SQ	$ 281,705	$ 79,487	$ 117,671	$ 84,547
STATION HOSPITAL	394,877	120,774	138,397	135,706
AIRDROME GROUP	2,847,588	809,225	1,051,678	986,685
MAINT & SUPPLY GROUP	2,397,301	582,936	944,796	869,569
COMBAT GROUP	3,580,572	650,765	1,511,351	1,418,456
WING TOTAL	9,502,043	2,243,187	3,763,893	3,494,963
SPECIAL MISSIONS	426,666	261,299	108,220	57,147
TENANT ORGNS.	907,011	638,949	247,696	20,366
ADD CH ARGES	951,447	212,932	352,712	385,803
GRAND TOTAL	11,787,167	3,356,367	4,472,521	3,958,279

SOURCE AF FORM 320

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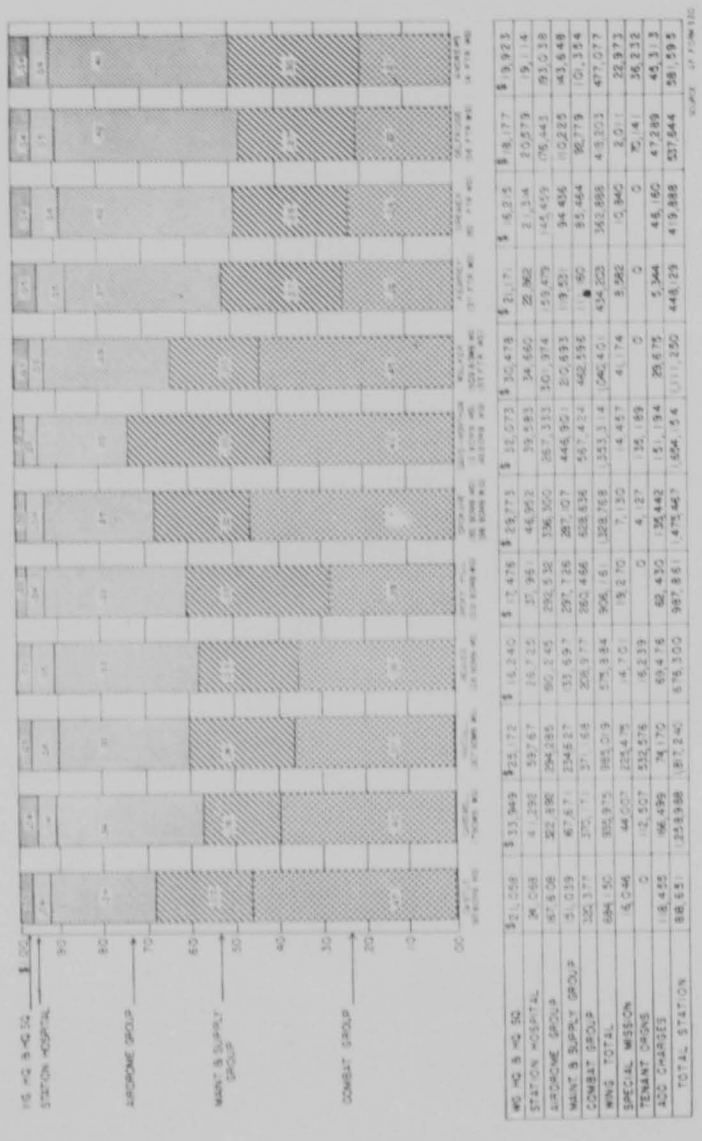
HOW A SAC DOLLAR IS SPENT

BY STATION

JANUARY 1948



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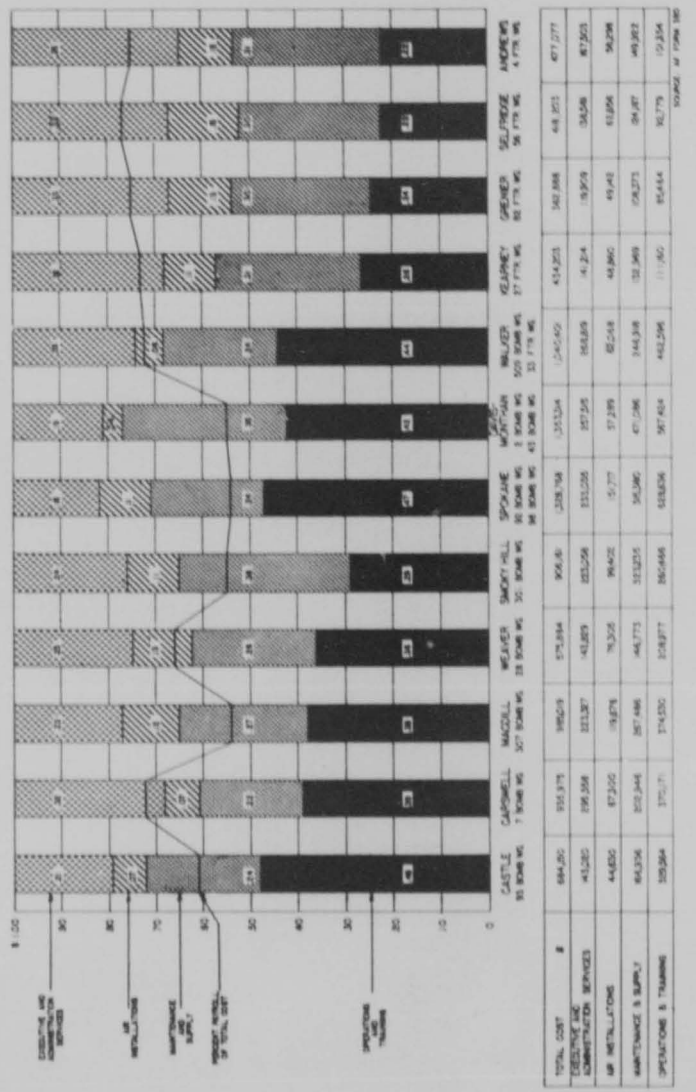
HOW A SAC DOLLAR IS SPENT

BY COMBAT WINGS
JANUARY 1948



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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON OF WING ORGANIZATIONS 1948

WING ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			INDIRECT PAYROLL PER DOLLAR OF DIRECT PAYROLL			1/ PAYROLL PER PER FLYING HOUR FOR COMBAT ACFT		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
CARSWELL, 7 BOMB WG	4801			667633			139			0.37			447		
CASTLE, 93 BOMB WG	2671			414069			155			0.29			306		
DAVIS-MONTHAN, 7 BOMB WG / 43 BOMB WG	4962			750497			151			0.26			310		
MACDILL, 307 BOMB WG	3484			527053			151			0.39			301		
SMOKY HILL, 301 BOMB WG	3584			493952			138			0.42			303		
SPOKANE, 92 BOMB WG / 98 BOMB WG	4364			712997			156			0.30			373		
WALKER, 509 BOMB WG / 33 FTR WG	5209			748072			144			0.32			225		
WEAVER, 28 BOMB WG	2563			378210			148			0.33			336		
ANDREWS, 4 FIGHTER WG	2275			357454			157			0.35			545		
GRENIER, 82 FIGHTER WG	1994			271376			136			0.42			387		
KEARNEY, 27 FIGHTER WG	2325			315617			136			0.43			192		
SELFRIDGE, 56 FIGHTER WG	2103			320960			153			0.39			501		

OPERATIONS AND TRAINING PRIMARY MISSION	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL PER DOLLAR OF OPERATIONS & TRAINING PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO OPERATIONS & TRAINING		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
CARSWELL, 7 BOMB WG	1369			235028			172			1.84			316		
CASTLE, 93 BOMB WG	820			153912			11			1.49			317		
DAVIS-MONTHAN, 7 BOMB WG / 43 BOMB WG	1886			350977			186			1.14			282		
MACDILL, 307 BOMB WG	876			172796			197			2.05			404		
SMOKY HILL, 301 BOMB WG	825			147117			178			2.36			420		
SPOKANE, 92 BOMB WG / 98 BOMB WG	1863			317778			171			1.24			212		
WALKER, 509 BOMB WG / 33 FTR WG	1806			320859			178			1.33			237		
WEAVER, 28 BOMB WG	736			136881			186			1.76			328		
ANDREWS, 4 FIGHTER WG	469			79514			170			3.50			593		
GRENIER, 82 FIGHTER WG	430			69334			161			2.91			470		
KEARNEY, 27 FIGHTER WG	572			88145			154			2.58			398		
SELFRIDGE, 56 FIGHTER WG	420			73464			175			3.37			589		

NOTE: INCLUDES ALL ACCOUNTS IN TOTAL OPERATING COST-MISSION PLUS ACCOUNTS 1216 & 1218. THE FOLLOWING ACCOUNTS ARE EXCLUDED: 03148, 07104, 07112 & 07114.

1/ ONLY THE FLYING TIME OF COMBAT ACFT POSSESSED BY COMBAT GROUPS IS USED.

SOURCE: AF FORM 320 AND AF FORM 1104

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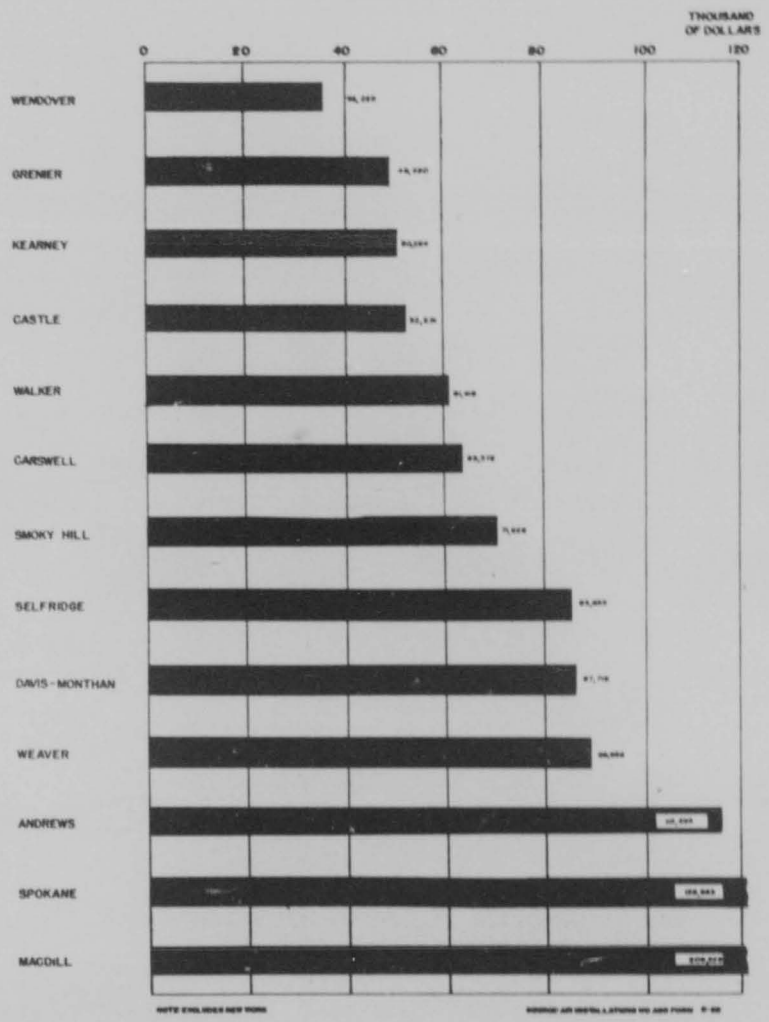
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS
FEBRUARY 1948



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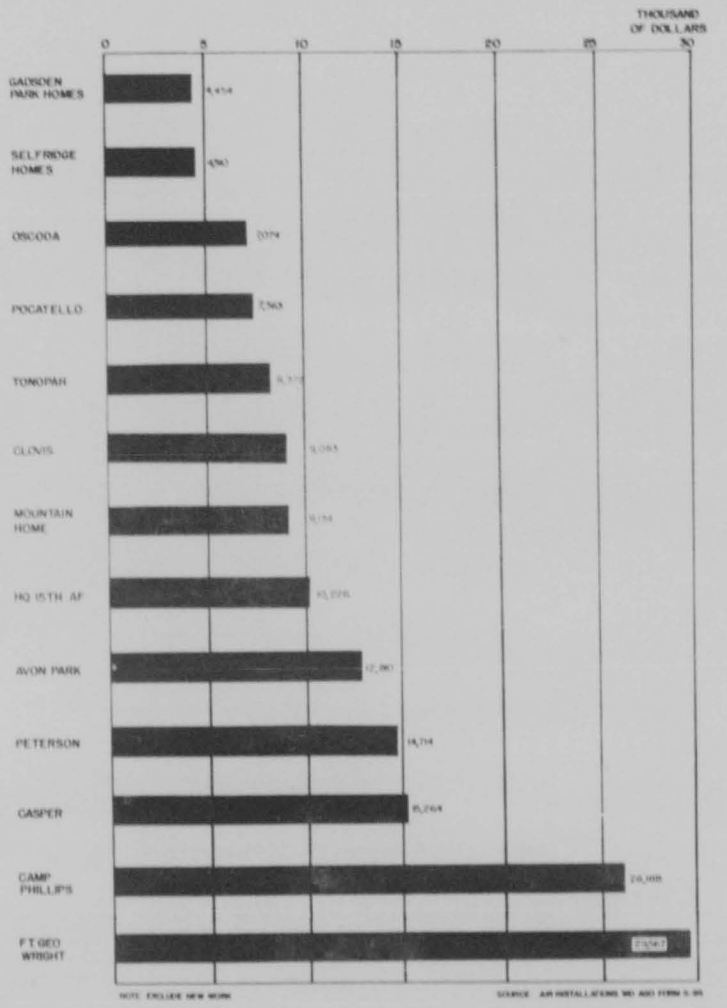
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS
FEBRUARY 1948



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Section 6

OTHERS

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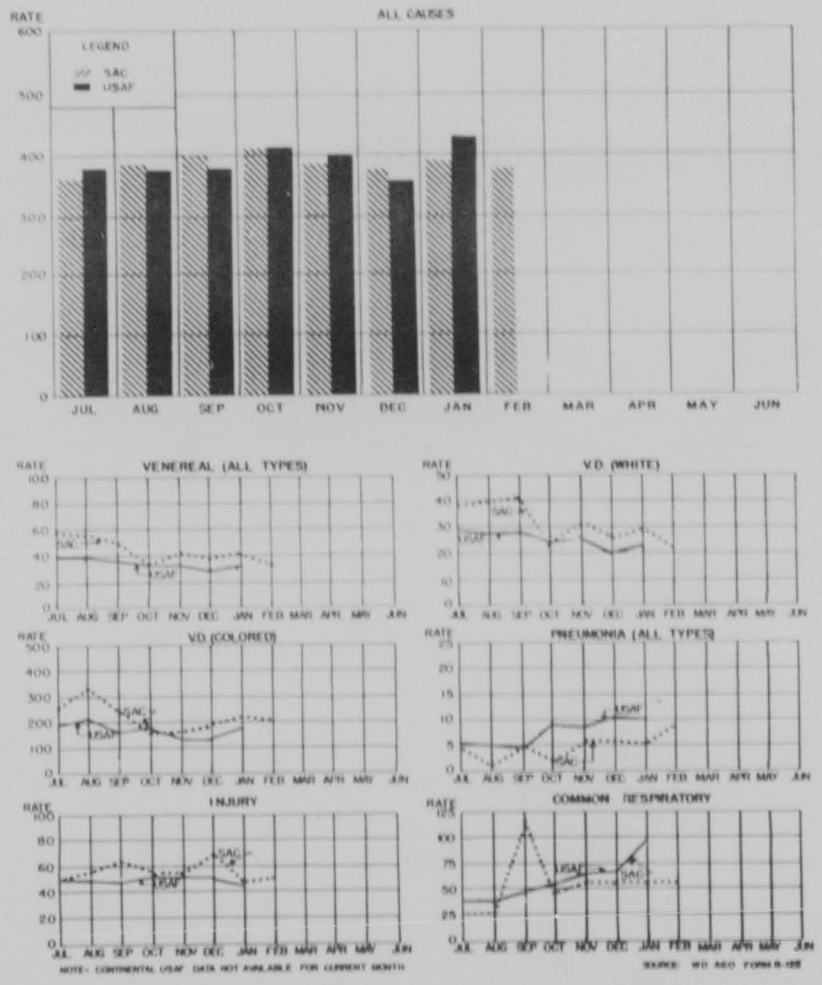
HOSPITAL ADMISSION RATES

SAC VS CONTINENTAL USAF

ADMISSION RATES PER 1000 PER ANNUM

1947–1948



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MEDICAL SUMMARY
VENEREAL DISEASES BY STATION HOSPITAL

Admission Rates Per 1000 Per Annum — February 1948 (4 Weeks 31 January to 27 February)

	WHITE AND COLORED						WHITE						COLORED					
	YD All Types		Gonorrhea		Syphilis		YD All Types		G		S		YD All Types		G		S	
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate
TOTAL SAC	a 127	34	a 104	28	12	3	76	22	66	19	9	2	a 51	204	a 38	152	3	12
HQ SAC STATIONS	b 63	55	b 48	41	5	4	26	26	24	24	2	2	b 37	352	b 24	229	3	29
ANDREWS	7	27	7	27			7	27	7	27								
GRENIER	3	21	3	21			3	21	3	21								
MACDILL	c 49	90	c 34	62	5	9	13	30	11	25	2	5	c 36	352	c 23	225	3	29
SELFRIDGE	d 4	17	d 4	17			3	17	3	17			d 1		d 1			
TOTAL 8TH AF	e 37	26	e 30	21	6	4	30	23	23	18	6	5	e 7	63	e 7	63		
CARSWELL	e 14	31	e 10	22	3	7	11	30	7	19	3	8	e 3	46	e 3	46		
DAVIS- MONTHAN	14	38	12	32	2	5	12	35	10	29	2	6	2	79	2	79		
KEARNEY	3	16	2	11	1	5	3	16	2	11	1	5						
WALKER	6	15	6	15			4	10	4	10			2	77			2	77
TOTAL 15TH AF	b 27	25	b 26	24	1	1	20	18	19	17	1	1	b 7	172	b 7	172		
CASTLE	2	10	2	10			2	10	2	10								
COLORADO SPRINGS	2	32	2	32			2	32	2	32								
SPOKANE	4	12	4	12			4	12	4	12								
WEAVER	6	35	5	29	1	6	6	35	5	29	1	6						
SMOKY HILL	f 13	45	f 13	45			6	23	6	23			f 7	172	f 7	172		
WENDOVER																		

* 2 cases GC, colored; not included in rates; not charged this Command.
b 2 cases GC, colored; not included in rates; not chargeable these stations.
c 1 case GC, colored; not included in rates; not chargeable to MacDill
d 1 case GC, colored; not included in rates; not chargeable this Command.
e 1 case GC, colored; not included in rates; not chargeable this Command.
f 1 case GC, colored; not shown in cases at Smoky Hill, is charged and shown in Smoky Hill rate. Case shown in MacDill cases, but not in MacDill rates.

Source: WD AGO Form 8-122

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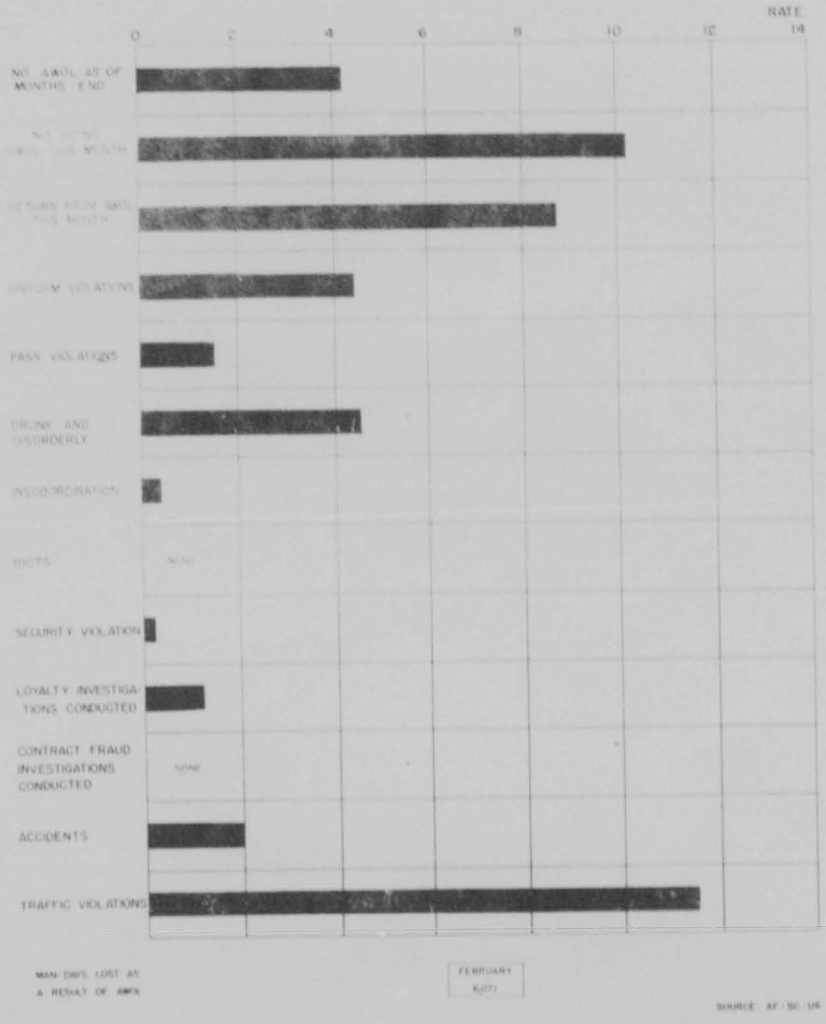
TOTAL SAC OFFENSES AND CRIMINAL INVESTIGATIONS

FEBRUARY 1948

RATE PER 1000 PERSONNEL



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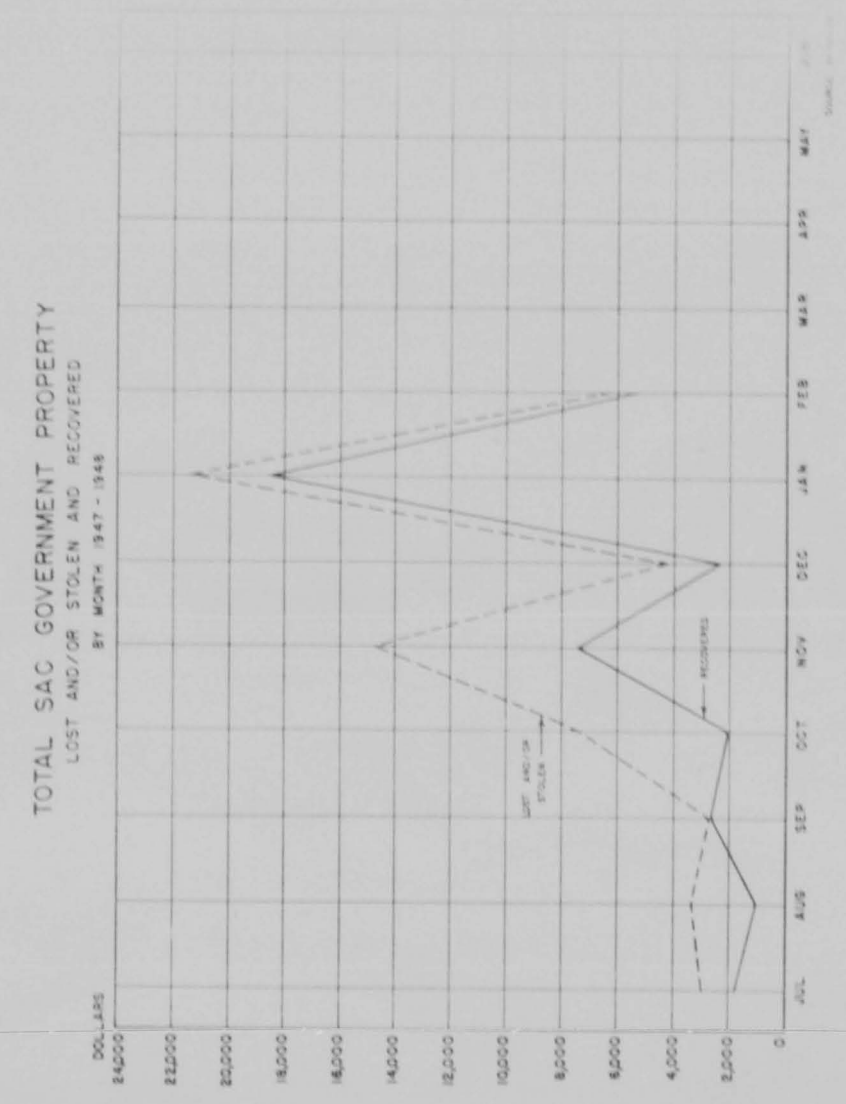

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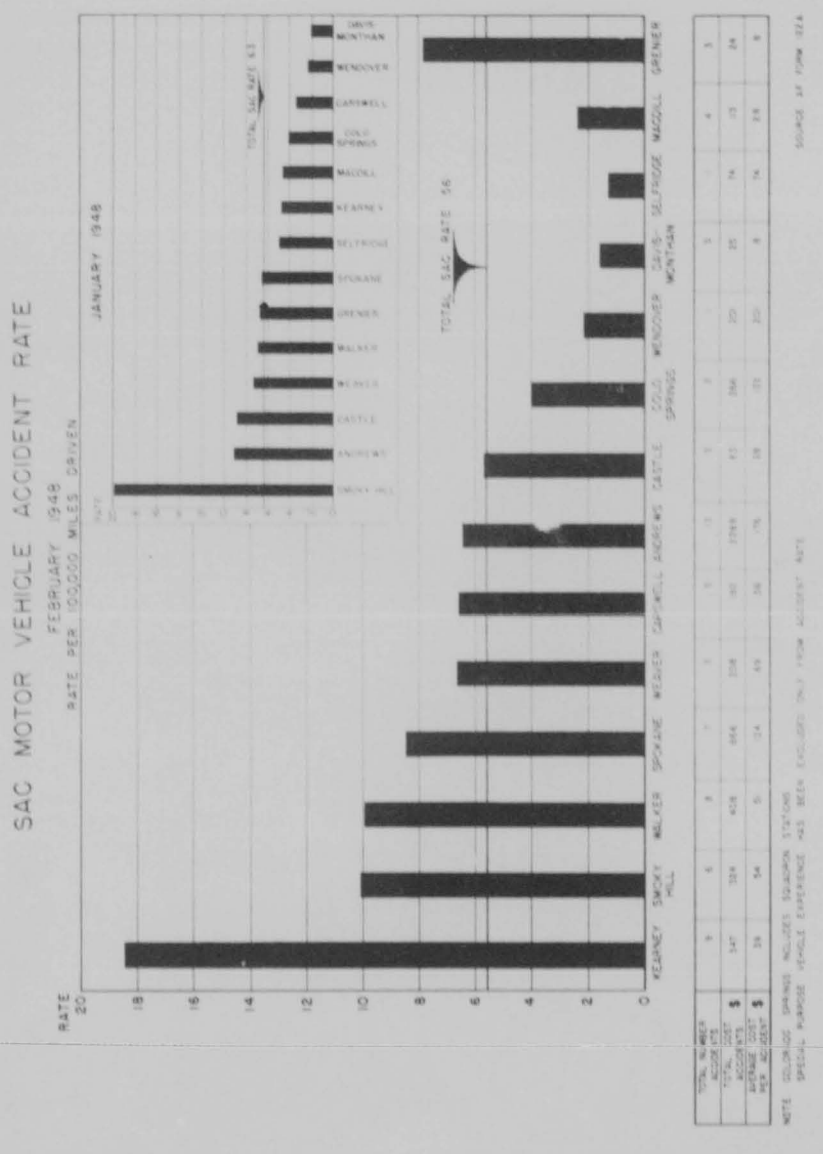

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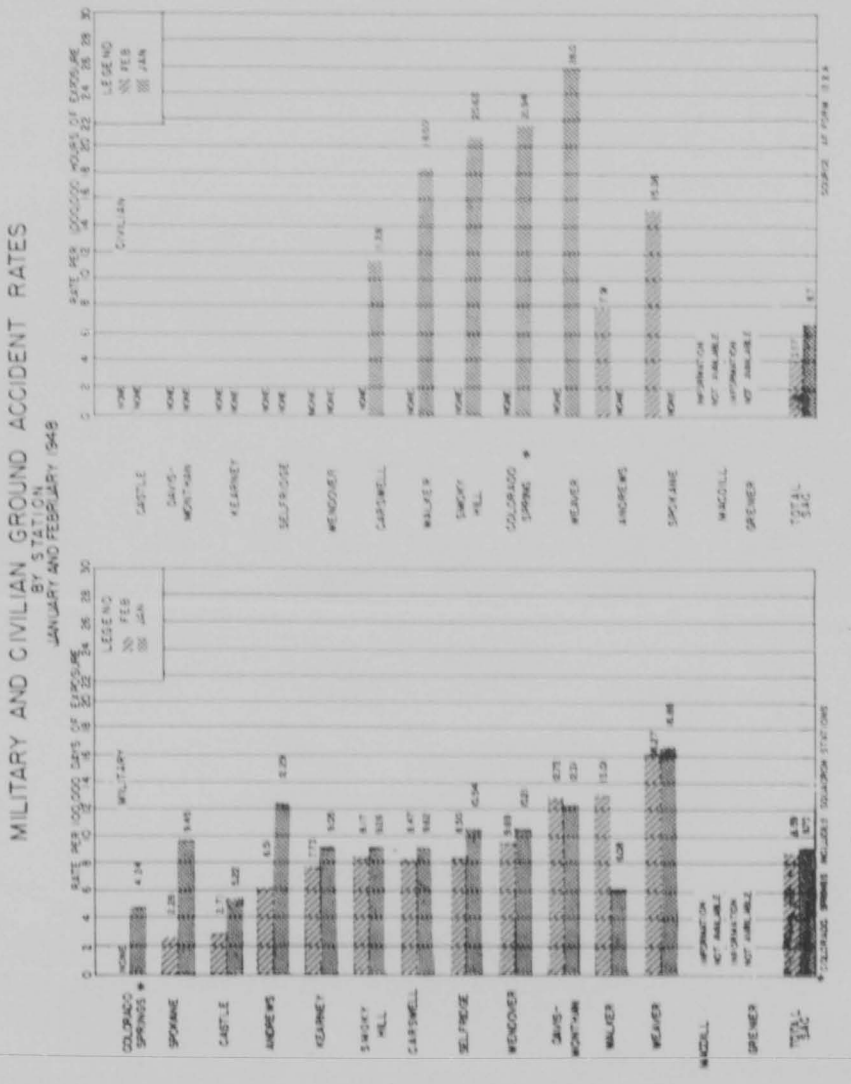

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ASSISTANCE RENDERED SAC PERSONNEL

BY AIR FORCE AID SOCIETY

- JANUARY AND FEBRUARY 1948

	ANDREWS		CASTLE		CARSWELL		COLORADO SPRINGS		DAVIS MONTHAN		GRIFFISS		TOURNEY	
	JAN	FEB	JAN	FEB 1/	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB
AMOUNT LOANED $	410.00	240.00	450.00		690.13	829.50	80.00	541.00	605.26	908.44	540.69	310.00	175.00	372.30
AMOUNT GRANTS $	0.00	0.00	0.00		9.00	0.00	0.00	200.00	0.00	0.00	40.00	75.00	90.00	0.00
NO. PERS ASSISTED	4	6	1		10	11	2	6	17	10	13	6	5	5
AIRBAGE LOAN $	102.50	40.00	56.25		29.67	26.75	40.00	115.20	35.00	60.84	45.00	44.29	58.33	74.46
AIRBAGE GRANT $	0.00	0.00	0.00		0.00	0.00	0.00	200.00	0.00	0.00	40.00	75.00	30.00	0.00
** HEALTH DEATH TRAVEL $	360.00	0.00	130.00		491.13	190.00	0.00	644.00	395.26	548.44	70.00	175.00	156.00	372.30
** FOOD CLOTHING SHELTER $	50.00	240.00	320.00		348.00	639.50	30.00	115.00	190.00	60.00	480.00	210.00	85.00	0.00
** MISCELLANEOUS $	0.00	0.00	0.00		50.00	0.00	50.00	0.00	19.00	0.00	30.00	0.00	0.00	0.00
TOTAL EXPENDED $	410.00	240.00	450.00		890.13	829.50	80.00	731.00	605.26	908.44	580.00	385.00	235.00	372.30

	MACDILL		SELFRIDGE		SMOKY HILL		SPOKANE		WALKER		WILLOW RUN		TOTAL SAC	
	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB	JAN	FEB
AMOUNT LOANED $	905.00	875.00	190.00	280.00	485.00	1270.00	710.00	1310.00	235.00	393.00	430.00	535.00	9946.43	7754.24
AMOUNT GRANTS $	150.00	10.00	0.00	0.00	55.00	0.00	90.00	0.00	0.00	0.00	80.00	0.00	475.00	285.00
NO. PERS ASSISTED	13	13	6	6	13	22	12	12	9	20	9	8	141	147
AIRBAGE LOAN $	90.00	72.92	31.67	46.67	40.42	62.27	64.55	109.17	25.00	19.65	15.75	66.88	43.25	53.50
AIRBAGE GRANT $	150.00	10.00	0.00	0.00	55.00	0.00	90.00	0.00	0.00	0.00	80.00	0.00	67.86	95.00
** HEALTH DEATH TRAVEL $	175.00	385.00	150.00	130.00	145.00	670.00	390.00	590.00	95.00	45.00	120.00	140.00	2672.43	1875.74
** FOOD CLOTHING SHELTER $	541.00	350.00	40.00	145.00	180.00	525.00	275.00	355.00	130.00	330.00	380.00	435.00	2689.13	3454.50
**MISCELLANEOUS $	0.00	150.00	0.00	0.00	215.00	175.00	135.00	365.00	0.00	18.00	10.00	0.00	509.90	708.00
TOTAL EXPENDED $	736.00	885.00	190.00	280.00	540.00	1370.00	800.00	1310.00	225.00	393.00	510.00	535.00	6271.41	7989.24

1/ INFORMATION NOT RECEIVED

* INCLUDES HEALTH (MEDICAL LOAN) FOR ONE (1) PERSON

** ITEMS INDICATED BY LOANS AND GRANTS WERE USED

ONLY WHEN PROGRAMMED ARE INCLUDED

SOURCE: AFAS FORM 1

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INVENTORY OF SAC RECREATIONAL AND ATHLETIC FACILITIES

AS OF 29 FEBRUARY 1948

STATION	BOXING RING	CHAPELS	SKATING RINK - ROLLER (1)	THEATERS	HANDBALL COURTS	GYMS	SWIMMING POOLS	SQUASH COURTS	GOLF COURSES	TENNIS COURTS	BOWLING ALLEYS 1/	BASKETBALL COURTS	LIBRARIES	BASEBALL DIAMONDS	VOLLEYBALL COURTS	FIRING RANGES	N.CO. CLUBS	BOAT HOUSES	OFFICERS CLUBS	POST EXCHANGES 2/	SERVICE CLUBS	FOOTBALL FIELDS	BAND SHELL	SOFTBALL DIAMONDS	HOBBY SHOPS
HQ SAC STATIONS	1	1	0	2	1	1	0	0	0	2	0	1	1	4	1	1	0	1	2(3)	0	0	0	4	1	
ANDREWS	2	3	0	2	3	2	0	1	0	8	(8)	2	2	1	50	4	2	1	1	(3)	2	0	1	2	1
MACDILL	1	1	0	1	0	1	2	0	0	2	(4)	4	1	1	3	1	1	0	1	1	1	1	0	1	1
OREGON	1	1	0	1	1	1	0	0	1	5	(5)	1	1	1	4	1	1	1	1	1	1	0	1	1	1
SELFRIDGE																									
EIGHTH AIR FORCE																									
CARSWELL	1	2	0	1	1	1	0	**	1	3	1	1	1	5	1	2	2	2	1	(6)	2	0	1	0	2
DAVIS-MONTHAN	1	2	0	2	1	1	2	0	***	6	(6)	1	1	7	6	1	0	1	1	(6)	2	1	1	2	3
KEARNEY	1	1	0	1	1	1	0	1	0	0	(8)	1	1	3	1	1	0	1	1	1	1	0	2	1	
WALKER	1	1	0	1	1	1	2	0	0	2	(8)	1	1	1	1	1	0	1	1	(6)	1	1	2	1	
FIFTEENTH AIR FORCE																									
CASPER	0	0	0	0	0	1	0	0	0	3	(6)	1	1	0	0	0	0	1	1	(12)	0	0	0	1	0
CASTLE	0	1	0	1	2	1	3	1	0	1	(6)	1	1	2	2	1	2	0	1	1	1	0	1	2	1
COLORADO SPRINGS	0	1*	0	1	2	1	0	0	0	0	0	1	1	0	2	0	1	0	1	1	1	0	0	1	1
EMORY HILL	2	1	0	1	0	1	1	0	0	1	(16)	1	1	1	1	3	2	0	1	(6)	2	1	0	2	4
SPOKANE	1	1	0	2	4	2	1	4	0	2	(12)	1	1	2	3	2	1	0	1	2	1	0	1	1	2
WEAVER	0	1	0	1	1	1	1	0	0	2	0	1	1	1	0	1	1	0	1	1	1	0	0	0	0
WENDOVER	1	1	0	1	1	1	1	0	0	1	1	1	1	1	2	0	1	0	1	1	1	0	0	1	1
TOTAL SAC	13	18	1	18	15	17	13	7	1	36	13	19	16	17	90	27	18	4	15	(72)	17	5	7	13	20

* COMBINED THEATER & CHAPEL
** PUTTING GREEN & DRIVING RANGE
*** DRIVING RANGE
1/ FIGURES IN PARENTHESES INDICATE NUMBER OF ALLEYS
2/ FIGURES IN PARENTHESES INDICATE NUMBER OF BRANCH POST EXCHANGES

SOURCE: [illegible]

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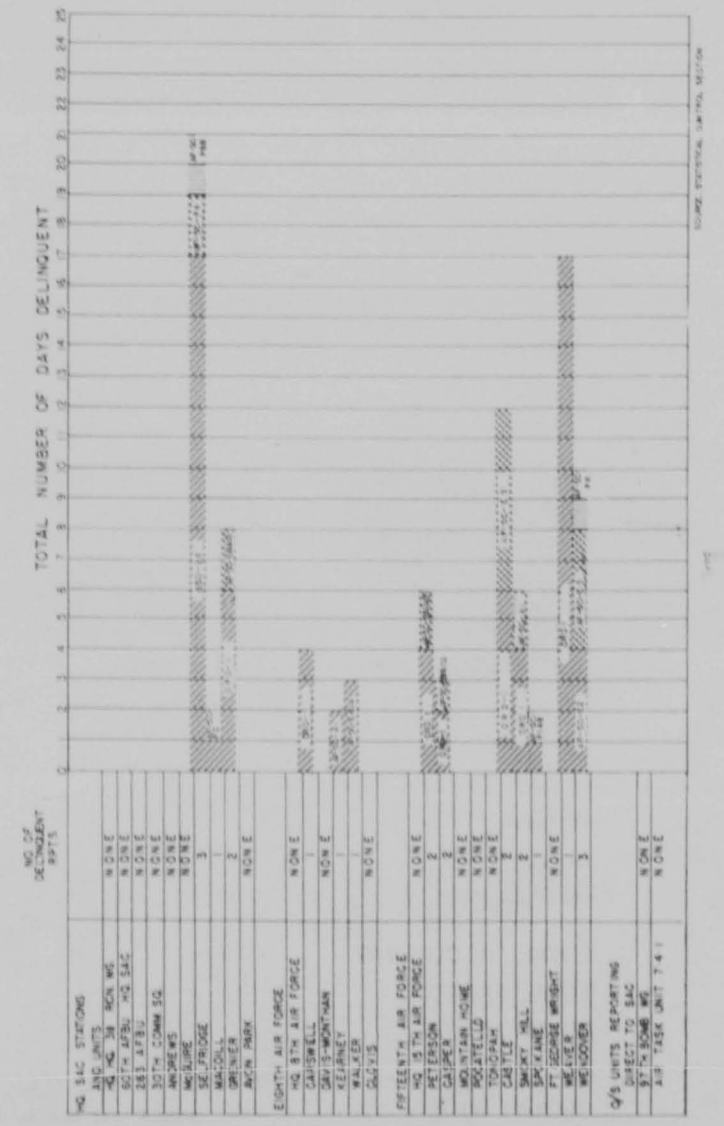
STRATEGIC AIR COMMAND DELINQUENT REPORTS

PERIOD COVERED 23 JAN 1948 TO 22 FEB 1948



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REPORTS REQUIRED OF SAC

PERIOD COVERED 1 FEB TO 29 FEB 1948

BY NATIONAL DEFENSE	
RECURRING	115
SPECIAL	0
TOTAL	115
BY HQ UNITED STATES AIR FORCE	
RECURRING	81
SPECIAL	18
TOTAL	99
BY HQ STRATEGIC AIR COMMAND	
RECURRING	23
SPECIAL	9
TOTAL	32
BY HQ AIR MATERIEL COMMAND	
RECURRING	8
SPECIAL	5
TOTAL	13
BY HQ AIR DEFENSE COMMAND	
RECURRING	2
SPECIAL	0
TOTAL	2
TOTAL RECURRING	**229**
TOTAL SPECIAL	**32**
GRAND TOTAL	**261**

NOTE: SPECIAL INCLUDES ONLY REPORTS THAT HAVE BEEN CLEARED THROUGH REPORTS CONTROL BRANCH SOURCE: SAC MANUAL 15-200-2

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DISTRIBUTION FOR STATISTICAL SUMMARY

Commanding General SAC	1
Deputy Commander and Chief of Staff SAC	1
Air Inspector	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Hq Commandant's Section	1
Asst Chief of Staff A-1	5
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Asst Chief of Staff A-2	1
Provost Marshal Section	1
Asst Chief of Staff A-3	4
Electronics Section	1
Asst Chief of Staff A-4	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Asst Chief of Staff A-5	6
Historical Section	2
Statistical Control Section	3
Operation Analysis Section	1
Chief of Staff, United States Air Force, Washington, D.C.	5
Chief of Staff, United States Air Force, Washington, D.C. Attn. Comptroller	5
Air Training Command, Barksdale Air Force Base, Louisiana	2
Andrews Air Force Base	3
MacDill Air Force Base, Tampa, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Mt. Clemens, Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas	6
Fifteenth Air Force, Colorado Springs, Colorado	6
311th Reconnaissance Wing, Andrews Air Force Base	1
All Other Active Stations	3 ea

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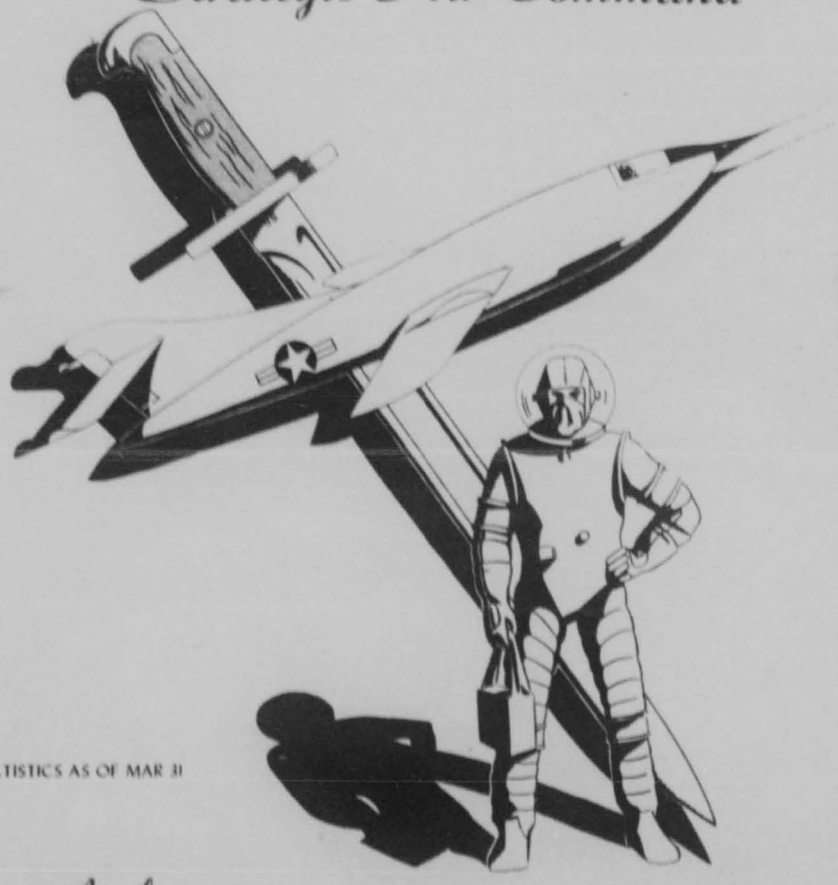
statistical summary

Strategic Air Command



STATISTICS AS OF MAR 31

April 1948

SAC TECHNICAL PAMPHLET 122-1

PREPARED BY
MANAGEMENT CONTROL SECTION

1635

DD-1076-2

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Section 5

COST ANALYSIS

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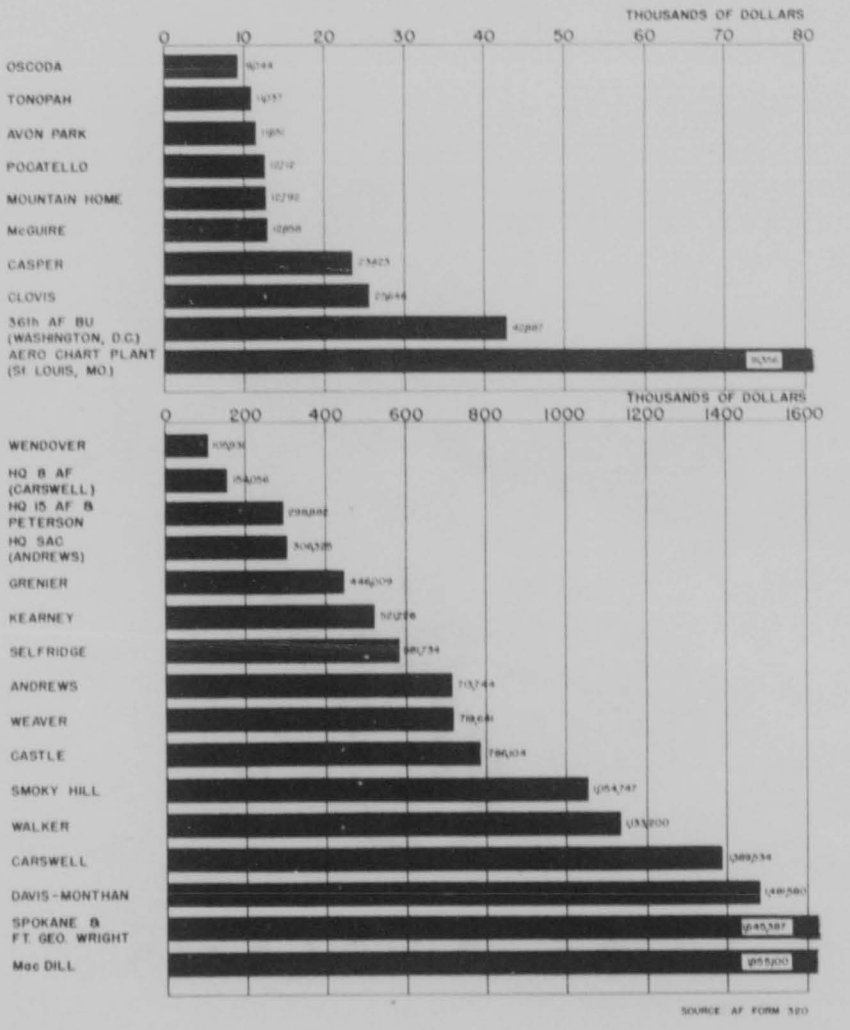
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS

FEBRUARY 1948



SOURCE: AF FORM 320

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HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND

FEBRUARY 1948

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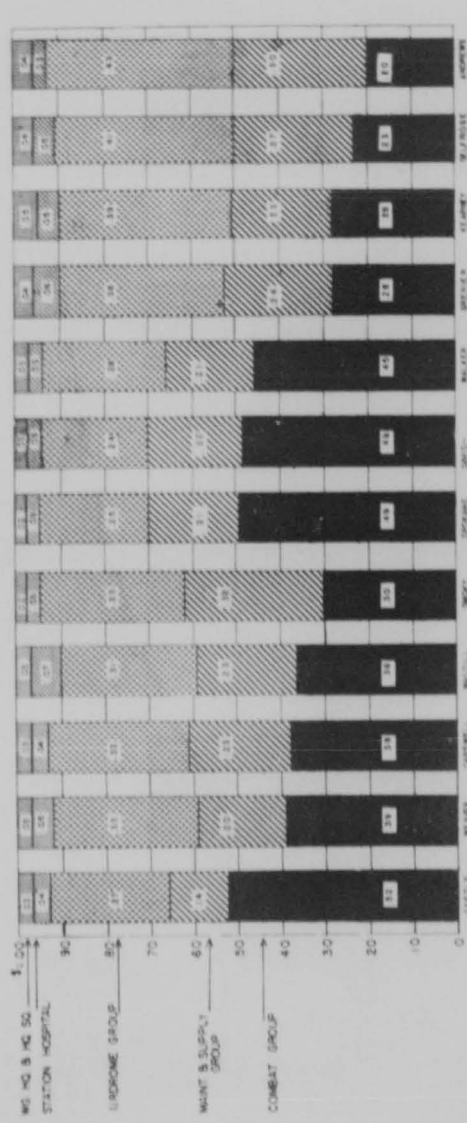
HOW A SAC DOLLAR IS SPENT

BY STATION

FEBRUARY 1948



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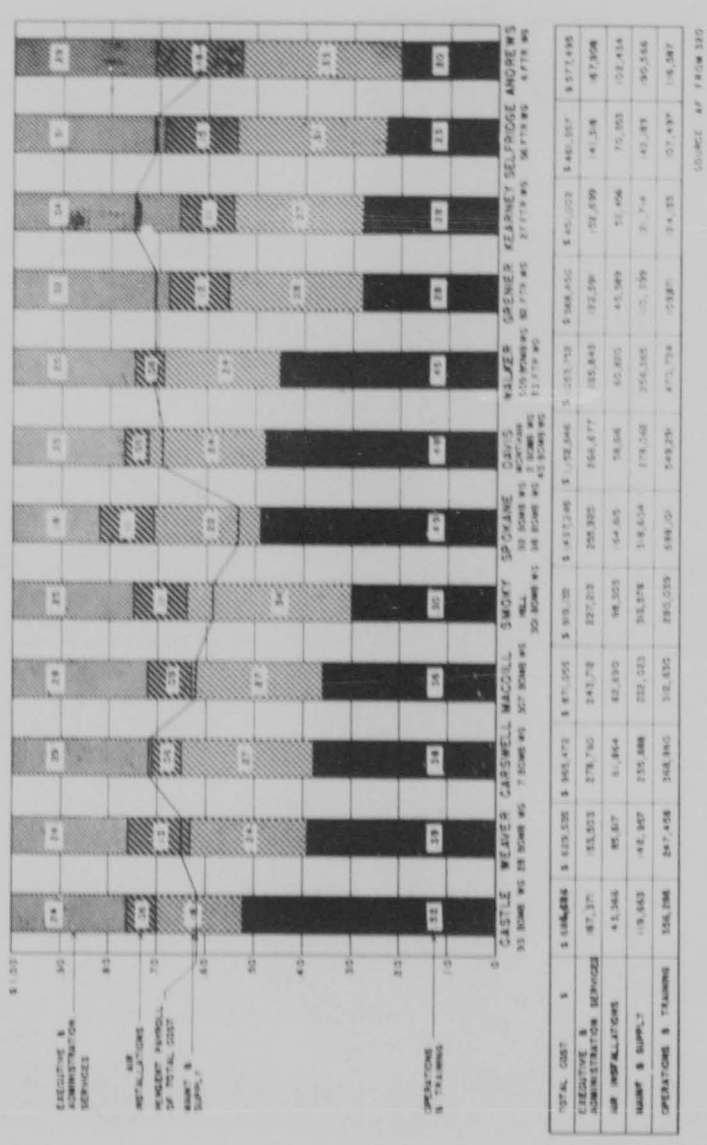
HOW A SAC DOLLAR IS SPENT

BY COMBAT WINGS
FEBRUARY 1948



	CASTLE	WEAVER	CARSWELL	MACDILL	SMOKY	SPOKANE	DAVIS	WALKER	GRENIER	KEARNEY	SELFRIDGE	ANDREWS
TOTAL COST $	$ 1,144,884	$ 629,335	$ 945,473	$ 871,055	$ 919,351	$ 1,437,246	$ 1,158,646	$ 1,283,710	$ 944,450	$ 1,145,003	$ 1,440,387	$ 1,577,495
EXECUTIVE & ADMINISTRATION SERVICES	47,371	53,553	278,760	143,778	227,223	255,385	164,677	185,843	132,591	159,699	141,348	47,398
AIR INSTALLATIONS	41,344	85,617	61,844	82,890	98,305	64,165	58,104	65,805	45,989	52,406	75,355	102,434
MAINT & SUPPLY	119,643	48,957	255,888	232,323	313,578	348,654	278,548	256,385	181,399	211,714	143,489	300,566
OPERATIONS & TRAINING	356,296	247,456	348,945	312,835	280,039	599,101	549,236	475,734	358,871	314,135	511,497	116,387

SOURCE: AF FORM 320

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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON OF WING ORGANIZATIONS

1948

WING ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			INDIRECT PAYROLL PER DOLLAR OF DIRECT PAYROLL			PAYROLL PER PER FLYING HOUR FOR COMBAT ACFT		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
CARSWELL, 1 BOMB WG	480	491		16703	685159		35	42		037	036		447	438	
CASTLE, 93 BOMB WG	287	2753		44089	101797		155	151		029	028		305	298	
DAVIS-MONTHAN, 12 BOMB WG	4962	5277		70489	734044		99	98		038	038		350	486	
MCCOLL, 307 BOMB WG	3458	3702		39758	51140		99	49		038	040		360	387	
SHORT HILL, 93 BOMB WG	3384	4010		49858	59044		88	93		040	035		503	435	
SPOKANE, 92 BOMB WG	4364	555		7398	77410		106	83		036	029		373	288	
WALKER, 33 FIGHTER WG	5026	5248		74872	743108		84	84		038	029		695	468	
WEAVER, 31 BOMB WG	2563	2918		37335	41770		93	91		033	031		336	311	
ANDREWS, 4 FIGHTER WG	2275	2549		36954	382840		97	95		035	035		540	375	
DYESS, 40 FIGHTER WG	1994	2567		27379	27744		86	84		040	043		587	457	
KEARNEY, 27 FIGHTER WG	2320	2475		30647	33640		96	98		043	046		716	673	
SELFRIDGE, 56 FIGHTER WG	3103	2766		35060	33750		93	90		039	040		561	516	

OPERATIONS AND TRAINING PRIMARY MISSION	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL PER DOLLAR OF OPERATIONS & TRAINING PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO OPERATIONS & TRAINING		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
CARSWELL, 1 BOMB WG	369	394		29508	284759		80	72		064	080		396	316	
CASTLE, 93 BOMB WG	820	842		5191	5493		63	65		043	048		97	513	
DAVIS-MONTHAN, 12 BOMB WG	896	2063		35087	72989		84	84		114	110		98	20	
MCCOLL, 307 BOMB WG	876	945		72796	75779		97	79		205	214		404	410	
SHORT HILL, 93 BOMB WG	825	930		47117	61442		75	77		236	226		490	402	
SPOKANE, 92 BOMB WG	863	842		37775	34854		77	71		134	125		512	325	
WALKER, 33 FIGHTER WG	804	779		30289	34980		78	75		133	136		237	279	
WEAVER, 31 BOMB WG	756	716		3486	28072		96	91		076	098		328	335	
ANDREWS, 4 FIGHTER WG	469	488		7454	80656		70	69		350	340		990	576	
DYESS, 40 FIGHTER WG	450	450		6804	69288		91	91		231	259		470	479	
KEARNEY, 27 FIGHTER WG	373	603		8845	9965		84	83		258	255		594	388	
SELFRIDGE, 56 FIGHTER WG	420	454		7444	7979		77	80		337	335		589	554	

NOTE: INCLUDES ALL ACCOUNTS IN TOTAL SUPPORTING COST WITHIN THE FOLLOWING ACCOUNTS ARE EXCLUDED:

1/ ONLY THE FLYING TIME OF COMBAT ACFT ASSIGNED TO COMBAT WINGS IS INC

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COMPARISON OF OVERHEAD PAYROLL TO DIRECT PAYROLL COSTS

BY SAC STATIONS

FEBRUARY 1949

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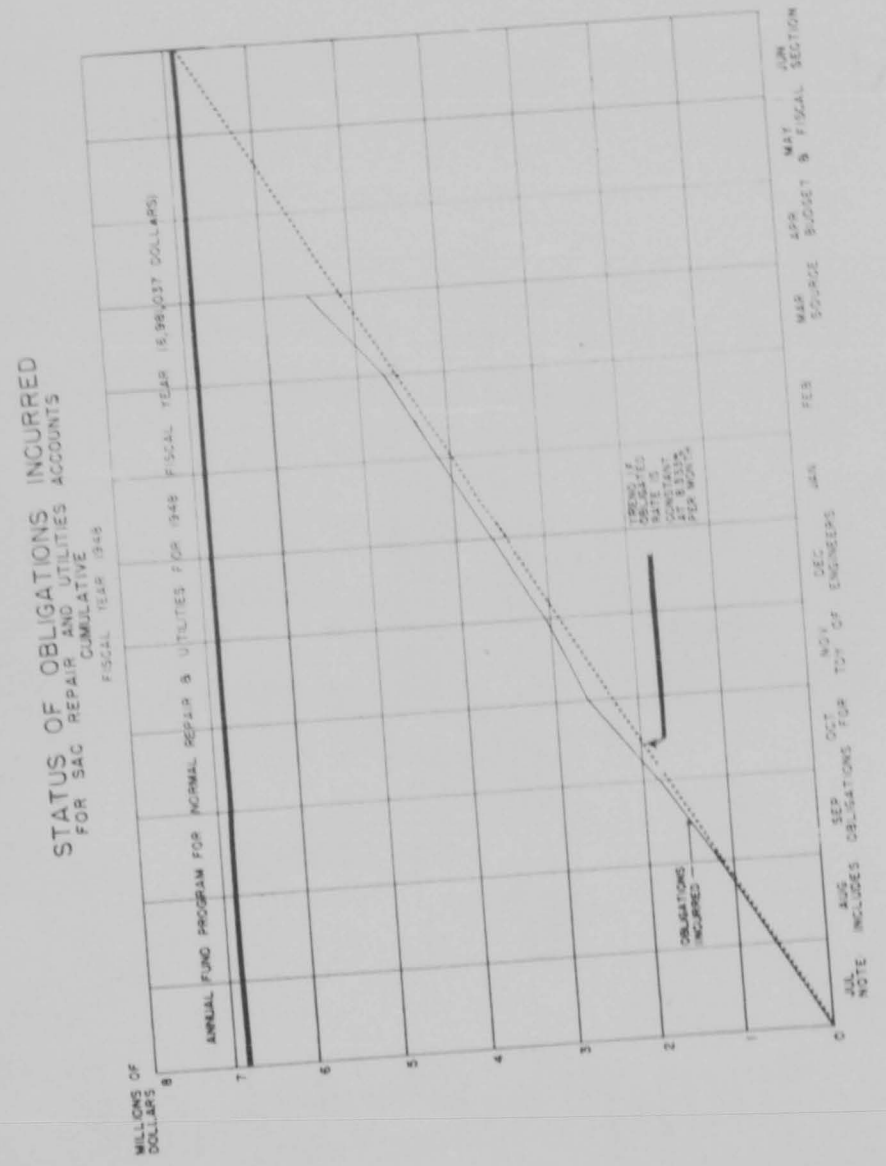

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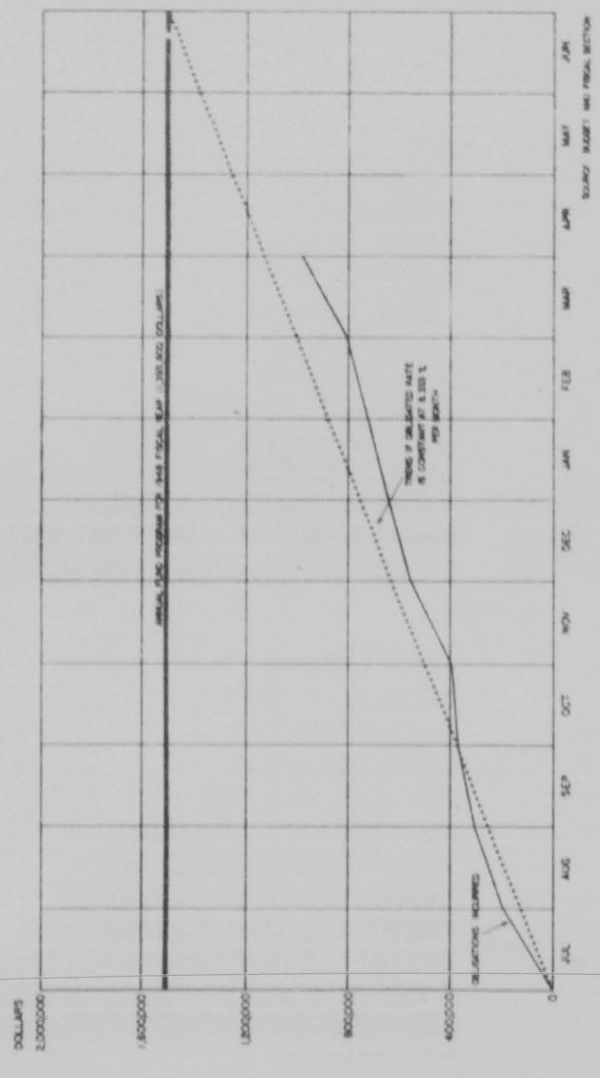
STATUS OF OBLIGATIONS INCURRED
FOR SAC TEMPORARY DUTY ACCOUNTS
CUMULATIVE
FISCAL YEAR 1948



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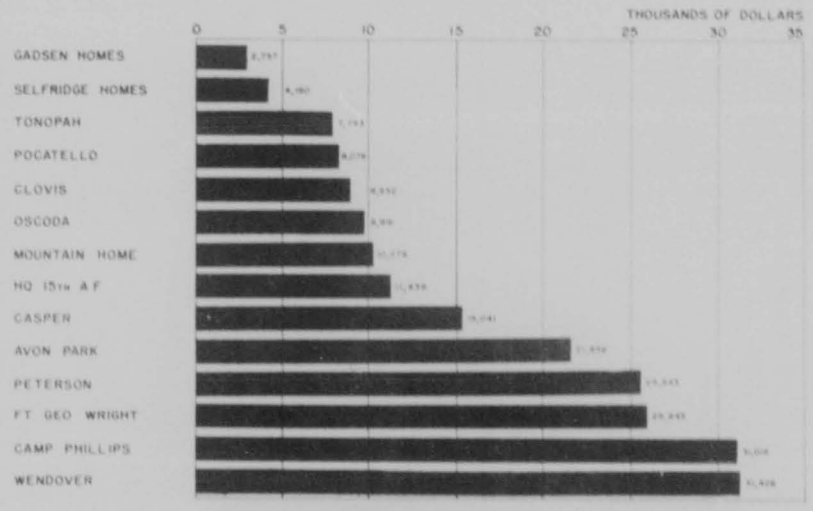
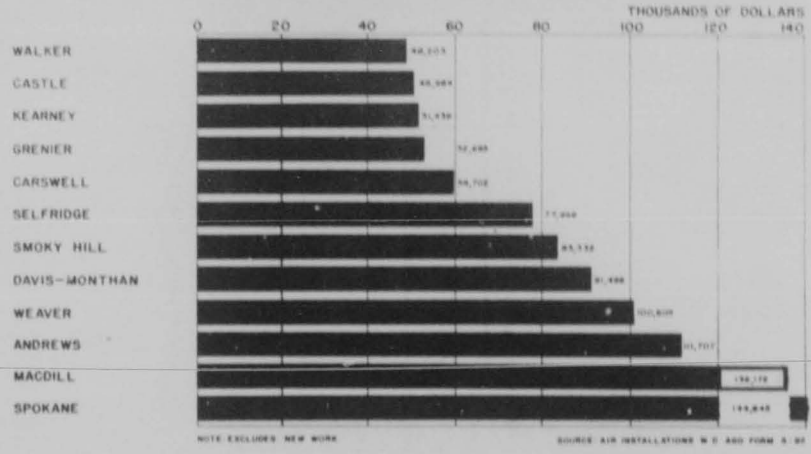
REPAIR AND UTILITIES COST OF SAC INSTALLATIONS

MARCH 1948





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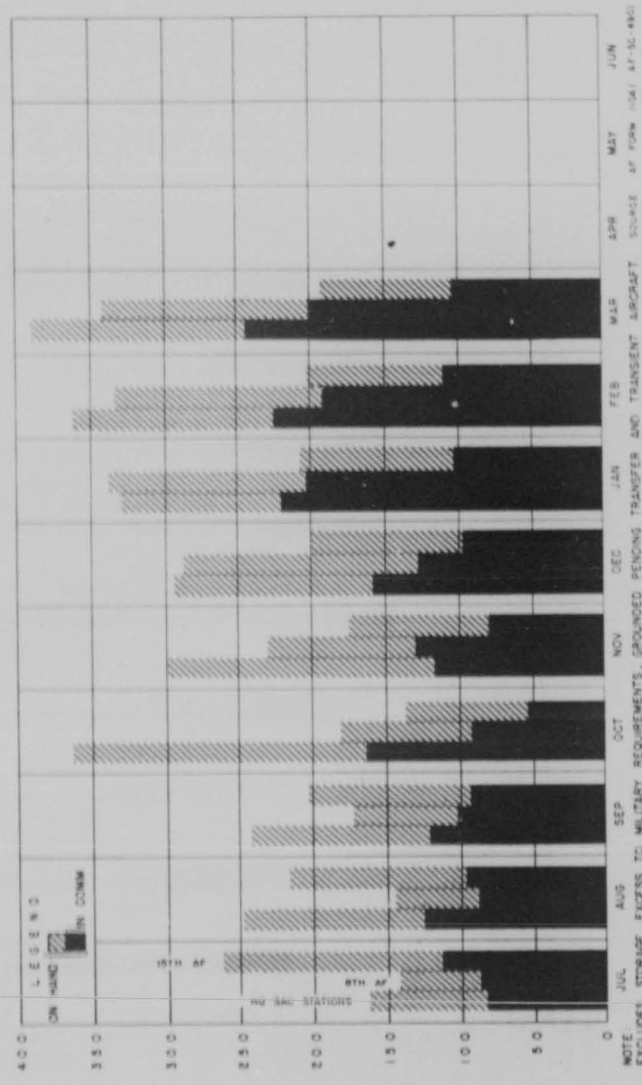
AVERAGE NUMBER SAC AIRCRAFT ON HAND AND IN COMMISSION

BY SUB COMMAND

MONTHLY 1947-1948



NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT

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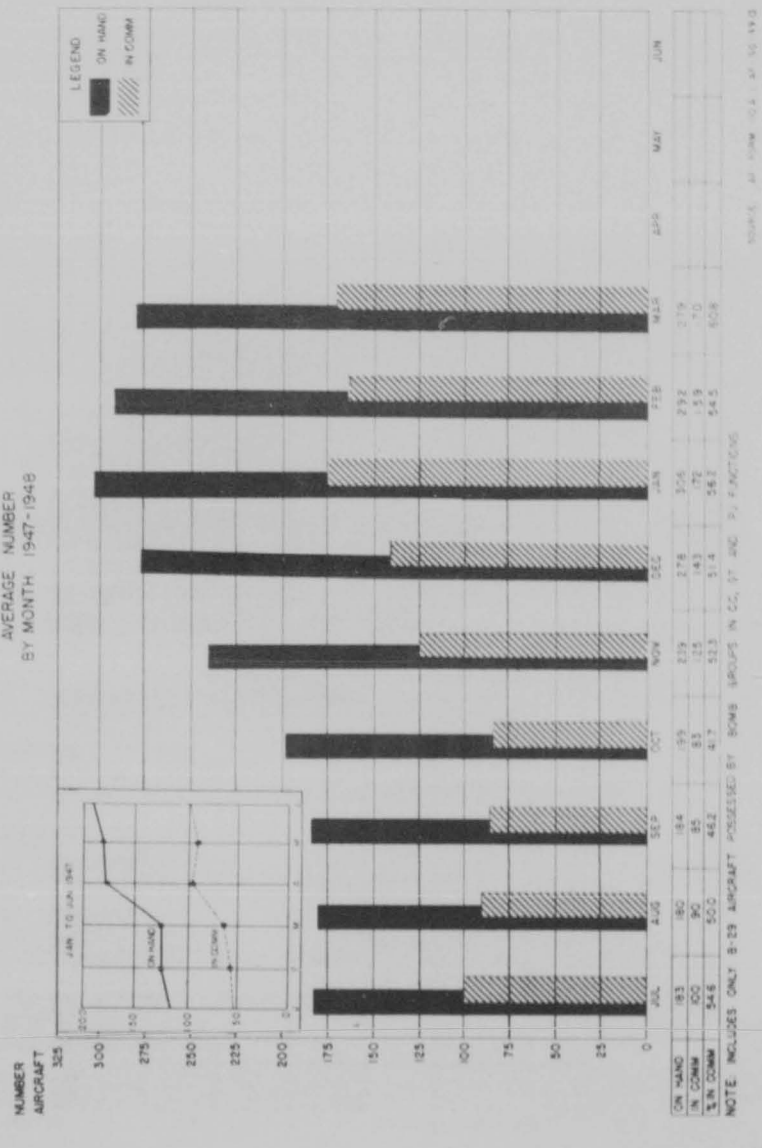

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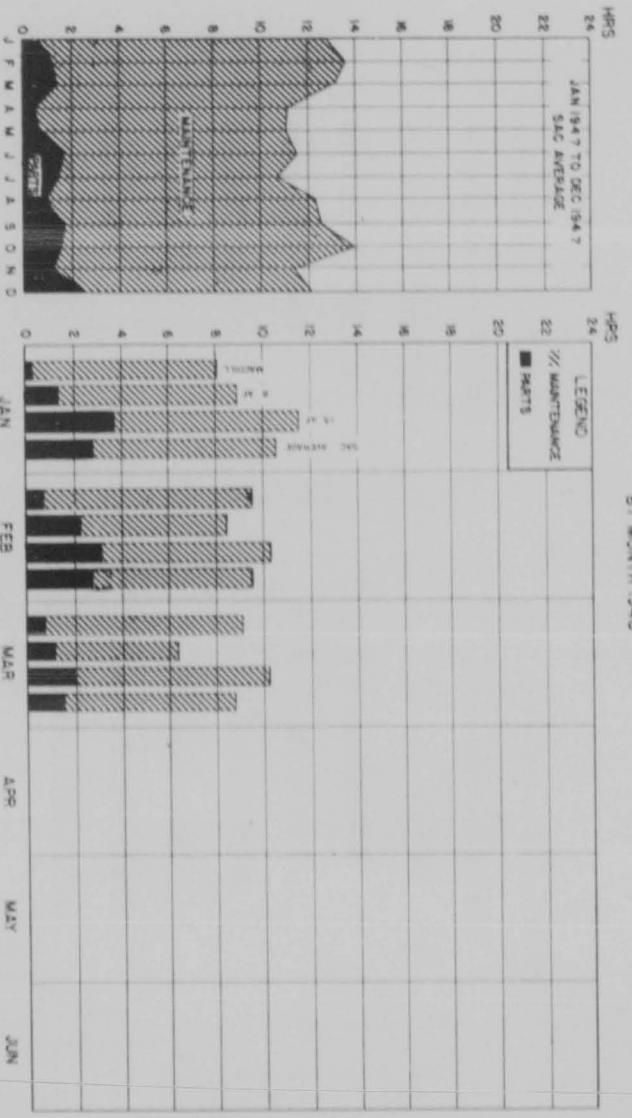
STATUS OF SAC B-29 AIRCRAFT OUT OF COMMISSION

AVERAGE HOURS DAILY

BY MONTH 1948



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Section 4

TRAINING *and* OPERATIONS

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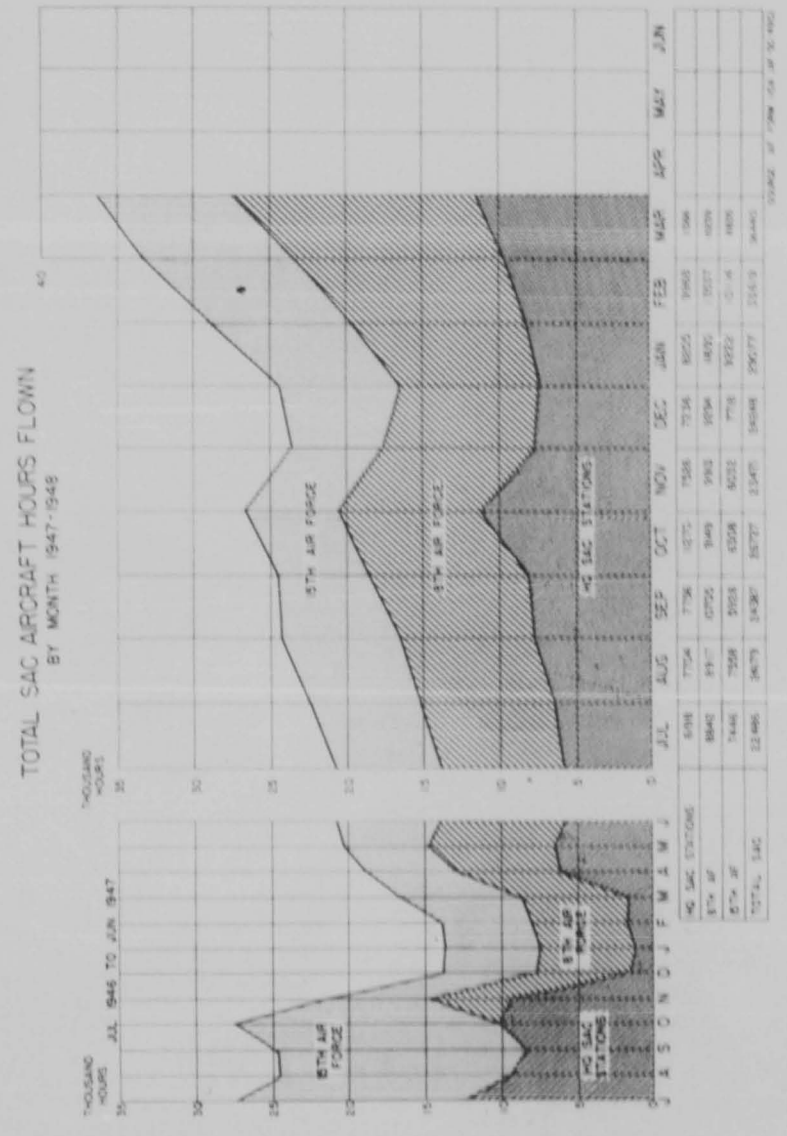

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TOTAL SAC HOURS FLOWN

BY STATION & TYPE OF FLYING

MARCH 1948

STATION	TYPE OF FLYING				
	CREW (GO) TRAINING	FLYING (GI) PROFICIENCY	TRANSPORT (CT) TROOPS OR CARGO	ALL OTHER	TOTAL
HQ SAC STATIONS	8585	2745	9	32	11365
ANDREWS	1554	1382	9	21	2976
MACDILL	3874	433		3	4310
BRENER	598	277		8	883
SELFRIDGE	1859	838			2197
8th AIR FORCE	1460	3653	838	87	16239
CARSWELL	2115	1229	838	27	4207
DAVIS-MONTHAN	2495	925		2	5417
KEARNEY	3805	770		58	3573
WALKER	4044	794			5042
15th AIR FORCE	6182	2429	172	52	8835
CASPER		5			5
CASTLE	387	356		32	1775
COLORADO SPRINGS		560		5	565
SMOKY HILL	2078	376			2454
SPOKANE	1764	782	79		2605
WEAVER	973	284		15	1272
WENDOVER		84	93		159
TOTAL SAC	26428	8822	1019	171	36440

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE

SOURCE: AF FORM [illegible]

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH 1947-1948

MONTH & YEAR	AIRCRAFT INVENTORY		1/ FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
1947 JUL	607	564	725	1.29	39.9
AUG	643	606	778	1.28	39.8
SEP	694	587	811	1.38	41.4
OCT	741	634	861	1.36	42.1
NOV	755	662	782	1.18	35.4
DEC	825	759	781	1.03	31.9
1948 JAN	891	853	938	1.10	34.1
FEB	915	870	1159	1.33	38.6
MAR	925	875	1173	1.34	41.5
APR					
MAY					
JUN					

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT.

SOURCE: AF FORM 1104 (AF-SC-495)

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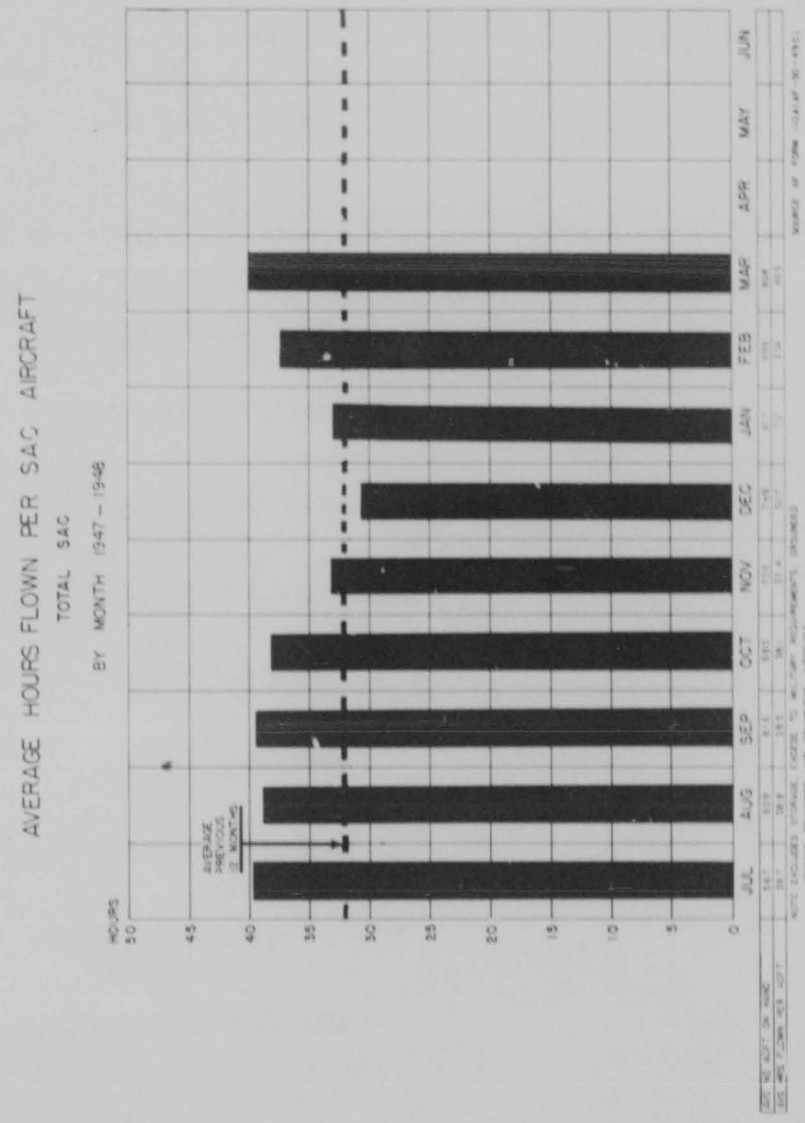

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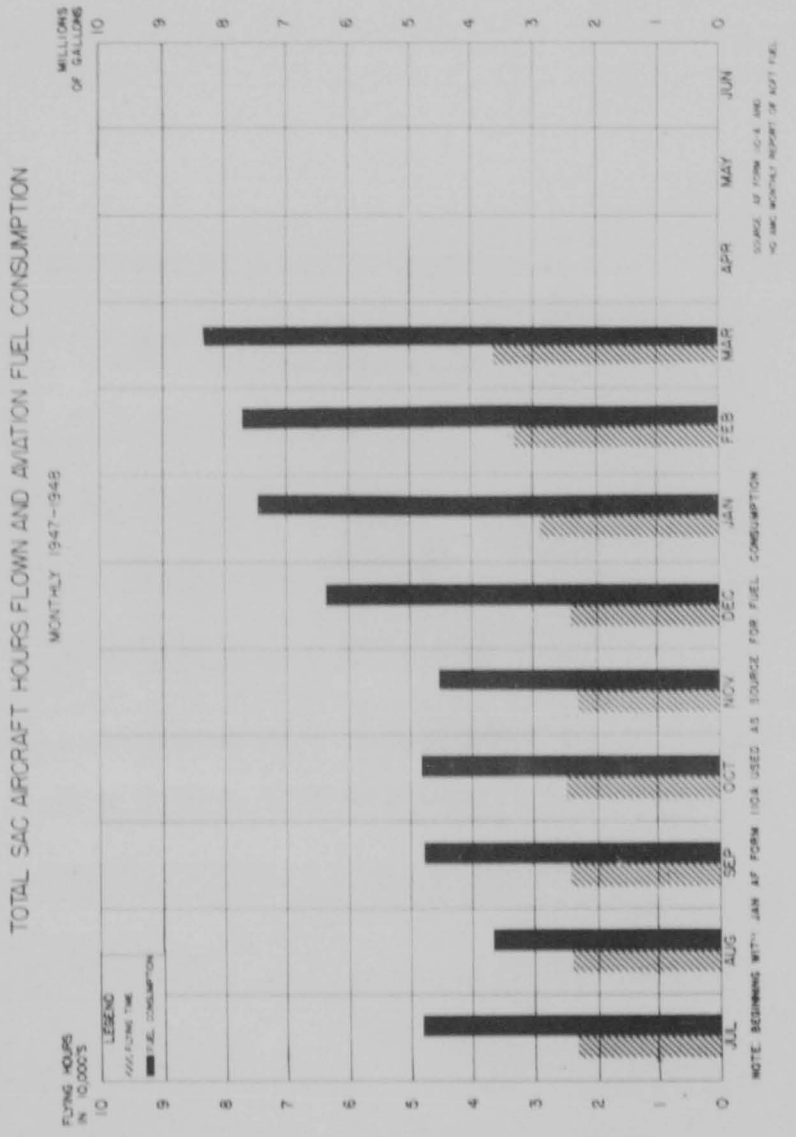

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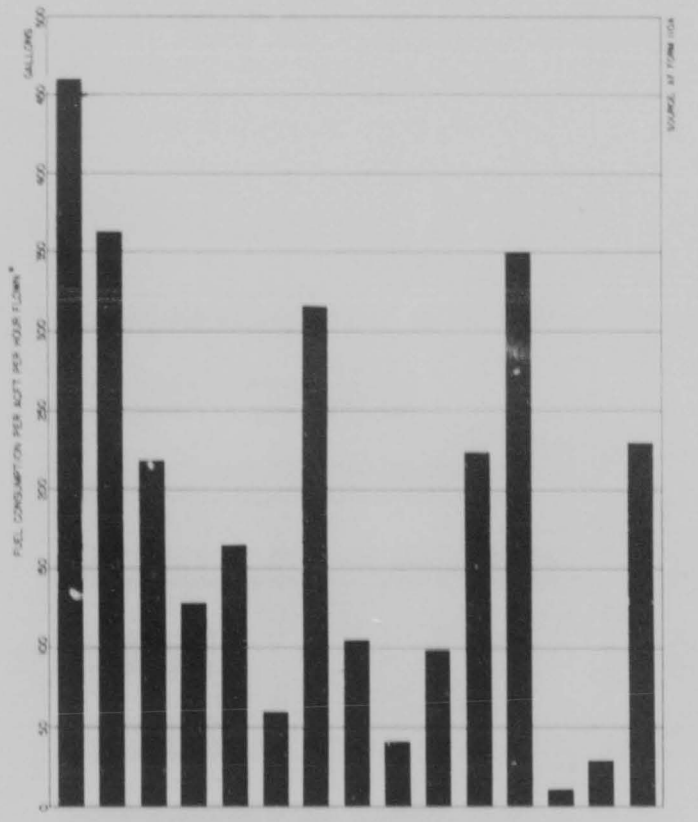
TOTAL SAC HOURS FLOWN AND AVIATION FUEL CONSUMPTION

BY TYPE ACFT

MARCH 1948



TYPE ACFT	HOURS FLOWN	FUEL CONSUMPTION IN GALLONS
B-50	72	33155
B-29 & F-13	15398	5654033
B-17 & F-9	1362	298390
B-26	2287	289705
A-26	207	34175
F-51	5947	353848
F-80	2930	923225
F-82	58	6081
C-45 & F-2	660	25775
C-47	518	53402
C-54	838	187074
C&M-10	1	380
L-5	7	71
AT-6	1892	35702
TOTAL SAC	36440	8338426

* INCLUDES TAXI AND PREFLIGHT TIME

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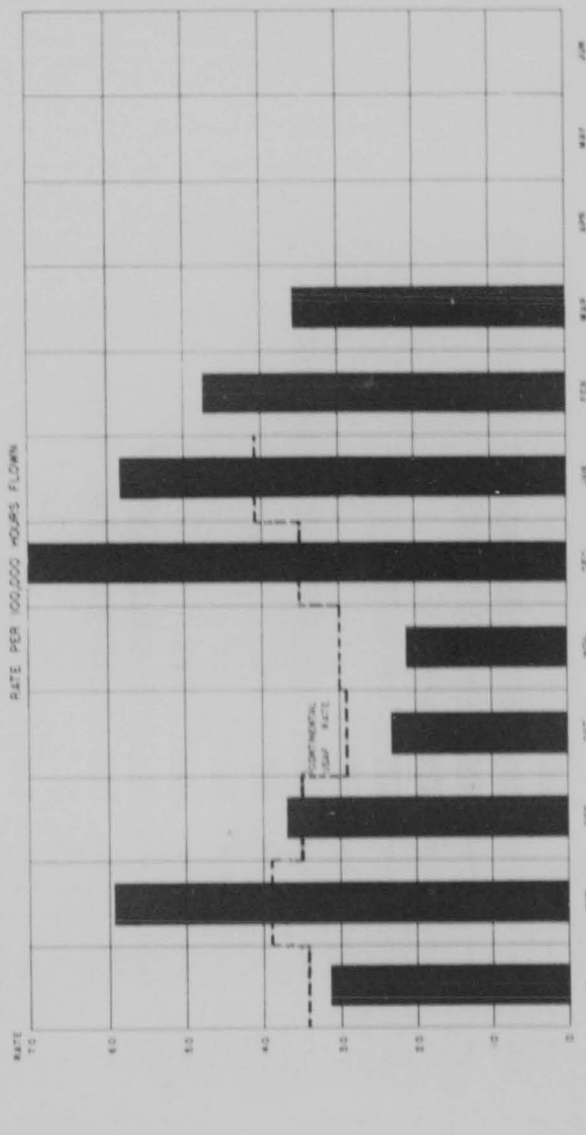
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

BY MONTH 1947-1948



	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	7	3.1	4	5.2	10	4.7	9	5.9	5	3.3	7	7.0	7	5.1	6	4.4	4	3.0	3	3.7				
AC SAC STATIONS	2	3.3	1	2.4	4	5.2	4	6.5	2	3.3	1	2.3	3	4.5	1	2.3	3	7.0	2	7.5				
8TH AF	0	0	0	0	1	3.8	1	3.8	1	3.8	0	0	1	3.8	0	0	0	0	0	0				
15TH AF	5	8.2	3	5.0	5	7.6	4	5.9	2	3.0	6	10.1	3	4.7	5	7.5	1	1.5	1	1.5				

NOTE: CONTINENTAL USAF RATE NOT AVAILABLE FOR FEB AND MAR

SOURCE: AF FORM 1054 (AF 35-49) & AFTAG

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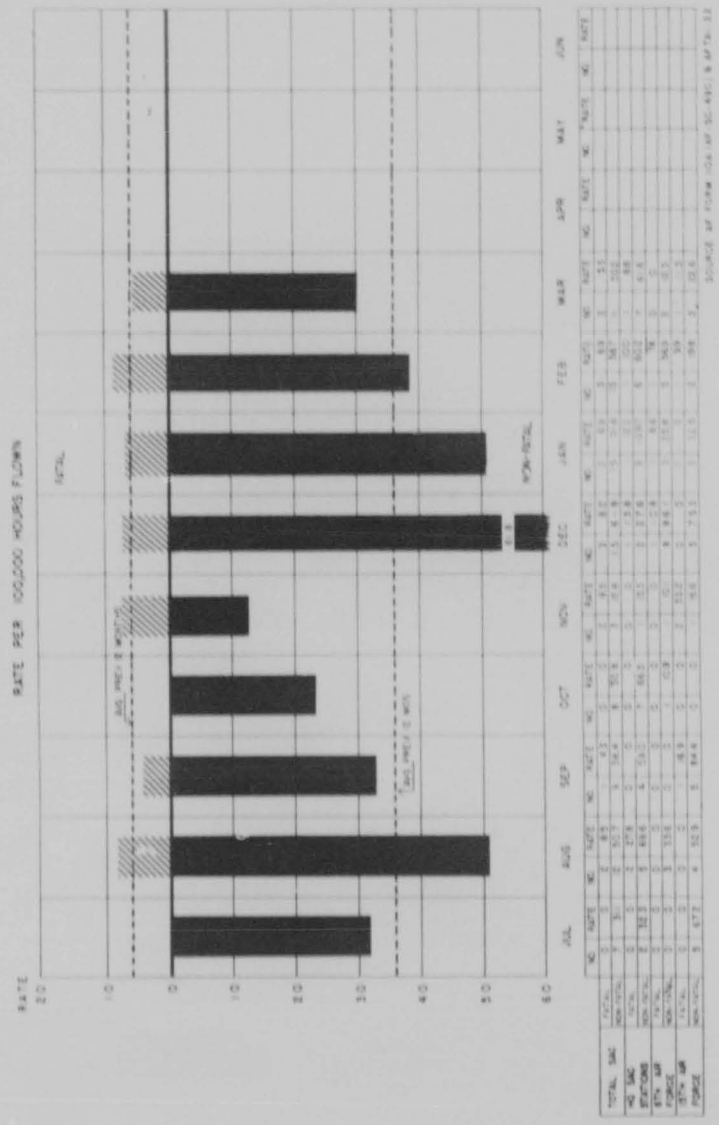
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

FATAL AND NON-FATAL

1947-1948



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SAC MAJOR AIRCRAFT ACCIDENTS

MARCH 1948

PERCENT FOR MARCH
TOTAL ACCIDENTS 13

BY TYPE ACCIDENT

BY CAUSE FACTOR

NUMBER OF ACCIDENTS

6	1	3	1	2	MARCH 1948	0	5	4	3	1
5.8	2.7	1.8	1.2	.07	AVG PREV SIX MONTHS	4.8	3.3	2.2	1.8	0

SOURCE: ATR 33-[illegible] 4 & 5a

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SAC AIR TRAINING REPORT

PERIOD COVERED FROM 1 MARCH TO 31 MARCH 1948

	2d VHB	7th VHB	43d VHB	509th VHB	28th VHB	92d VHB	93d VHB	97th VHB	98th VHB	301st VHB	307th VHB	4th FTR	27th FTR	33d FTR	56th FTR	82d FTR	7th GRD	16th PHOTO	343d RCN
TOTAL TRAINING HOURS FLOWN	729	2074	1733	2115	1045	1201	1386	768	1022	1321	1562	1523	3490	1646	1565	1542	1021	223	950
TOTAL FORM HRS OR FLTS FLOWN	0	30	388	469	41	70	302	3	206	339	0	193	259	117	56	56			
TOTAL INSTRUMENT HOURS FLOWN	339	323	261	476	201	397	258	139	375	191	272	152	152	220	150	262	230	48	359
TOTAL FLYING HRS AVAILABLE	819	912	2434	2517	1646	1688	2606	995	1218	1994	2048	8930	6513	3966	4220	3332	1776	235	1096
TOTAL LONG RANGE NAV MISSIONS	1	6	6	12	1	1	3		11	6	23	86	136	65	29	12			
TOTAL MAX LOAD TAKE-OFFS												0	0	0	794	63			
NO AIR-TO-AIR GUNNERY MISS	0	15	2	0	22	35	11	20		0	7	106	195	6	22	32832			
NO FIGHTER-BOMBER MISSIONS	0	43	45	3	1	28	0	0	46	0	4	103	10	16		4			
TOTAL BOMBS DROPPED VISUAL &	40	279	208	93	427	504	114	40	0	175	258	10	137	6	16	125			
AVERAGE CIRCULAR ERROR	789	310	251	307	220	220	266	297	0	245	336	75	63	?	?	67			
TOTAL BOMBS DROPPED IN FORM	0	0		253	0	0	39	2	0	52	0								
& AVERAGE CIRCULAR ERROR	0	0		2325	0	0	1000	2800	0	1750	0								
TOTAL BOMBS DROPPED RADAR &	0	39	40	54	102	144	31	0	0	58	118								
AVERAGE CIRCULAR ERROR	0	1539	1808	2433	718	1945	1350	0	0	1375	1050								
TOTAL SCR-584 RUNS &	64	41	74	50	248	103	95	0	23	111	113								
AVERAGE CIRCULAR ERROR	3907	2406	3947	3172	1979	3694	2716	0	3205	11829	2495								
NO SHORAN MISSIONS																	4	0	0
NO PHOTOGRAPHIC MISSIONS																	23	2	50
NO PHOTO PROJECTS COMPLETED																	2	1	0

SOURCE: SAC AIR TRAINING REPORT

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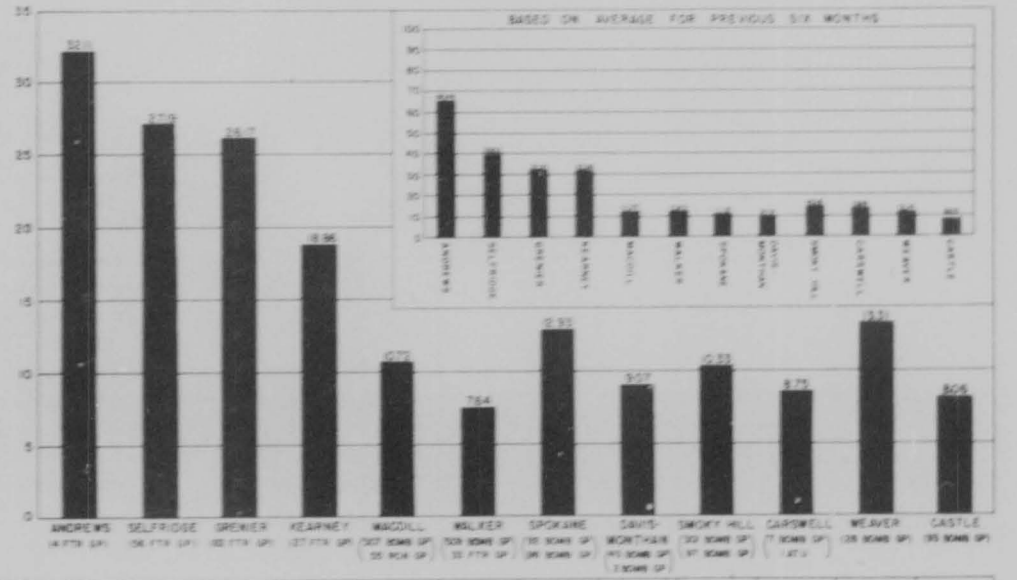
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
MARCH 1948



	ANDREWS (4 FTR GP)	SELFRIDGE (56 FTR GP)	GRENIER (82 FTR GP)	KEARNEY (27 FTR GP)	MACDILL (307 BOMB GP, 55 RCM GP)	WALKER (509 BOMB GP, 33 FTR GP)	SPOKANE (35 BOMB GP, 96 BOMB GP)	DAVIS-MONTHAN (43 BOMB GP, 3 BOMB GP)	SMOKY HILL (302 BOMB GP, 97 BOMB GP)	CARSWELL (7 BOMB GP, 1 ATU)	WEAVER (28 BOMB GP)	CASTLE (95 BOMB GP)
COMBAT AIRCRAFT	78	77	64	91	66	100	54	36	50	38	24	22
OTHER	36	25	13	24	28	20	14	17	8	18	7	4
TOTAL AIRCRAFT	114	102	79	115	92	120	68	53	58	56	31	26

NOTE: INCLUDES OA-10 AND C-54

SOURCE: AF FORM 110A (AF-50-49C) AND MORNING REPORTS

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING: OFFICER OTHER THAN MEDICAL DEPT	MANNING CEILING: OFFICER MEDICAL DEPT	MANNING CEILING: W/O	ASSIGNED OFFICERS: OFFICER OTHER THAN MEDICAL DEPT	ASSIGNED OFFICERS: OFFICER MEDICAL DEPT	ASSIGNED OFFICERS: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
CARSWELL	8 AF	585 AF Band	0	0	1	0		1	28	25		
WALKER	8 AF	611 AF Band	0	0	1	0		1	28	26		
WEAVER	15 AF	612 AF Band	0	0	1	0		1	28	26		
ANDREWS	SAC	702 AF Band	0	0	1	0		1	28	28		
MACDILL	SAC	740 AF Band	0	0	1	0		0	28	24		
SMOKY HILL	15 AF	745 AF Band	0	0	1	0		0	28	24		
DAVIS-MONTHAN	8 AF	775 AF Band	0	0	1	0		1	28	21		
MC GUIRE	SAC	Assigned	1	0	0				0		44	40
AVON PARK	SAC	Military Personnel	1	0	0				0		28	28
SHORAN PROJ	SAC	are included	0	0	0				0		8	6
OSCODA	SAC	in Base Unit	1	0	0				0		30	30
CLOVIS	8 AF	or Airdrome Gp	0	0	0				0		110	84
CASPER	15 AF	Totals	4	0	0				2		54	50
MOUNTAIN HOME	15 AF		2	0	0				2		44	42
POCATELLO	15 AF		2	0	0				2		32	30
TONOPAH	15 AF		2	0	0				2		30	30
		1-0-1 Strength Each Unit ****										
ANDREWS	SAC	Hq & Hq Sq 58 Bomb Wg	1	0	0	1			1	1		
		44 Bomb Gp VH	1	0	0	1			1	1		
		90 Bomb Gp VH	1	0	0	1			1	1		
		303 Bomb Gp VH	1	0	0	1			1	1		
		305 Bomb Gp VH	1	0	0	1			1	1		
		306 Bomb Gp VH	1	0	0	1			1	1		
		69 Air SV Gp	1	0	0	1			1	1		
		73 Air SV Gp	1	0	0	1			1	1		
		86 Air SV Gp	1	0	0	1			1	1		
		87 Air SV Gp	1	0	0	1			1	1		
		439 Air SV Gp	1	0	0	1			1	1		
		475 Air SV Gp	1	0	0	1			1	1		
		907 Chemical Co Air Opns	1	0	0	1			1	1		
SELFRIDGE	8 AF	468 Sig Hv Cons Co Avn	1	0	0	1			1	1		

NOTE: Excludes Det of Patients

1 Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

* Includes 44 employed at the 7 Bomb Wing Carswell 24 at Walker and 38 at Davis-Monthan.

** Includes 5 employed at Weaver and 4 at Smoky Hill.

**** 1-0-1 Strength Units at Andrews Field are not included in the 60 AF BU Totals.

SOURCE: AF Form 127 AF Form 134 and A5

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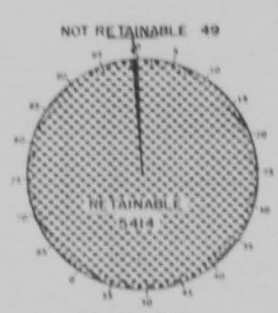
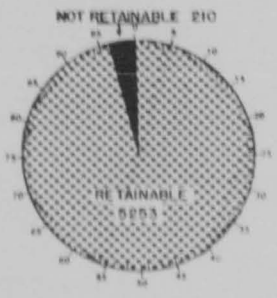
TOTAL SAC OFFICER PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF OFFICER PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH

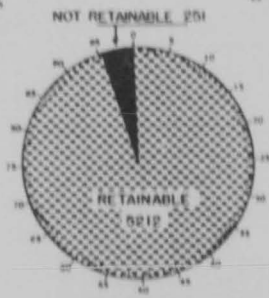
AS OF 31 MARCH 1948



30 JUN 1948



31 DEC 1948



30 JUN 1949

NOTE:
DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED.

SOURCE: AF FORM 127

18

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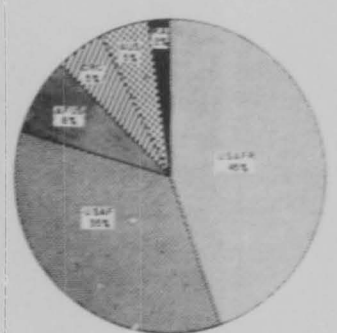
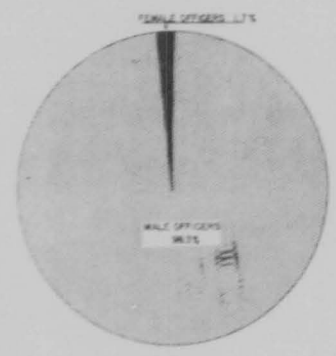
SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF 31 MARCH 1948





COMPONENT	GEN.	COL.	LT. COL.	MAJ.	CAPT.	1 ST. LT.	2 D. LT.	W/O	TOTAL
UNITED STATES AIR FORCE	7	65	186	369	626	629	27	9	1917
UNITED STATES AIR FORCE RESERVE	0	2	20	153	635	1514	153	1	2478
AIR FORCE UNITED STATES	0	0	3	9	48	249	31	118	458
REGULAR ARMY	0	11	17	39	33	14	0	0	114
ORGANIZED RESERVE CORPS	0	1	16	32	97	99	4	0	249
ARMY UNITED STATES	0	0	1	3	121	116	2	7	250
TOTAL	7	79	243	605	1560	2621	217	134	5466

NOTE: INCLUDES DETACHMENT OF PATIENTS AND SEPARATEES.

SOURCE: AF-SC-P11

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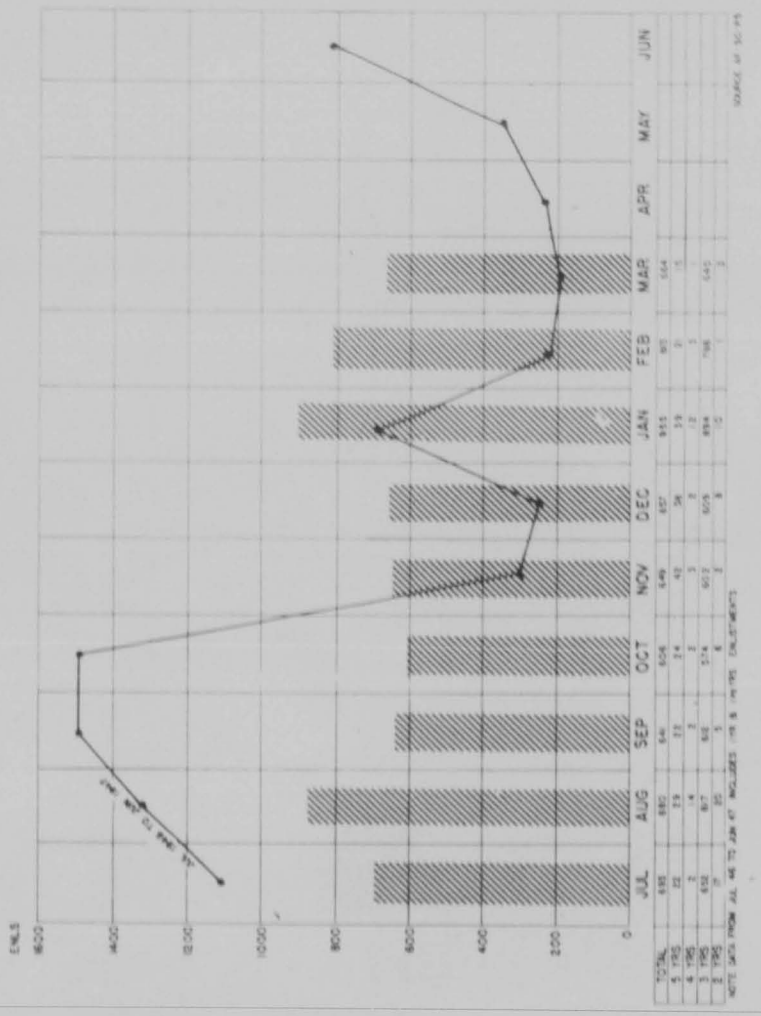
TOTAL SAC ENLISTMENTS AND REENLISTMENTS

BY MONTH 1947 - 1948



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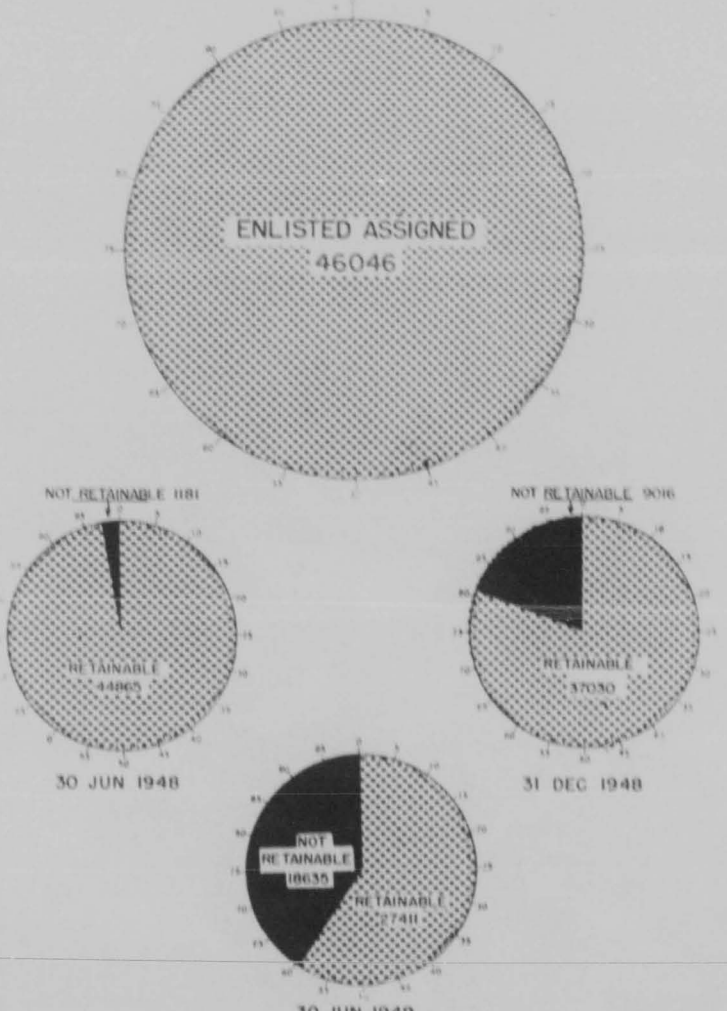
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH AS OF 31 MARCH 1948



NOTE:
DETACHMENT OF PATIENTS AND SEPARATEES EXCLUDED.

SOURCE: FORM 127

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

AS OF 31 MARCH 1948

	REMOTE CONTROL TURRET MECHANIC GUNNER	AERIAL PHOTOGRAPHER	STENOGRAPHER	TELETYPE OPERATOR	CLASSIFICATION SPECIALIST	REMOTE CONTROL TURRET REPAIRMAN	CONTROL TOWER OPERATOR	REPEATERMAN TELEPHONE	TELETYPE MECHANIC	INFORMATION CENTER OPERATOR	CRYPTOGRAPHIC TECHNICIAN	AIRPLANE HYDRAULIC MECHANIC	FABRIC AND DOPE MECHANIC	AIRPLANE WOODWORKER	AIRPLANE SHEET METAL WORKER	RADIO REPAIRMAN
S.S.N.	580	940	213	237	275	575	552	187	239	510	805	528	548	550	555	684
AUTHORIZATION	336	81	62	157	100	91	0	4	96	30	91	140	121	42	482	1559
ASSIGNED	298	109	14	103	124	68	6	12	115	14	96	81	48	30	431	777
RETAINABLE AFTER 30 JUNE 1948	295	107	10	97	120	68	6	12	113	13	93	80	48	30	428	772
RETAINABLE AFTER 31 DECEMBER 1948	193	68	6	83	99	56	6	11	110	12	63	69	37	17	357	632

	AIRPLANE ELECTRICAL MECHANIC	AIRPLANE INSTRUMENT MECHANIC	AIRPLANE PROPELLER MECHANIC	AP & ENG ELECTRICAL ACCESSORIES REPAIRMAN	ROTARY WING MECH (HELICOPTER)	CAMERA TECHNICIAN	PHOTOGRAPHIC LABORATORY TECHNICIAN	RADAR MECHANIC IFF	RADAR MECHANIC GCA	RADAR REPAIRMAN GUNLAYING EQUIPMENT (DS)	RADAR REPAIRMAN REPORTING EQUIPMENT (DS)	RADAR REPAIRMAN AIRBORNE EQUIPMENT (DS)	RADIO OPERATOR AF	RADIO OPERATOR CNS	RADIO OPERATOR AACS	MOTION PICTURE PROD TECHNICIAN (DT)
S.S.N.	685	686	687	958	995	941	285	945	862	863	952	953	955	756	759	760
AUTHORIZATION	422	235	237	62	0	207	0	386	30	0	27	0	91	209	13	0
ASSIGNED	304	169	147	40	2	141	0	499	5	1	35	3	86	204	12	7
RETAINABLE AFTER 30 JUNE 1948	302	169	147	40	1	135	0	486	5	1	34	3	83	200	12	7
RETAINABLE AFTER 31 DECEMBER 1948	256	124	104	28	1	109	0	393	5	1	31	3	71	175	9	3

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

CONTINUED

	RADIO REPAIRMAN AIRCRAFT EQUIPMENT HIGH SPEED MANUAL	RADIO REPAIRMAN	RADIO MECHANIC, AF	RADIO REPAIRMAN SINGLE CHANNEL TELETYPE	PETROLEUM STORAGE TECHNICIAN	SUPPLY TECHNICIAN	COMMUNICATIONS	ENGINE MAN OPERATING	SHEET METAL WORKER	OPERATOR SPECIAL VEHICLE	PHOTOGRAMMETRIST	BLACK SMITH	BRICKLAYER	CARPENTER	PAINTER
SSN	766	647	648	754	792	485	581	081	201	932	004	024	034	050	144
AUTHORIZATION	118	125	39	442	14	54	84	86	41	388	85	30	0	132	90
ASSIGNED	136	63	60	314	13	39	42	53	47	516	12	5	3	166	76
RETAINABLE AFTER 30 JUNE 1948	135	62	57	305	12	38	42	53	47	506	12	5	3	162	75
RETAINABLE AFTER 31 DECEMBER 1948	127	51	52	258	12	28	32	51	44	411	10	4	3	139	63

	REFRIGERATOR MECHANIC PLUMBER	WEATHER OBSERVER	RADIOSCOPE OPERATOR	BANDSMAN CLARINET	BANDSMAN CORNET OR TRUMPET	BASS DRUM OR SLOCKEN SPIEL	BANDSMAN EUPHONIUM OR BARITONE	FLUTE OR PICCALO	BANDSMAN FRENCH HORN	BANDSMAN SAXAPHONE	BANDSMAN TROMBONE	BANDSMAN TUBA	TECHNICAL AIDE (D.F.)	TOTAL SAC PERSONNEL
SSN	164	322	784	942	432	433	434	436	437	438	439	440	441	170	
AUTHORIZATION	46	21	0	0	49	42	7	7	7	21	21	21	14	0	7295
ASSIGNED	40	25	4	1	30	48	8	7	2	13	16	24	15	2	5761
RETAINABLE AFTER 30 JUNE 1948	40	23	4	1	29	38	8	7	2	13	16	21	15	2	5650
RETAINABLE AFTER 31 DECEMBER 1948	39	22	3	1	20	33	7	5	1	12	14	21	14	1	4610

NOTE: CRITICAL SSN BASED ON AF LETTER 35-97 DATED 16 JANUARY 1948.
CRITICAL SSN'S HAVING NO PERSONNEL AUTH OR ASGD ARE NOT SHOWN.
AUTHORIZATIONS OF UNITS 1-0-1 STRENGTH ARE EXCLUDED.
COLORED PERSONNEL ARE EXCLUDED FROM ASGD AND RETAINABLE STRENGTH.
ASSIGNED AND RETAINABLE PERSONNEL IS SHOWN BY PRIMARY MOS

SOURCE: AF FORM 127

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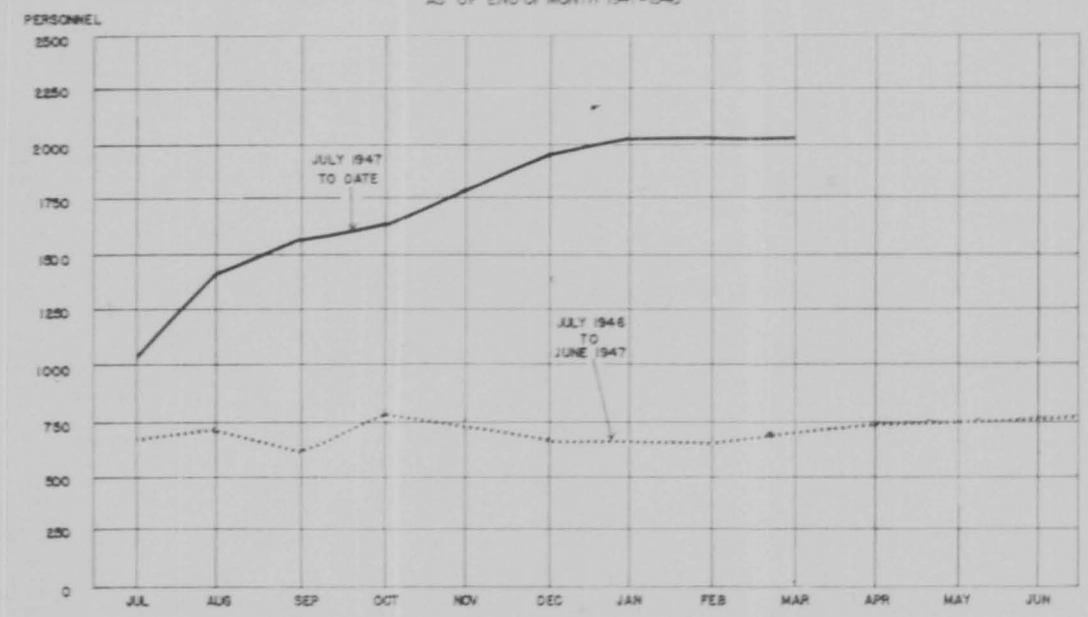
TOTAL SAC REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF END OF MONTH 1947-1948



TOTAL	1055	1402	1545	1617	1767	1955	2039	2048	2031			
HQ SAC STATIONS	332	487	494	582	612	636	617	619	617			
8TH AF	337	416	464	485	571	650	724	736	738			
15TH AF	386	499	587	550	584	669	698	693	676			
% of Asgd Strength	24.6	30.9	32.9	33.5	35.8	37.8	38.2	38.0	37.2			

NOTE DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED, JUL 1946 THRU DEC 1947

SOURCE SC-901 FILE

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NON-WHITE PERCENTAGE OF TOTAL SAC ENLISTED PERSONNEL ASSIGNED

AS OF END OF MONTH 1947–1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	WHITE	38054	38080	38079	38050	34223	34281	394-	4184	43579			
	NON-WHITE	2661	2605	2548	2774	2853	3022	3121	3435	3446			
HQ SAC	WHITE	6134	6136	8449	6234	6134	6308	6214	1349	1950			
STATIONS	NON-WHITE	479	455	431	482	482	560	514	484	474			
8TH AIR FORCE	WHITE	9389	9475	9396	9802	9858	9770	4456	5450	5421			
	NON-WHITE	722	689	689	833	910	941	1083	1061	979			
15TH AIR FORCE	WHITE	1023	1043	1074	1074	1051	1077	3569	4532	5027			
	NON-WHITE	160	130	258	259	370	421	545	690	715			

SOURCE AF FORM 107

NOTE: DETACHMENT OF PATIENTS AND DESERTERS ARE EXCLUDED

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TOTAL SAC COURTS MARTIAL RATES

BY MONTH 1947-1948

RATE PER 1000 PERSONNEL

		NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	SUMMARY	10	1.4	13	1.8	40	5.7	29	3.7	56	7.7	79	10.8	57	7.8	40	5.4	40	5.3	44			
	SPECIAL	21	3.0	11	1.5	7	1.0	10	1.3	10	1.4	8	1.1	7	1.0	13	1.7	10	1.3	17			
	GENERAL	28	3.9	4	0.6	14	2.0	8	1.0	14	1.9	6	0.8	5	0.7	14	1.9	7	0.9	13			
HQ SAC STATIONS	SUMMARY	10	3.7	4	1.4	9	3.2	8	2.8	15	5.3	6	2.1	6	2.1	6	2.1	7	2.4	11			
	SPECIAL	6	2.2	2	0.7	4	1.4	3	1.0	3	1.0	2	0.7	2	0.7	4	1.4	3	1.0	5			
	GENERAL	9	3.3	3	1.0	5	1.7	2	0.7	4	1.4	2	0.7	1	0.3	4	1.4	1	0.3	3			
8TH AIR FORCE	SUMMARY	39	3.5	21	1.8	78	6.9	56	4.9	112	9.8	151	13.2	98	8.5	68	5.9	65	5.6	74	6.3		
	SPECIAL	6	0.5	3	0.3	6	0.5	4	0.3	8	0.7	6	0.5	4	0.3	4	0.3	3	0.3	5	0.4		
	GENERAL	2	0.2	1	0.1	2	0.2	1	0.1	2	0.2	2	0.2	1	0.1	1	0.1	1	0.1	1	0.1		
9TH AIR FORCE	SUMMARY	47	3.8	16	1.3	63	5.1	44	3.6	79	6.4	63	5.1	57	4.6	42	3.4	51	4.1	44			
	SPECIAL	15	1.2	8	0.6	15	1.2	14	1.1	14	1.1	8	0.6	7	0.6	13	1.0	10	0.8	9	0.7		
	GENERAL	15	1.2	10	0.8	14	1.1	5	0.4	14	1.1	6	0.5	6	0.5	10	0.8	6	0.5	4	0.3		

SOURCE AF NO. 47

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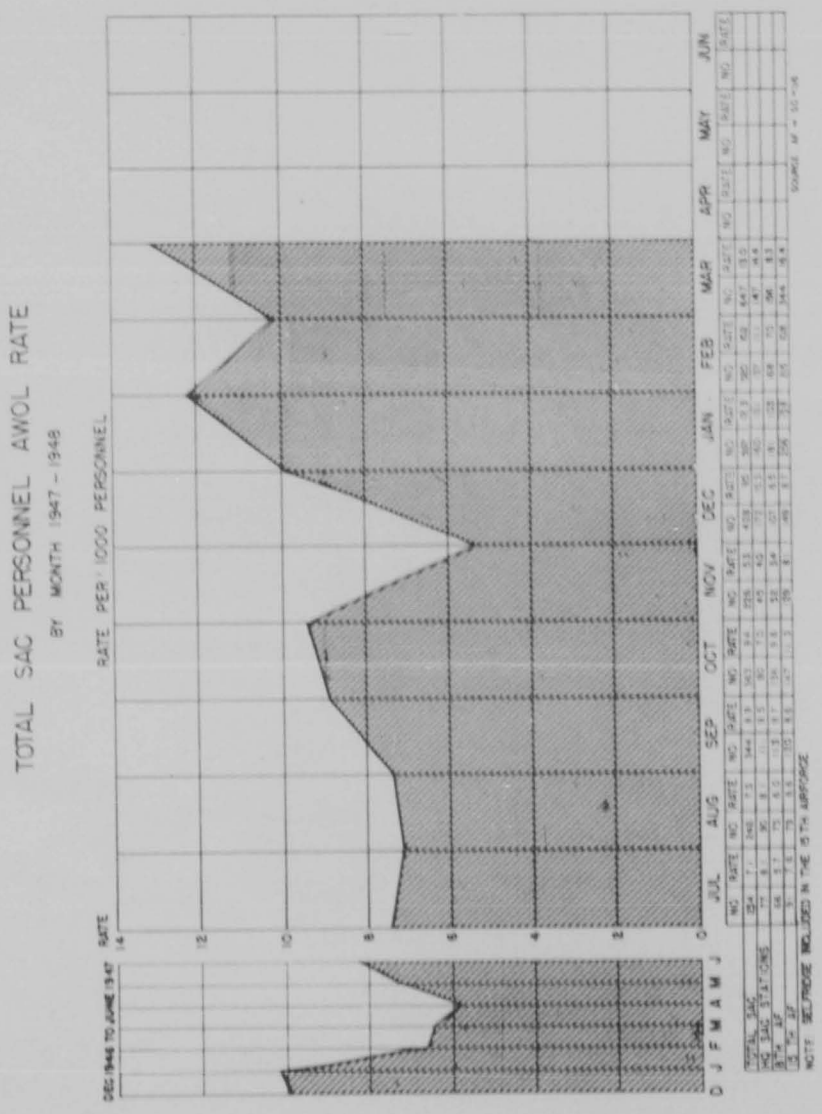

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TOTAL SAC CIVILIAN PERSONNEL WITH PERMANENT STATUS

PERCENT OF TOTAL EMPLOYED

AS OF END OF MONTH 1947 - 1948

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Section 3

AIRCRAFT *and* MAINTENANCE

1675

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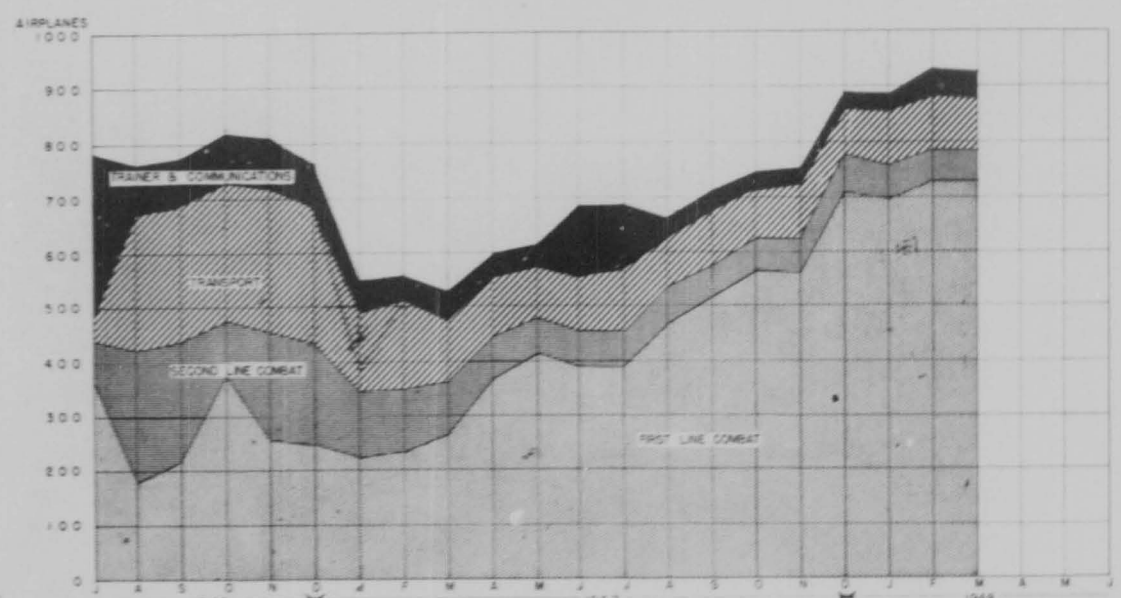
NUMBER OF SAC AIRCRAFT ON HAND

BY TYPE AND COMBAT SUITABILITY

JULY 1946 TO DATE



NOTE: COMBAT INCLUDES BOMBER, FIGHTER & PHOTO RECONNAISSANCE.
SECOND LINE COMBAT INCLUDES COMBAT WHICH HAVE A PREFIX TO THE TYPE OF ACFT. E.G. TB-29
COMMUNICATIONS INCLUDE L-5, ROTARY WING AND SIMILAR ACFT.
TRANSIENT ACFT ARE EXCLUDED

SOURCE: AF FORM 110A(AF-SC-49C)

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SAC AIRCRAFT INVENTORY

BY STATION AND UNIT

AS OF 31 MARCH 1948

STATION AND UNIT	TOTAL	BOMBERS					FIGHTERS				RCN & LIAISON				CARGO			OTHER
		B-50	B-29 (B-50 48-09)	B-29 (B-50 48-10)	B-29 (B-50 48-11)	B-29 (B-50 49-01)	TOTAL	P-47	P-51	P-80	TOTAL	F-6	F-9	L-5	TOTAL	C-45	C-47 (C-54 54-26)	TOTAL	
HQ SAC STATIONS	387	33	2	12	5	52	-	73	40	113	2	20	13	1	49	5	19	24	34
ANDREWS	84				3	3		79		79							4	4	3
4 AFG GP	4							3		3							4	4	1
50 BASE UNIT	80				3	3		76		76							[illegible]	[illegible]	2
MACDILL 307 BOMB GP (H)	37	33	2	2		37													
307 BOMB GP	6	2		4		6		3		3			1		1	3	1	4	
7 AIRSC COMC SQ	9											4	5		9	2	5	7	
4 PHOTO SQ	12					2							8		8		2	2	
363 FGR SQ	4											2	2		4				
GREENER 82 FTR GP	66							66		66							3	3	4
82 BOMB GP	13							2		2									1
KELLY FIELD 34 FTR GP	79							2		2	77				77				1
34 AFG GP	33							1		1	4				5				10
EIGHTH AIR FORCE	344	4	95		15		115	66		66	3	43	3		49	1	4	5	85
CARSWELL 7 BOMB GP (H)	88		88				88												3
7 AFG GP	8		4				5										3	3	10
1 AIR TRANSPORT UNIT	10																10	10	
39 BASE UNIT	10				5		6										4	4	
SMYRNA 1 BOMB GP (H)	6	6					6												
43 BOMB GP (H)	34	4	30				34												
43 AFG GP	3				3		3										3	3	
KEARNEY 27 FTR GP	65							61		61	3	34			37		4	4	5
27 AFG GP	8							1		1		1			1				5
WALKER 509 BOMB GP (H)	90	30				30													
509 AFG GP	10				5	5											5	5	
33 FTR GP	78							75		75		3			3				6
33 AFG GP	3							3		3									
FIFTEENTH AIR FORCE	196	58	1	18		77											8	17	1
CASTLE 93 BOMB GP (H)	22	22				22													1
93 AFG GP	4																3	3	
COLO SPRGS ED BASE UNIT	8			1		1											3	3	4
EMORY HILL 97 BOMB GP (H)	35	35				35													
301 BOMB GP (H)	30	30				30													
301 AFG GP	5	1			3	5													
SPOKANE 92 BOMB GP (H)	28	28				28											2	2	1
92 AFG GP	3				3	3													
98 BOMB GP (H)	35	35				35											4	5	1
WEBB 28 BOMB GP (H)	34	34				34													
28 AFG GP	4				4	4											1	1	
MERCEDES 338 BASE UNIT	1																		1
TOTAL SAC	927	4	190	1	45	6	338	1	239	40	1	404	5	21	13	1	8	9	71	9	94	45

SOURCE: AF FORM 1156, A...

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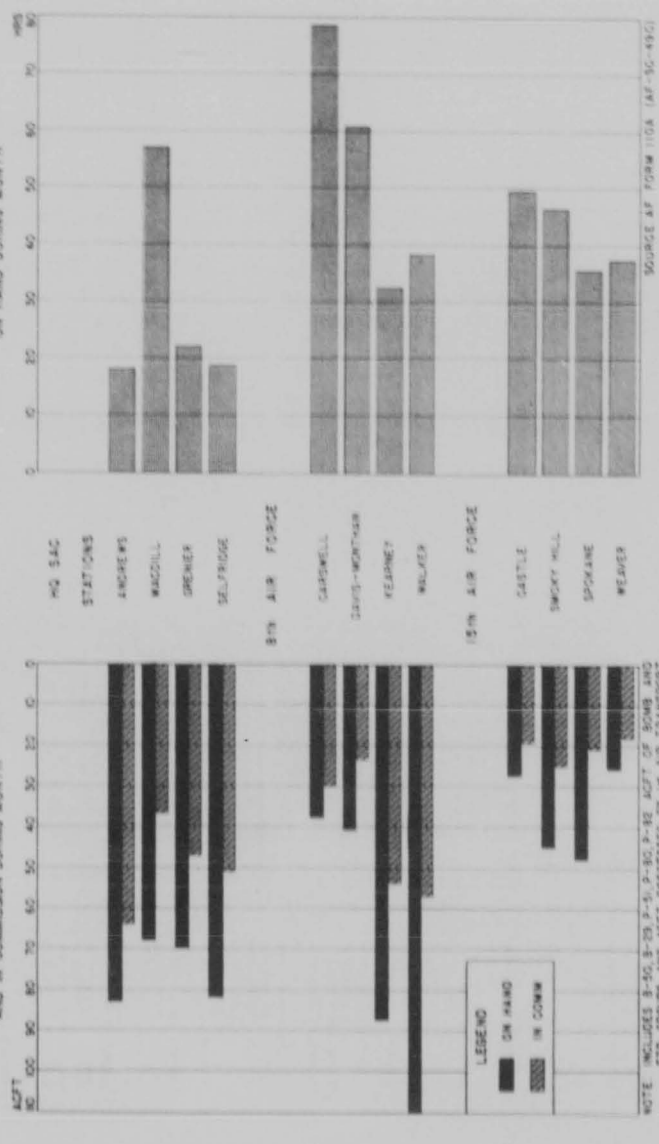
SAC AIRCRAFT ON HAND AND HOURS FLOWN

COMBAT TYPE
MARCH 1948



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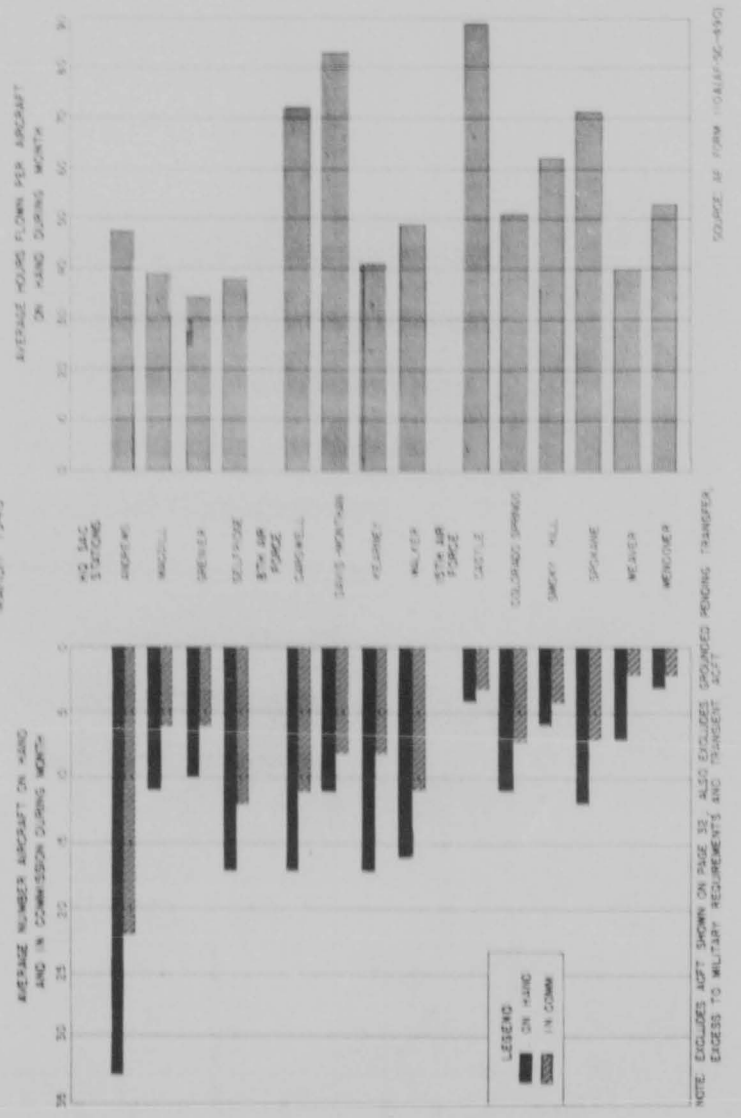
SAC AIRCRAFT ON HAND AND HOURS FLOWN

MINIMUM INDIVIDUAL TRAINING AIRCRAFT

MARCH 1948



NOTE: EXCLUDES ACFT SHOWN ON PAGE 32, ALSO EXCLUDES GROUNDED ACFT AWAITING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT ACFT

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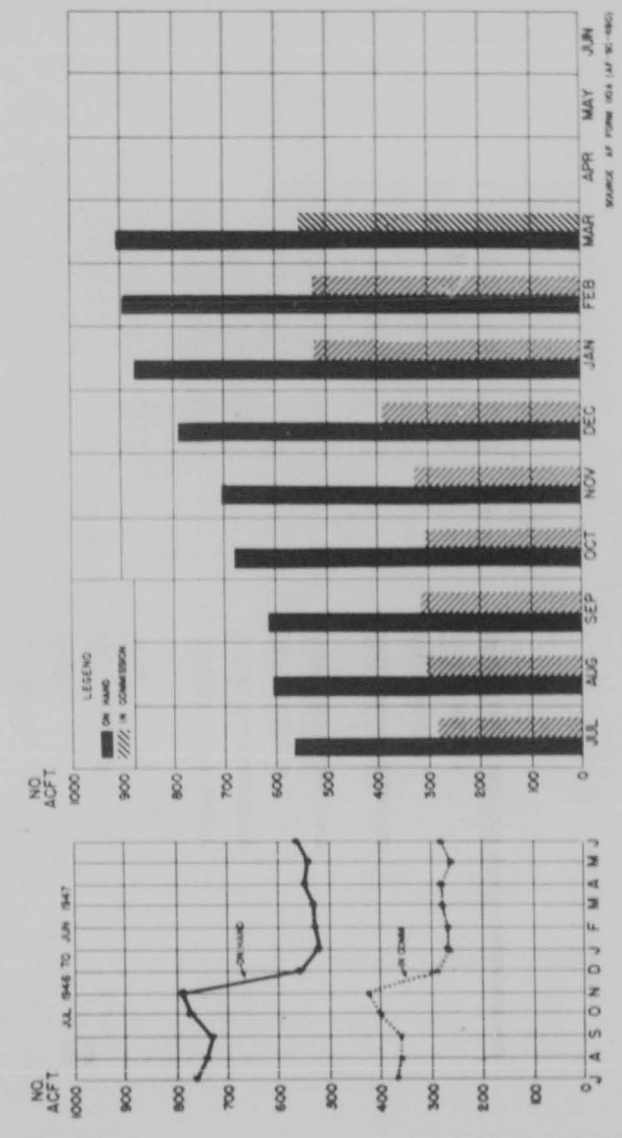
AVERAGE NUMBER SAC AIRCRAFT ON HAND AND IN COMMISSION

TOTAL SAC
MONTHLY 1947-1948



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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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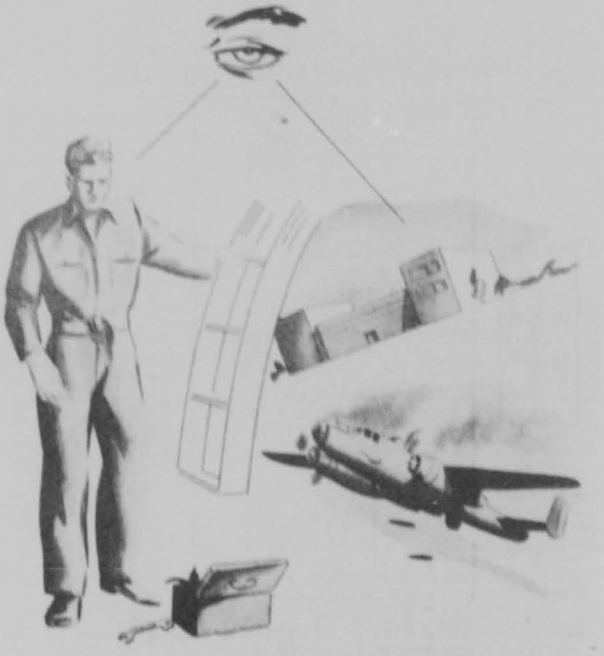
Section 1



ORGANIZATION

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STRATEGIC AIR COMMAND ORGANIZATION

AS OF 31 MARCH 1948

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ORGANIZATION OF HQ STRATEGIC AIR COMMAND

AS OF 31 MARCH 1948

SOURCE: STAFF MEMORANDUM 10-5

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ROSTER OF SAC KEY PERSONNEL

AS OF 15 MARCH 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE	HQ 311 TH RON WING
COMMANDING GENERAL	GEN GEO C KENNEY	MAJ GEN R M RAMEY	MAJ GEN L W JOHNSON	COL P T CULLEN
DEPUTY COMMANDER & CHIEF OF STAFF	MAJ GEN C McMULLEN	COL T J DUBOSE	COL J E BRIGGS	
A-1	COL R T KING Jr	COL P D GLASSFORD Jr	COL S E MANZO	LT COL E WURSTEN
A-2	COL W A ADAMS	COL G R MONTGOMERY	COL C M SMITH	CAPT O L COX
A-3	BRIG GEN D W HUTCHISON	COL J D RYAN	COL W P BRETT	COL W R YANCEY
A-4	COL K E TIBBETTS	COL F G JAMISON	COL J A PECHULS	LT J P CLARK
A-5	COL R O CORK	LT COL J A ROBERTS Jr	COL I A RENOLE	COL C P HOLLSTEIN

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL A D CLARK	97 th BOMB WING	COL G L ROBINSON	4 th FTR WING	BRIG GEN Y M TAYLOR
28 th BOMB WING	COL T J GENT Jr	301st BOMB WING	COL L G MALZER	27 th FTR WING	COL A B PACKARD
43 d BOMB WING	COL J C SELSER Jr	307 th BOMB WING	BRIG GEN D R HUTCHINSON	56th FTR WING	COL W T HUDNELL
92 d BOMB WING	COL A J SHOWER	509th BOMB WING	COL W H BLANCHARD	82 d FTR WING	COL W B OFFUTT
93 d BOMB WING	COL L B COATS				

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Section 2

PERSONNEL

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TOTAL SAC PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

OFFICERS, ENLISTED AND CIVILIANS

AS OF END OF MONTH 1947-1948

TOTAL	CEILING	45317	45347	45847	45537	45544	44490	44639	44690	45117			
	ASSIGNED	41812	42457	43747	44395	45020	43960	43744	44045	44594			
CIVILIANS	CEILING	6177	6188	5989	5983	5783	5683	5691	5730	6098			
	ASSIGNED	4265	5038	5436	5512	5612	4986	5151	5411	5653	5977		
OFFICERS	CEILING	4363	4370	4370	4370	4370	4370	4370	4370	4370	4370		
	ASSIGNED	4363	4370	4368	4370	4370	4370	4370	4370	4370	4370		
ENLISTED	CEILING	34777	34789	35488	35184	35391	34437	34578	34560	34649	34749		
	ASSIGNED	33184	33049	34043	34513	35038	34604	34223	34264	34571	35197		
		4850	3971.5	3784.5	3745	3649.6	3751.7	3751.7	4083	4481.9	4644		

NOTE: DISTRIBUTION OF PERSONNEL ARE DETAILED FROM MONTHLY PERSONNEL STRENGTH REPORTS AS OF FORM 17 AND A-5

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TOTAL SAC OFFICER PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947-1948

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TOTAL SAC ENLISTED PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947–1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	51 97	53497	53453	53556	54444	53196	53345	51167	53967			
	ASSG	8878	50885	51743	54944	51178	49227	47313	44455	46544			
HQ SAC	CEILING	6666	1796	9914	56	790	46	47	28	259			
	ASSG	853	53	9819	83	896	843	1113	924	1734			
STATIONS	CEILING	6690	53	9819	83	896	843	1113	924	1734			
	ASSG	2225	449	1934	2134	2143	883	887	795	758			
AIR FORCES	CEILING	2225	449	1934	2134	2143	883	887	795	758			
	ASSG	43190	50444	41915	51855	51655	48344	46313	43227	44420			
	CEILING	43473	51335	41789	51764	51776	52313	52345	50448	52996			
GROUPS	ASSG	41580	5049	5516	5249	5473	4627	4784	4241	4903			

NOTE DETACHMENT OF PATIENTS AND SCHOLASTEES ARE EXCLUDED

SOURCE AF FORM 27 AND 45

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TOTAL SAC CIVILIAN PERSONNEL MANNING CEILING AND EMPLOYED STRENGTH
AS OF END OF MONTH 1947 - 1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	CEILING	6177	5699	5693	5693	5788	5683	5695	5720	6098			
	EMPLOYED	5238	5436	5312	5180	4986	5107	5145	5053	5077			
HQ SAC	CEILING	1782	2028	2027	233	2346	2345	2370	2395	2661			
STATIONS	EMPLOYED	1652	1920	1868	1874	1935	2049	2118	2035	2071			
8TH AIR FORCE	CEILING	1071	123	134	134	1349	1348	1348	1348	1472			
	EMPLOYED	991	1246	1143	1143	1077	1191	1191	1176	1178			
15TH AIR FORCE	CEILING	3324	2440	2535	2221	2594	2990	2977	2977	3965			
	EMPLOYED	2595	2270	2301	2063	1814	1847	1836	1842	1826			

SOURCE OF ITEMS 1A AND 4A

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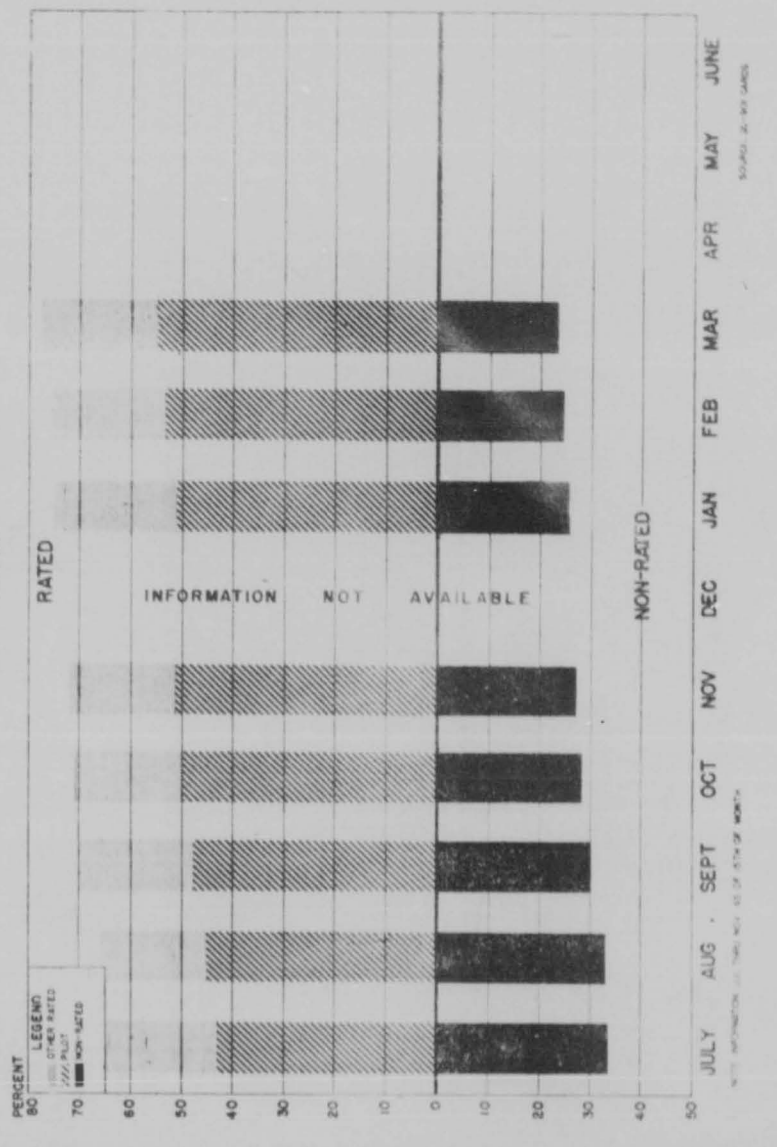
PERCENT RATED AND NON-RATED OFFICER PERSONNEL
AS OF END OF MONTH 1947-1948
TOTAL SAC



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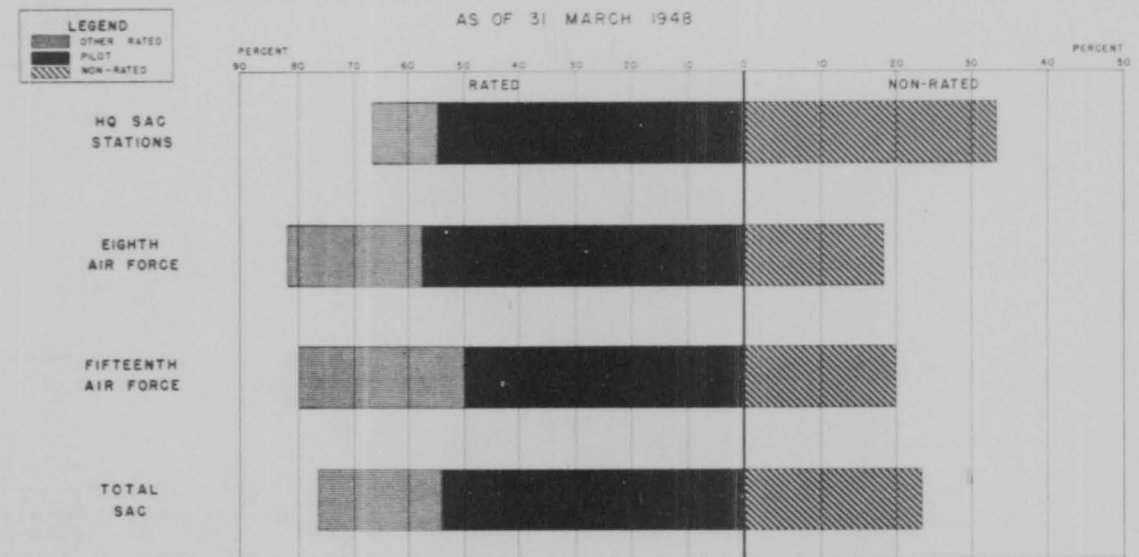
PERCENT RATED AND NON-RATED OFFICER PERSONNEL

AS OF 31 MARCH 1948



NUMBER RATED AND NON-RATED OFFICER PERSONNEL

	RATED						NON-RATED						TOTAL SAC
	PILOT	BOMB ARDIER	NAVIG-ATOR	B/N	OTHER RATED	TOTAL RATED	FLT SURG FLT NURSE	CHAPLAIN	W/O	WAC	ALL OTHER	TOTAL NON-RATED	
HQ SAC STATIONS	875	44	68	5	66	1058	7	13	53	3	455	531	1589
EIGHTH AIR FORCE	1191	191	144	20	129	1675	20	9	38	0	307	374	2049
FIFTEENTH AIR FORCE	907	190	215	29	134	1475	9	11	41	3	285	349	1824
TOTAL SAC	2973	425	427	54	239	4208	36	33	132	6	1047	1254	5462

SOURCE SC-901-CARDS

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
AS OF 31 MARCH 1948

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT 1	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
ANDREWS	SAC	60 AF BU (Hq SAC)	181	8	9	176	6	12	393	598	306	281
CARSWELL	8 AF	39 AF BU (Hq 8 AF)	89	2	0	80	2	7	250	250	74	179*
COLO. SPRINGS	15 AF	201 AF BU (Hq 15 AF)	131	10	1	128	9	10	429	513	401	381*
ANDREWS	SAC	Total 4 Ftr Wg	148	22	8	(3)163	19	5	1525	1908	589	441
		Hq & Hq Sq 4 Ftr Wg	13	0	0	13		0	55	58	9	13
		Hq 4 Ftr Gp JP	9	1	1	13		1	29	40		
		334 Ftr Sq JP	25	1	1	27		0	104	106		
		335 Ftr Sq JP	25	1	1	25		0	104	106		
		336 Ftr Sq JP	25	1	1	28		1	104	106		
		4 Maint & Supply Gp	12	0	2	24		2	586	518	189	197
		4 Airdrome Gp	14	0	2	33		1	482	899	386	214
		4 Station Med Gp	0	18	0	0	19	0	61	75	5	17
		Special Missions	25									
MACDILL	SAC	Total 307 Bomb Wg	239	36	7	(2)283	44	10	2066	3034	509	477
		Hq & Hq Sq 307 Bomb Wg VH	13	0	0	26		0	61	69	16	16
		Hq 307 Bomb Gp	12	1	2	14		2	31	40		
		370 Bomb Sq VH	53	1	1	56		1	195	239		
		371 Bomb Sq VH	53	1	1	61		0	195	236		
		372 Bomb Sq VH	53	1	1	57		0	195	239		
		307 Maint & Supply Gp	17	0	1	27		3	491	590	191	199
		307 Airdrome Gp	21	0	0	42		3	816	1488	276	210
		307 Station Med Gp	0	32	1	0	44	1	82	133	26	52
		Special Missions	17									
GRENIER	SAC	Total 82 Ftr Wg	125	31	8	139	25	7	1481	1693	250	231
		Hq & Hq Sq 82 Ftr Wg	13	0	0	15		0	70	72	6	9
		Hq 82 Ftr Gp	9	1	1	9		1	29	34		
		95 Ftr Sq SE	25	1	1	25		1	100	120		
		96 Ftr Sq SE	25	1	1	28		0	100	118		
		97 Ftr Sq SE	25	1	1	25		1	100	113		
		82 Maint & Supply Gp	12	0	2	14		4	336	361	95	117
		82 Airdrome Gp	16	0	2	22		0	685	809	143	80
		82 Station Med Gp	0	27	0	0	25	0	61	66	6	25

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING	OFFICER MEDICAL DEPT	ASSIGNED OFFICERS: OFFICERS OTHER THAN MEDICAL DEPT (1)	ASSIGNED OFFICERS: OFFICER MEDICAL DEPT	ASSIGNED OFFICERS: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
SELFRIDGE	SAC	Total 56 Ftr Wg	134	31	8 (2) 150	18	5	1504	1961	280	199
		Hq & Hq Sq 56 Ftr Wg	13	0	0 11		0	71	60	5	7
		Hq 56 Ftr Gp	9	1	1 11		1	39	35		
		61 Ftr Sq JP	25	1	1 27		0	104	127		
		62 Ftr Sq JP	25	1	1 23		0	104	131		
		63 Ftr Sq JP	25	1	1 27		0	104	132		
		56 Maint & Supply Gp	112	0	2 15		2	314	450	81	66
		56 Airdrome Op	15	0	2 37		2	715	959	182	114
		56 Station Med Gp	0	27	0 0	18	0	63	68	6	13
		NON-T/O Augmentation								6	
CARSWELL	8 AF	Total 7 Bomb Wg	309	31	2 (1) 406	31	7	2611	4336	346	242
		Hq & Hq Sq 7 Bomb Wg VH	26	0	0 31		0	96	117	7	13
		Hq 7 Bomb Op	17	1	0 31		0	33	22		
		9 Bomb Sq VH	60	1	0 74		0	300	406		
		436 Bomb Sq VH	60	1	0 79		0	300	439		
		492 Bomb Sq VH	60	1	0 83		1	300	395		
		7 Maint & Supply Gp	37	0	1 35		3	578	811	132	122
		7 Airdrome Op	49	0	1 72		3	939	2001	125	76
		7 Station Med Gp	0	27	0 0	31	0	65	145	38	31
		NON-T/O Augmentation								44	
DAVIS-MONTHAN	8 AF	Total 43 Bomb Wg	302	30	2 (2) 394	23	8	2591	3388	337	237
		Hq & Hq Sq 43	25	0	0 29		0	94	107	7	17
		Hq 43 Bomb Gp	17	1	0 15		0	33	40		
		64 Bomb Sq VH	60	1	0 73		3	300	345		
		65 Bomb Sq VH	60	1	0 72		3	300	329		
		66 Bomb Sq VH	60	1	0 75		2	300	337		
		43 Maint & Supply Gp	37	0	1 32		3	582	665	135	74
		43 Airdrome Op	43	0	1 94		3	967	1460	122	115
		43 Station Med Gp	0	26	0 0	23	0	65	115	34	31
		NON-T/O Augmentation								39	
DAVIS-MONTHAN	8 AF	Total 2 Bomb Wg	188	5	5	264	1	0	854	967	
		Hq & Hq Sq 2 Bomb Wg VH	1	0	0 2	25		0	1	1	
		Hq 2 Bomb Gp	12	1	1	15		0	31	37	
		20 Bomb Sq VH	53	1	1	53		0	195	220	
		49 Bomb Sq VH	53	1	1	73		0	195	239	
		96 Bomb Sq VH	53	1	1	74		0	195	227	
		2 Maint & Supply Gp	9	0	0	9		0	144	153	
		2 Airdrome Op	7	0	0	7		0	92	89	
		2 Station Med Gp	0	1	0	0	1	0	1	1	

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING: OFFICER OTHER THAN MEDICAL DEPT	MANNING CEILING: OFFICER MEDICAL DEPT	MANNING CEILING: W/O	ASSIGNED OFFICERS: OFFICER OTHER THAN MEDICAL DEPT (1)	ASSIGNED OFFICERS: OFFICER MEDICAL DEPT	ASSIGNED OFFICERS: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EM-PLOYED
KEARNEY	8 AF	Total 27 Ftr Wg	184	30	11	230	22	2	1573	2170	263	179
		Hq & Hq Sq 27 Ftr Wg	7	0	1	8		0	66	74	5	16
		Hq 27 Ftr Gp	6	1	0	6		1	29	32		
		522 Ftr Sq TE	50	1	1	62		0	129	167		
		523 Ftr Sq TE	50	1	1	64		0	129	187		
		524 Ftr Sq TE	50	1	1	63		0	129	171		
		27 Maint & Supply Gp	9	0	3	11		1	322	411	89	52
		27 Airdrome Gp	12	0	4	16		0	689	1029	152	93
		27 Station Med Gp	0	26	0	0	22	0	80	99	4	18
		NON T/O Augmentation									13	
WALKER	8 AF	Total 509 Bomb Wg	302	30	2	346	24	9	2594	3935	342	257
		Hq & Hq Sq 509 Bomb Wg VH	25	0	0	37		0	95	158	6	8
		Hq 509 Bomb Gp	17	1	0	26		0	33	38		
		393 Bomb Sq VH	60	1	0	68		1	300	447		
		715 Bomb Sq VH	60	1	0	67		1	300	454		
		830 Bomb Sq VH	60	1	0	59		0	300	462		
		509 Maint & Supply Gp	37	0	1	28		2	583	784	121	108
		509 Airdrome Gp	43	0	1	61		5	915	1480	149	117
		509 Station Med Gp	0	26	0	0	24	0	68	112	31	24
		NON T/O Augmentation									35	
WALKER	8 AF	Total 33 Ftr Wg	98	5	5	127	1	0	488	609		
		Hq & Hq Sq 33 Ftr Wg	1	0	0	1		0	1	1		
		Hq 33 Ftr Gp	9	1	1	12		0	29	40		
		58 Ftr Sq SE	25	1	1	34		0	100	137		
		59 Ftr Sq SE	25	1	1	36		0	100	142		
		60 Ftr Sq SE	25	1	1	34		0	100	148		
		33 Maint & Suppy Gp	6	0	1	3		0	113	102		
		33 Airdrome Gp	7	0	0	7		0	44	38		
		83 Station Med Gp	0	1	0	0	1	0	1	1		
CASTLE	15 AF	Total 93 Bomb Wg	222	31	6	(1) 248	20	3	1894	2139	274	255
		Hq & Hq Sq 93 Bomb Wg VH	13	0	0	21		0	78	79	8	9
		Hq 93 Bomb Gp	12	1	2	18		0	31	36		
		328 Bomb Sq VH	53	1	1	51		0	195	226		
		329 Bomb Sq VH	53	1	1	53		0	195	217		
		330 Bomb Sq VH	53	1	1	50		0	195	225		
		93 Maint & Suppy Gp	17	0	1	22		1	381	413	113	135
		93 Airdrome Gp	21	0	0	33		2	754	849	147	98
		93 Station Med Gp	0	27	0	0	20	0	65	94	6	13

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
WEAVER	15 AF	Total 28 Bomb Wg	222	31	6	224	21	4	1888	2835	292	272
		Hq & Hq Sq 28 Bomb Wg VH	13	0	0	13		0	75	110	10	7
		Hq 28 Bomb Gp	12	1	2	13		1	31	44		
		77 Bomb Sq VH	53	1	1	46		0	195	259		
		717 Bomb Sq VH	53	1	1	55		0	195	310		
		718 Bomb Sq VH	53	1	1	48		0	195	275		
		28 Maint & Supply Gp	17	0	1	24		1	382	516	104	123
		28 Airdrome Gp	21	0	0	25		2	752	1206	167	123
		28 Station Med Gp	0	27	0	0	21	0	63	115	6	19
		NON T/O Augmentation									5	
SMOKY HILL	15 AF	Total 301 Bomb Wg	223	31	6	(3)294	25	3	1983	4043	302	293
		Hq & Hq Sq 301 Bomb Wg VH	14	0	0	32		2	74	100	4	10
		Hq 301 Bomb Gp	12	1	2	21		0	31	46		
		32 Bomb Sq VH	53	1	1	63		0	195	270		
		353 Bomb Sq VH	53	1	1	54		0	195	291		
		353 Bomb Sq VH	53	1	1	51		0	195	295		
		301 Maint & Supply Gp	17	0	1	26		0	385	702	138	152
		301 Airdrome Gp	21	0	0	47		1	832	2226	109	106
		301 Station Med Gp	0	27	0	0	25	0	76	113	47	25
		NON T/O Augmentation									4	
	15 AF	Total 97 Bomb Wg	245	22	0	241	2	5	1582	1472		
		Hq & Hq Sq 97 Bomb Wg VH	21	0	0	13		0	61	48		
		Hq 97 Bomb Gp	17	1	0	20		2	31	23		
		340 Bomb Sq VH	49	1	0	58		0	195	186		
		341 Bomb Sq VH	49	1	0	55		0	195	191		
		342 Bomb Sq VH	49	1	0	59		0	195	186		
		97 Maint & Supply Gp	27	0	0	14		2	299	281		
		97 Airdrome Gp	33	0	0	22		1	545	535		
		97 Station Med Gp	0	18	0	0	2	0	61	22		
SPOKANE (Ft Geo Wright)	15 AF	Total 92 Bomb Wg	217	32	6	321	27	7	1970	3511	441	396
		Hq & Hq Sq 92 Bomb Wg VH	15	0	0	35		1	97	155	8	15
		Hq 92 Bomb Gp	12	1	2	11		0	31	32		
		325 Bomb Sq VH	53	1	1	52		0	195	267		
		326 Bomb Sq VH	53	1	1	53		0	195	254		
		327 Bomb Sq VH	53	1	1	49		0	195	263		
		92 Maint & Supply Gp	17	0	1	36		2	395	764	121	95
		92 Airdrome Gp	14	0	0	85		3	780	1599	268	235
		92 Station Med Gp	0	28	0	0	27	1	82	177	44	51

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	MANNING CEILING			ASSIGNED OFFICERS			ENLISTED		CIVILIANS	
			OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	OFFICER OTHER THAN MEDICAL DEPT	OFFICER MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
SPOKANE	15 AF	Total 98 Bomb Wg	188	5	5	197	1	3	854	918		
		Hq & Hq Sq 98 Bomb Wg VH	1	0	0	1		0	1	1		
		Hq 98 Bomb Gp	12	1	2	18		2	31	31		
		343 Bomb Sq VH	53	1	1	61		0	195	259		
		344 Bomb Sq VH	53	1	1	49		0	195	253		
		345 Bomb Sq VH	53	1	1	58		0	195	262		
		98 Maint & Supply Gp	9	0	0	5		0	144	104		
		98 Airdrome Gp	7	0	0	5		1	92	7		
		98 Station Med Gp	0	1	0	0	1	0	1	1		
TOTAL HQ SAC HQS AF BOMB & FTR WINGS			3737	423	97	4411	321	107	28530	40280	5096	4521
ANDREWS	SAC	Total 311 Rcn Wg	424	7	8	369	1	11	2052	2247	567	336
		Hq & Hq Sq 311 Rcn Wg	28	3	2	30		1	46	34	5	5
(Bolling AF Base)		10 Photo Tech Sq	34	0	1	34		2	313	397		
(Washington DC)		36 AF BU	28	0	0	22		0	100	82	505	315
(Long Island NY)		AF 1 Motion Picture UT	24	0	1	16		1	163	119	57	16
ANDREWS	SAC	Hq 91 Rcn Gp	1	0	0	1		0	1	1		
	SAC	324 Rcn SV VLR Photo RCM	0	0	0	1		0	0	1		
MACDILL	SAC	Hq 55 RCM Gp	14	2	0	17		0	60	52		
		343 Rcn Sq VLR Mapping	54	0	1	79		2	396	446		
(DS WRIGHT PATTERSON)		6 Photo Tech Sq	2	0	1	2		0	50	42		
MACDILL	SAC	7 Geodetic Control Sq	154	1	0	94	1	3	539	566		
		11 Photo Tech UT	2	0	1	2		1	50	55		
		16 Photo Rcn Sq (Special)	83	1	1	71		1	334	452		
WENDOVER	15 AF	216 AF BU	22	5	1	20	4	2	242	351	95	78
CARSWELL	SAC	263 AF BU	22	0	1	19		1	103	91	2	2
CARSWELL	8 AF	18 Comm Sq	5	0	0	5		0	72	78		
ANDREWS	SAC	30 Comm Sq	7	0	1	8		0	153	147		
COLO SPRINGS	15 AF	33 Comm Sq	6	0	0	2		3	84	90		
CARSWELL	8 AF	1 Air Transport UT	54	0	0	36		0	251	219		
MACDILL	SAC	1 Aviation Sq	3	0	0	3		0	94	109		
CARSWELL	8 AF	2 Aviation Sq	3	0	0	1		0	94	99		
CARSWELL	8 AF	1 Ordnance Sq Avn	26	0	0	22		1	276	277		
SELFRIDGE	SAC	464 Sig Hv Cons Co Avn	7	0	0	6		0	149	143		
MACDILL	SAC	Hq & Hq & SV Co 937 Engr AVN Gp	28	0	0	17	1	1	178	152		
		1862 Engr Avn Bn	44	1	0	29	3	0	592	668		
		2173 Engr Maint Co Avn	6	0	0	5		1	145	104		
		838 Engr Avn Bn	27	3	0	28		2	592	778		
		881 Chemical Co Air Opns	4	0	0	4		0	130	24		

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Section 6

OTHERS

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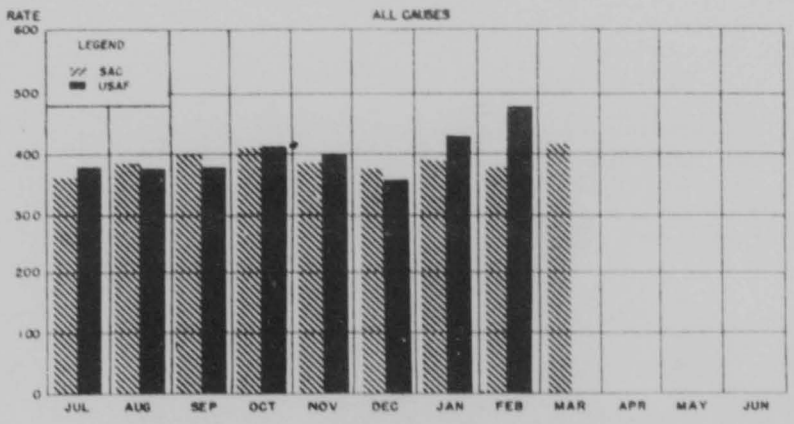
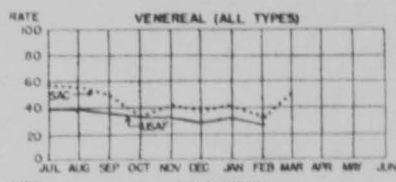
HOSPITAL ADMISSION RATES

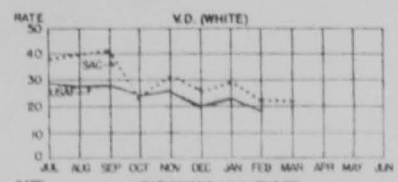
SAC VS CONTINENTAL USAF

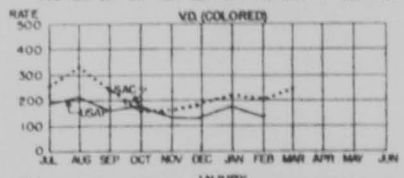
ADMISSION RATES PER 1000 PER ANNUM

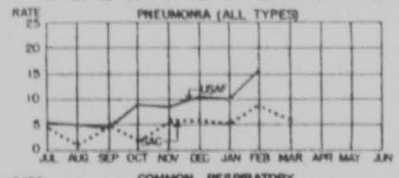
1947--1948

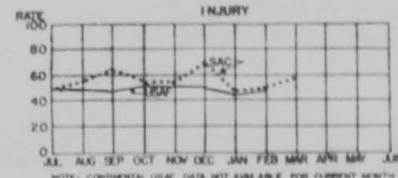




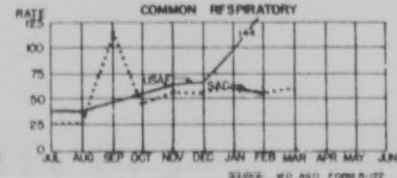








NOTE: CONTINENTAL USAF DATA NOT AVAILABLE FOR CURRENT MONTH



SOURCE: WD AGO FORM 8-122

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MEDICAL SUMMARY

VENEREAL DISEASES BY STATION HOSPITAL

Admission Rates Per 1000 Per Annum — March 1948 (4 Weeks 28 February to 26 March)

	WHITE AND COLORED						WHITE				COLORED			
	VD all Types		Gonorrhea		Syphilis		VD all Types		G	S	VD all Types		G	S
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases
TOTAL SAC	acd144	49	acd124	42	a 16	6	cd78	22	cd68	10	a66	255	a56	6
HQ SAC STATIONS	ca63	53	ca 56	47	4	4	c 25	23	c 26	1	a 38	372	a32	3
ANDREWS	2	7	2	7	-	-	2	7	2	-	-	-	-	-
MACDILL	c 54	103	c 47	89	4	7	c 18	40	c 17	1	36	372	30	3
SELFRIDGE	5	15	5	15			3	15	3	-	a 2		a 2	
GRENIER	2	14	2	14			2	14	2	-	-	-	-	-
TOTAL 8TH AF	daa48	33	daa39	27	8	6	d 30	22	d 23	7	aa18	174	aa16	1
DAVIS-MONTHAN	d 14	33	d 10	28	4	10	d 11	27	d 7	4	3	115	3	-
CARSWELL	aa. 23	54	aa 19	44	3	7	11	30	9	2	aa12	292	aa10	1
KEARNEY	2	10	2	10	-	-	2	10	2	-	-	-	-	-
WALKER	9	21	8	19	1	2	6	16	5	1	3	89	3	-
TOTAL 15TH AF	c 33	28	c 29	25	4	3	c 23	21	21	2	10	189	8	2
CASTLE	3	16	2	11	1	5	3	16	2	1	-	-	-	-
COLORADO SPRINGS		c16		c16				c16						
SMOKY HILL	22	59	20	54	2	5	12	38	12	-	10	189	8	2
SPOKANE	2	6	2	6	-	-	2	6	2	-	-	-	-	-
WEAVER	6	29	5	24	1	5	6	29	5	1	-	-	-	-
WENDOVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-

a 2 cases GC colored not included in rates, not charged this Command
b 1 case GC colored not included in rates, not charged this Command
c 1 case white not shown in cases at Colorado Springs is charged and shown in Colorado Springs rate. Case shown in MacDill AF Base cases, but not included in MacDill AF Base rates.
d 1 Case GC white not included in rates, not charged this Command.

Source: WD AGO Form 8-122

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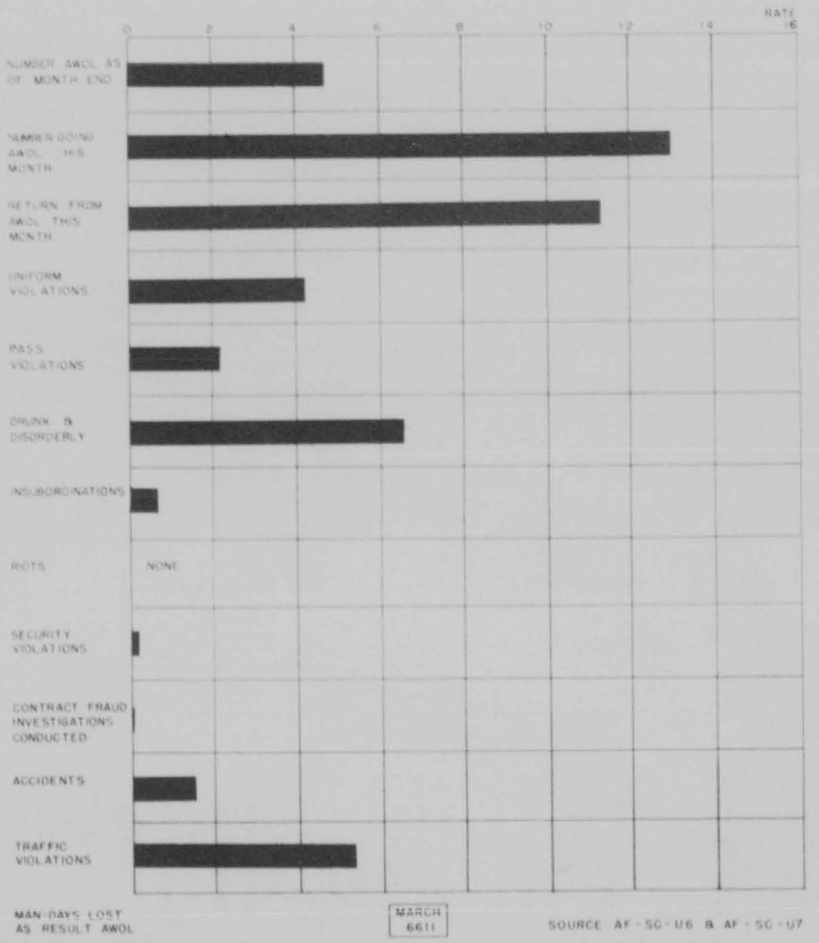
TOTAL OFFENSES AND CRIMINAL INVESTIGATIONS

MARCH 1948

RATE PER 1000 PERSONNEL



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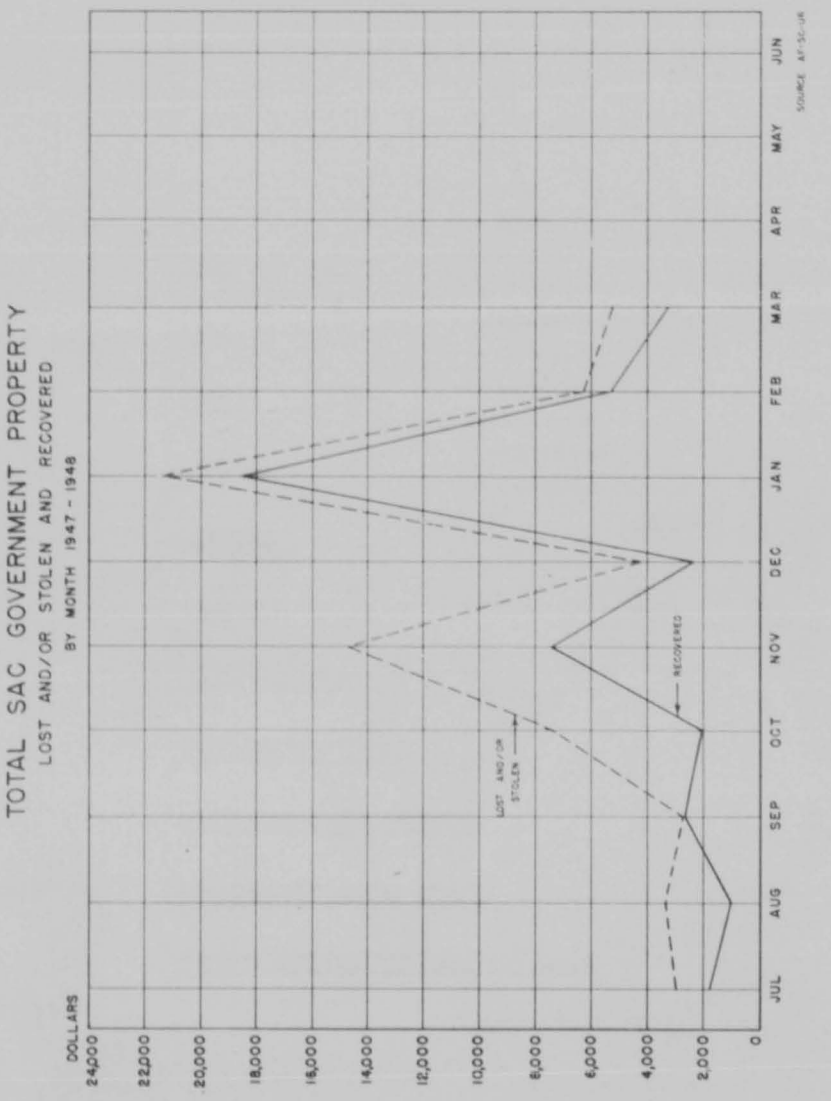

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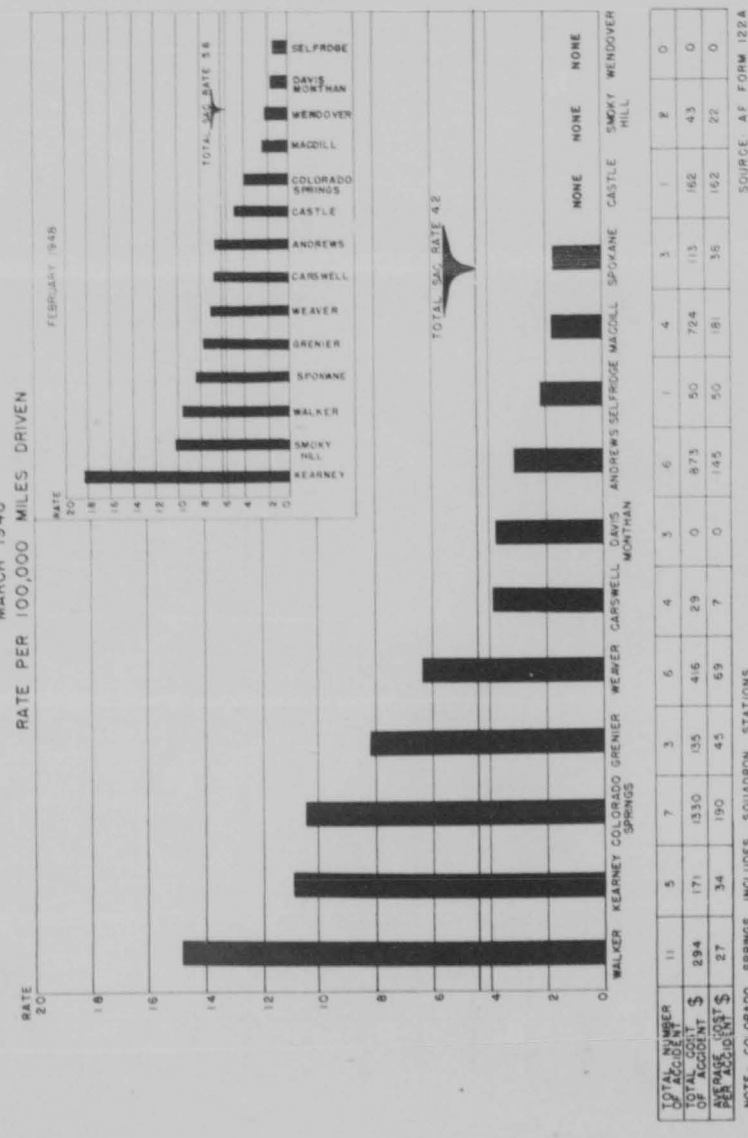
SAC MOTOR VEHICLE ACCIDENT RATE

MARCH 1948

RATE PER 100,000 MILES DRIVEN



TOTAL NUMBER OF ACCIDENT	11	5	7	3	6	4	3	6	1	4	3	1	1	0	0
TOTAL COST OF ACCIDENT $	294	171	1330	135	416	29	0	873	50	724	113	162	43	0	0
AVERAGE COST PER ACCIDENT $	27	34	190	45	69	7	0	145	50	181	38	162	22	0	0

NOTE: COLORADO SPRINGS INCLUDES SQUADRON STATIONS
SPECIAL PURPOSE VEHICLE EXPERIENCE HAS BEEN EXCLUDED ONLY FROM ACCIDENT RATE

SOURCE AF FORM 122A

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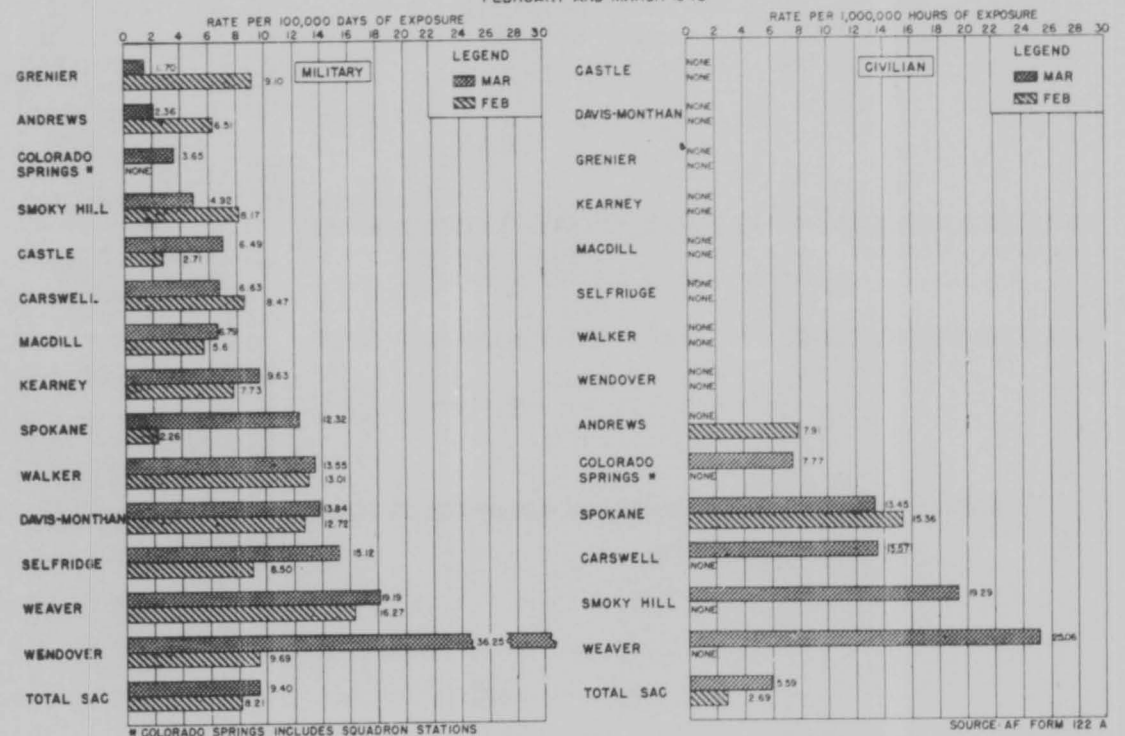
MILITARY AND CIVILIAN GROUND ACCIDENT RATES

BY STATION

FEBRUARY AND MARCH 1948



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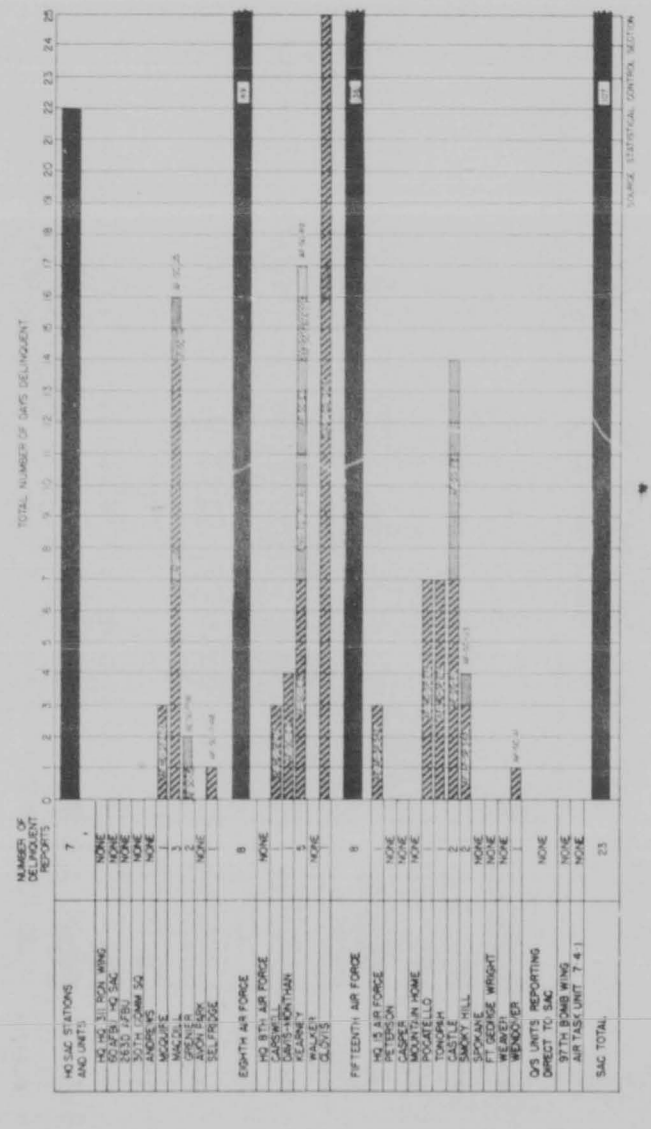
STRATEGIC AIR COMMAND DELINQUENT REPORTS

PERIOD COVERED 23 FEB TO 31 MAR 1948



HQ SAC STATIONS AND UNITS	NUMBER OF DELINQUENT REPORTS
HQ SAC	7
HQ, 3D AIR DIV (PROV)	NONE
HQ, 3D BOMB WING	NONE
2ND AIR FORCE	NONE
15TH AIR FORCE	NONE
16TH AIR FORCE	NONE
3D AIR DIV	NONE
MCGUIRE	1
MACDILL	3
GRIFFISS	2
DAVIS-MONTHAN	NONE
SELFRIDGE	1
EIGHTH AIR FORCE	8
HQ, 8TH AIR FORCE	NONE
CARSWELL	1
DAVIS-MONTHAN	5
KEARNEY	1
OLMSTED	NONE
OTIS	1
FIFTEENTH AIR FORCE	8
HQ, 15 AIR FORCE	NONE
PETERSON	NONE
CASPER	NONE
MOUNTAIN HOME	1
POCATELLO	2
TONOPAH	1
TUCSON	2
SMOKY HILL	NONE
SPOKANE	NONE
FT GEORGE WRIGHT	NONE
WEAVER	1
WENDOVER	NONE
DS UNITS REPORTING DIRECT TO SAC	NONE
97TH BOMB WING	NONE
AIR TASK UNIT 7 4 1	NONE
SAC TOTAL	23

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REPORTS REQUIRED OF SAC

FEBRUARY AND MARCH 1948

	FEB	MAR
BY NATIONAL DEFENSE		
RECURRING	115	125
SPECIAL	0	1
TOTAL	115	126
BY HQ UNITED STATES AIR FORCE		
RECURRING	81	73
SPECIAL	18	7
TOTAL	99	80
BY HQ STRATEGIC AIR COMMAND		
RECURRING	23	24
SPECIAL	9	9
TOTAL	32	33
BY HQ AIR MATERIEL COMMAND		
RECURRING	8	16
SPECIAL	5	2
TOTAL	13	18
BY HQ AIR DEFENSE COMMAND		
RECURRING	2	2
SPECIAL	0	0
TOTAL	2	2
TOTAL RECURRING	229	240
TOTAL SPECIAL	32	19
GRAND TOTAL	2 61	259

NOTE: SPECIAL INCLUDES ONLY REPORTS THAT HAVE BEEN CLEARED THROUGH REPORTS CONTROL BRANCH SOURCE: SAC MANUAL 15-200-2

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Commanding General SAC	1
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Air Inspector	1
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Secretariat (Adjutant General)	1
Hq Commandant's Section	*
Asst Chief of Staff A-1	5
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Asst Chief of Staff A-2	1
Provost Marshal Section	1
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Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
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Statistical Control Section	2
Operation Analysis Section	1
Chief of Staff, United States Air Force, Washington, D.C.	5
Chief of Staff, United States Air Force, Washington, D.C. Attn. Comptroller	5
Air Training Command, Barksdale Air Force Base, Louisiana	2
Andrews Air Force Base	3
MacDill Air Force Base, Tampa, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Mt. Clemens, Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas	6
Fifteenth Air Force, Colorado Springs, Colorado	6
311th Reconnaissance Wing, Andrews Air Force Base	1
All Other Active Stations	3 ea

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statistical summary

strategic air command

statistics as of 30 april • may 1948 • prepared by

sac technical pamphlet 122-1 management control section

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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Section 1

ORGANIZATION

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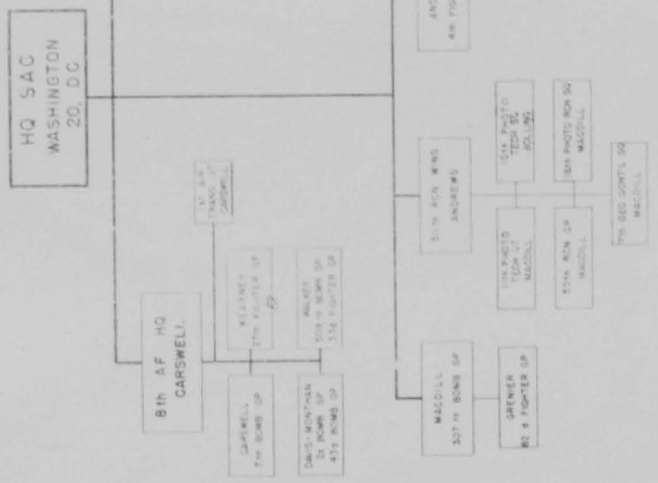
STRATEGIC AIR COMMAND ORGANIZATION

45 OF 30 APRIL 1948



SOURCE STATION AND UNIT LISTINGS OF SAC UNITS

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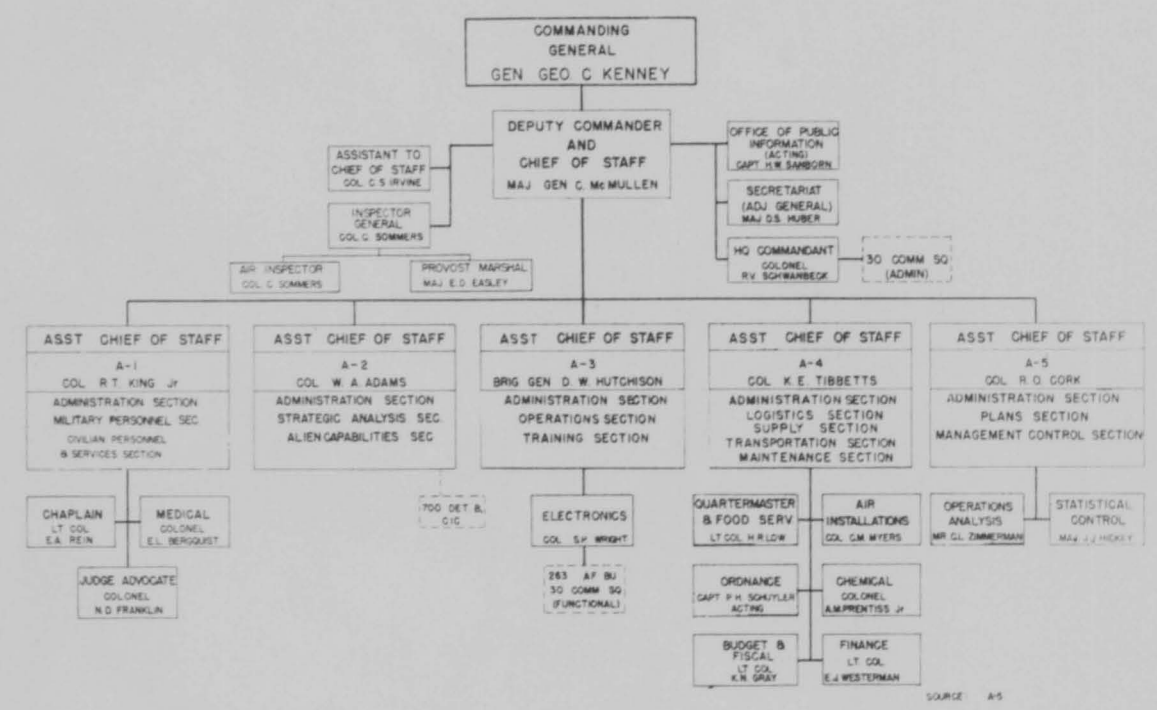
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

AS OF 30 APRIL 1948



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ROSTER OF SAC KEY PERSONNEL

AS OF 15 APRIL 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE	HQ 311TH AIR DIV. RCN
COMMANDING GENERAL	GEN. GEO. C. KENNEY	MAJ. GEN. R. M. RAMEY	MAJ. GEN. L. W. JOHNSON	BRIG. GEN. P. T. CULLEN
DEPUTY COMMANDER and/or CHIEF OF STAFF	MAJ. GEN. C. McMULLEN	COL. T. J. DUBOSE	COL. I. A. RENDLE	
A-1	COL. R. T. KING Jr.	COL. P. D. GLASSFORD Jr.	COL. S. E. MANZO	Lt. COL. E. WURSTEN
A-2	COL. W. A. ADAMS	MAJ. E. M. KIRTON (ACTING)	COL. C. M. SMITH	CAPT. O. L. COX
A-3	BRIG. GEN. D. W. HUTCHISON	COL. J. D. RYAN	COL. W. P. BRETT	COL. W. R. YANCEY
A-4	COL. K. E. TIBBETTS	LT. COL. C. V. EKSTRAND	COL. J. A. PECHULS	Lt. J. P. CLARK
A-5	COL. R. O. CORK	Lt. COL. J. A. ROBERTS Jr.	LT. COL. LUMSDEN (ACTING)	COL. C. P. HOLLSTEIN

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL. A. D. CLARK	97 th. BOMB WING	COL. G. L. ROBINSON	4 th. FTR. WING	BRIG. GEN. Y. H. TAYLOR
28 th. BOMB WING	COL. T. J. GENT Jr.	301st. BOMB WING	COL. L. G. MULZER	27 th. FTR. WING	COL. A. B. PACKARD
43 d. BOMB WING	COL. J. C. SELSER Jr.	307 th. BOMB WING	BRIG. GEN. D. R. HUTCHINSON	56th. FTR. WING	COL. W. T. HUDNELL
92 d. BOMB WING	COL. J. E. BRIGGS	509th. BOMB WING	COL. W. H. BLANCHARD	82 d. FTR. WING	COL. W. B. OFFUTT
93 d. BOMB WING	COL. L. B. COATS				

SOURCE: AF — SC — P-4

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Section 2

PERSONNEL

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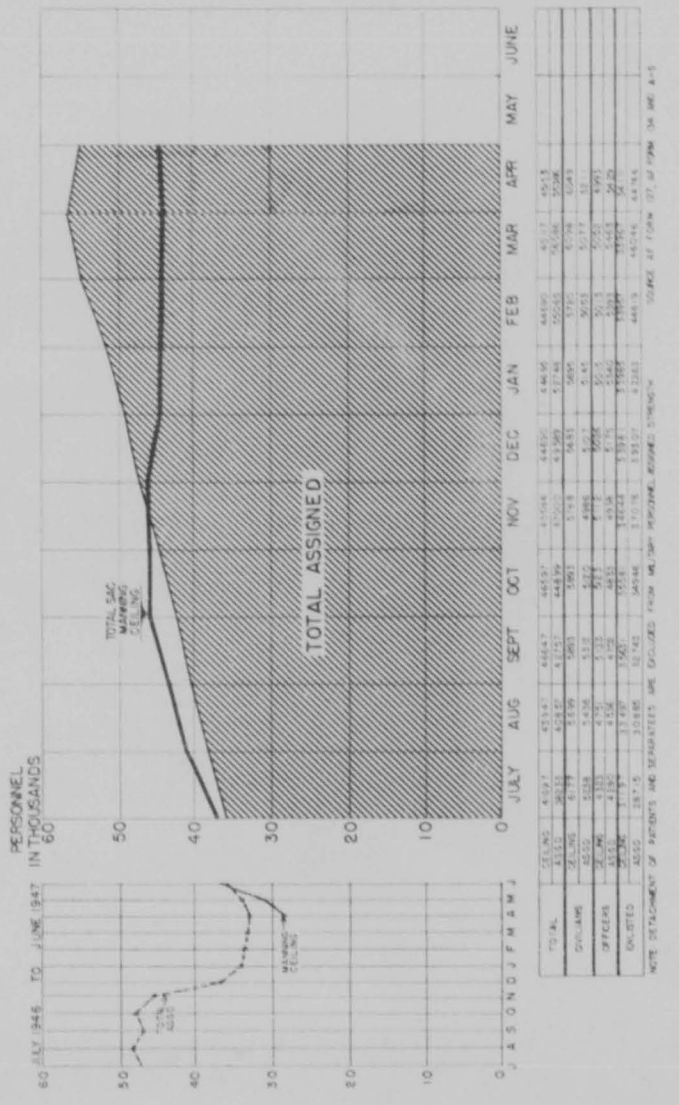
TOTAL SAC PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

OFFICERS, ENLISTED AND CIVILIANS

AS OF END OF MONTH 1947-1948



TOTAL	CEILING	45347	45647	44697	44504	44495	44496	44496	44497	45115				
	ASSIGD	42450	43291	44499	43769	43749	43746	43746	43746	43746	43746	43746	43746	43746
CIVILIANS	CEILING	8777	8996	9003	8769	8769	8769	8769	8769	8769	8769	8769	8769	8769
	ASSIGD	8777	8996	9003	8769	8769	8769	8769	8769	8769	8769	8769	8769	8769
OFFICERS	CEILING	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208
	ASSIGD	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208	5208
ENLISTED	CEILING	31362	31462	31491	31527	31518	31518	31518	31518	31518	31518	31518	31518	31518
	ASSIGD	28275	29087	30288	29792	29772	29769	29769	29769	29769	29769	29769	29769	29769

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED FROM MILITARY PERSONNEL ASSIGNED STRENGTH

SOURCE: AF FORM 27 AS OF FORM 34 SAC A-1

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TOTAL SAC OFFICER PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947-1948

		JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
TOTAL SAC	CEILING	4533	4715	5021	5123	5112	5208	5015	5013	5092	4933		
	ASSIGN	4382	4536	4728	4883	4936	5175	5060	5093	5453	5432		
HQ SAC	CEILING	1350	1446	1447	1447	1447	1447	1447	1447	1443	1443		
	ASSIGN	1295	1344	1344	1433	1454	1473	1484	1494	1494	1494		
2ND AIR FORCE	CEILING	1211	1265	1265	1265	1265	1265	1265	1265	1265	1265		
	ASSIGN	1211	1265	1265	1265	1265	1265	1265	1265	1265	1265		
15TH AIR FORCE	CEILING	1424	1427	1814	1826	1752	1836	1968	1952	1940	1925		
	ASSIGN	1376	1427	1814	1826	1752	1836	1968	1952	1940	1925		
57TH AIR FORCE	CEILING	813	842	844	844	853	860	886	1001	1116	1115		
	ASSIGN	583	685	825	1258	1515	1552	1824	1984	1875	1776		

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 27 AND 5-1

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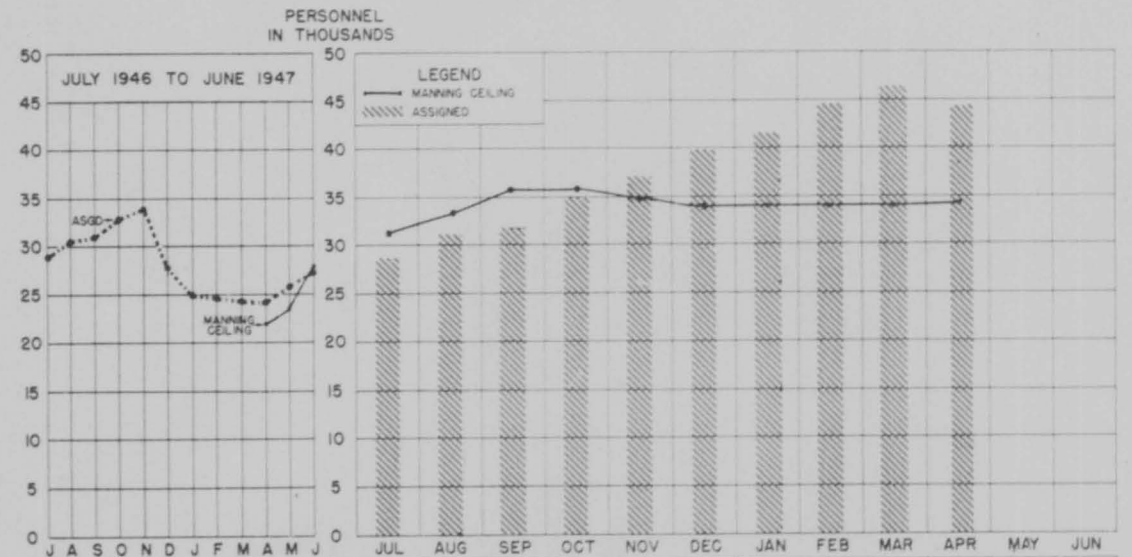
TOTAL SAC ENLISTED PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947–1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	31197	33497	35635	35586	34644	33981	33985	33957	33967	34111		
	ASGD	28776	30885	32743	34946	37078	39307	42263	44409	46046	44746		
HQ SAC STATIONS	CEILING	6866	9796	9926	1138	1395	1146	1109	1125	1239	11383		
	ASGD	8213	10211	10289	1189	1895	1862	12228	1306	1524	13517		
8TH AIR FORCE	CEILING	17000	17469	18936	19516	2145	1880	1887	1832	1798	17978		
	ASGD	15201	17564	17405	19655	19559	475	1593	16421	16420	16011		
15TH AIR FORCE	CEILING	1333	12232	13769	1264	11106	10955	12569	12488	12990	12996		
	ASGD	10449	10810	11049	10475	1621	12594	14114	15312	15923	15198		

NOTE DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE AF FORM 127 AND A-5

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TOTAL SAC CIVILIAN PERSONNEL MANNING CEILING AND EMPLOYED STRENGTH AS OF END OF MONTH 1947-1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	CEILING	6177	5699	5893	5893	5788	5683	5695	5720	6098	6049		
	EMPLOYED	5238	5436	532	5120	4986	5107	5145	5053	5077	5011		
HQ SAC STATIONS	CEILING	1782	2028	2027	2131	2346	2345	2370	2395	2661	2613		
	EMPLOYED	1652	1920	1868	1974	1995	2069	2118	2035	2071	2029		
8TH AIR FORCE	CEILING	1071	1231	1341	1341	1348	1348	1348	1348	1472	1472		
	EMPLOYED	991	1246	1143	1143	1177	1191	1181	1176	1178	1161		
15TH AIR FORCE	CEILING	3324	2440	2535	2221	2094	1990	1977	1977	1965	1964		
	EMPLOYED	2595	2270	2301	2003	1814	1847	1846	1842	1828	1831		

SOURCE: AF FORM 34 AND A-5

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 30 APRIL 1948

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
ANDREWS	SAC	60 AF BU (Hq SAC)	186	7	9	170	6	12	549	596	305	275
CARSWELL	8 AF	39 AF BU (Hq 8 AF)	89	2	0	81	2	7	250	247	74	b/ 182
COLO SPRINGS	15 AF	201 AF BU (Hq 15 AF)	131	10	1	115	9	9	428	446	401	c/ 382
ANDREWS	SAC	TOTAL 4 Ftr Wg	148	22	8	161	21	6	1525	1894	589	444
		Hq & HQ Sq 4 Ftr Wg	13	0	0	13		1	55	55	9	11
		Hq 4 Ftr Gp, JP	9	1	1	11		1	29	37		
		334 Ftr Sq, JP	25	1	1	25	1	0	104	110		
		335 Ftr Sq, JP	25	1	1	25	1	0	104	109		
		336 Ftr Sq, JP	25	1	1	26	1	1	104	106		
		4 Maint & Supply Gp	12	0	2	22		2	586	403	189	221
		4 Airdrome Gp	14	0	2	39		1	482	1005	386	197
		4 Station Med Gp	0	18	0	0	18	0	61	69	5	15
		Special Missions	25									
MACDILL	SAC	TOTAL 307 Bomb Wg	239	36	7	(2)281	42	10	2066	2907	509	482
		Hq & Hq Sq 307 Bomb Wg, VH	13	0	0	31		0	61	71	16	16
		Hq 307 Bomb Gp, VH	12	1	2	14		2	31	40		
		370 Bomb Gp, VH	53	1	1	52		1	195	236		
		371 Bomb Sq, VH	53	1	1	60		0	195	227		
		372 Bomb Sq, VH	53	1	1	56		0	195	242		
		307 Maint & Supply Gp	17	0	1	27		3	491	614	191	198
		307 Airdrome Gp	21	0	0	41		3	816	1350	276	214
		307 Station Med Gp	0	32	1	0	42	1	82	127	26	54
		Special Missions	17									
GRENIER	SAC	TOTAL 82 Ftr Wg	125	31	8	137	22	7	1481	1611	250	231
		Hq & Hq Sq, 82 Ftr Wg	13	0	0	13		0	70	70	6	9
(82 Ftr Gp TDY ALASKA)		Hq 82 Ftr Gp, SE	9	1	1	9		1	29	35		
		95 Ftr Sq, SE	25	1	1	24		1	100	118		
		96 Ftr Sq, SE	25	1	1	29		0	100	112		
		97 Ftr Sq, SE	25	1	1	22		1	100	112		
		82 Maint & Supply Gp	12	0	2	14		4	336	332	95	117
		82 Airdrome Gp	16	0	2	26		0	685	769	143	80
		82 Station Med Gp	0	27	0	0	22	0	61	63	6	25

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING		ASSIGNED							
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
SOLFRIDGE	SAC	TOTAL 56 Ftr Wg	124	31	8 (2) 149	17	5	1564	1974	280	203
		Hq & Hq Sq, 56 Ftr Wg	13	0	0 12		0	71	66	5	7
		Hq 56 Ftr Gp, TP	9	1	1 11		1	29	43		
		61 Ftr Sq, TP	25	1	1 25		0	104	133		
		62 Ftr Sq, TP	25	1	1 23		0	104	135		66
		63 Ftr Sq, TP	25	1	1 26		0	104	124	81	118
		56 Maint & Supply Gp	12	0	2 13		2	314	450	182	12
		56 Airdrome Gp	15	0	2 39		2	715	985	6	
		56 Station Med Gp	0	27	0 0	17	0	83	64	6	
		NON-T/O Augmentation									
CARSWELL	8 AF	TOTAL 7 Bomb Wg	399	31	2 (2) 490	31	8	2611	4202	346	244
		Hq & Hq Sq, 7 Bomb Wg, VR	28	0	0 29		0	96	114	7	15
		Hq 9 Bomb Gp, VR	17	1	0 0 30		2	33	31		
		9 Bomb Sq, VR	60	1	0 0 75		0	300	401		
		436 Bomb Sq, VR	60	1	0 0 78		1	300	434		
		492 Bomb Sq, VR	60	1	0 0 74		1	300	384		
		7 Maint & Supply Gp	37	0	1 1 39		2	578	803	132	119
		7 Airdrome Gp	49	0	1 1 75		3	939	1911	125	79
		7 Station Med Gp	0	27	0 0 0	31	0	65	130	38	31
		NON-T/O Augmentation								44	
DAVIS-MONTHAN	8 AF	TOTAL 43 Bomb Wg	302	30	2 (2) 399	22	9	2591	3390	337	238
		Hq & Hq Sq, 43 Bomb Wg, VR	25	0	0 0 31		0	94	107	7	18
		Hq 43 Bomb Gp, VR	17	1	0 0 18		3	33	37		
		63 Bomb Sq, VR	60	1	0 0 76		0	300	350		
		64 Bomb Sq, VR	60	1	0 0 77		0	300	335		
		65 Bomb Sq, VR	60	1	0 0 75		2	300	336		
		43 Maint & Supp Gp	37	0	1 1 35		4	582	638	135	73
		43 Airdrome Gp	43	0	1 1 87		0	917	1482	122	115
		43 Station Med Gp	0	26	0 0 0	22	0	65	105	34	31
		NON-T/O Augmentation								30	
DAVIS-MONTHAN	9 AF	TOTAL 2 Bomb Wg	188	5	5 0 263	1	0	854	957		
		Hq & Hq Sq, 2 Bomb Wg, VR	1	0	0 2 2		0	1	1		
		Hq 2 Bomb Gp, VR	12	1	0 2 24		0	31	36		
		20 Bomb Sq, VR	53	1	1 1 75		0	195	223		
		49 Bomb Sq, VR	53	1	1 1 76		0	195	241		
		96 Bomb Sq, VR	53	1	1 1 73		0	195	223		
		2 Maint & Supply Gp	9	0	0 0 7		0	144	140		
		2 Airdrome Gp	7	0	0 0 7		0	92	92		
		2 Station Med Gp	0	1	0 0	1	0	1	1		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASSGT	UNIT	OFFICERS					ENLISTED			CIVILIANS		
			MANNING CEILING		ASSIGNED			MANNING CEILING	ASSIGNED		MANNING CEILING	EM-PLOYED	
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O			W/O			
KEARNEY	8 AF	TOTAL 27 Ftr Wg	184	30	229	20	2	1573	2138		263	182	
		Hq & Hq Sq, 27 Ftr Wg	7		8		0	66	70		5	16	
		Hq 27 Ftr Gp, TE	6	1	6		1	29	30				
		522 Ftr Sq, TE	50	1	62		0	129	169				
		523 Ftr Sq, TE	50	1	63		0	129	197				
		524 Ftr Sq, TE	50	1	63		0	129	167				
		27 Maint & Supply Gp	9	0	11		1	322	430		89	52	
		27 Airdrome Gp	12	0	16		0	689	693		152	95	
		27 Station Med Gp	0	26	0	20	0	80	92		4	19	
		NON- T/O Augmentation									13		
WALKER	8 AF	TOTAL 509 Bomb Wg	302	30	353	20	10	2594	3766		342	255	
		Hq & Hq Sq, 509 Bomb Wg VH	25	0	34		1	95	152		6	8	
		Hq 509 Bomb Gp, VH	17	1	26		0	33	38				
		393 Bomb Sq, VH	60	1	65		1	300	474				
		715 Bomb Sq, VH	60	1	60		0	300	431				
		830 Bomb Sq, VH	60	1	69		1	300	427				
		509 Maint & Supply Gp	37	0	30		3	583	709		121	110	
		509 Airdrome Gp	43	0	65		4	915	1418		149	115	
		509 Station Med Gp	0	26	0	20	0	66	111		31	22	
		NON- T/O Augmentation									35		
WALKER	8 AF	TOTAL 33 Ftr Wg	98	5	130	1	0	488	557				
		Hq & Hq Sq, 33 Ftr Wg	1	0	1		0	1	2				
		Hq 33 Ftr Gp, SE	9	1	14		0	29	33				
		58 Ftr Sq, SE	25	1	34		0	100	130				
		69 Ftr Sq, SE	25	1	37		0	100	123				
		70 Ftr Sq, SE	25	1	35		0	100	135				
		33 Maint & Supply Gp	6	0	3		0	113	98				
		33 Airdrome Gp	7	0	6		0	44	36				
		33 Station Med Gp	0	1	0	1	0	1	0				
CASTLE	15 AF	TOTAL 93 Bomb Wg	223	31	6	19	3	1854	1767		274	252	
		Hq & Hq Sq, Bomb Wg, VH	113	0	(1) 218		0	78	56		6	7	
		Hq 93 Bomb Gp, VH	13	1	29		0	31	40				
		328 Bomb Sq, VH	83	1	9		0	195	200				
		329 Bomb Sq, VH	83	1	45		0	195	179				
		330 Bomb Sq, VH	83	1	44		0	195	195				
		93 Maint & Supply Gp	117	0	17		1	341	337		113	134	
		93 Airdrome Gp	21	0	28		2	724	684		147	77	
		93 Station Med Gp	0	27	0	19	0	65	94		6	14	

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASCMT	UNIT	OFFICERS				ENLISTED			CIVILIANS	
			MANNING CEILING		ASSIGNED		MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT *	MEDICAL DEPT	W/O				
WEATHER	15 AF	TOTAL 28 Bomb Wg	222	31	6	235	25	4	1888	2745	292	272
		Hq & Hq Sq, 28 Bomb Wg, VH	13	0	2	15		0	75	92	10	11
		Hq 28 Bomb Gp, VH	12	1	1	31		1	31	39		
		77 Bomb Sq, VH	53	1	1	90		0	195	246		
		717 Bomb Sq, VH	53	1	1	53		0	195	312		
		718 Bomb Sq, VH	53	1	1	50		00	195	259		
		28 Maint & Supply Gp	17	0	1	25		1	382	569	104	124
		28 Airdrome Gp	21	0	0	27		2	752	1182	167	116
		28 Station Med Gp	0	27	0	25	25	0	63	106	6	21
		NOTE: T/O Augmentation									5	
SMOKY HILL	15 AF	TOTAL 301 Bomb Wg	223	31	6	(4) 289	22	2	1983	3533	302	290
		Hq & Hq Sq 301 Bomb Wg, VH	14	0	0	36		1	74	72	4	10
		Hq 301 Bomb Gp VH	12	1	2	17		0	31	36		
		32 Bomb Sq, VH	53	1	1	62		0	195	254		
		352 Bomb Sq, VH	53	1	1	59		0	195	263		
		353 Bomb Sq, VH	53	1	1	54		0	195	266		
		301 Maint & Supply Gp	17	0	1	25		0	385	648	138	150
		301 Airdrome Gp	21	0	0	46		1	832	1882	109	105
		301 Station Med Gp	0	27	0	0	22	0	76	113	47	25
		NOTE: T/O Augmentation									4	
SMOKY HILL	15 AF	TOTAL 97 Bomb Wg	222	32	6	249	1	5	1582	1759		
		Hq & Hq Sq, 97 Bomb Wg, VH	13	0	0	11		0	61	46		
		Hq 97 Bomb Gp, VH	13	1	2	17		2	31	26		
		340 Bomb Sq, VH	53	1	1	64		0	195	194		
		341 Bomb Sq, VH	53	1	1	55		0	195	197		
		342 Bomb Sq, VH	53	1	1	61		0	195	190		
		97 Maint & Supply Gp	17	0	1	17		2	299	329		
		97 Airdrome Gp	21	0	0	23		1	545	755		
		97 Station Med Gp	0	18	0	0	1	0	61	22		
SPOKANE	15 AF	TOTAL 92 Bomb Wg	217	32	6	(1) 326	26	6	1970	3465	441	389
		Hq & Hq Sq, 92 Bomb Wg, VH	15	0	0	38		1	97	147	8	15
		Hq 92 Bomb Gp, VH	13	1	2	14		0	31	33		
		325 Bomb Sq, VH	53	1	1	54		0	195	263		
		326 Bomb Sq, VH	53	1	1	52		0	195	240		
		327 Bomb Sq, VH	53	1	1	58		0	195	295		
		92 Maint & Supply Gp	17	0	1	39		2	395	750	121	93
		92 Airdrome Gp	14	0	0	71		2	780	1582	268	232
		92 Station Med Gp	0	28	0	0	25	1	82	155	44	49

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	COMMAND	UNIT	MILITARY AUTHORIZED								CIVILIANS			
			TOTAL MILITARY (Sept)	OFFICER (Sept)	AIRMEN (Sept)	WAF (Sept)	TOTAL OFFICER (Sept)	TOTAL AIRMEN (Sept)	WAF (Sept)	ASSIGNED (Sept)	AUTHORIZED	WORKING CEILING	IN PIPELINE PCS/TDY	
SPOKANE	15 AF	TOTAL 15 AF	185	4	181	1	4	181	1	454	339			
		HQ 15 AF	11	4	7		4	7		1	1			
		92 Bomb Wg, HVY	312							38	31			
		325 Tow Sq, TB	52							265	265			
		326 Tow Sq, TB	55							274	274			
		346 Bomb Sq, TB	55							195	258			
		92 Supply Sq	5							144	90			
		92 Hydrazine Sq	5							92	1			
		92 Station Med Gp	10					1		1	1			
		TOTAL 92 BMW, Bomb & Fir Wings	3719	422	103		4374	374	109	24685	38907	5005	4321	
KADENA	5 AF	TOTAL 313 Air Division Hq	434	7	2		172	1		2051	2233	568	495	
(Kadena AB Base)	SAC	Hq Wg, 313 Air Division	28				32			45	37	6	5	
(Washington D.C.)		10 Photo Tech Sq	34				34			315	191			
(Lone Tr Anch, W.T.)		44 AF IBM	28				23			100	40	505	469	
KADENA	SAC	67 Motion Picture Dt	24				18			163	119	51	21	
		Hq 313 Avn Gp	10							1	1			
MACHILL	SAC	334 Avn Gp, HVY Photo Rcn	154				117			60	58			
		Hq 55 Avn Gp, HVY	64				19			396	444			
		349 Avn Sq, HVY Weaving	3							155	147			
(Mt Wright Petropavlovsk)		6 Photo Tech Sq	154				93	1		155	149			
MACHILL	SAC	7 Geodetic Control Sq	43							1	1			
		11 Photo Tech Ft												
		15 Photo Rcn Sq (Special)												
MINOT	15 AF	336 AF Div	22				24	5		242	195	95	44	
GRANDFALL	SAC	343 AF Bn	22				25			103	93	2	2	
CARSWELL	8 AF	19 Comm Sq	54				7			172	74			
KINCHEE	SAC	30 Comm Sq								153	152			
OTIS (Falmouth)	15 AF	33 Comm Sq	54				35			184	180			
CARSWELL	8 AF	1 Air Treatment Dt								351	336			
MACHILL	SAC	1 Aviation Sq	33				3			64	64			
CARSWELL	8 AF	1 Aviation Sq								154	154			
CARSWELL	SAC	1 Aviation Sq Sup	47				3			173	173			
GRIFFISS	SAC	444 Sup Sq Gp Hq Comb Op Avn								149	143			
MACHILL	SAC	Hq Wg, 9 Sq Gp AP Sqdr Avn Sp	38				11			151	154			
		1843 Engr Avn Bn	44							151	155			
		2171 Stat Maint Sq Avn								144	158			
		334 Inst Avn Bn	24				4			144	174			
		341 Chemical Co Air Pwer								144	33			

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASSGT	UNIT	OFFICERS				ENLISTED			CIVILIANS	
			WARNING CEILING		ASSIGNED						
			OTHER THAN Medical DEPT	MEDICAL DEPT	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W O	WARNING CEILING	ASGD	WARNING CEILING	EM PLOYED
CARSWELL	8 AF	585 AF Band	0	0	1		1	28	27		
WALKER	8 AF	611 AF Band	0	0	1		1	28	26		
WEATHERSBY	15 AF	612 AF Band	0	0	1		1	28	28		
ANDREWS	SAC	702 AF Band	0	0	1		1	28	28		
MAC DILL	SAC	740 AF Band	0	0	1		1	28	24		
SMOKY HILL	15 AF	745 AF Band	0	0	1		1	28	25		
DAVIS-MONTHAN	8 AF	775 AF Band	0	0	1		1	28	22		
Mc CLELLAN	SAC	Assigned Military Personnel	1	0	0	0	0	0		44	33
AVON PARK	SAC	are included in Base Unit	1	0	0	0	0	0		28	28
SHERMAN PROJ	SAC	or Airdrome Op Totals	1	0	0	0	0	0		9	9
OSCODA	SAC		0	0	0	0	0	0		30	30
CURTIS	8 AF		1	0	0	0	0	0		100	60
CASPER	15 AF		4	0	0	0	0	3		53	51
MOUNTAIN HOME	15 AF		2	0	0	0	0	3		44	42
POCATELLO	15 AF		2	0	0	0	0	3		32	31
TONOPAH	15 AF		2	0	0	0	0	3		30	28
ANDREWS	SAC	1-0-1 Strength Each Unit b/									
		Hq & Hq Sq 54 Air Div Reinforcement	1	0	0	1	1	1	1		
		44 Bomb Gp, VH	1	0	0	1	1	1	1		
		90 Bomb Gp, VH	1	0	0	1	1	1	1		
		303 Bomb Gp, VH	1	0	0	1	1	1	1		
		305 Bomb Gp, VH	1	0	0	1	1	1	1		
		306 Bomb Gp, VH	1	0	0	1	1	1	1		
		49 Air Sv Gp	1	0	0	1	1	1	1		
		73 Air Sv Gp	1	0	0	1	1	1	1		
		86 Air Sv Gp	1	0	0	1	1	1	1		
		87 Air Sv Gp	1	0	0	1	1	1	1		
		439 Air Sv Gp	1	0	0	1	1	1	1		
		475 Air Sv Gp	1	0	0	1	1	1	1		
		907 Chemical Co, Air Gen	1	0	0	1	1	1	1		
SELFRIDGE	SAC	468 Sig Hv Cons Co Avn	1	0	0	1	1	1	1		

NOTE: Excludes Detachment of Patients.

a/ Figures inparentheses indicate Officers Medical Dept for which break down of assignment is not available.

b/ Includes 44 Employed at the 7 Bomb Wg Carswell, 25 at Walker and 39 at Davis-Monthan.

c/ Includes 5 Employed at Weaver and 4 at Smoky Hill.

d/ 1-0-1 Strength Units at Andrews Field are not included in the 60 AF (B) Totals.

SOURCE: AF Form 127 AF Form 134 and A5

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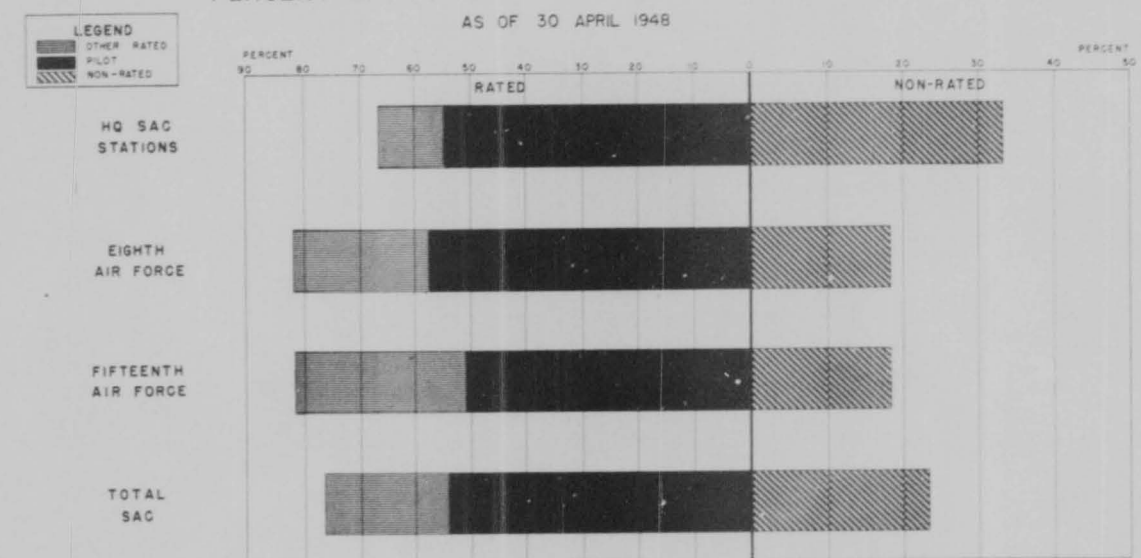
PERCENT RATED AND NON-RATED OFFICER PERSONNEL

AS OF 30 APRIL 1948



NUMBER RATED AND NON-RATED OFFICER PERSONNEL

	RATED						NON-RATED						TOTAL SAC
	PILOT	BOMB-ARDIER	NAVIG-ATOR	B/N	OTHER RATED	TOTAL RATED	FLT SURG FLT NURSE	CHAPLAIN	W/O	WAC	ALL OTHER	TOTAL NON-RATED	
HQ SAC STATIONS	866	43	75	4	68	1056	6	12	57	3	438	516	1572
EIGHTH AIR FORCE	1207	190	142	24	123	1686	19	10	41		308	378	2064
FIFTEENTH AIR FORCE	914	191	201	25	134	1465	11	11	37	3	267	329	1794
TOTAL SAC	2987	424	418	53	325	4207	36	33	135	6	1013	1223	5430

SOURCE SC-901-CARDS

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SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF 30 APRIL 1948

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	W/O	TOTAL
UNITED STATES AIR FORCE	8	69	181	341	623	613	38	10	1892
UNITED STATES AIR FORCE RESERVE		2	23	157	661	1581	159	3	2586
AIR FORCE UNITED STATES			2	7	36	93	9	17	364
REGULAR ARMY		10	15	39	55	15			114
ARMY UNITED STATES			2	2	102	106	1	7	220
ORGANIZED RESERVE CORP		1	13	30	104	100	4		254
TOTAL OFFICERS	8	81	236	596	1563	2598	211	37	5430
PERCENT BY GRADE	02	1.5	4.3	11.0	28.8	47.8	3.9	0.7	100%

NOTE: INCLUDES SET OF PATIENTS & SEPARATEES

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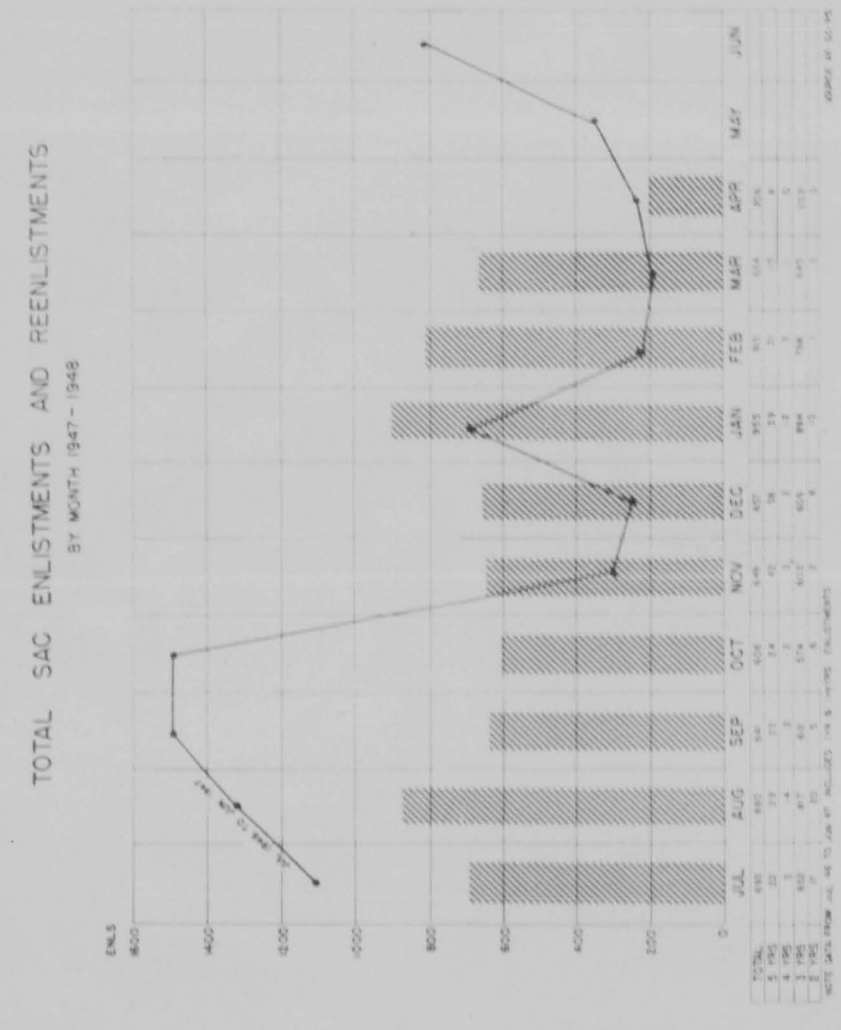

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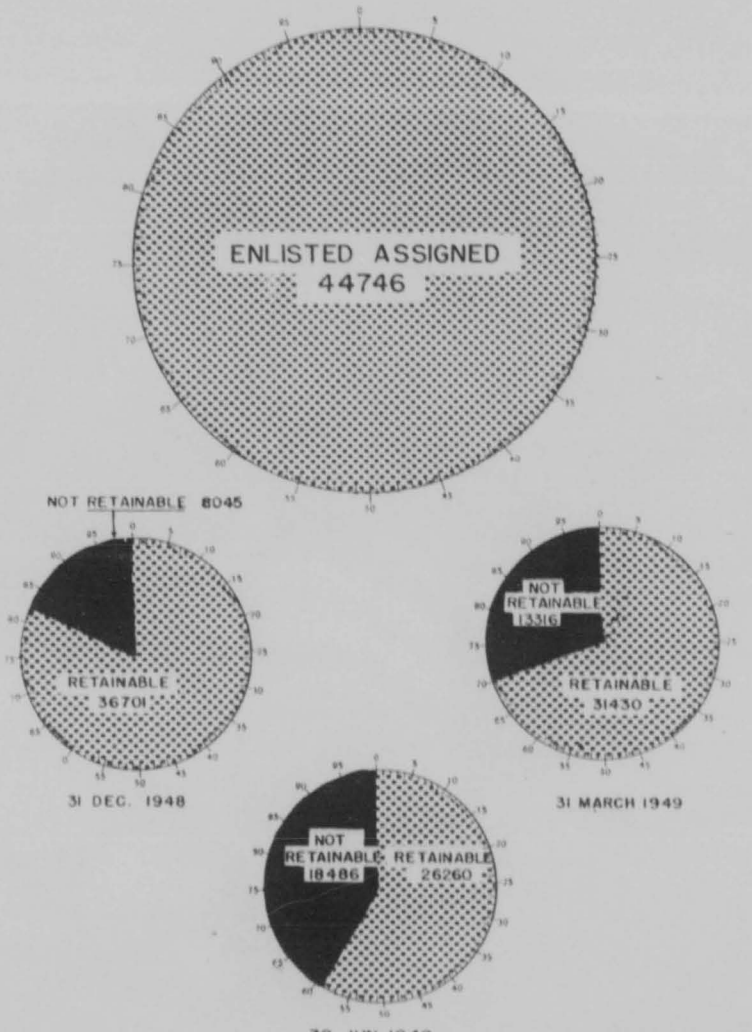
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES
PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STENGTH
AS OF 30 APRIL 1948



NOTE:
DETACHMENT OF PATIENTS AND SEPARATEES EXCLUDED

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY SAC CRITICAL SSN

AS OF 30 APRIL 1948

	SSN	004	024	037	043	062	063	072	136	196	213	234	237	242	268	279	286
PHOTOGRAMMETRIST / BLACKSMITH / MEAT CUTTER / CAMERAMEN MOPIC / MESS ATTENDANT / CRANE OPERATOR / PHYSICAL THER. TECH. (MD) / MODEL MAKER / SANITARY TECH (D) / STENOGRAPHER / TAILOR / TELETYPE OPERATOR / TOOLROOM KEEPER / ACCOUNTANT / LEGAL CLERK / MOPIC PROD. TECH.	MANNING CEILING	85	30	86	33	936	97	13	3	17	62	3	157	57	12	29	74
	ASSIGNED	13	10	73	12	499	47	2	0	8	16	2	98	54	9	10	11
	RETAINABLE AFTER 31 DEC 1948	10	7	59	7	473	43	1	0	7	9	2	79	42	7	8	8
	RETAINABLE AFTER 31 MARCH 1949	7	3	48	5	451	38	1	0	5	8	2	67	29	6	7	6
CONSTRUCTION EQUIP MECHANIC / PARTS CLERK, AUTO / WATCHMAKER / CLERK TYPIST / TABULATING MACHINE OPERATOR / BANDSMAN, CLARINET OR PICCOLO / BANDSMAN, FLUTE / TECH / PETROLEUM STORAGE OPERATOR / INFORMATION CENTER MECHANIC / AIRPLANE HYDRAULIC MECHANIC / FABRIC AND DOPE MECHANIC / TURRET REPAIRMAN / REMOTE CONTROL RET MECH. GUNNER / REMOTE CONTROL TURRET MECH. GUNNER / COMM. SUPPLY TECH. / ENGR. SUPPLY TECH. / DUTY SOLDIER	SSN	319	348	381	405	425	432	437	485	510	528	548	575	580	581	583	590
	MANNING CEILING	48	86	15	2025	1	49	7	54	30	140	121	91	336	84	21	983
	ASSIGNED	36	69	7	1882	0	29	2	48	13	82	49	68	287	42	16	839
	RETAINABLE AFTER 31 DEC 1948	33	55	6	1623	0	19	1	35	11	72	38	50	198	34	14	756
	RETAINABLE AFTER 31 MARCH 1949	19	51	6	1438	0	16	1	31	7	60	33	23	144	31	11	689

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY SAC CRITICAL SSN

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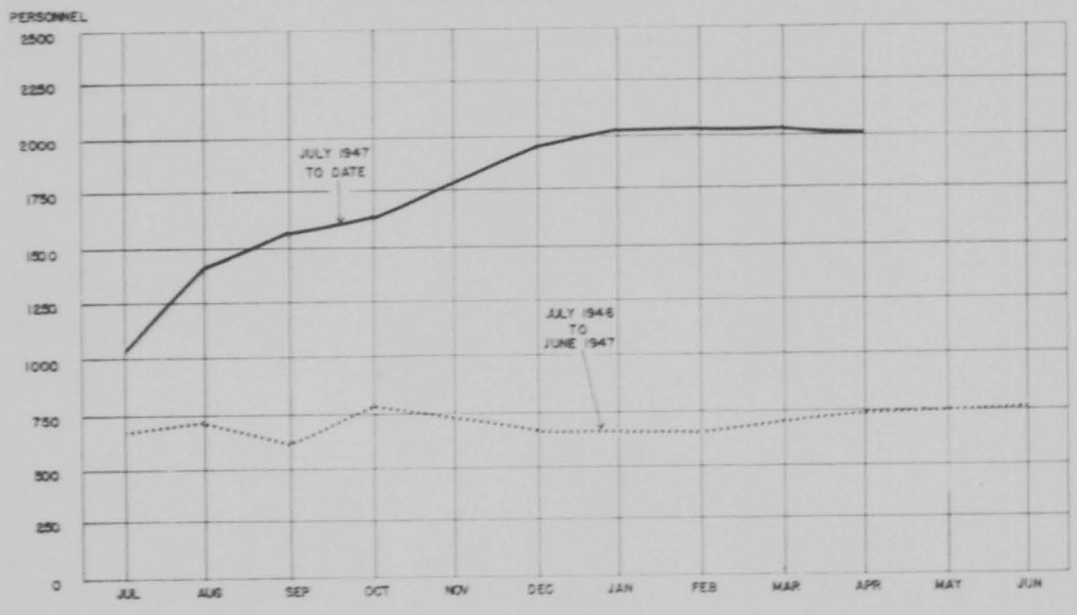
TOTAL SAC REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF END OF MONTH 1947-1948



TOTAL	1055	1402	1545	1617	1767	1955	2039	2048	2031	2003		
HQ SAC STATIONS	332	487	494	582	612	636	617	619	617	605		
8TH AF	337	416	464	485	571	650	724	736	738	735		
15TH AF	386	499	587	550	584	669	698	693	676	663		
% of Asgd Strength	24.6	30.9	32.9	33.5	35.8	37.8	38.2	38.0	37.2	36.9		

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED, JUL 1946 THRU DEC 1947

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NON-WHITE PERCENTAGE OF TOTAL SAC ENLISTED PERSONNEL ASSIGNED

AS OF END OF MONTH 1947—1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	WHITE	26034	28380	30075	30230	34331	34895	33141	4184	43579	44447		
	NON-WHITE	2861	3025	3564	3776	3853	3887	3923	3438	3448	3599		
HQ SAC STATIONS	WHITE	5534	6054	6663	6836	6934	6908	6774	3912	1950	1776		
	NON-WHITE	679	435	431	543	548	540	514	584	174	197		
8TH AIR FORCE	WHITE	5189	5871	6774	7835	7858	7870	4458	5462	5431	5413		
	NON-WHITE	722	839	839	835	910	904	1043	1041	873	863		
8TH AIR FORCE	WHITE	6213	7643	8778	8774	8785	8773	5563	4512	5207	4936		
	NON-WHITE	340	351	354	339	370	410	345	390	315	343		

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 27

1735

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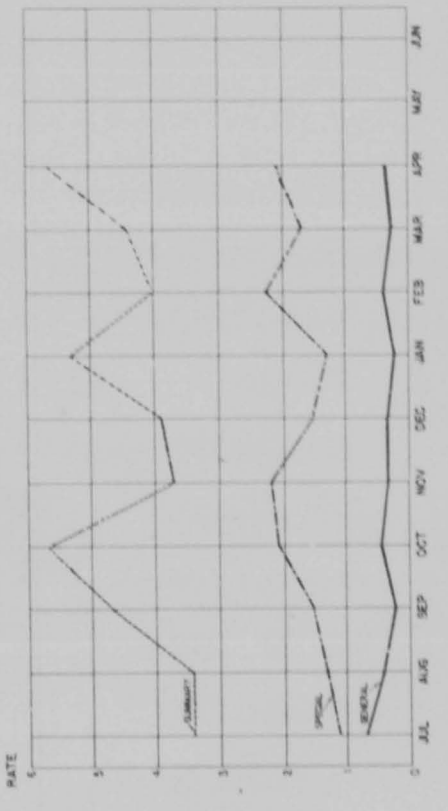
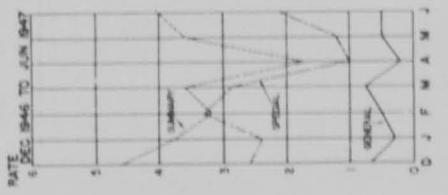
TOTAL SAC COURTS MARTIAL RATES

BY MONTH 1947-1948

RATE PER 1000 PERSONNEL





		NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	SUMMARY	111	3.4	75	3.4	183	4.5	209	5.1	156	3.7	79	1.9	267	5.3	164	4.0	240	5.8	187	5.6		
	SPECIAL	37	1.1	47	1.3	59	1.5	80	2.1	90	2.2	69	1.7	69	1.4	53	1.3	85	2.1	69	2.1		
	GENERAL	32	0.7	14	0.4	9	0.2	14	0.4	8	0.2	6	0.1	3	0.1	7	0.2	24	0.6	23	0.7		
HQ SAC STATIONS	SUMMARY	35	3.7	43	3.8	49	4.2	35	4.3	54	4.8	54	4.8	106	9.4	79	7.0	97	8.6	83			
	SPECIAL	9	1.0	11	1.0	21	1.8	19	2.3	42	3.7	17	1.5	20	1.8	17	1.5	30	2.7	30	3.1		
	GENERAL	5	0.5	3	0.3	2	0.2	8	0.9	4	0.4	6	0.5	4	0.3	4	0.3	12	1.0	12	1.2		
8TH AIR FORCE	SUMMARY	19	3.5	21	3.8	78	5.4	86	6.1	54	3.8	28	2.0	86	6.0	69	4.8	75	4.5	56	5.6		
	SPECIAL	8	1.4	9	1.7	15	1.0	16	1.1	10	0.7	4	0.3	12	0.8	4	0.3	15	0.9	4	0.4		
	GENERAL	2	0.3			1	0.1	2	0.1	2	0.1			1	0.1			1	0.1	1	0.1		
9TH AIR FORCE	SUMMARY	47	3.9	46	3.8	52	4.4	78	6.5	50	4.4	23	2.0	75	6.6	43	3.8	66	5.8	44	5.4		
	SPECIAL	15	1.3	21	1.8	23	1.9	31	2.4	34	3.0	12	1.0	23	2.0	13	1.1	23	2.0	13	1.6		
	GENERAL	15	1.3	10	0.8	5	0.4	7	0.6	6	0.5	4	0.3	5	0.4	2	0.2	4	0.3	4	0.5		

SOURCE AF-SL-17

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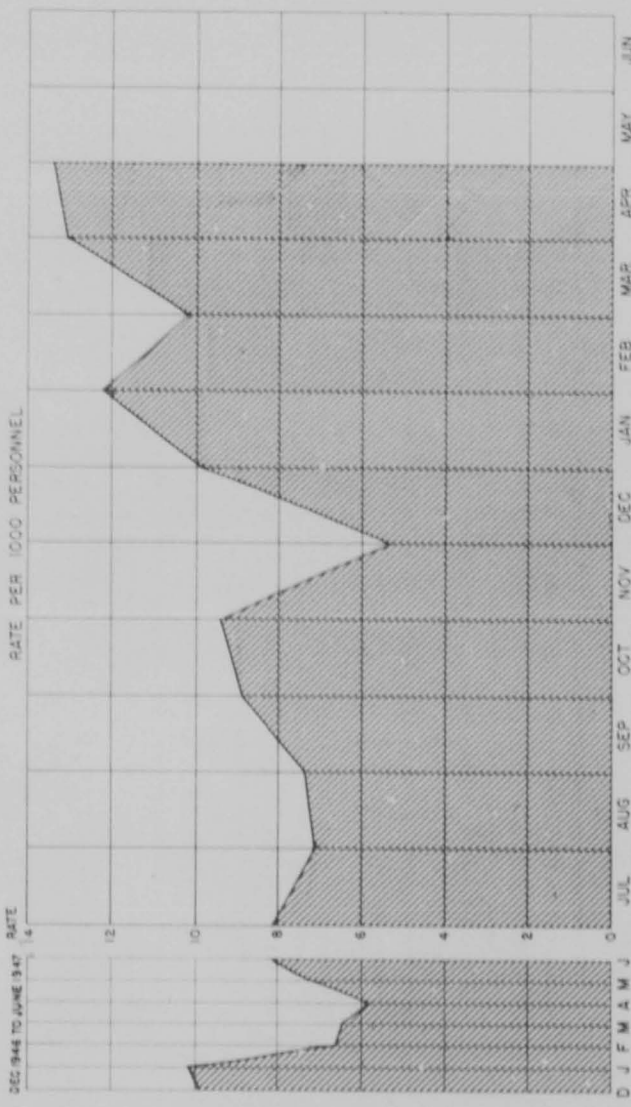
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH 1947 - 1948

RATE PER 1000 PERSONNEL



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	1214	7.1	1140	7.3	1344	8.9	1413	9.5	1334	9.0	1428	9.6	1395	9.3	1290	8.6	1447	9.6	1496	9.9	1466	9.7	1466	9.7
HQ SAC STATIONS	111	5.1	90	4.1	110	5.0	113	5.1	111	5.0	113	5.1	111	5.0	102	4.6	114	5.1	118	5.3	116	5.2	116	5.2
8TH AF	648	5.1	608	4.8	717	5.6	754	5.9	711	5.6	761	6.0	744	5.8	688	5.4	771	6.0	797	6.2	782	6.1	782	6.1
15TH AF	455	11.1	442	10.8	517	12.6	546	13.3	512	12.5	554	13.5	540	13.2	500	12.2	562	13.7	581	14.2	568	13.9	568	13.9
5TH AF	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5	3	7.5

NOTE: SEA FRONT INCLUDED IN THE 15TH AIRFORCE

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SAC STAFFING RATIOS OF CIVILIAN PERSONNEL SECTIONS

BY STATION

The ranking of stations with respect to relative size of their Civilian Personnel Sections is based upon a measure described as a Staffing Ratio. This measure is the ratio of what is considered to be the "standard" staff divided by the actual staff, where the standard is a function of the number of civilian employees serviced by the section. It is apparent that low Staffing Ratios are indicative of overstaffing; it is also recognized that very high Staffing Ratios may be the result of understaffing to a point below the minimum efficiency required. A Staffing Ratio of 100 is considered to be generally attainable well within the margin of desired efficiency, if adequate emphasis is placed upon the selection and training of employees for the Civilian Personnel Section.

Examination of the Staffing Ratios reveals that Civilian Personnel Sections of Headquarters SAC stations are relatively overstaffed in comparison with 15th AF stations, which in turn are slightly overstaffed in comparison with 8th AF stations. Furthermore, SAC stations generally have been using larger Civilian Personnel Sections than several other commands which have been studied.

It is expected that each SAC station with Staffing Ratio below 100 will make every effort to come up to standard without impairing efficiency. Study of the operations of the stations ranking high might yield the information needed to accomplish this.

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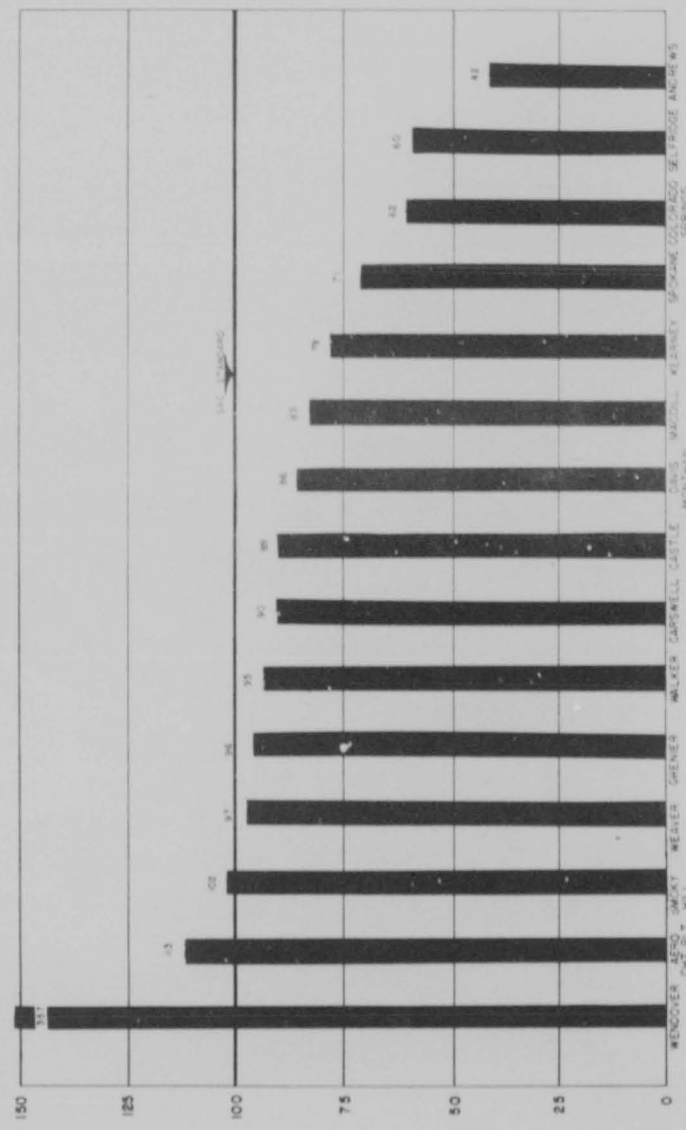
SAC STAFFING RATIOS OF CIVILIAN PERSONNEL SECTIONS
BY STATION
FIRST QUARTER 1948



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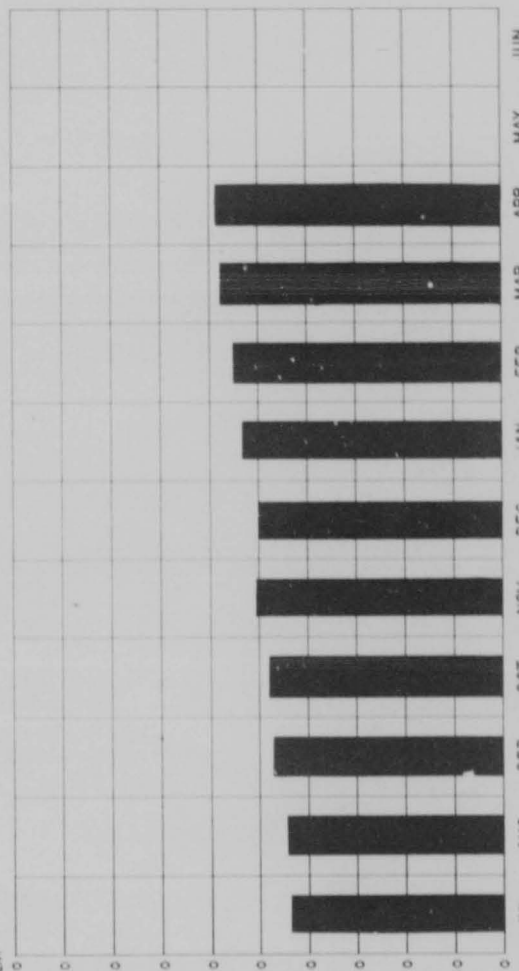
TOTAL SAC CIVILIAN PERSONNEL WITH PERMANENT STATUS

PERCENT OF TOTAL EMPLOYED

AS OF END OF MONTH 1947 - 1948



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Section 3

AIRCRAFT *and* MAINTENANCE

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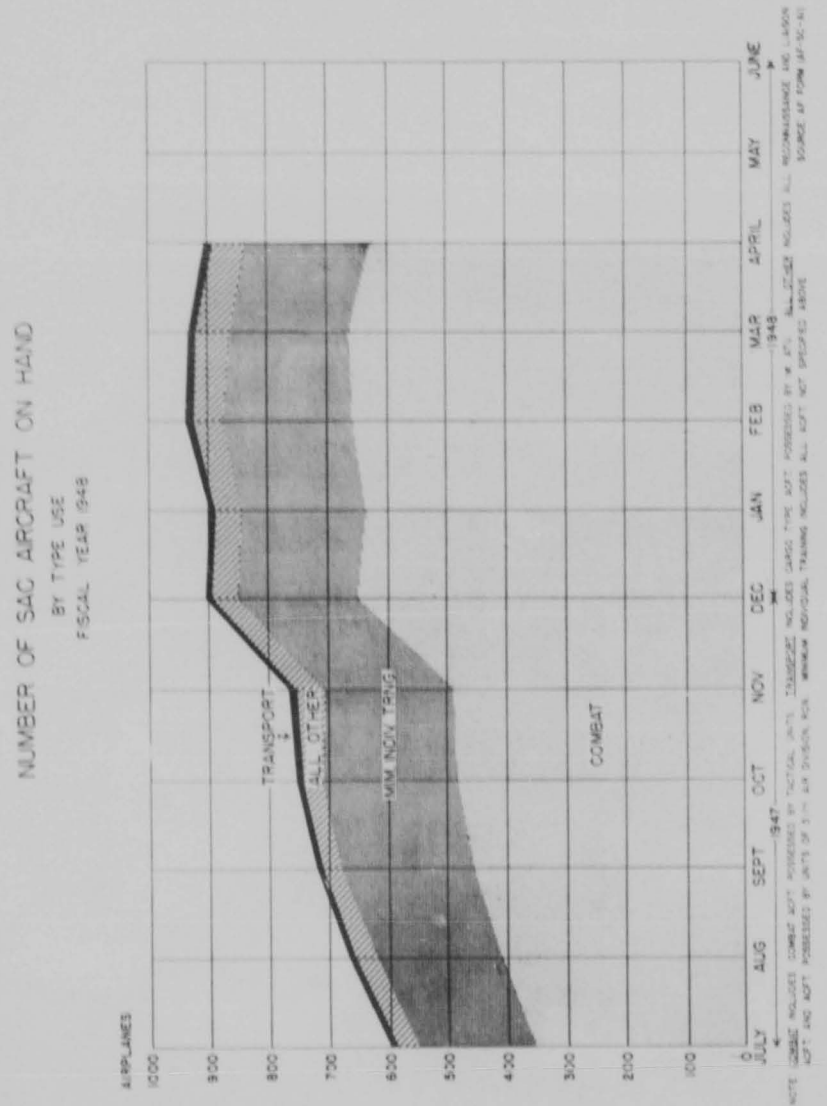

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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

AS OF 30 APRIL 1948

STATION AND UNIT	GRAND TOTAL	BOMBER	FIGHTER	RON & LIAISON	CARGO	TRAINER
HQ SAC STATIONS	1415	133	75	89	57	11
ANDREWS	1					
1 AIR FORCE	43			4	4	
15 BASE UNIT	11		4	3	3	1
4 AIR FORCE	43		5	4	4	
15 BASE UNIT	11			3	3	1
HAMILTON	107	3		1	1	
107 W/S SP	11	3				
1 MISS SCHOOL SQ	1					
9 AIR FORCE	93	36	3	4	4	1
22 W/S SP	11	4		1	1	
1 MISS SCHOOL SQ	1					
OFFICE SQ	1					
GRAND ISLAND	82		62	1	1	
33 W/S SP	11					
33 AIRDROME SQ	4					
OLMSTED	75		3	1	1	
34 W/S SP	11		3	1	1	
EIGHTH AIR FORCE	320	83	58	3	43	1
CARSWELL	3					
7 W/S SP	3					
1 AIR TRANSPORT UNIT	5	4				
19 BASE UNIT	5					
CASTLE	4					
1 BOMB SP (H)	4					
93 BOMB SP (H)	17	17				
DENTON	93	93				
93 W/S SP	11	11				
FAIRFIELD	97	3	94	3		
97 W/S SP	11		11			
HOBBS	59	30				
509 BOMB SP (H)	30	30				
509 W/S SP	11		11			
LOCKBOURNE	96	3	90	3	3	
96 W/S SP	11		11			
MARCH	98	98				
2 BOMB SP (H)	30	30				
11 BOMB SP (H)	34	34				
22 W/S SP	11	11				
MCCONNELL	1					
3 BOMB SP (H)	4	4				
RANDOLPH	1					
19 BASE UNIT	1					
FIFTEENTH AIR FORCE	234	54	75	31	31	8
CASTLE	30	30				
93 W/S SP	11	11				
COLUMBUS	6		6			
40 BASE UNIT	6		6			
DAVIS-MONTHAN	30	30				
30 W/S SP	11	11				
DENVER	1		1			
19 BASE UNIT	1		1			
DONAHUE	28	28				
28 W/S SP	11	11				
MARCH	49		4	32		
96 BOMB SP (H)	15	15				
22 W/S SP	11	11				
TRAVIS	24	24				
11 W/S SP	11	11				
WRIGHT-PATT	6		4			
1 BASE UNIT	1					
TOTAL ALL STATIONS	1749	270	145	120	834	90

1/ IN ORDER TO BETTER REFLECT THE WORKLOAD OF VARIOUS STATIONS, COLUMNS HAVE BEEN ADDED TO THE TABLE FORMERLY CALLED "SAC AIRCRAFT INVENTORY". THESE COLUMNS SHOW AIRCRAFT ASSIGNED BY OTHER COMMANDS WHICH ARE LOCATED AT SAC STATIONS AND FOR WHICH SAC STATIONS HAVE MAINTENANCE RESPONSIBILITY. THEY PARTICULARLY INCLUDE AIRCRAFT BELONGING TO AIR NATIONAL GUARD, AIR FORCE RESERVE, AIR-REA RESCUE, AND FLIGHT SERVICE.

SOURCE AF FORM 104 (AF-AC-41)

1743

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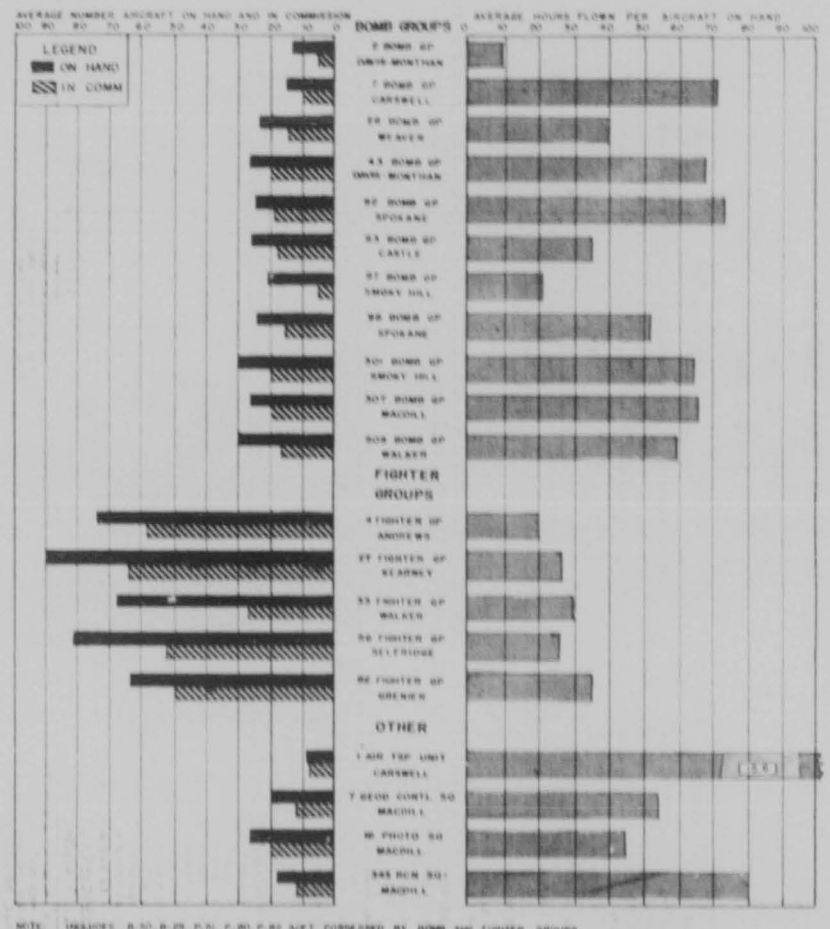
SAC AIRCRAFT ON HAND AND HOURS FLOWN

APRIL 1948



NOTE: INCLUDES B-50, B-29, F-51, F-80, F-82 ACFT POSSESSED BY BOMB AND FIGHTER GROUPS, ACFT POSSESSED BY 1ST AIR TRANSPORT UNIT AND UNITS OF 1ST AIR DIVISION, ECR.

EXCLUDES ACFT GROUNDED PENDING TRANSFER

SOURCE: AF FORM 168 (AF-SC-A1)

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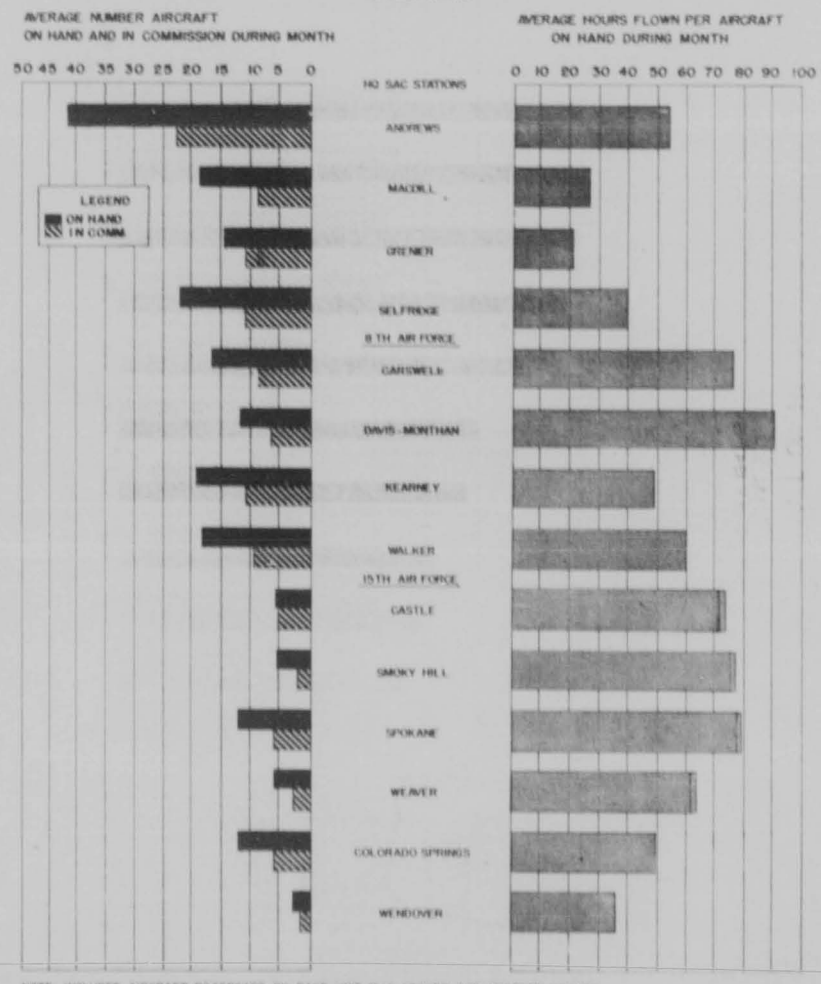
SAC AIRCRAFT ON HAND AND HOURS FLOWN
APRIL 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY BASE UNIT, M/S GROUPS AND AIRDROME GROUPS ALSO A-26, AT-6 & C-47 POSSESSED BY FIGHTER GROUPS.

EXCLUDES GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT AIRCRAFT.

SOURCE: AF FORM 10A (AF SC A1)

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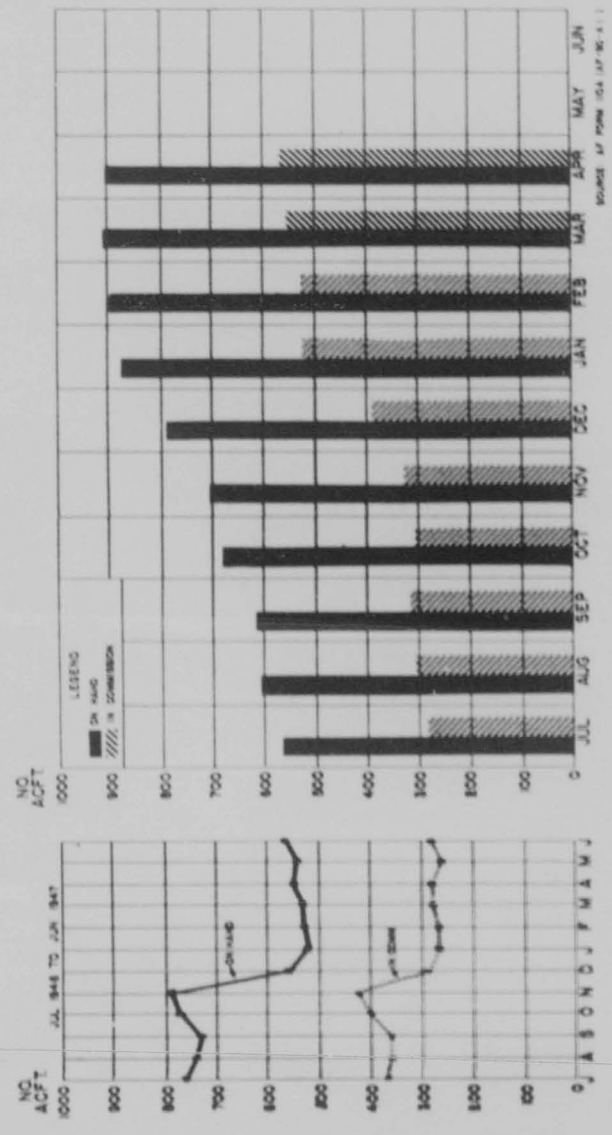
AVERAGE NUMBER SAC AIRCRAFT ON HAND AND IN COMMISSION

TOTAL SAC

MONTHLY 1947-1948



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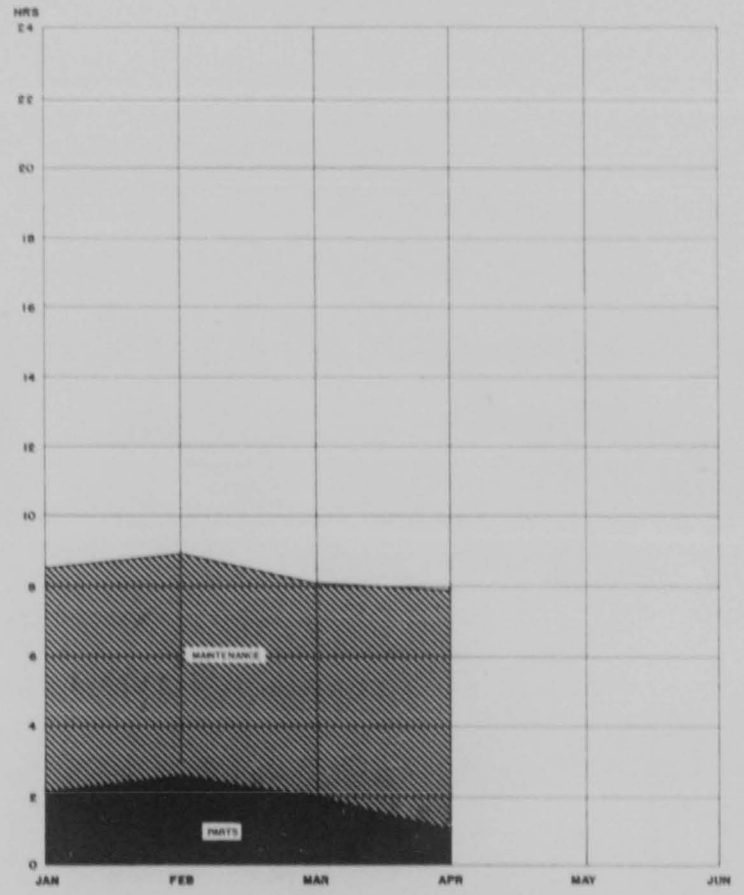
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES B-29, P-80 & P-51 AIRCRAFT POSSESSED BY BOMB AND FIGHTER GROUPS IN CC, GT AND PJ FUNCTION AND C-54 AIRCRAFT POSSESSED BY 1ST AIR TRANSPORT UNIT.

SOURCE: AF FORM 110 A1AF-SC-A11

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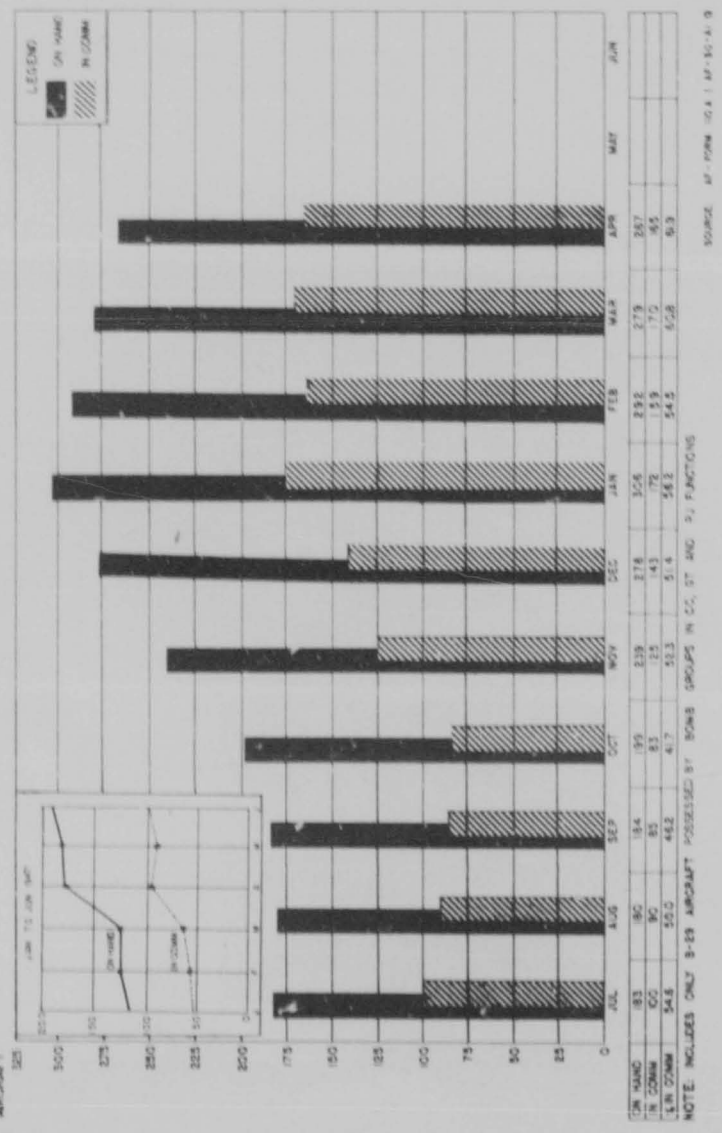
TOTAL SAC B-29 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	83	180	184	199	239	278	356	292	279	287		
IN COMM	60	90	85	83	25	43	72	159	170	95		
LIN COMM	548	500	482	417	513	514	562	545	528	519		

NOTE: INCLUDES ONLY B-29 AIRCRAFT POSSESSED BY BOMB GROUPS IN CC, ST AND R, FUNCTIONS

SOURCE: AF-FORM 104 (AF-AG-9)

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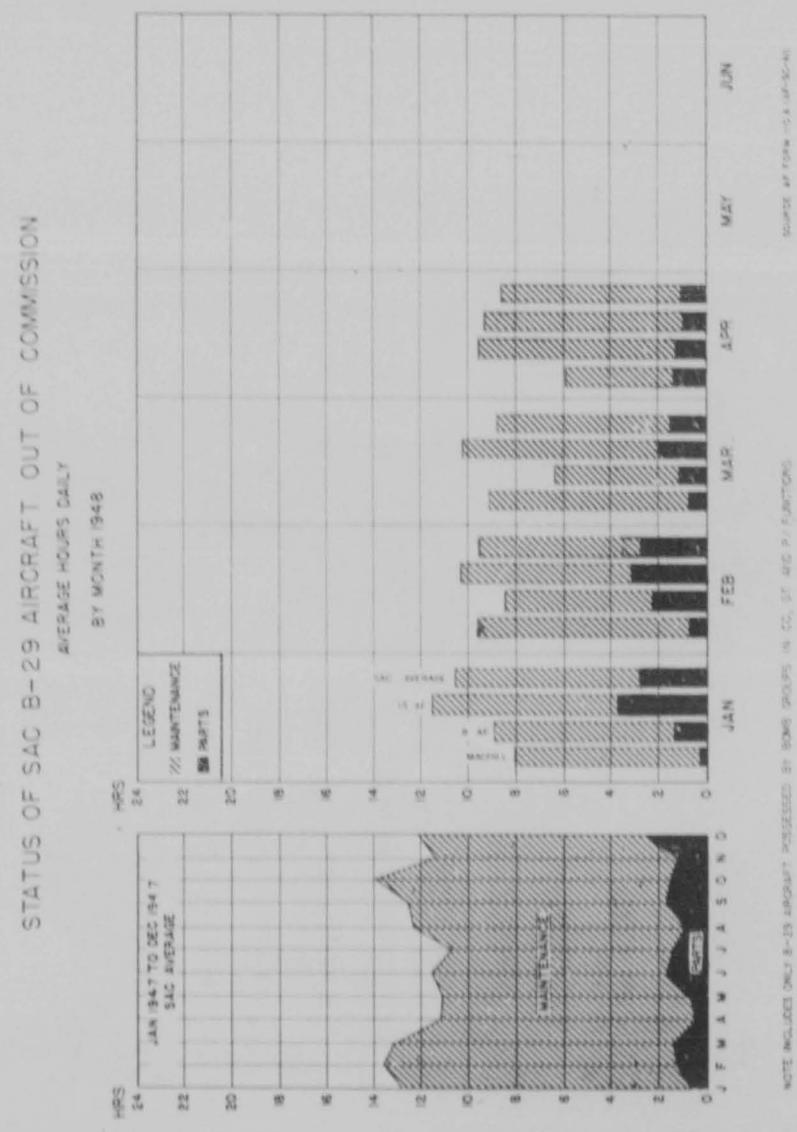

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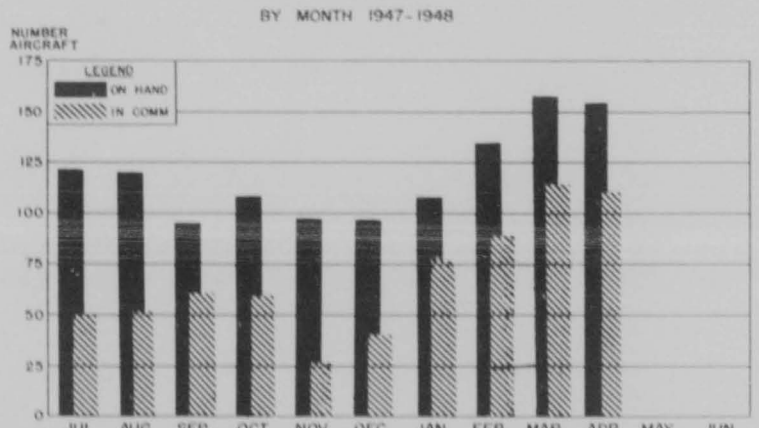
TOTAL SAC P-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH 1947-1948

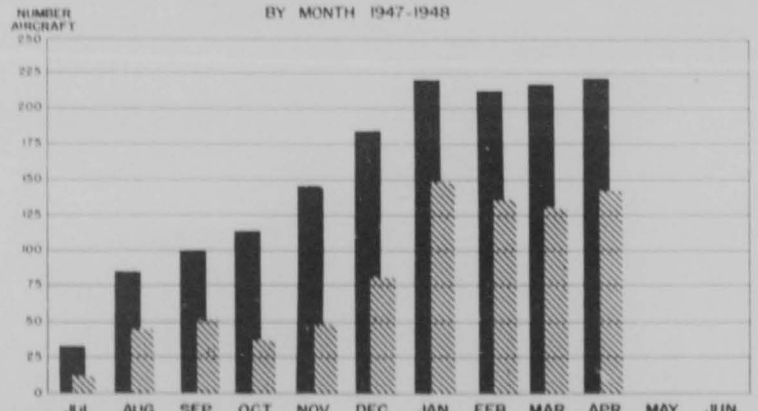


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	122	120	93	108	96	93	108	134	158	158		
IN COMM	50	52	56	60	26	40	77	90	114	110		
% IN COMM	41.0	43.0	60.2	55.6	27.1	43.2	71.3	67.2	72.3	70.0		

NOTE: INCLUDES ONLY P-80 AIRCRAFT POSSESSED BY FTR GROUPS IN CG, GT AND PJ FUNCTION

TOTAL SAC P-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	32	82	100	112	146	185	218	213	215	220		
IN COMM	10	44	51	35	49	80	149	135	185	140		
% IN COMM	30.1	53.1	51.3	31.1	33.7	43.1	68.6	63.5	85.5	63.5		

NOTE: INCLUDES ONLY P-51 AIRCRAFT POSSESSED BY 27 th, 33 d AND 82 d FTR GROUPS IN CG, GT AND PJ FUNCTIONS

SOURCE: AF FORM 110A (AF-SC-SC-A1)

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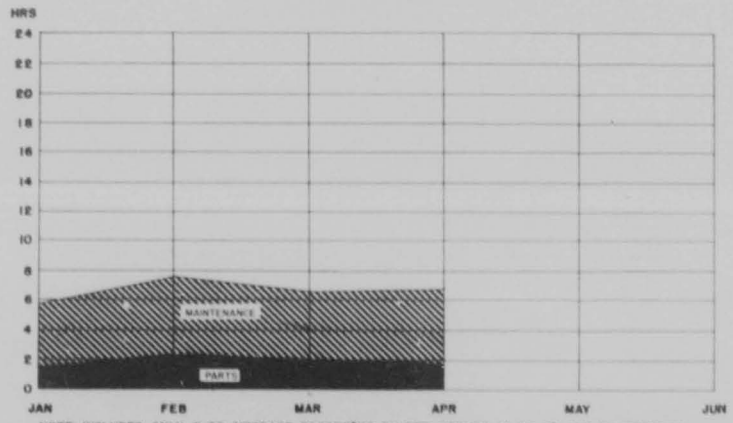
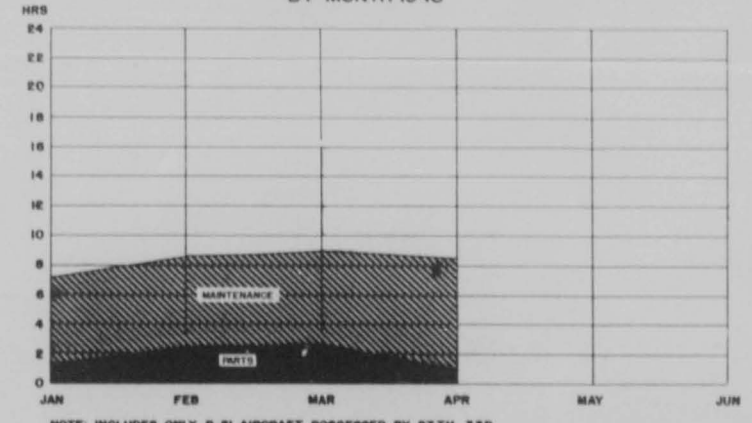
STATUS OF SAC P-80 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES ONLY P-80 AIRCRAFT POSSESSED BY FTR. GROUPS IN CC, GT, AND PJ FUNCTION

STATUS OF SAC P-51 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES ONLY P-51 AIRCRAFT POSSESSED BY 27TH, 33D AND 82D FTR. GROUPS IN CC, GT AND PJ FUNCTION.

SOURCE: AF FORM 10A (AF-3C-A1)

1751

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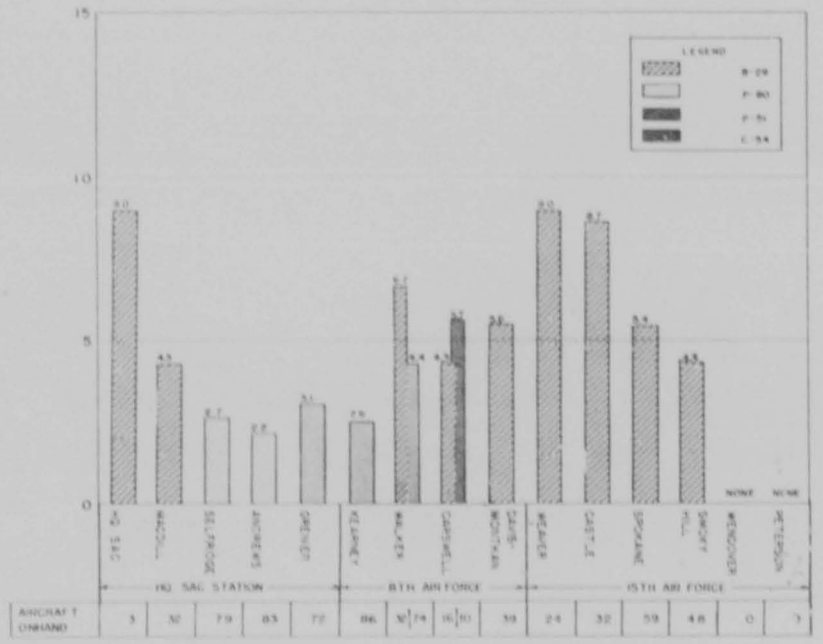
STATUS OF TECHNICAL ORDERS ON MAJOR SAC AIRCRAFT

COMPLIANCES OUTSTANDING PER AIRCRAFT
AS OF 31 MARCH 1948



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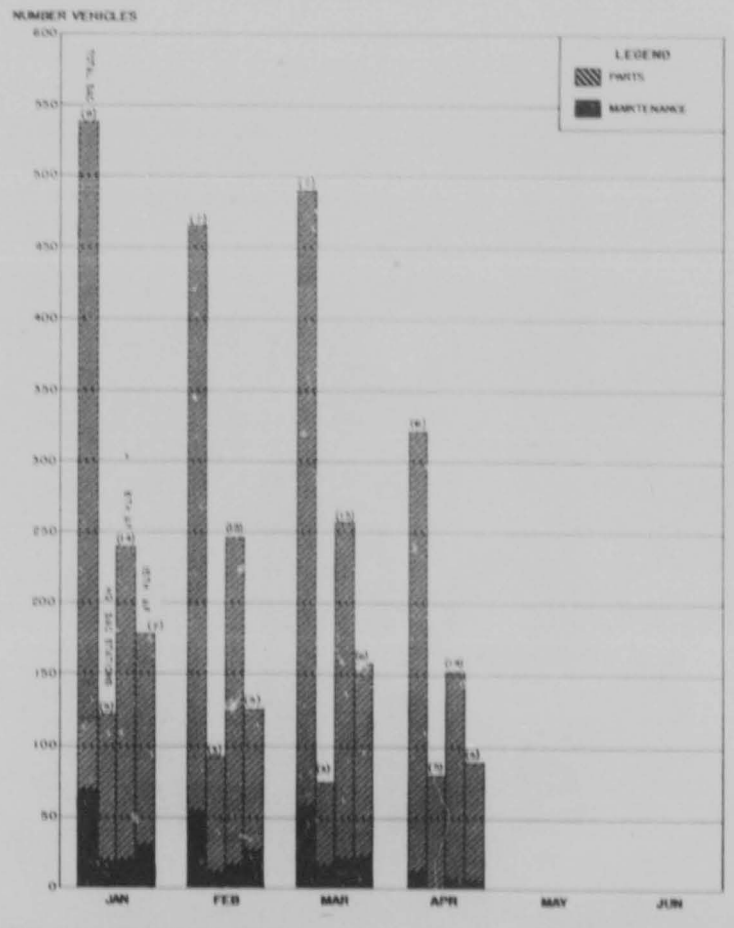
STATUS OF SAC GENERAL PURPOSE VEHICLES OUT OF COMMISSION

BY SUB COMMAND
MONTHLY 1948



NOTES: 1. EXCLUDES VEHICLES IN STORAGE.
2. PARENTHETICAL FIGURES ARE PERCENT OF TOTAL GENERAL PURPOSE VEHICLES WHICH ARE OUT OF COMMISSION.

SOURCE: AF FORM 43

1753

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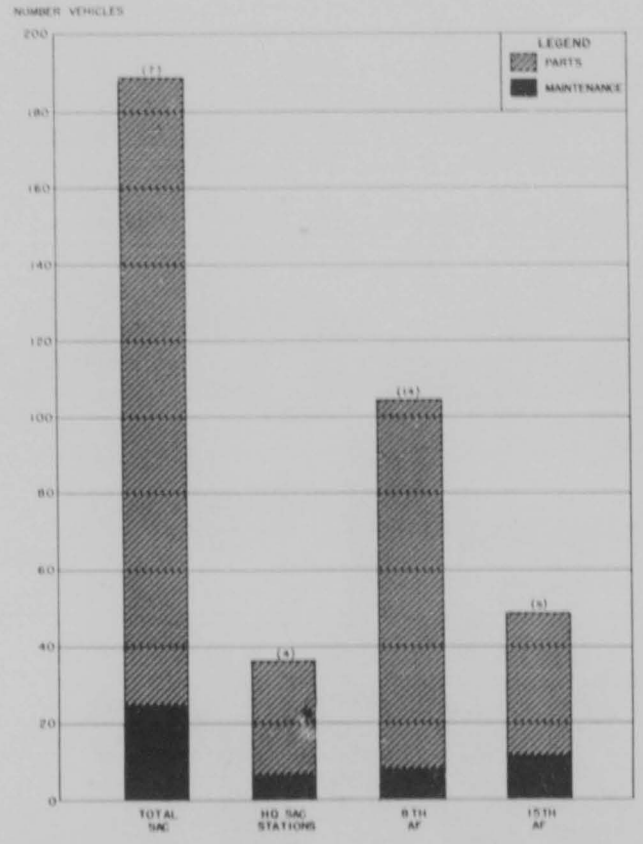
STATUS OF SAC SPECIAL PURPOSE VEHICLES OUT OF COMMISSION

BY SUB COMMAND

MARCH 1948



NOTE

1. ORDNANCE AND AIR FORCE CLASS 19B
2. EXCLUDES VEHICLES IN STORAGE
3. PARENTHETICAL FIGURES ARE PERCENT OF TOTAL SPECIAL PURPOSE VEHICLES WHICH ARE OUT OF COMMISSION.

SOURCE AF FORM 43

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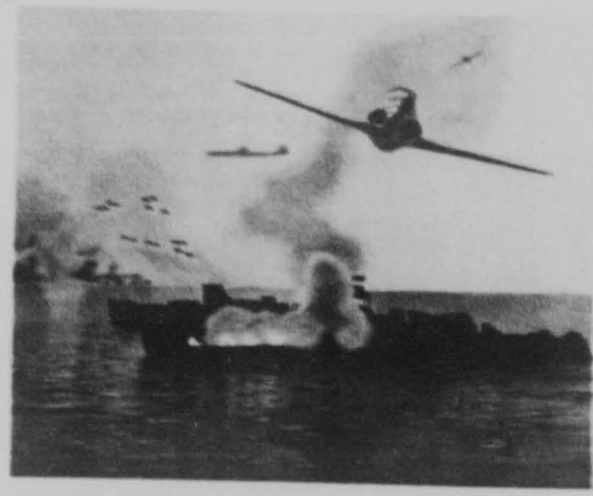
Section 4



TRAINING and OPERATIONS

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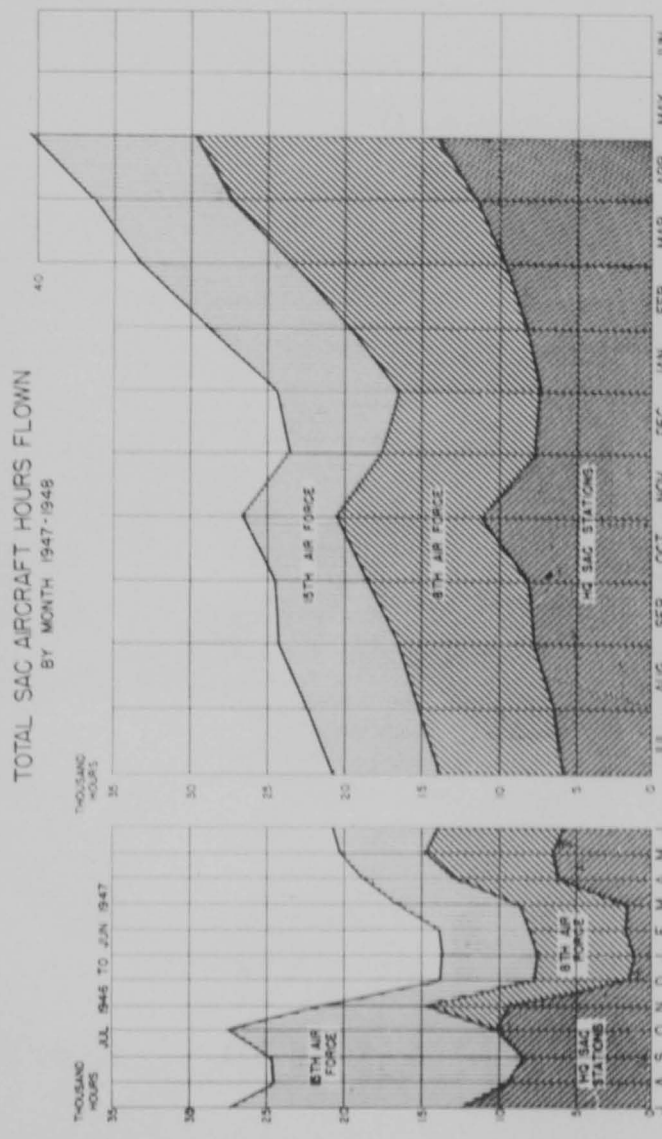

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ SAC STATIONS	6198	7704	7756	11270	7526	7236	9205	9968	11368	14256		
8TH AF	8842	8917	10705	9149	9913	9294	11650	13537	16239	15672		
15TH AF	7446	7558	5926	6308	6032	7718	9222	10114	8835	10228		
TOTAL SAC	22486	24179	24387	26727	23471	24248	29077	33619	36440	40111		

SOURCE: AF FORM 104 (AF 50-41)

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TOTAL SAC HOURS FLOWN

BY STATION & TYPE OF FLYING

APRIL 1948

STATION	TYPE OF FLYING				
	CREW (CC) TRAINING	FLYING (CI) PROFICIENCY	TRANSPORT (CT) TROOPS OR CARGO	ALL OTHERS	TOTAL
HQ SAC STATIONS	10603	3277	90	286	14256
ANDREWS	1577	1779	90	256	3702
MACDILL	4698	452		3	5153
GRENIER	104	172		27	303
B2 FTR GP TDY ALASKA)	2203				2203
SELFRIDGE	2021	874			2895
8TH AIR FORCE	9738	4409	1404	76	15627
CARSWELL	1051	1311	1404	24	3790
DAVIS-MONTHAN	2651	1089			3740
KEARNEY	2291	938		52	3281
WALKER	3745	1071			4816
15TH AIR FORCE	7354	2653	213	8	10228
CASTLE	927	444			1371
COLORADO SPRINGS		593			593
SMOKY HILL	2349	392		8	2749
SPOKANE	3122	778	164		4064
WEAVER	956	386			1342
WENDOVER		60	49		109
TOTAL SAC	27695	10339	1707	370	40111

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE.

SOURCE: AF FORM 110A (AF-SC-A1)

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH 1947-1948

MONTH & YEAR	AIRCRAFT INVENTORY		FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN OR APPROPRIABLE AMOUNT.

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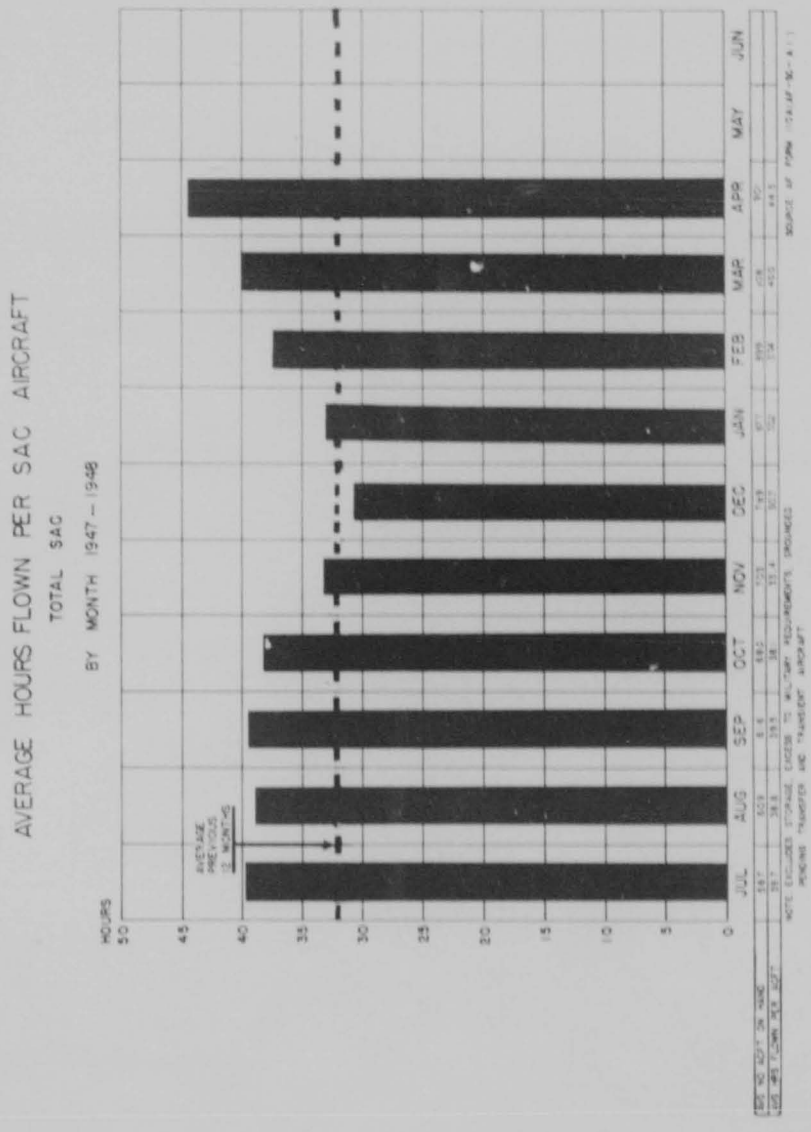

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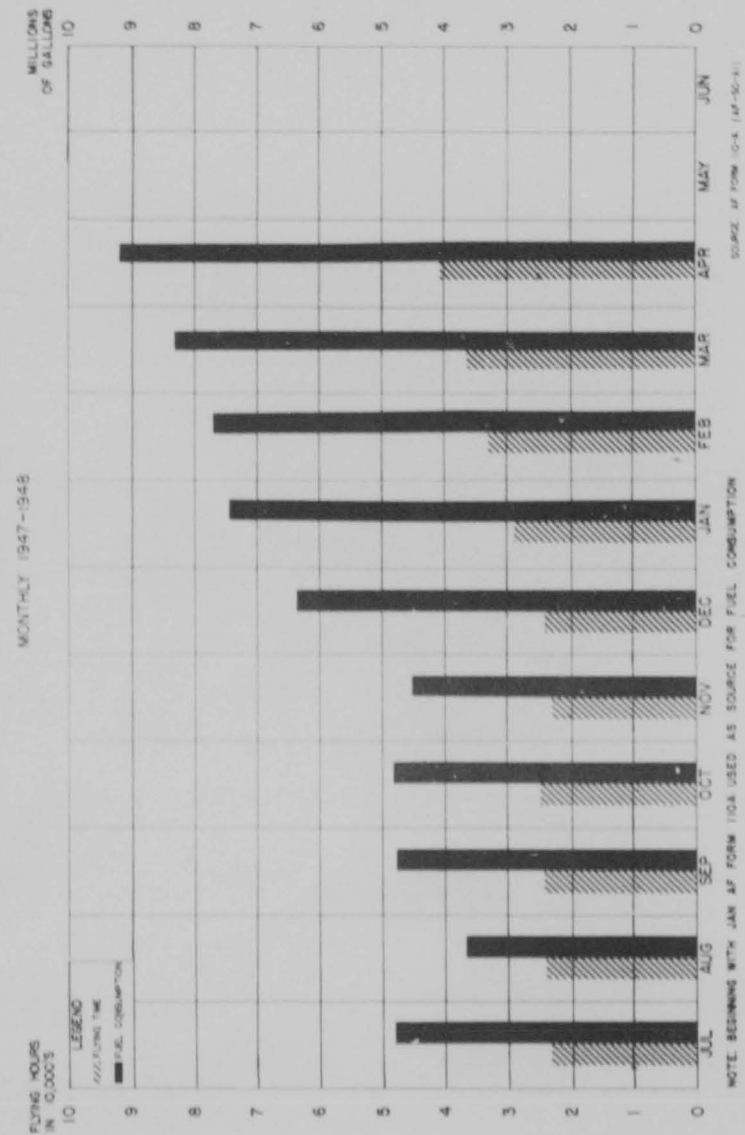
TOTAL SAC AIRCRAFT HOURS FLOWN AND AVIATION FUEL CONSUMPTION

MONTHLY 1947-1948



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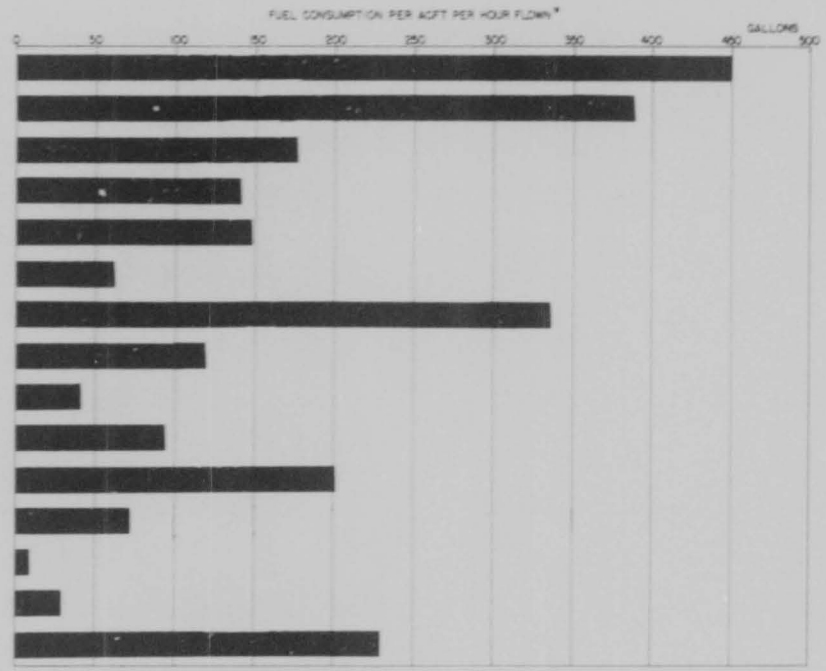
TOTAL SAC HOURS FLOWN AND AVIATION FUEL CONSUMPTION

BY TYPE ACFT

APRIL 1948

HOURS FLOWN	FUEL CONSUMPTION IN GALLONS	
139	62517	B-50
1512	5885606	B-29 & F-13
1902	336520	B-17 & F-9
2409	338484	B-25
238	35418	A-26
6574	422332	P-51
3429	1149066	P-80
52	6158	P-82
892	36510	C-45 & F-2
6404	582225	C-47
1526	307297	C-54
45	3230	OA-10
10	78	L-5
1379	39904	AT-6
40111	9205345	TOTAL SAC



* INCLUDES TAXI AND PREFLIGHT TIME

NOTE: FUEL CONSUMPTION FOR THE OA-10 WAS ERRONEOUSLY SHOWN AS 350 GALLONS IN THE APRIL STATISTICAL SUMMARY. CONSUMPTION OF FUEL BY OA-10'S WAS NOT REPORTED FOR THE MONTH OF MARCH

SOURCE: AF FORM 110A (AF-50-A1)

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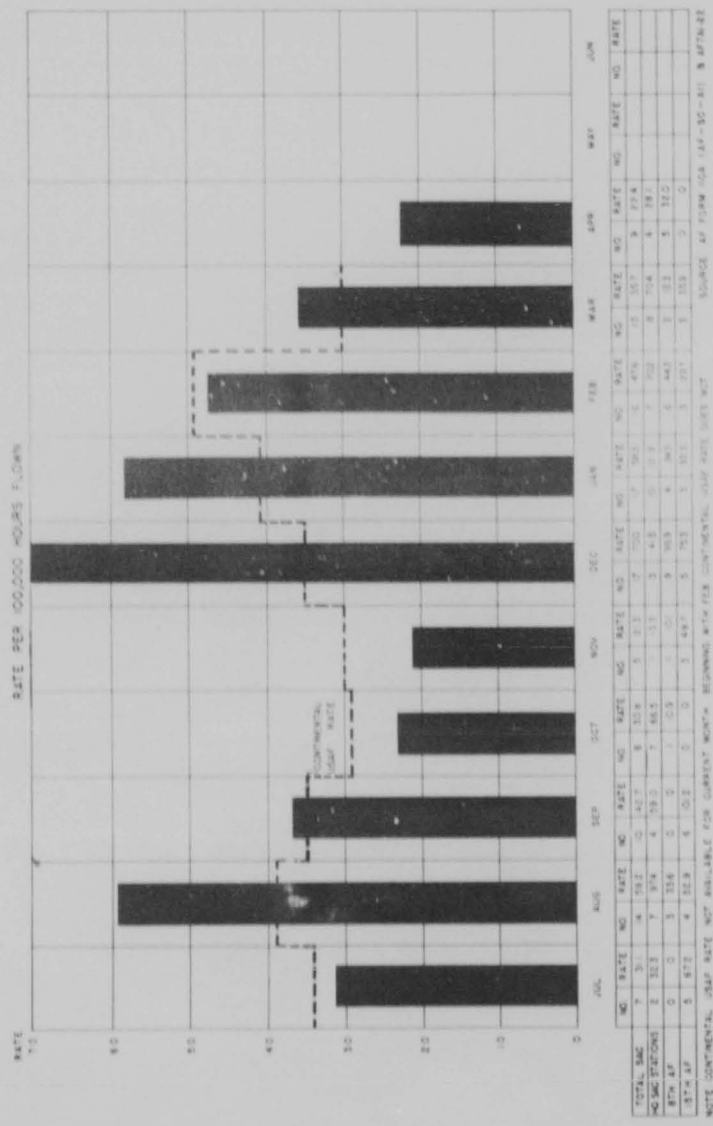
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

BY MONTH 1947-1948



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	7	5.1	4	19.2	0	0.0	8	33.9	5	21.3	7	29.0	7	29.0	17	67.4	17	65.7	9	17.4				
NO SAC STATIONS	2	32.3	2	37.4	1	19.0	1	18.5	1	18.3	1	17.3	1	16.5	2	33.8	2	33.8	4	19.7				
8TH AF	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0				
15TH AF	5	6.2	2	15.6	0	0.0	3	44.2	3	75.3	3	101.3	3	101.3	3	101.3	3	101.3	5	31.0				
	4	32.9	4	10.2	0	0.0	3	44.2	3	75.3	3	101.3	3	101.3	3	101.3	3	101.3	0	0.0				

NOTE: CONTINENTAL USAF RATE NOT AVAILABLE FOR CURRENT MONTH BEGINNING WITH FEB CONTINENTAL USAF RATE DOES NOT INCLUDE AFC

SOURCE: AF FORM 404 (AF-DS-AH) & AFTAC-82

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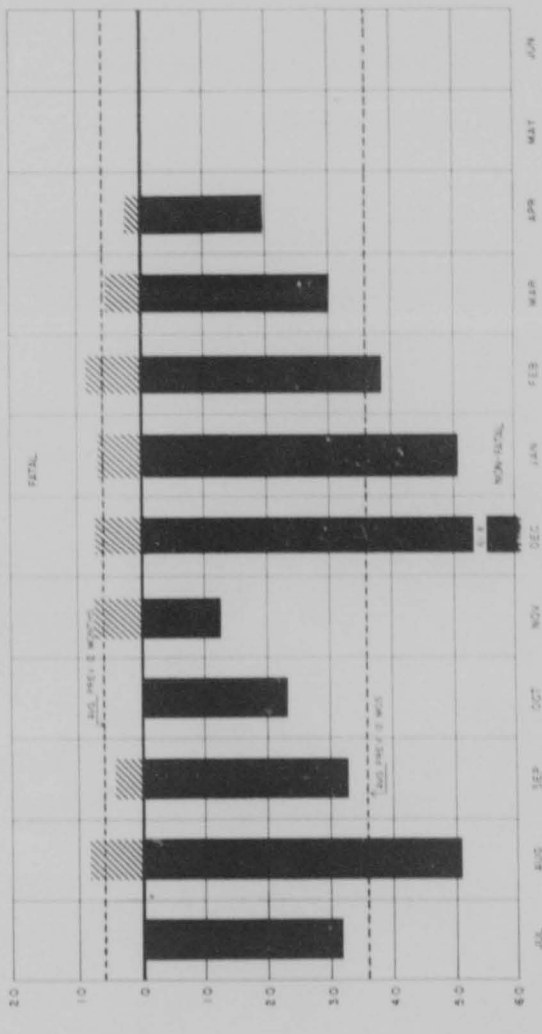
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

FATAL AND NON-FATAL

1947-1948

RATE PER 100,000 HOURS FLOWN



		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	FATAL	2	5.1	1	2.5	3	7.5	5	12.5	2	5.0	1	2.5	4	10.0	5	12.5	3	7.5	4	10.0	4	10.0	4	10.0
	NON-FATAL	1	2.5	2	5.1	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5
AD SAC STATIONS	FATAL	2	5.1	1	2.5	3	7.5	5	12.5	2	5.0	1	2.5	4	10.0	5	12.5	3	7.5	4	10.0	4	10.0	4	10.0
	NON-FATAL	1	2.5	2	5.1	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5
8TH AIR FORCE	FATAL	2	5.1	1	2.5	3	7.5	5	12.5	2	5.0	1	2.5	4	10.0	5	12.5	3	7.5	4	10.0	4	10.0	4	10.0
	NON-FATAL	1	2.5	2	5.1	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5	1	2.5
15TH AIR FORCE	FATAL																								
	NON-FATAL																								

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NUMBER OF MAJOR AIRCRAFT ACCIDENTS

BY BOMB AND FIGHTER GROUPS

CUMULATIVE 1 JULY 1947 TO 1 MAY 1948

ACCIDENT RATE PER 10,000 FLYING HOURS	BOMB GP	FTR GP	BOMB GP	FTR GP
TOTAL ACCIDENTS	2.4	1.4	2	1
MAJOR REPAIR	1.4	0.6	1	1
REPAIRABLE LOCALLY	1	1	0	0
TOTAL LOSS	1	0.6	0	0

NOTE: REPAIRABLE LOCALLY - SUCH REPAIRS AS ARE PERFORMED WITHIN THE ORGANIZATION
MAJOR REPAIR - SUCH REPAIRS AS ARE PERFORMED BY FIELD OR HIGHER ECHELON

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SAC AIR TRAINING REPORT

PERIOD COVERED FROM 1 APRIL TO 30 APRIL 1948

	2d VHB	7th VHB	43d VHB	509th VHB	28th VHB	92d VHB	93d VHB	97th VHB	98th VHB	301st VHB	307th VHB	4th FTR	27th FTR	33d FTR	56th FTR	82d FTR	7th GRD	16th PHOTO	343d RCN
TOTAL TRAINING HOURS FLOWN	1428	2241	1317	1686	956	1917	927	458	1296	1468	1792	1401	2444	2033	1944	2187	1022	339	1499
TOTAL FORM HRS OR FLTS FLOWN	61	437	41	47	247	175	100	0	169	160	716	267	197	144	77	43			
TOTAL INSTRUMENT HOURS FLOWN	400	592	304	440	142	385	230	44	292	244	149	153	320	310	264	107	103	63	307
TOTAL FLYING HRS AVAILABLE	1570	2944	1856	2782	1452	3755	2807	574	1677	2817	2279	7336	9200	4262	5453	3312	1960	186	1777
TOTAL LONG RANGE NAV MISSIONS	10	2	4	15	4	1	0	5	7	8	9	196	158	89	147	100	0	0	0
TOTAL MAX LOAD TAKE-OFFS												0	174	0	920	0			
NO AIR-TO-AIR GUNNERY MISSIONS	5	26	4	0	24	11	0	0	0	0	4	68	0	3	142	0			
NO AIR-TO-GRD GUNNERY MISSIONS												71	0	0	196	0			
NO FIGHTER-BOMBER MISSIONS	11	18	15	14	2	93	0	0	0	1	3	112	0	7	16	0			
TOTAL BOMBS DROPPED VISUAL &	321	50	378	231	354	211	66	170	39	0	147	44	0	0	70	0			
AVERAGE CIRCULAR ERROR	316	231	253	862	268	253	184	246	258	0	241	75	0	0	95	0			
TOTAL BOMBS DROPPED IN FORM	0	0	9	0	15	79	24	0	43	0	176								
& AVERAGE CIRCULAR ERROR	0	0	1468	0	720	205	1500	0	3750	0	963								
TOTAL BOMBS DROPPED RADAR &	120	0	137	57	106	95	1	0	48	0	37								
AVERAGE CIRCULAR ERROR	1378	0	1708	1149	1627	1780	1500	0	2775	0	503								
TOTAL SCR-584 RUNS &	29	15	85	61	255	10	0	53	48	0	58								
AVERAGE CIRCULAR ERROR	7597	3455	3250	2753	1399	1500	0	2970	5142	0	2439								
NO SHORAN MISSIONS																	25	0	0
NO PHOTOGRAPHIC MISSIONS																	14	2	44
NO PHOTO PROJECTS COMPLETED																	1	1	9

SOURCE: SAC AIR TRAINING REPORT

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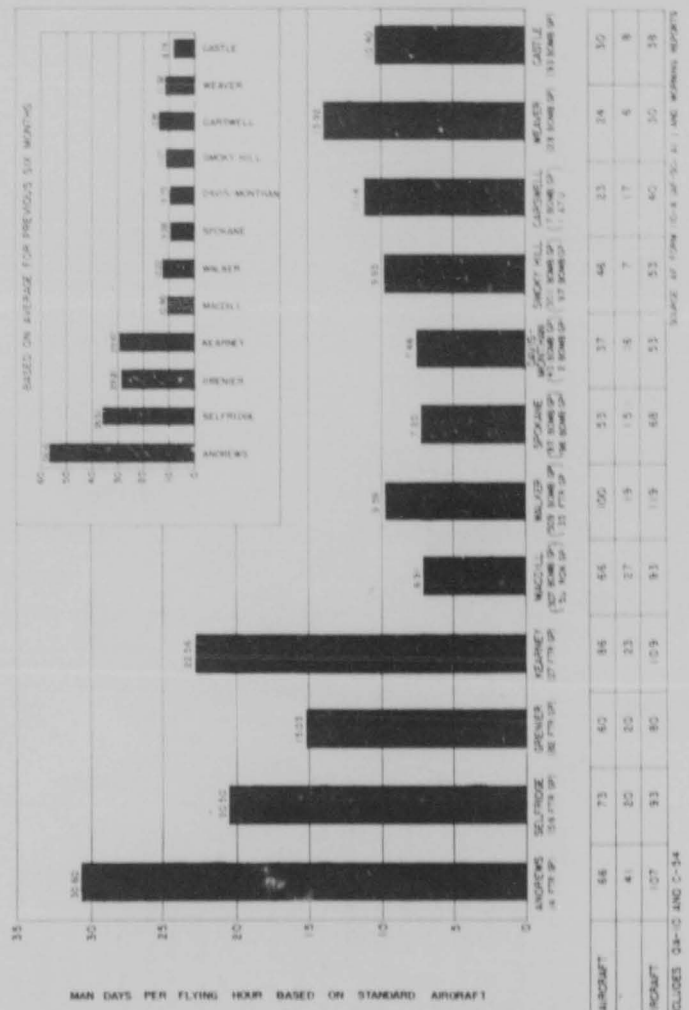
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
APRIL 1948



COMBAT AIRCRAFT	68	73	62	86	66	100	53	37	46	23	24	30	
OTHER	41	20	20	23	27	19	15	16	7	17	6	8	
TOTAL AIRCRAFT	107	93	80	109	93	119	68	53	53	40	30	38	

NOTE: INCLUDES 3A-0 AND C-54

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Section 5

COST ANALYSIS

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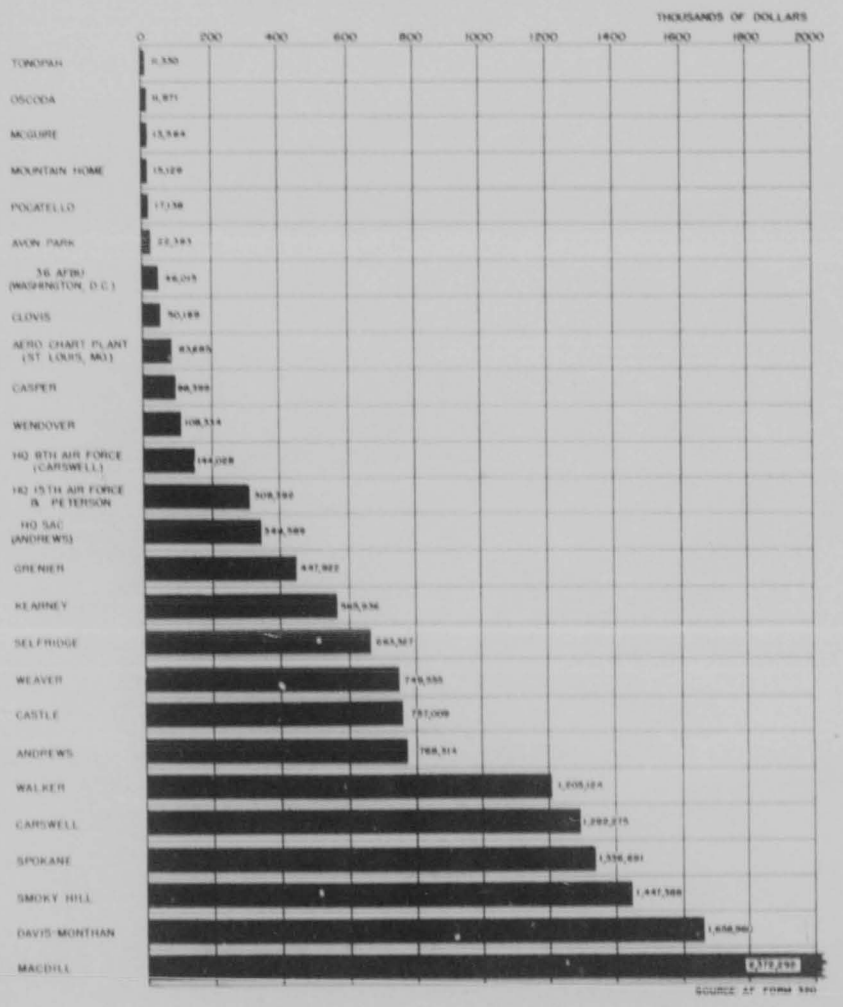
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS
MARCH 1948



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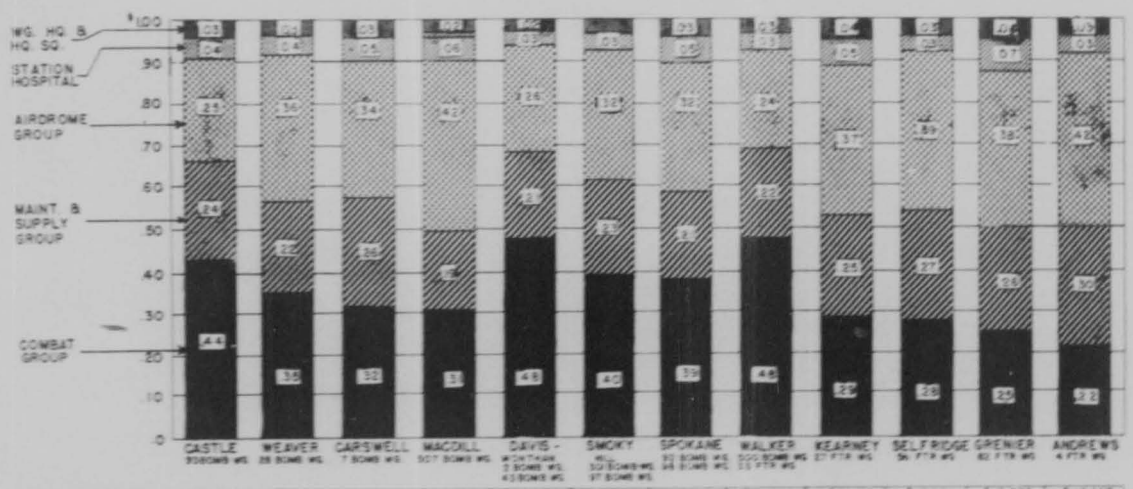
HOW A SAC DOLLAR IS SPENT

TOTAL COST BY STATION BY ORGANIZATIONAL GROUP
MARCH 1948



	CASTLE	WEAVER	CARSWELL	MACDILL	DAVIS-MONTHAN	SMOKY HILL	SPOKANE	WALKER	KEARNEY	SELFRIDGE	GRENIER	ANDREWS
WG. HQ. & HQ. SQ.	$4,333	$[illegible]	30,203	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]	$[illegible]
STATION HOSPITAL	24,688	27,523	44,532	62,028	37,637	75,348	52,332	31,581	24,356	18,931	25,038	17,441
AIRDROME GROUP	164,963	235,353	312,597	470,956	333,033	390,277	374,635	252,541	181,277	201,842	145,677	254,463
MAINT. & SUPPLY GP.	155,274	144,949	229,612	216,454	277,562	280,199	241,621	235,402	121,598	140,664	98,115	179,146
COMBAT GROUP	284,780	231,254	291,137	343,572	627,600	495,869	448,693	511,829	141,158	144,174	93,894	130,195
WING TOTAL	648,238	656,476	908,081	1,119,666	1,308,536	1,230,386	1,154,947	1,060,443	489,529	521,243	378,789	600,732
SPECIAL MISSION	25,492	25,423	38,046	406,764	32,008	29,500	19,734	28,366	19,989	2,537	11,551	35,934
TENANT ORGNS.	0	0	154,749	640,805	143,880	0	3,846	0	0	75,002	0	47,601
ADDITIONAL CHARGES	83,279	67,656	191,399	205,057	174,536	186,902	158,164	115,309	56,408	64,545	57,782	84,047
STATION TOTAL	757,009	749,555	1,292,275	2,372,292	1,658,960	1,447,788	1,336,691	1,205,124	565,936	663,327	447,922	768,314

SOURCE: AF FORM 320

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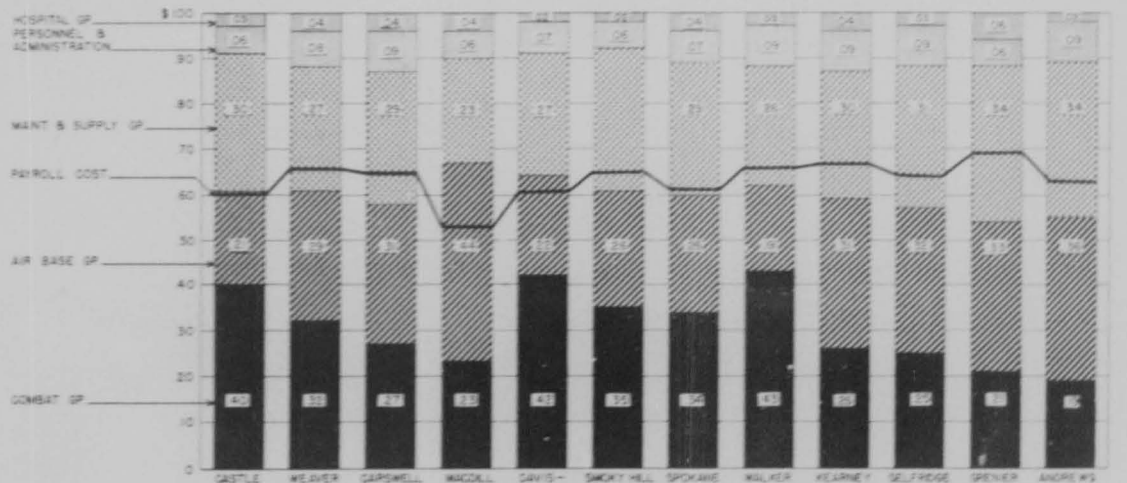
HOW A SAC DOLLAR IS SPENT

BY STATION, BY FUNCTIONAL GROUP

MARCH 1948



TOTAL COST	$ 742,560	$ 743,149	$ 1,113,764	$ 1,516,186	$ 1,512,178	$ 1,428,574	$ 1,324,543	$ 1,201,190	$ 562,151	$ 587,933	$ 441,819	$ 684,617
HOSPITAL GP	24,688	27,523	44,532	62,028	37,637	35,348	52,332	31,581	24,356	18,933	27,039	17,441
PERSONNEL & ADMINISTRATION	46,272	59,171	98,586	88,319	104,849	78,536	89,667	107,302	48,489	55,103	28,042	63,671
MAINTENANCE & SUPPLY GP	220,349	201,918	321,475	349,461	409,150	445,167	379,854	319,010	169,842	180,753	150,238	229,595
AIR BASE GP	158,020	219,293	347,809	670,013	330,500	368,901	348,619	225,325	175,797	187,723	143,608	243,049
COMBAT GP	293,231	235,254	301,362	346,365	630,042	500,622	455,071	517,972	143,667	145,421	94,699	130,861

NOTE EXCLUDES TENANT ORGANIZATIONS AND CERTAIN UNUSUAL COSTS.

SOURCE AF FORM 380

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948

TOTAL COST	$	107334	249373	118734				74540
HOSPITAL SP		4282	4948	4432				3488
PERSONNEL & ADMINISTRATION		9255	3379	9896				4273
MAINTENANCE & SUPPLY SP		31650	45885	32475				22549
AIR BASE SP		30599	17375	34309				9835
COMBAT SP		31548	176[illegible]	36342				29231

NOTE: EXCLUDES TENANT ORGANIZATIONS AND CERTAIN UNUSUAL COSTS

SOURCE OF DATA (S)

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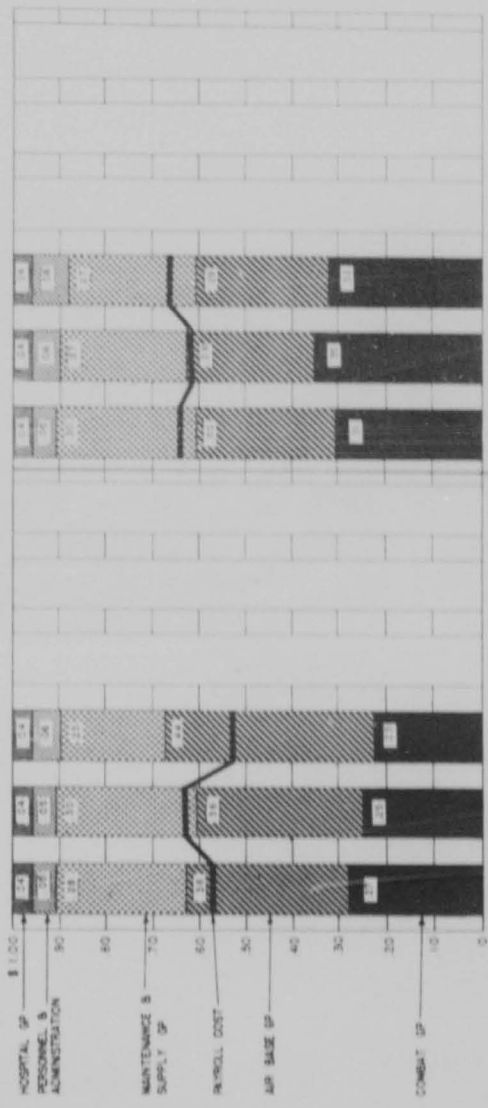
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948



TOTAL COST	$ 588,849	$ 529,887	$ 536,186				$1,654,922	$1,775,556	$1,643,449
HOSPITAL GP	59,787	58,203	62,028				35,755	47,745	37,905
PERSONNEL & ADMIN	85,046	98,222	88,519				33,5	47,9	39,777
MAINT & SUPPLY GP	383,389	370,054	344,461				230,828	289,514	220,314
AIR BASE GP	50,350	45,052	47,023				44,377	50,948	43,283
COMBAT GP	376,846	315,449	344,565				80,519	239,279	238,254

NOTE: EXCLUDES TENANT ORGANIZATIONS AND CERTAIN ANNUAL COSTS

SOURCE AF FORM 100

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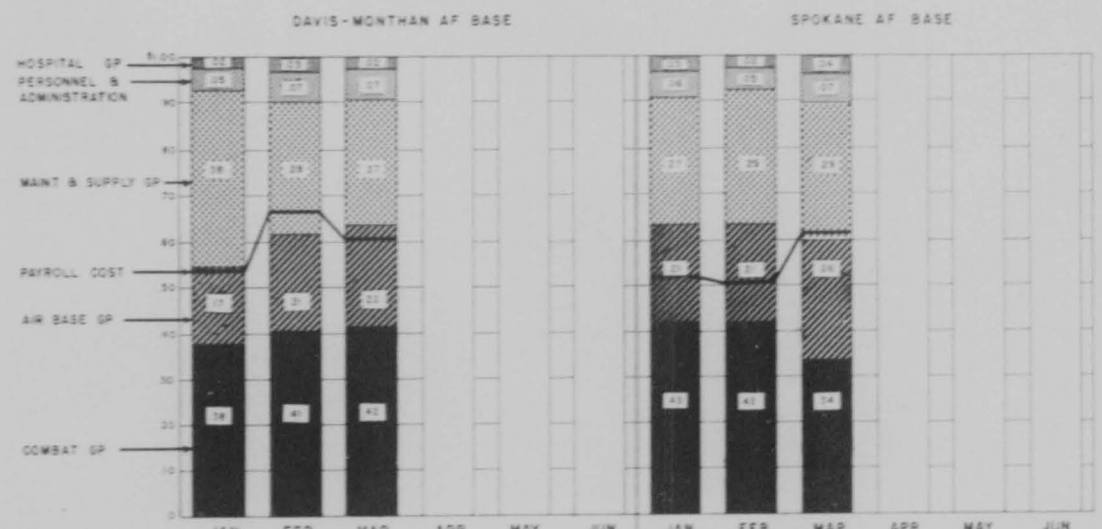
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948



	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
TOTAL COST	$ 1,517,270	$ 1,330,669	$ 1,512,178				$ 1,463,048	$ 1,636,928	$ 1,324,543			
HOSPITAL GP	39,583	34,449	37,637				46,952	43,926	52,332			
PERSONNEL & ADMINISTRATION	81,037	90,520	104,849				91,038	81,458	89,667			
MAINTENANCE & SUPPLY GP	570,497	378,108	409,150				387,444	470,153	378,854			
AIR BASE GP	256,716	276,507	330,500				306,032	339,875	348,619			
COMBAT GP	569,437	551,085	630,042				631,582	701,516	455,071			

NOTE: EXCLUDES TENANT ORGANIZATIONS AND CERTAIN UNUSUAL COSTS

SOURCE: AF FORM 320

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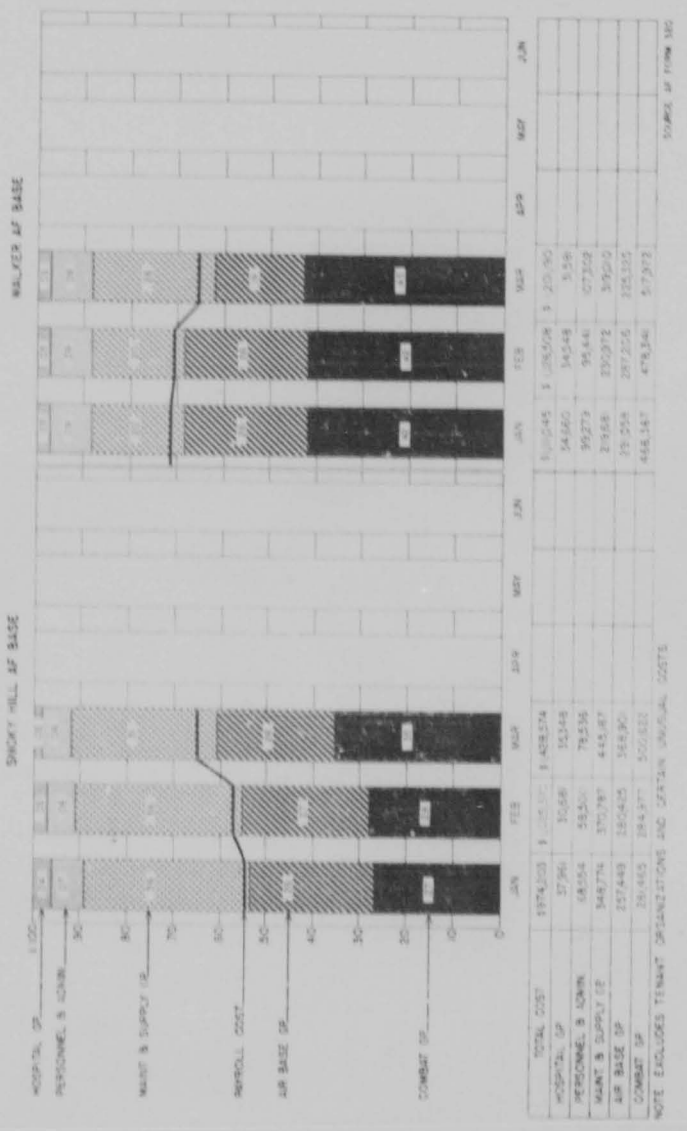
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



TOTAL COST	1974,003	1,085,574	1,060,508	1,120,945	1,120,508	1,120,960
HOSPITAL GP	37,961	18,048	18,048	34,660	34,548	33,561
PERSONNEL & ADMIN	68,554	39,530	78,536	99,273	99,441	97,259
MAINT & SUPPLY GP	348,774	170,787	445,487	231,668	230,972	349,910
AIR BASE GP	257,449	180,405	346,960	191,554	287,205	285,335
COMBAT GP	261,465	284,577	300,833	448,347	478,346	517,973

NOTE: EXCLUDES TENANT ORGANIZATIONS AND CERTAIN UNUSUAL COSTS

SOURCE: AF FORM 380

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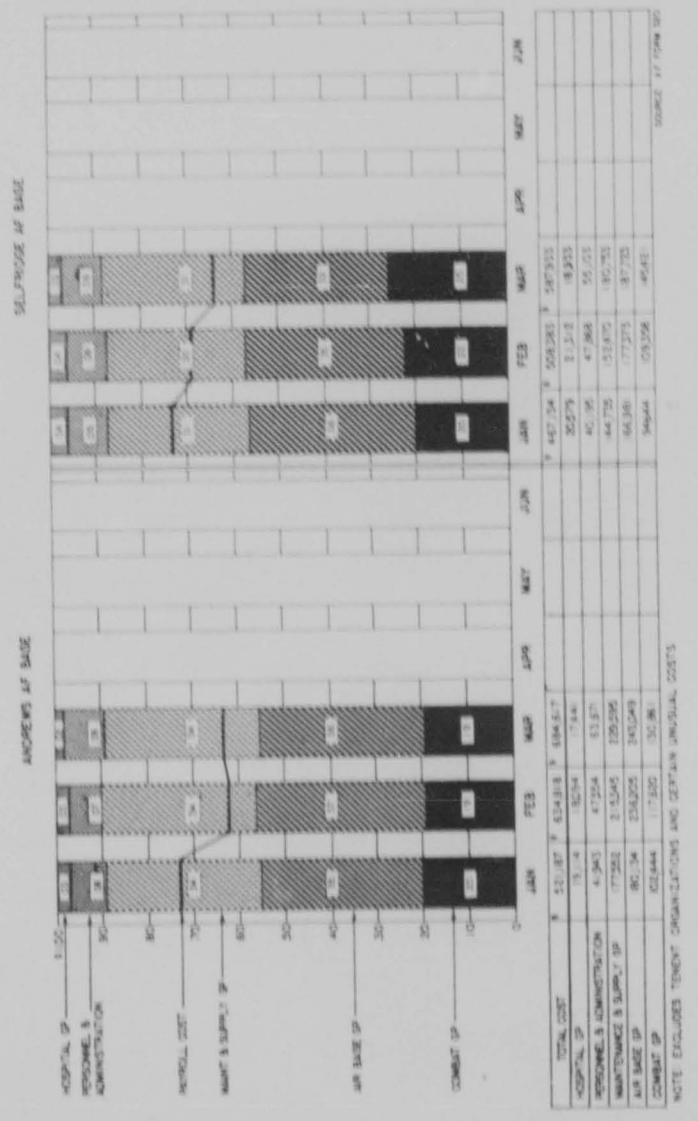
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948



TOTAL COST	$ 521,187	$ 634,818	$ 684,617	$ 487,734	$ 558,265	$ 587,935
HOSPITAL GP	1%	1%	1%	1%	1%	1%
PERSONNEL & ADMINISTRATION	4,340	47,254	63,871	35,579	11,511	9,935
MAINTENANCE & SUPPLY GP	17,352	81,545	125,596	40,136	47,968	55,031
AIR BASE GP	86,134	236,205	340,049	44,779	158,875	80,755
COMBAT GP	62,444	17,320	30,961	66,136	17,275	87,715
				Negligible	19,378	4,161

NOTE: EXCLUDES "RENT" ORGANIZATIONS AND CERTAIN UNUSUAL COSTS

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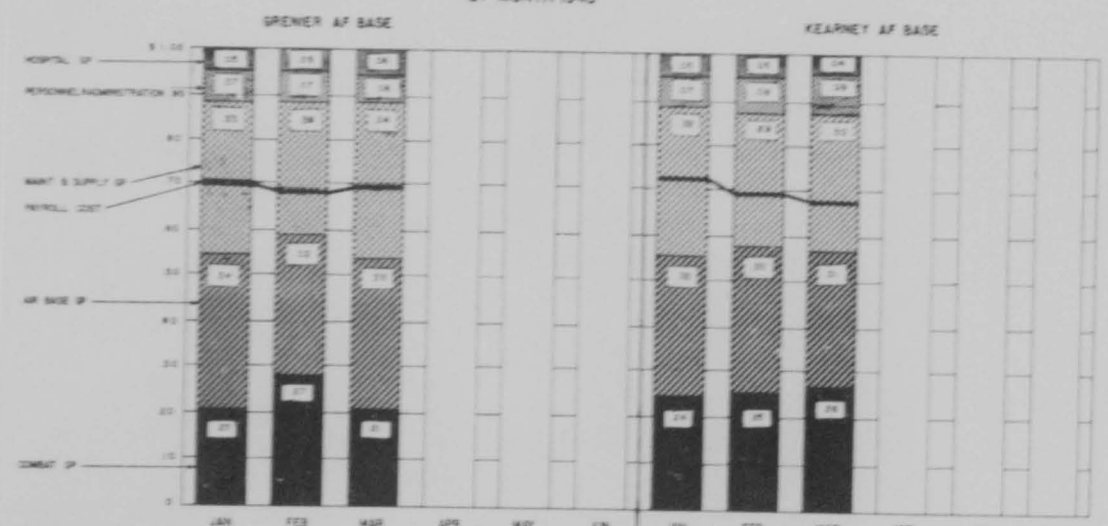
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



TOTAL COST	$ 415035	$ 441794	$ 441819				$ 478252	$ 515366	$ 562151			
HOSPITAL GP	21314	22146	25038				22862	24011	24356			
PERSONNEL & ADMINISTRATION	27092	32744	28242				34315	39858	48489			
MAINTENANCE & SUPPLY GP	137778	126037	150238				153081	151837	169842			
AIR BASE GP	142589	142996	143602				153567	173191	175797			
COMBAT GP	86262	117871	94699				114427	126469	143667			

NOTE: EXCLUDES TENANT ORGANIZATIONS AND CERTAIN UNUSUAL COSTS

SOURCE: AF FORM 380

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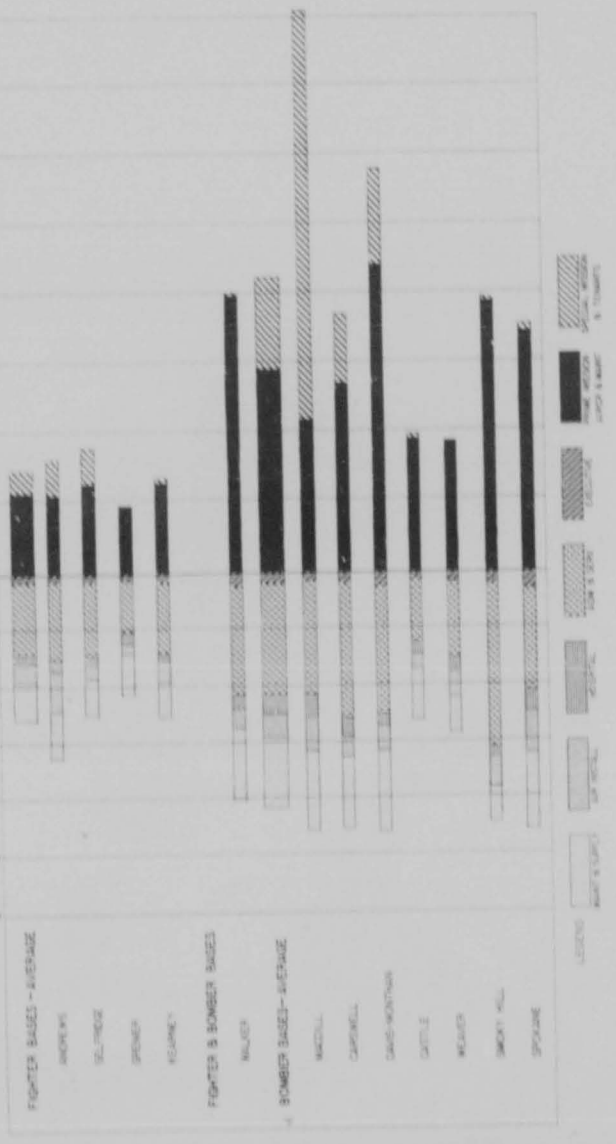
COMPARISON OF OVERHEAD PAYROLL TO DIRECT PAYROLL COSTS

BY SAC STATION FOR MONTH OF MARCH 1948



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COMPARISON OF OVERHEAD PAYROLLS TO DIRECT PAYROLL COST

BY STATION

	MAINT SUPP	AIR INSTALL	HOSPITAL	NON-SERV	EXECUTIVE	PRIM MISSION & AIRCR MAINT	SPECIAL MISSIONS & TENANTS	TOTAL PAYROLL
ANDREWS	84908	65239	15222	151733	14537	164665	53952	492256
SELFRIDGE	84657	53285	15442	139593	14535	118020	63163	442375
GRIFFISS	69121	32282	18083	84802	13174	90542		306617
SEYMOUR	94410	31312	18749	136544	15640	113726	3766	382011
TOTAL FTPS	353413	182118	67579	506546	57971	426953	120881	
AVE FOR FTPS	70683	36424	16920	126637	14493	106739	30220	
WALKER	116080	38691	23886	201283	23544	397214	1714	601812
MACDILL	150364	56995	45618	201831	18280	211115	595697	1274861
CARSWELL	134441	28574	29815	244333	22153	271396	96090	835795
CASTLE-MANTHAN	164309	35903	25951	226672	24941	443257	140479	1059813
CASTLE	83948	31334	17747	104203	13928	192954	490	455901
BUNKER	72986	46285	28978	139391	15284	190273	9245	491154
GRAND FALL	153001	37221	19273	286033	22479	394118	342	941467
SPOKANE	133181	74845	30758	187736	29724	342865	4584	808220
TOTAL BOMBERS	837733	338256	201262	1403589	145609	2047373	847385	5866510
AVE FOR BOMBERS	119676	48322	28756	200513	20937	292482	121055	837787

COMMENTS: (In order to facilitate comparison of individual bases with the average for bases of the same type, two bars have been added which represent average costs for fighter bases and bomber bases respectively.) Comparisons involving Davis-Monthan and Spokane should take into account the presence of two wings at each of these bases.

The overhead payroll costs described as "Maintenance and Supply" do not include aircraft maintenance which is included as a direct cost under "Primary Mission and Aircraft Maintenance." March payrolls for Maintenance and Supply differ from previous Months in that subsistence allowances paid to enlisted personnel are no longer being included. This revision accounts almost entirely for the change at Carswell between February and March and in part for the changes at other stations.

The increase in Primary Mission payroll at Seedy Bill is largely due to the return of the 97th Bomb Group from TDY in Alaska. Conversely, the decreased Primary Mission payroll at Spokane is accounted for by the 325th Bomb Squadron on TDY in Japan.

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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON OF WING ORGANIZATIONS

1948

WING ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			INDIRECT PAYROLL PER DOLLAR OF DIRECT PAYROLL			1/ PAYROLL PER PER FLYING HOUR FOR COMBAT ACFT		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
CARBWELL, 7 BOMB WG	480	4890	4645	667833	685369	640003	38	40	38	0.31	0.34	0.37	447	498	300
DAVIS, 11 BOMB WG	2871	2753	2611	414089	432797	404213	38	38	38	0.29	0.28	0.26	306	268	291
DAVIS-MONTHAN, 1 BOMB SQ	4982	5377	5443	750497	794564	819450	38	50	50	0.28	0.28	0.27	310	486	328
MACDILL, 301 BOMB WG	3484	3724	3921	507153	551535	607482	40	49	54	0.39	0.40	0.36	301	387	363
SHORT HILLS, 1 BOMB WG (L)	1984	435	878	49395	539044	986 843	38	33	39	0.42	0.35	0.29	303	436	434
SPOKANE, 92 BOMB WG	4564	555	5087	71297	77855	756774	36	33	43	0.30	0.23	0.32	372	289	400
WALKER, 509 BOMB WG	5079	5148	5436	748673	743228	723-6	44	44	38	0.38	0.29	0.29	225	66	70
WOLKO, 28 BOMB WG	3563	3918	3870	37810	41759	458594	40	41	38	0.33	0.3	0.33	336	311	496
ANDREWS, 4 FIGHTER WG	1275	2349	2410	301454	361902	38 389	67	70	59	0.35	0.33	0.30	540	575	383
SPAATZ, 56 FIGHTER WG	994	2257	2540	27376	279184	280775	36	34	36	0.42	0.43	0.4	387	497	93
KEARNEY, 27 FIGHTER WG	2325	2475	2495	3567	338405	338-47	36	33	34	0.43	0.46	0.43	96	173	117
SELFRIDGE, 56 FIGHTER WG	1103	2244	543	32096	338750	347282	43	45	43	0.39	0.42	0.38	50	316	228

OPERATIONS AND TRAINING PRIMARY MISSION	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL PER DOLLAR OF OPERATIONS & TRAINING PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO OPERATIONS & TRAINING		
	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR	JAN	FEB	MAR
CARBWELL, 7 BOMB WG	369	394	328	39508	244764	225405	77	73	67	84	80	2.12	36	34	355
DAVIS, 11 BOMB WG	820	842	817	85161	94693	93603	89	86	87	69	64	64	97	93	957
DAVIS-MONTHAN, 1 BOMB SQ	696	2063	2150	32597	37389	35963	84	84	83	1.4	1.0	.08	82	20	98
MACDILL, 301 BOMB WG	873	915	934	7776	7573	91998	97	92	83	2.05	2.4	2.2	404	442	400
SHORT HILLS, 1 BOMB WG (L)	825	935	767	4711	60442	85 2547	76	76	84	2.56	2.26	96	480	404	228
SPOKANE, 92 BOMB WG	983	842	758	57778	543864	69 822	71	77	75	84	25	1.4	23	23	269
WALKER, 509 BOMB WG	804	798	813	58089	54990	58340	79	75	93	93	96	24	237	239	89
WOLKO, 28 BOMB WG	734	768	872	34988	38674	95058	86	80	73	79	84	1.96	328	354	342
ANDREWS, 4 FIGHTER WG	449	488	503	79154	88158	94228	70	69	69	1.50	1.40	1.43	560	575	589
SPAATZ, 56 FIGHTER WG	490	435	418	88054	89389	77467	90	91	84	2.5	2.37	2.9	470	479	474
KEARNEY, 27 FIGHTER WG	572	603	638	8845	94665	96434	84	92	88	2.58	2.55	2.47	398	398	377
SELFRIDGE, 56 FIGHTER WG	480	454	485	73444	75079	79113	79	85	81	3.37	3.35	3.45	560	554	555

NOTE: INCLUDES ALL ACCOUNTS IN TOTAL OPERATING COST PROGRAM PLUS ACCOUNTS 206 & 208

1/ INCLUDES ACCOUNTS 201, 202, 203, 204, 205, 207, 209 & 210

SOURCE: AF FORM 330, PART VI, FORM 454

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Section 6

OTHERS

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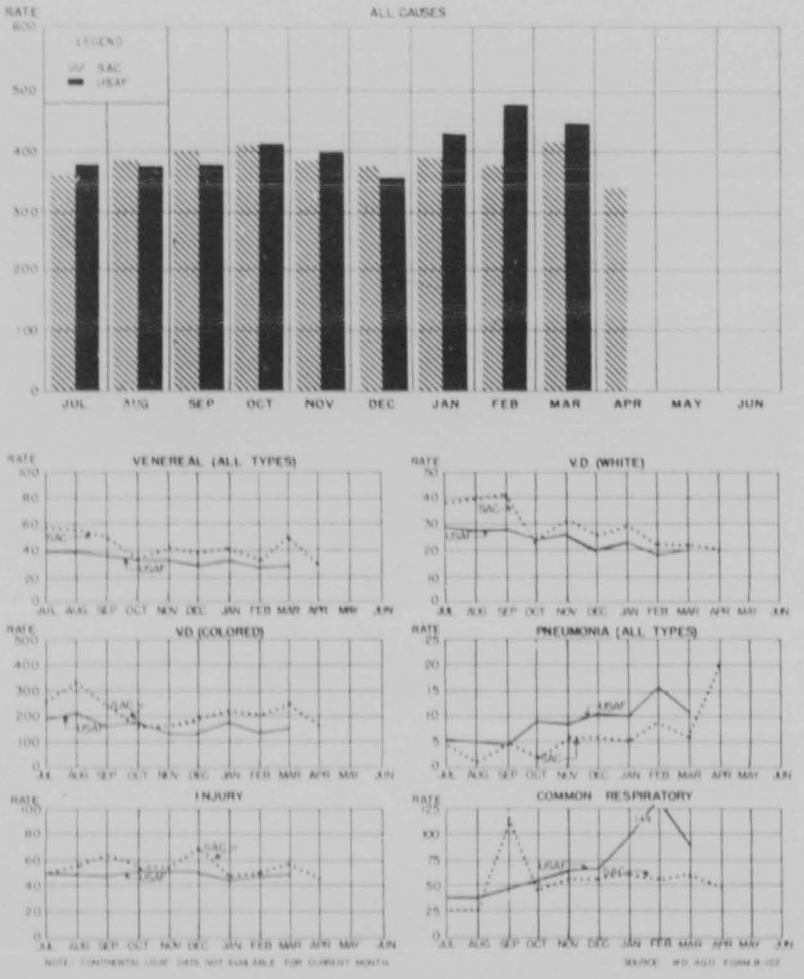
HOSPITAL ADMISSION RATES

SAC VS CONTINENTAL USAF

ADMISSION RATES PER 1000 PER ANNUM

1947–1948



NOTE: CONTINENTAL USAF DATA NOT AVAILABLE FOR CURRENT MONTH

SOURCE: WD AGO FORM 8-102

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MEDICAL SUMMARY

VENEREAL DISEASES BY STATION HOSPITAL

Admission Rates Per 1000 Per Annum — April 1948 (5 Weeks 27 March to 30 April)

	WHITE AND COLORED						WHITE				COLORED			
	VD all Types		Gonorrhea		Syphilis		VD all Types		G	S	VD all Types		G	S
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases
TOTAL SAC	a 148	31	b 115	24	c 28	6	d 92	20	74	17	d 56	175	41	11
HQ SAC STATIONS	d 64	44	d 43	30	c 18	13	c 29	21	18	11	c 35	260	25	7
ANDREWS	13	36	10	28	3	8	10	29	7	3	3	286	3	
MACDILL	45	66	28	41	14	21	14	25	7	7	31	243	21	7
SELFRIDGE	d 5	12	d 4	8	1	4	c 4	12	3	1	c 1	0	1	
GRENIER	1	7	1	7			1	7	1					
TOTAL 8 AF	c 53	31	c 45	26	6	4	c 38	23	34	3	15	137	11	3
DAVIS-MONTHAN	14	29	14	29			12	26	12		2	72	2	
CARSWELL	c 21	41	c 17	31	3	6	c 13	25	11	1	9	208	6	2
KEARNEY	6	35	6	35			6	35	6					
WALKER	11	22	8	16	3	6	7	15	5	2	4	103	3	1
TOTAL 15 AF	c 31	19	27	17	c 4	2	25	16	22	3	c 6	82	5	1
CASTLE	1	4			1	4	1	4		1				
COLO SPRINGS	1	14	1	14			1	14	1					
SMOKY HILL	c 13	22	11	20	c 2	2	7	14	6	1	c 6	82	5	c 1
SPOKANE	5	12	4	10	1	2	5	12	4	1				
WEAVER	10	35	10	35			10	35	10					
WENDOVER	1	24	1	24			1	24	1					

a. 4 Cases VD not included in rates, not charged this command.
b. 3 Cases VD not included in rates, not charged this command.
c. 1 Cases VD not included in rates, not charged this command.
d. 2 Cases VD not included in rates, not charged this command.

Source: WD AGO Form 8-122

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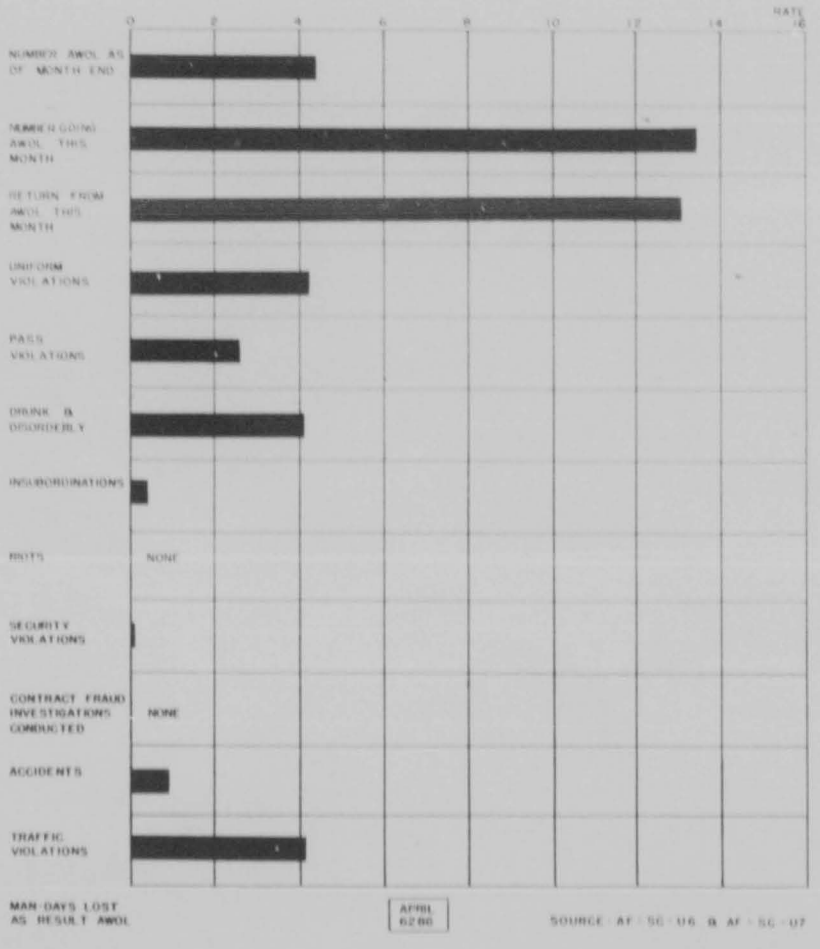
TOTAL OFFENSES AND CRIMINAL INVESTIGATIONS

APRIL 1948

RATE PER 1000 PERSONNEL



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SAC OFF DUTY EDUCATIONAL ACTIVITY

BY STATION

1 JANUARY 1948 TO 31 MARCH 1948

| | | 8th AIR FORCE STATIONS | | |

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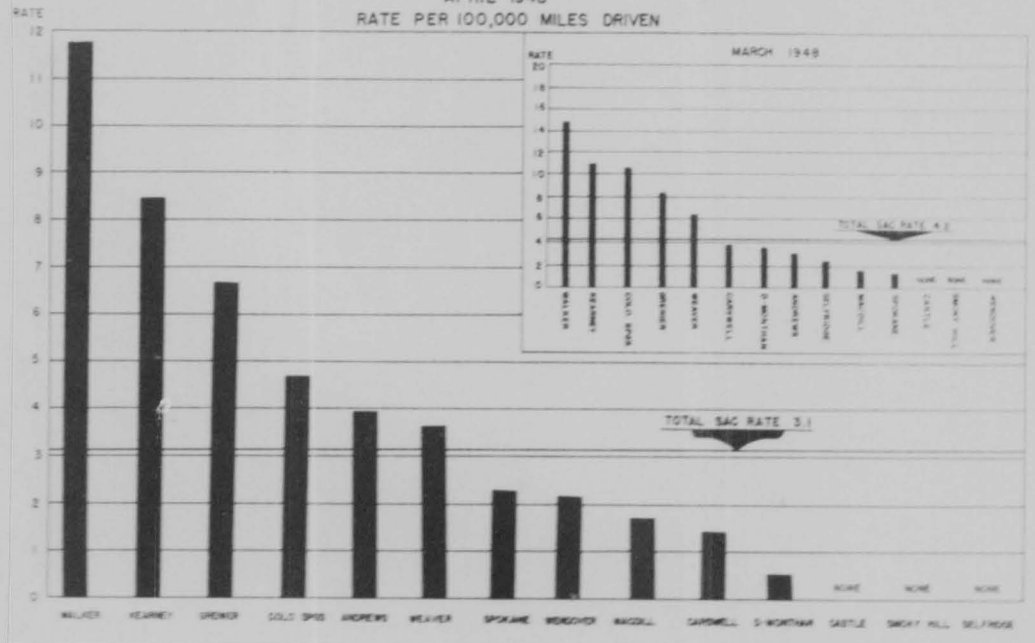
SAC MOTOR VEHICLE ACCIDENT RATE

APRIL 1948

RATE PER 100,000 MILES DRIVEN



TOTAL NO. ACCIDENTS		10	4	3	3	9	2	3	1	8	2	2	0	0	0
TOTAL COST ACCIDENT	$	2562	970	386	45	695	392	354	350	439	0	25	0	0	0
AVERAGE COST ACCIDENT	$	256	243	129	15	77	196	118	350	55	0	13	0	0	0

NOTE: COLD SPGS INCLUDES SQUADRON STATIONS
SPECIAL PURPOSE VEHICLE EXPERIENCE HAS BEEN EXCLUDED ONLY FROM ACCIDENT RATE

SOURCE: AF FORM 92A

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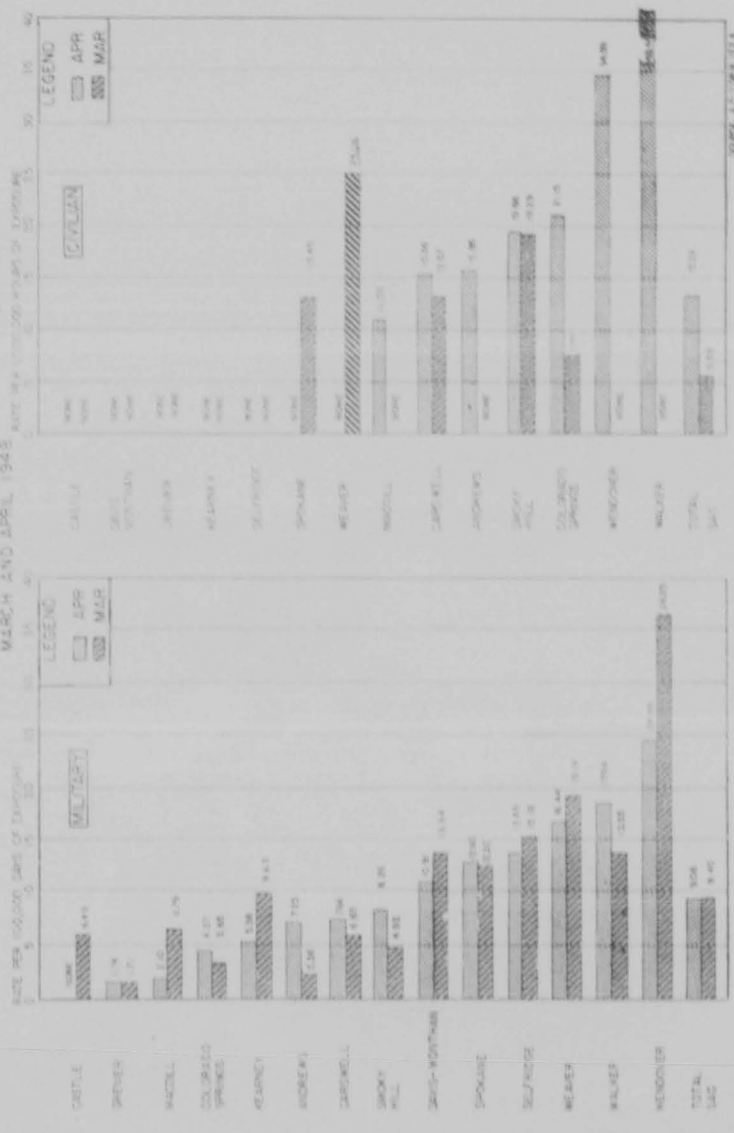
MILITARY AND CIVILIAN GROUND ACCIDENT RATES
BY STATION
MARCH AND APRIL 1948



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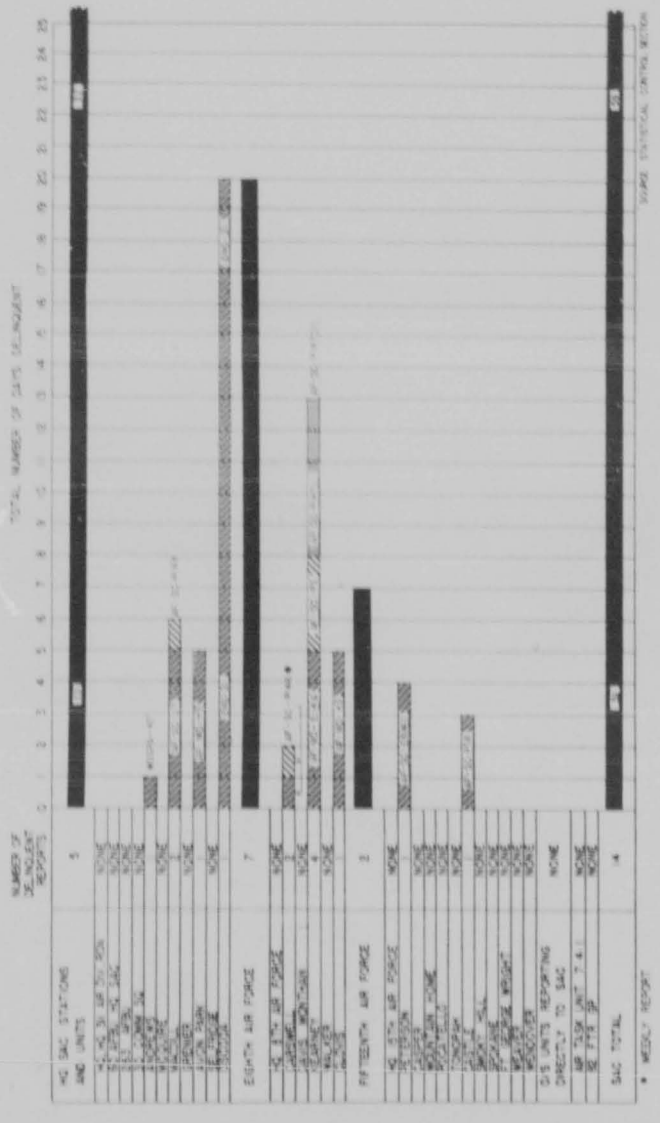
STRATEGIC AIR COMMAND DELINQUENT REPORTS

PERIOD COVERED 1 APR 1948 THRU 30 APR 1948



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REPORTS REQUIRED OF SAC

APRIL 1948

REPORTS / COMMAND		AIRCRAFT	EQUIPMENT	FUNDS	HOUSING	MEDICAL	ORGANIZATIONAL	PERSONNEL	TRAINING & OPERATIONS	UNCLASSIFIED	TOTAL
						RECURRING					
NUMBER REPORTS IN EFFECT BEGINNING OF MONTH	NATIONAL DEFENSE										
	HQ USAF	7	10	23	1	15	5	11	7	25	105
	HQ SAC	4	5	5	3	3	3	24	4	4	75
	HQ AWC	5	10					7	5	2	24
	HQ ADC										16
	TOTAL	16	27	34	5	19	8	42	17	42	240
ADDITIONAL NUMBER OF REPORTS CLEARED AND NUMBERED	NATIONAL DEFENSE										
	HQ USAF							3			3
	HQ SAC										1
	HQ AWC										1
	HQ ADC										1
	TOTAL							3			5
NUMBER OF REPORTS ELIMINATED	NATIONAL DEFENSE										
	HQ USAF										2
	HQ SAC										1
	HQ AWC					1					1
	HQ ADC										1
	TOTAL			2		1		1			5
NUMBER OF REPORTS IN EFFECT END OF MONTH	NATIONAL DEFENSE										
	HQ USAF	7	10	23	1	15	5	11	7	25	104
	HQ SAC	4	5	4	3	2	3	26	5	14	74
	HQ AWC	5	10			1		6	5	3	24
	HQ ADC										17
	TOTAL	16	25	32	5	18	8	44	17	43	241
						RECTS.					
NUMBER REPORTS CLEARED	NATIONAL DEFENSE										
	HQ USAF		1					3	1		5
	HQ SAC		2					4	1	1	13
	HQ AWC		3								3
	HQ ADC										
	TOTAL		6					7	4	1	23

SOURCE: TACTICAL CONTROL NOTES

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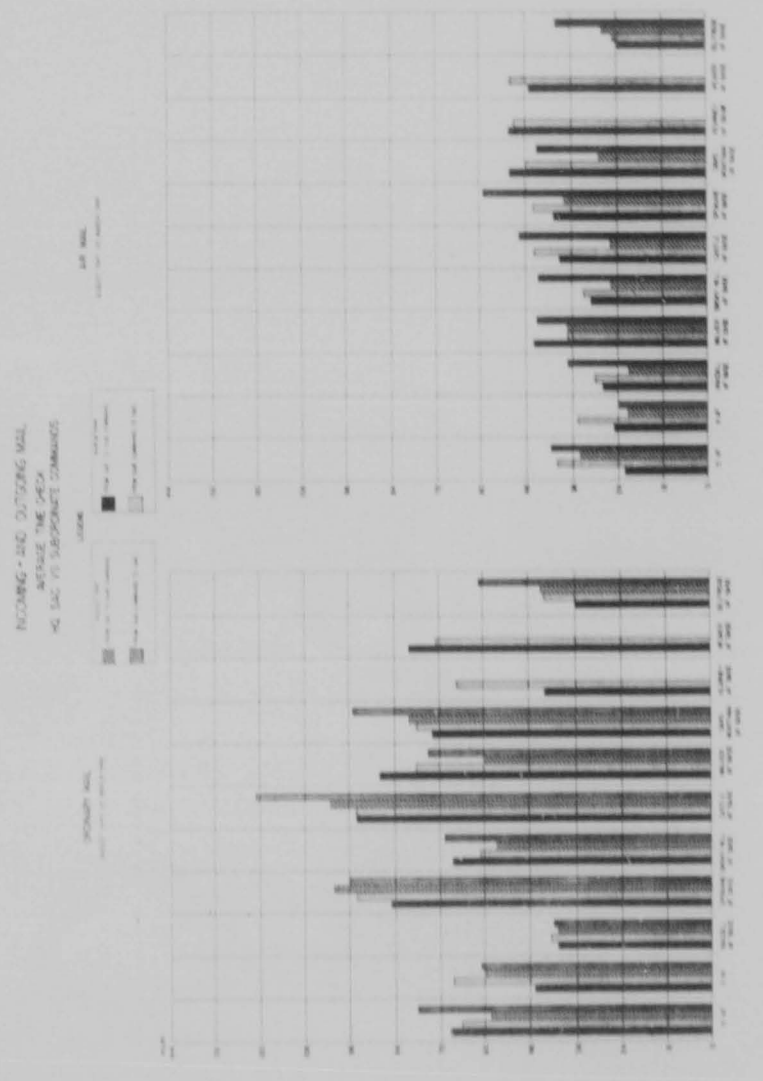

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DISTRIBUTION FOR STATISTICAL SUMMARY

Commanding General SAC	1
Deputy Commander and Chief of Staff SAC	1
Air Inspector	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Hq Commandant's Section	1
Asst Chief of Staff A-1	5
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Asst Chief of Staff A-2	1
Provost Marshal Section	1
Asst Chief of Staff A-3	4
Electronics Section	1
Asst Chief of Staff A-4	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Asst Chief of Staff A-5	6
Historical Section	2
Statistical Control Section	3
Operation Analysis Section	1
Chief of Staff, United States Air Force, Washington, 25 D.C.	3
Chief of Staff, United States Air Force, Washington, 25 D.C. Attn. Comptroller	5
Chief of Staff, United States Air Force, Washington, 25 D.C. Attn. The Air Inspector.	1
Deputy The Air Inspector for Field Operations, Langley Air Force Base, Hampton, Virginia.	1
Air Training Command, Barksdale Air Force Base, Louisiana	2
Andrews Air Force Base	3
MacDill Air Force Base, Tampa, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Mt. Clemens, Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas	6
Fifteenth Air Force, Colorado Springs, Colorado	6
311th Air Division, Reconnaissance , Andrews Air Force Base	1
All Other Active Stations	5 ea

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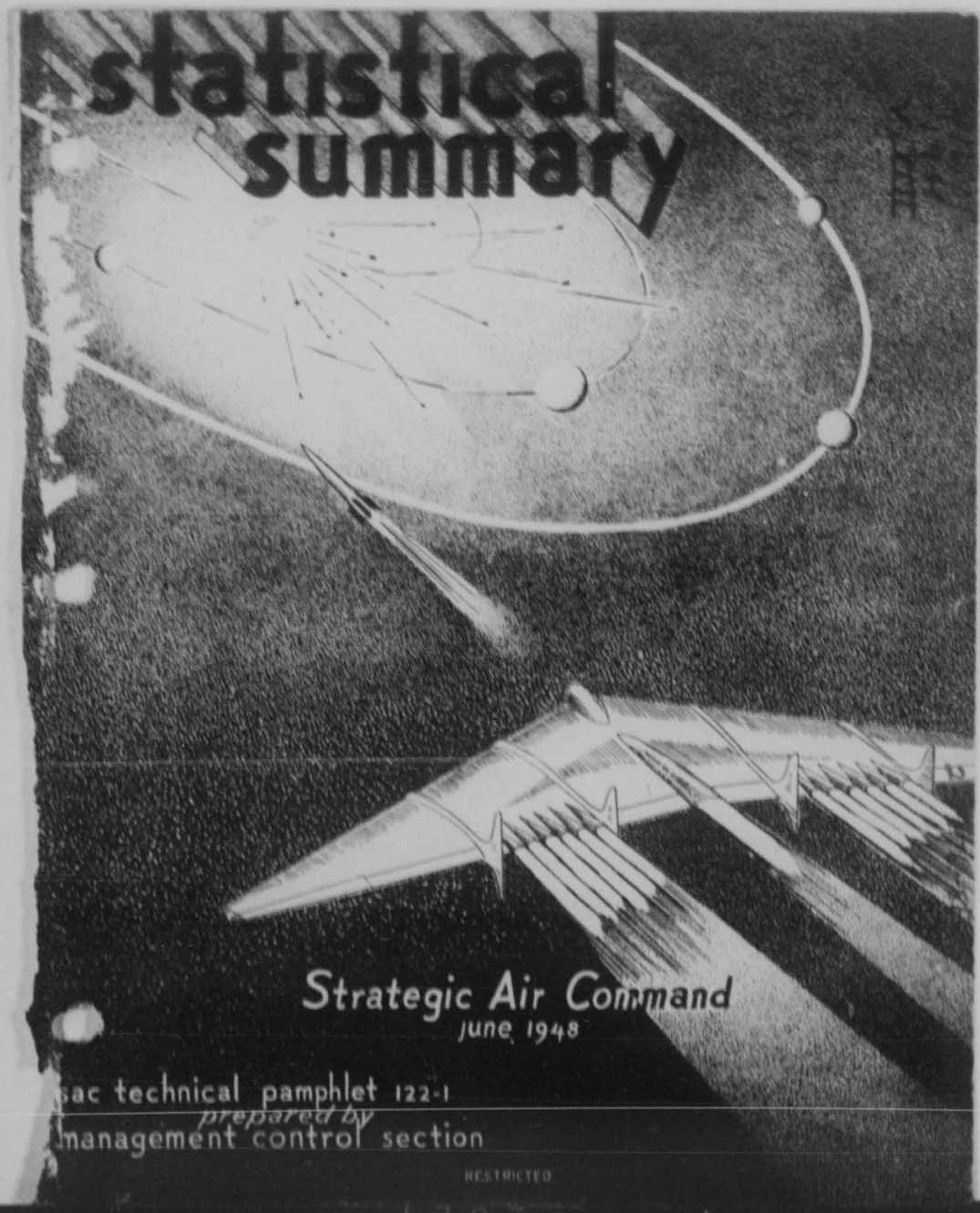
statistical summary



Strategic Air Command
June 1948

sac technical pamphlet 122-1

prepared by
management control section

RESTRICTED

1-793

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STATISTICS AS OF 31 MAY 1948

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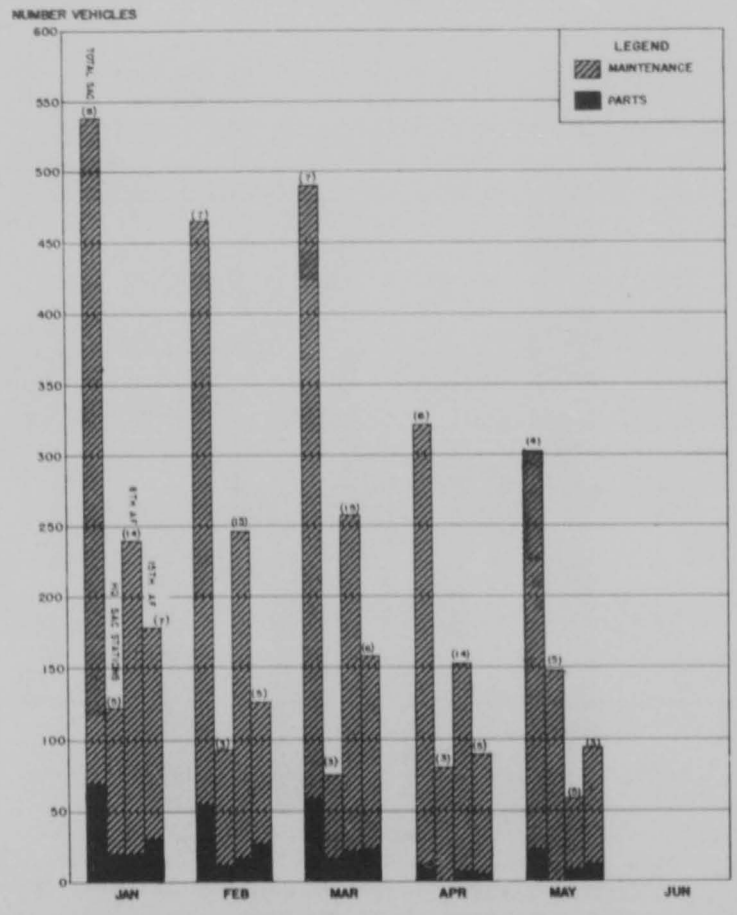
STATUS OF SAC GENERAL PURPOSE VEHICLES OUT OF COMMISSION

BY SUB COMMAND
MONTHLY 1948



NOTES: 1. EXCLUDES VEHICLES IN STORAGE.
2. PARENTHETICAL FIGURES ARE PERCENT OF TOTAL GENERAL PURPOSE VEHICLES WHICH ARE OUT OF COMMISSION.

SOURCE: AF FORM 45

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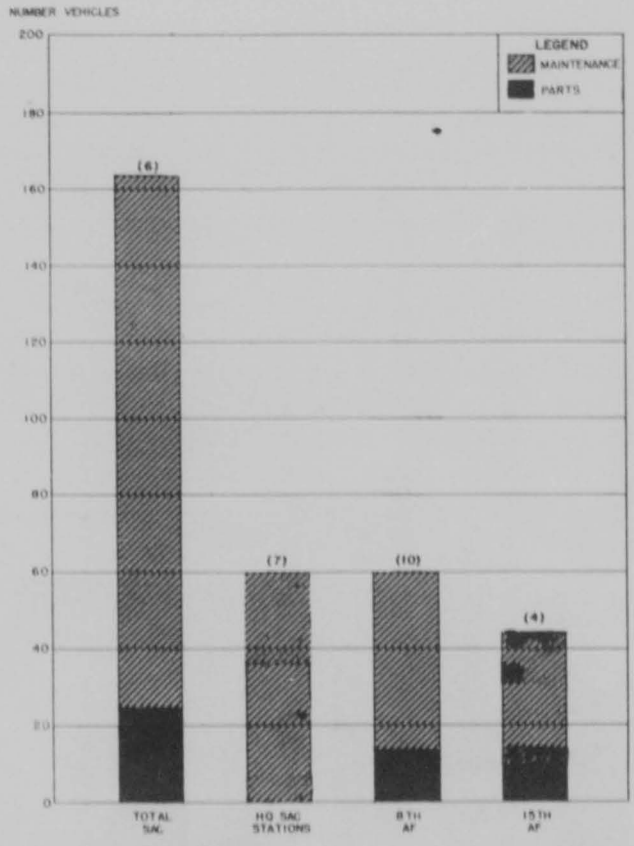
STATUS OF SAC SPECIAL PURPOSE VEHICLES OUT OF COMMISSION

BY SUB COMMAND

MAY 1948



NOTE
1. ORDNANCE AND AIR FORCE CLASS 19B.
2. EXCLUDES VEHICLES IN STORAGE.
3. PARENTHETICAL FIGURES ARE PERCENT OF TOTAL SPECIAL PURPOSE VEHICLES WHICH ARE OUT OF COMMISSION.

SOURCE: AF FORM 45

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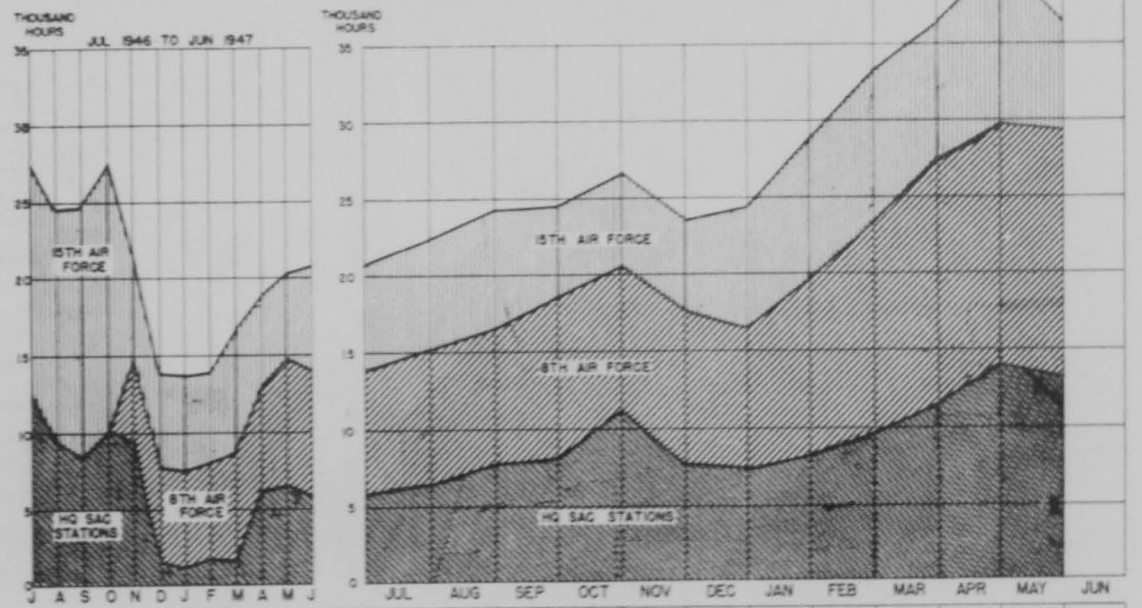
TOTAL SAC AIRCRAFT HOURS FLOWN
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
HQ SAC STATIONS	6198	7704	7756	11270	7526	7236	8205	9968	11366	14256	13845	
8TH AF	8842	8917	10705	9149	9913	9294	11650	13537	16239	15672	15235	
15TH AF	7446	7558	5926	6308	6032	7718	9222	10114	8835	10228	7534	
TOTAL SAC	22486	24179	24387	26727	23471	24248	29077	33619	36440	40111	36614	

SOURCE: AF FORM 104 (AF 90-A1)

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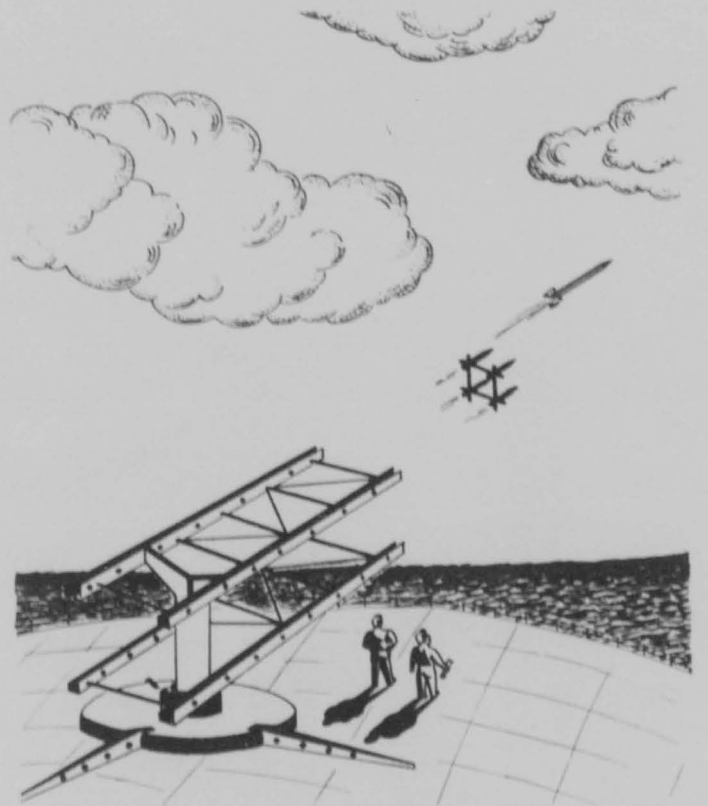
Section 4



TRAINING *and* OPERATIONS

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TOTAL SAC HOURS FLOWN

BY STATION & TYPE OF FLYING

MAY 1948

STATION	TYPE OF FLYING				
	CREW (GO) TRAINING	FLYING (GO) PROFICIENCY	TRANSPORT (GT) TROOPS OR CARGO	ALL OTHERS	TOTAL
HQ SAC STATIONS	1287	329		229	1845
ANDREWS	1158	1767		15	2956
MACDILL	4304	490			4794
GRENIER	70	132		78	280
BETTS AP (TEMP. ALASKA)	341				341
SELFRIDGE	854	950			1804
8TH AIR FORCE	3698	4246	333	78	5335
BIGGS	69				69
CARSWELL	827	434	323		3984
DARMONTAN	3445	962			5417
KEARNEY	2700	167		78	3715
WALKER	3057	923			3980
15TH AIR FORCE	4998	2599	67		7534
CASPER		57			57
CASTLE	10	427			537
COLORADO SPRINGS		545			545
RAPID CITY	647	399			446
SHEPPARD	15	553			1774
SPOKANE	1360	547	87		3094
WENDOVER		71	80		151
TOTAL	34883	10,864	490	507	36,864

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH 1947-1948

MONTH & YEAR	AIRCRAFT INVENTORY		FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
1947 JUL	607	564	725	1.29	39.9
AUG	643	606	778	1.28	39.8
SEP	694	587	811	1.38	41.4
OCT	741	634	861	1.36	42.1
NOV	755	662	782	1.18	35.4
DEC	825	759	781	1.03	31.9
1948 JAN	891	853	938	1.10	34.1
FEB	915	870	1159	1.33	38.6
MAR	925	875	1173	1.34	41.5
APR	915	874	1335	1.53	45.8
MAY	878	839	1177	1.40	43.6
JUN					

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT.

SOURCE AF FORM 1054 (AF-50-41)

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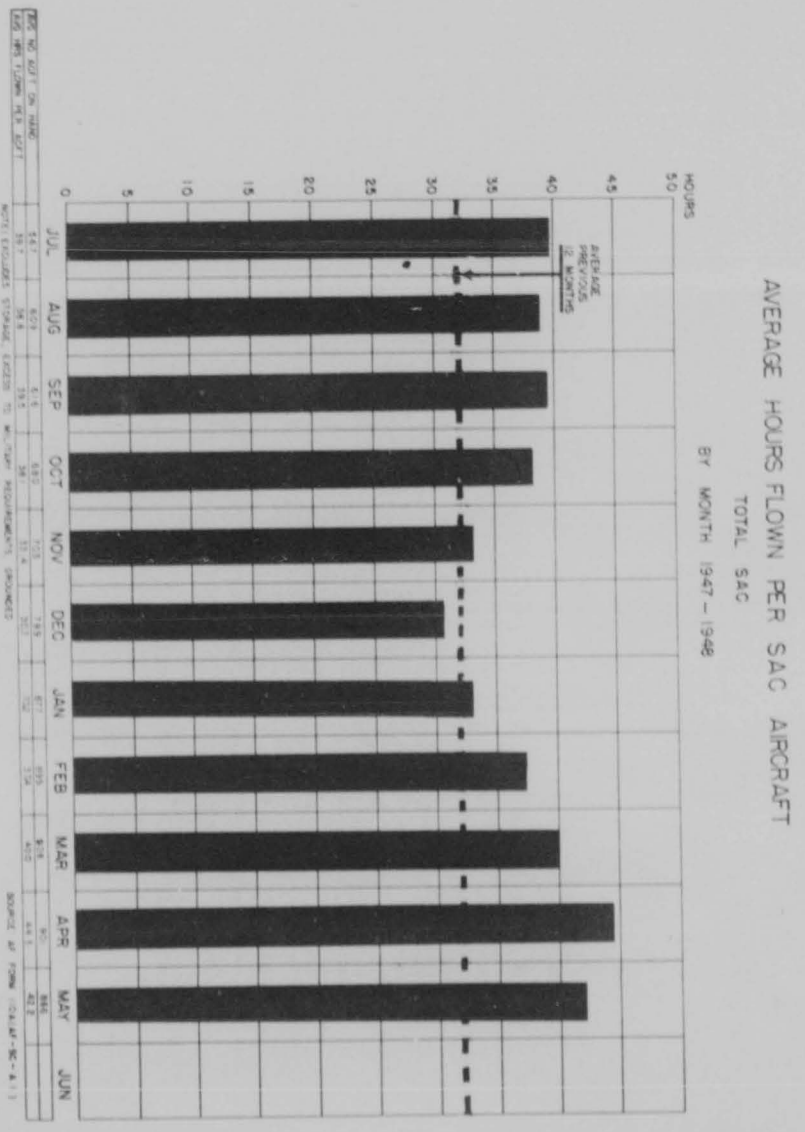

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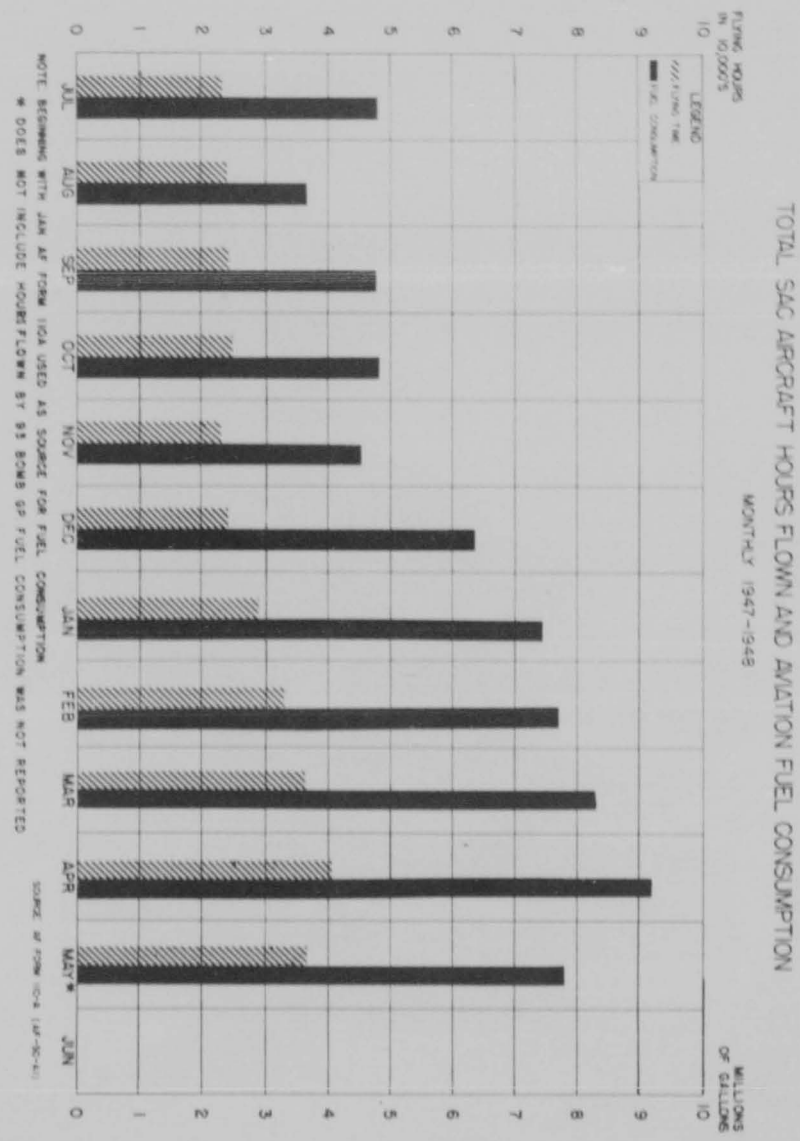

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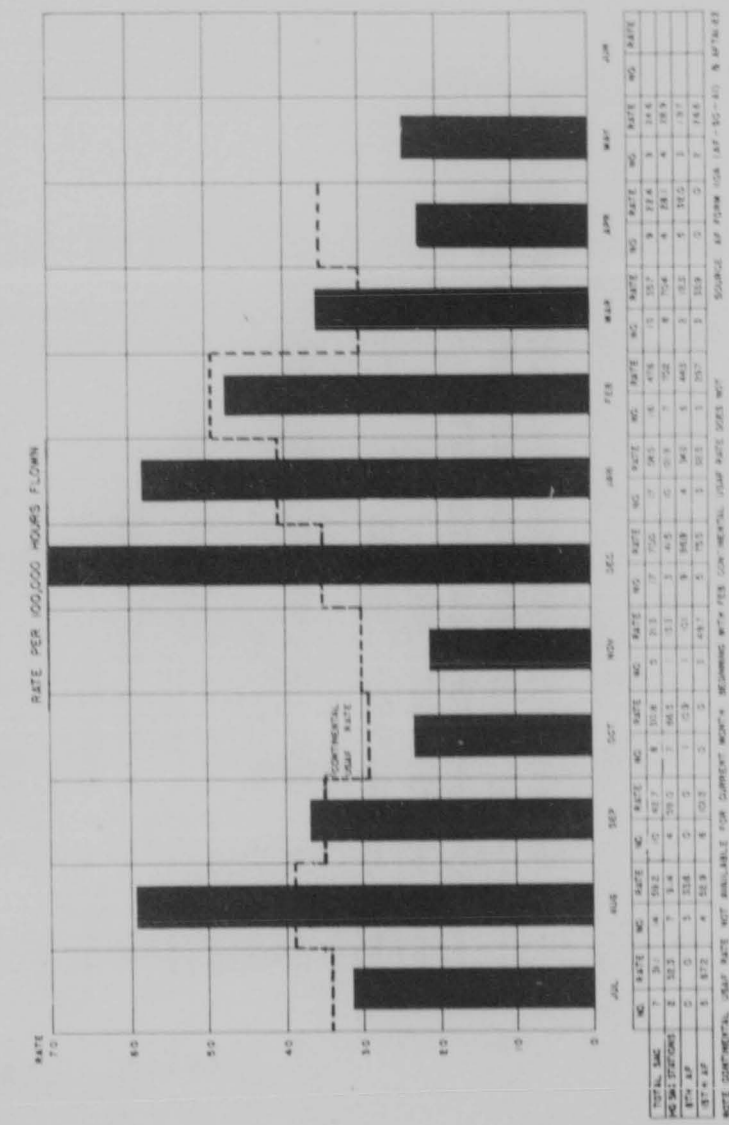
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

BY MONTH 1947-1948



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	7	34.1	4	19.2	8	40.7	4	20.6	5	25.3	7	35.0	6	29.1	6	29.6	9	44.1	9	43.4	5	23.4	5	24.6
AS SIGNIFICANT	2	10.3	1	5.4	1	5.1	2	10.3	1	5.1	1	5.0	1	4.9	1	4.9	1	4.9	1	4.8	1	4.7	1	4.9
8TH AF	0	0	0	0	1	5.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15TH AF	5	24.8	3	13.8	6	30.5	2	10.3	4	20.2	6	30.0	5	24.3	5	24.7	8	39.2	8	38.6	5	23.4	4	19.7
OTH AF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE: CUMULATIVE CHART RATE NOT AVAILABLE FOR CURRENT MONTH BEGINNING WITH FEB CUM MONTHLY CHART RATE DOES NOT INCLUDE JFC

SOURCE: AF FORM 104 (AF-50-40) & AFTAC 83

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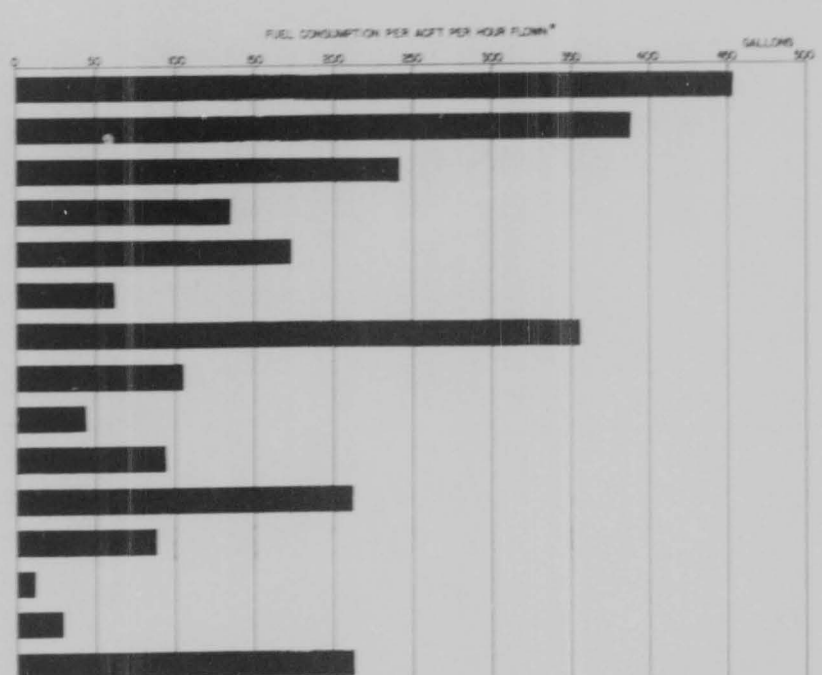
TOTAL SAC HOURS FLOWN AND AVIATION FUEL CONSUMPTION

BY TYPE ACFT

MAY 1948

HOURS FLOWN	FUEL CONSUMPTION IN GALLONS	
140	63,378	B-50
** 11,743	4,524,064	B-29 & F-13
1,778	425,966	B-17 & F-9
2,565	342,623	B-25
115	20,085	A-26
7,896	519,858	P-51
2,452	872,763	P-80
78	8,299	P-82
832	37,087	C-45 & F-2
5,997	550,140	C-47
1,585	345,109	C-54
52	4,601	OA-10
15	191	L-5
1,256	37,247	AT-6
36,504	7,751,411	TOTAL SAC



* INCLUDES TAXI AND PREFLIGHT TIME

** DOES NOT INCLUDE HOURS FLOWN BY 93 BOMB GP FUEL CONSUMPTION WAS NOT REPORTED

SOURCE: AF FORM 110A (AF-SC-A1)

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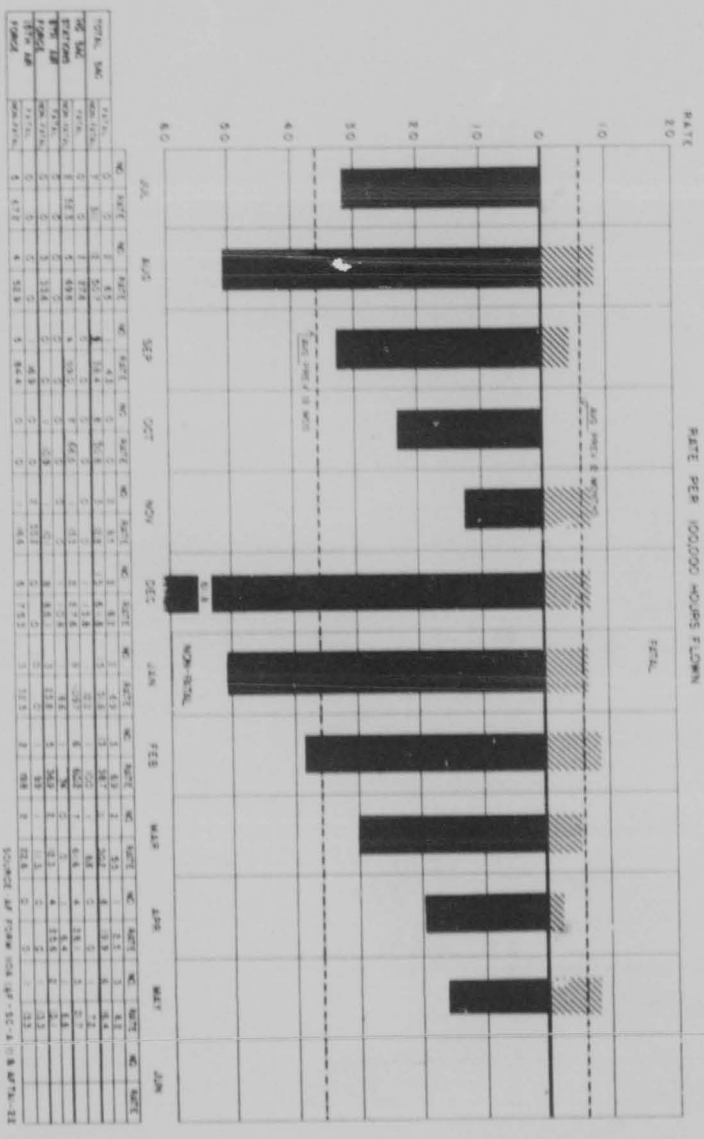

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SAC AIR TRAINING REPORT

PERIOD COVERED FROM 1 MAY TO 31 MAY 1948

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COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
MAY 1948

MAN DAYS PER FLYING HOUR BASED ON STANDARD AIRCRAFT

0 10 20 30 40 50 60

ANDREWS (4 FTR GP) 45.51
SELFRIDGE (1 FTR GP) 24.2
GRENIER (1 FTR GP) 82 FTR GP TDY ALASKA
KEARNEY (1 FTR GP) 9.7
MUNICIPAL (1 FTR GP) 7.6
WALKER (1 FTR GP) 13.42
SPOKANE (1 FTR GP) 9.96
MUNICIPAL (1 FTR GP) 9.4
SMOKY HILL (1 FTR GP) 17.12
CARSWELL (1 FTR GP) 11.2
RAPID CITY (1 FTR GP) 6.9
CASTLE (1 FTR GP) 45.51

BASED ON AVERAGE FOR PREVIOUS SIX MONTHS

ANDREWS 45.51
SELFRIDGE 24.2
GRENIER 9.7
KEARNEY 7.6
MUNICIPAL 13.42
WALKER 9.96
SPOKANE 9.4
MUNICIPAL 17.12
SMOKY HILL 11.2
CARSWELL 6.9
RAPID CITY 45.51
CASTLE

	COMBAT AIRCRAFT											
	OTHER											
	TOTAL AIRCRAFT	88	99	76	112	89	119	75	53	41	48	35
		40	26	11	20	22	21	16	13	7	20	6
		48	73	65	92	67	98	59	40	34	28	29

NOTE: INCLUDES 9A-10 AND C-54
* CASTLE DOES NOT INCLUDE HOURS FLOWN BY THE 93RD BOMB GP WHILE TDY OVERSEAS

SOURCE AF FORM 104 AF-RCH-AMC MONTHLY REPORT

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SAC BOMBING DATA
BY BOMB GROUPS
MAY 1948

	2d	7th	49th	509th	28th	92d	93d	97th	98th	301st	307th
No. Bomb Releases											
a. 15,000-25,000											
(1) Visual											
No. Releases	105	65	109	212	0	264	0	0	62	48	18
Av. Cir. Error	265	264	235	194	0	263	0	0	265	Not Scored	430
(2) Radar											
No. Releases	36	5	12	115	119	44	0	0	41	68	55
Av. Cir. Error	1738	754	1516	758	1256	1150	0	0	1018	Not Scored	1132
b. Above 25,000											
(1) Visual											
No. Releases	43	59	1	54	0	0	0	0	3	0	0
Av. Cir. Error	1441	1185	195	227	0	0	0	0	1950	0	0
(2) Radar											
No. Releases	122	9	86	31	15	0	0	0	0	4	0
Av. Cir. Error	1737	421	2154	764	1996	0	0	0	0	1500	0
Scored MPR Runs											
a. 15,000-25,000											
(1) No. Runs	2	76	4	104	27	10	0	0	27	18	24
(2) Av. Cir. Error	9200	4199	4357	2403	4196	1523	0	0	4091	3637	1768
b. Above 25,000											
(1) No. Runs	2	2	151	149	0	1	0	0	1	4	0
(2) Av. Cir. Error	6950	5355	3303	2382	0	8500	0	0	4000	27702	0

SOURCE: SAC-OT-TIB

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Section 5

COST ANALYSIS

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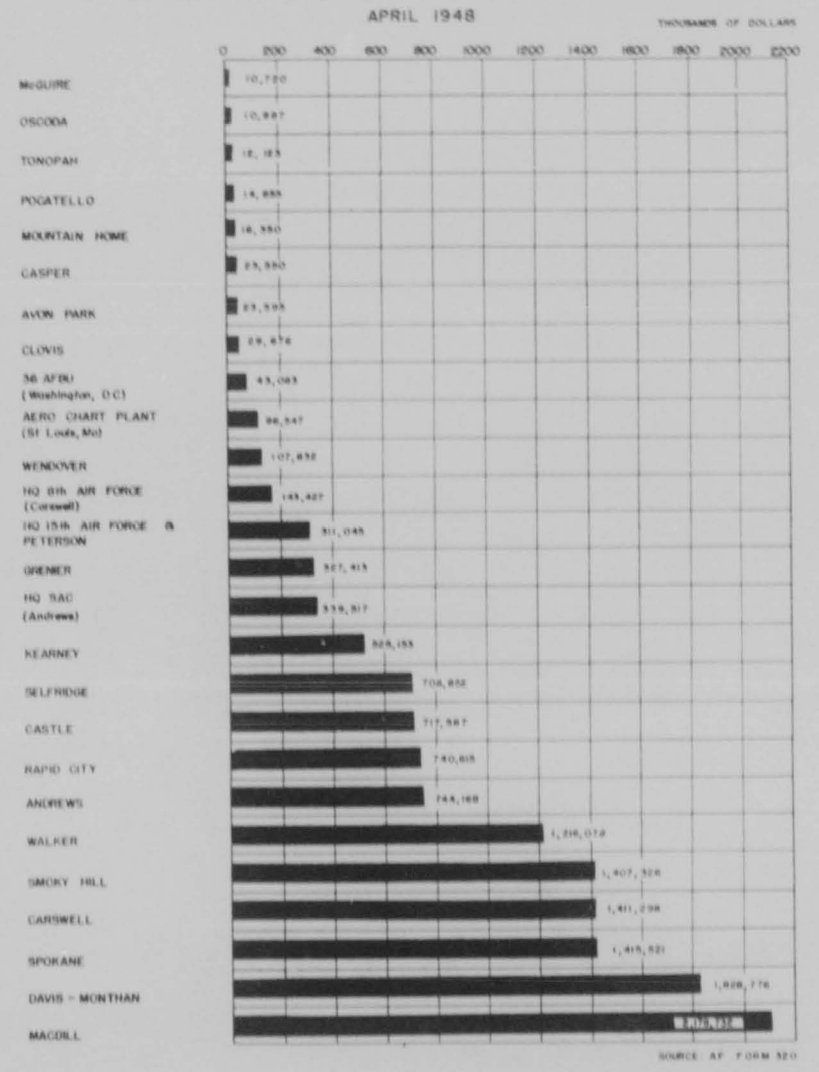
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS

APRIL 1948



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ACCOUNT CODES USED IN CHARTS ON HOW A SAC DOLLAR IS SPENT BY FUNCTIONAL GROUP

HOSPITAL GROUP	ADMINISTRATION & SERVICES	AIRBORNE GROUP	MAINTENANCE & SUPPLY GROUP	COMBAT GROUP	OTHER COSTS
02277	01002	01006	01010	01008	09106
	01004	03061	04581	07271	09110
	01014	03106	05102		09114
	01016	03108	05104		09116
	01018	03110	05106		09118
	01020	03112	05108		09122
	01022	03118	05112		10151
	03102	03124	12112		12106
	03104	03126	12116		12114
	03114	03128	12120		12118
	03116	00130	12122		
	03120	03132	12124		
	03122	03134			
	05114	03136			
	09102	03138			
	09112	03140			
	12102	03142			
	12108	03144			
	12110	03146			
		03261			
		03361			
		05110			
		05116			
		09104			

CREDITS REPORTED IN REMARKS SECTION ARE DEDUCTED FROM APPROPRIATE ACCOUNTS.

SOURCE: AF FORM 320

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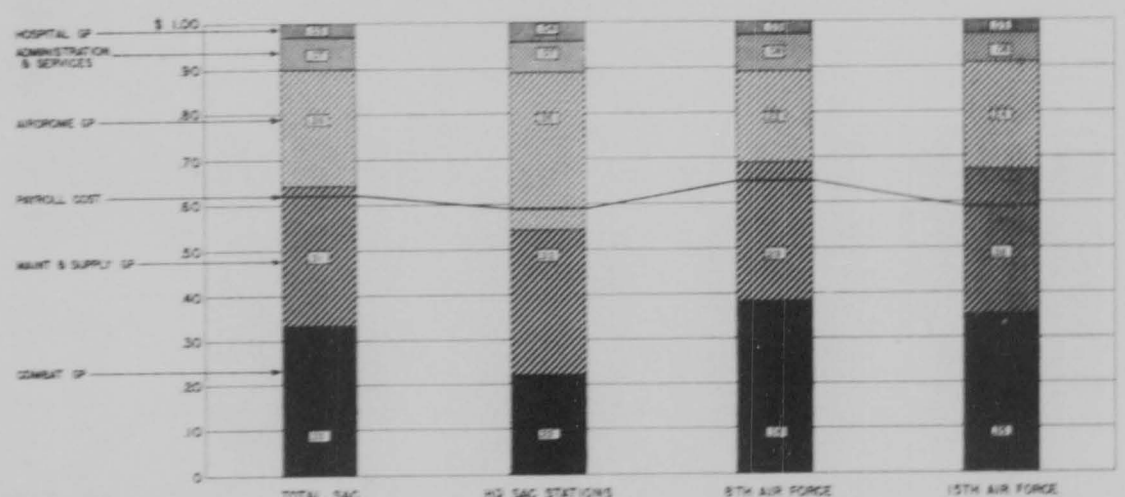
HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND, BY FUNCTIONAL GROUP

APRIL 1948



	TOTAL SAC	HQ SAC STATIONS	8TH AIR FORCE	15TH AIR FORCE
HOSPITAL GP	$ 382,377	$ 119,473	$ 135,315	$ 127,589
ADMINISTRATION & SERVICES	809,086	214,129	337,351	257,606
AIRDROME GP	3,121,158	1,098,169	996,404	1,026,585
MAINTENANCE & SUPPLY GP	3,811,824	975,523	1,293,826	1,342,275
COMBAT GP	3,856,306	687,107	1,697,143	1,472,056
TOTAL FUNCTIONAL GROUPS	11,780,551	3,094,401	4,460,039	4,226,111
OTHER COSTS *	1,440,948	864,764	521,266	54,918
STATION TOTAL	13,221,499	3,959,165	4,981,305	4,281,029

NOTE: INCLUDES ONLY STATIONS WITH BOMB AND FIGHTER WINGS.

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHART.

SOURCE: AF FORM 320

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HOW A SAC DOLLAR IS SPENT

BY STATION, BY FUNCTIONAL GROUP

APRIL 1948

	CASTLE	RAPID CITY	CARSWELL	WADDELL	DAVIS-MONTHAN	SHORT HL.	SPOKANE	WALKER	ANDREWS	SELFRIDGE	GRENIER	KUNSEY
HOSPITAL $	$ 22,801	$ 25,548	$ 40,296	$ 83,340	$ 42,337	$ 33,896	$ 41,879	$ 30,343	$ 15,149	$ 20,172	$ 18,792	$ 22,333
ADMINISTRATION & SERVICES	49,230	47,122	113,974	84,177	81,765	82,896	96,198	100,582	43,729	62,854	23,266	51,030
AIRBORNE $	44,111	218,504	304,597	523,984	305,318	343,287	322,883	238,184	242,171	184,529	142,286	156,595
MAINTENANCE & SUPPLY $	121,398	208,210	334,498	434,829	415,870	478,475	433,602	342,276	259,267	212,854	159,983	141,185
COMBAT $	188,134	330,407	368,920	148,111	677,264	477,796	504,819	538,225	376,519	332,723	27,114	148,954
TOTAL FUNCTIONAL GROUPS	703,824	829,792	1,228,782	1,448,241	1,815,154	1,396,113	1,400,381	1,211,614	839,675	832,982	325,903	525,137
OTHER COSTS *	14,343	9,324	220,056	697,491	313,872	17,211	14,340	5,962	84,485	76,870	6,510	16
STATION TOTAL	717,367	749,315	1,448,838	2,178,732	2,128,778	1,413,324	1,414,721	1,216,576	924,160	909,852	332,413	525,153

NOTE: * OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS. THEY ARE NOT INCLUDED IN THE CHART

@ BECAUSE DUE TO BE PAID BY TOP ALSKA

SOURCE OF FIGURES ON THIS CHART

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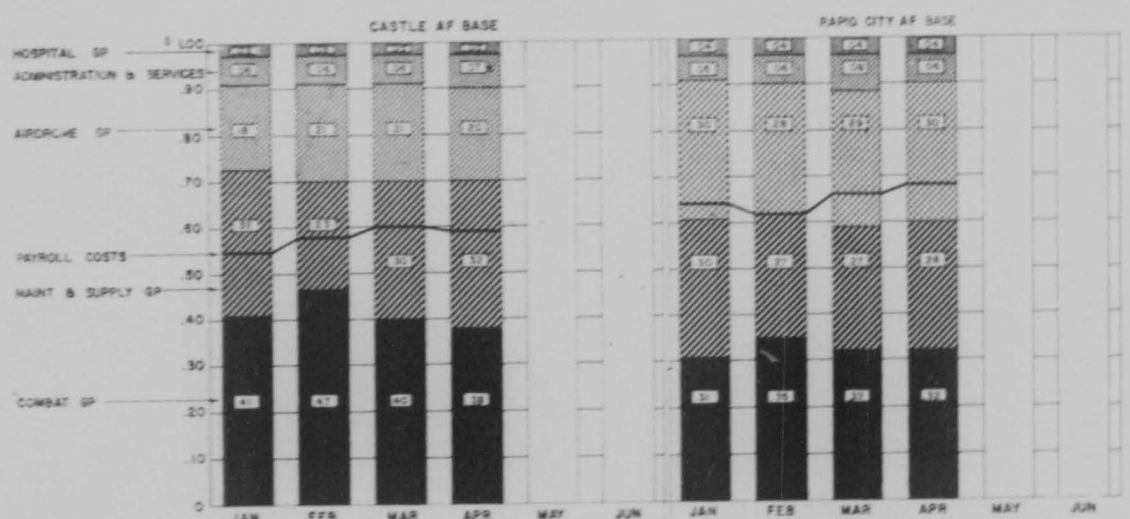
HOW A SAC DOLLAR IS SPENT
BY FUNCTIONAL GROUP
BY MONTH 1948



HOSPITAL GP	$ 24,068	$ 24,983	$ 24,688	$ 22,801			$ 26,725	$ 27,185	$ 27,523	$ 29,048		
ADMINISTRATION & SERVICES	51,446	42,845	46,272	49,290			33,191	43,119	59,171	47,222		
AIRDROME GP	150,512	166,465	158,020	144,111			196,277	197,462	219,283	216,504		
MAINTENANCE & SUPPLY GP	259,666	177,754	220,349	221,988			200,608	189,314	201,918	208,210		
COMBAT GP	330,874	367,714	293,231	265,034			209,438	248,279	235,254	230,407		
TOTAL FUNCTIONAL GROUPS	816,566	779,561	742,560	703,224			666,239	705,359	743,149	731,391		
OTHER COSTS *	2,085	6,543	14,449	14,343			10,061	9,088	6,406	9,224		
STATION TOTAL	818,651	786,104	757,009	717,567			676,300	714,447	749,555	740,615		

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE: AF FORM 320

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TOTAL SAC COURTS MARTIAL RATES

BY MONTH 1947-1948

RATE PER 1000 PERSONNEL

		NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	SUMMARY	81	3.4	79	3.4	83	4.7	89	5.7	94	5.7	79	5.9	257	5.3	154	4.0	223	4.4	287	5.6	89	4.5
	SPECIAL	37	1.6	47	2.0	59	3.4	82	5.2	91	5.5	72	5.4	191	3.9	117	3.0	183	3.6	199	3.9	87	4.4
	GENERAL	22	0.9	4	0.2	8	0.5	4	0.3	3	0.2	7	0.5	22	0.5	21	0.5	34	0.7	33	0.6	22	1.1
HQ SAC STATIONS	SUMMARY	36	3.7	42	3.8	42	3.8	45	4.8	34	3.4	48	4.8	109	4.8	68	4.3	97	5.7	86	5.1	33	2.4
	SPECIAL	4	1.7	15	2.1	21	1.8	19	1.5	42	3.7	17	1.4	85	1.8	42	1.2	52	1.5	30	1.8	24	2.0
	GENERAL	5	0.6	1	0.3	2	0.2	1	0.1	4	0.4	1	0.1	4	0.1	4	0.1	5	0.1	1	0.1	0	0.0
8TH AIR FORCE	SUMMARY	39	3.5	34	2.8	38	4.6	42	5.4	58	6.9	30	5.8	148	5.9	84	4.3	124	4.3	199	5.6	54	3.1
	SPECIAL	8	0.7	5	0.4	6	0.7	6	0.8	6	0.7	4	0.8	10	0.4	4	0.1	4	0.1	4	0.1	4	0.2
	GENERAL	2	0.2	1	0.1	1	0.1	1	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
5TH AIR FORCE	SUMMARY	47	3.9	46	3.8	50	4.6	78	6.3	70	5.6	44	6.0	177	7.5	67	3.1	90	4.4	100	5.4	99	5.4
	SPECIAL	25	2.1	27	2.2	32	3.0	57	4.6	43	3.4	31	4.2	96	4.1	71	1.8	76	1.8	65	1.8	59	3.2
	GENERAL	15	1.3	10	0.8	14	1.3	14	1.1	24	1.9	11	1.5	34	1.4	12	0.3	13	0.3	9	0.3	4	0.2

SOURCE AF 16, 17

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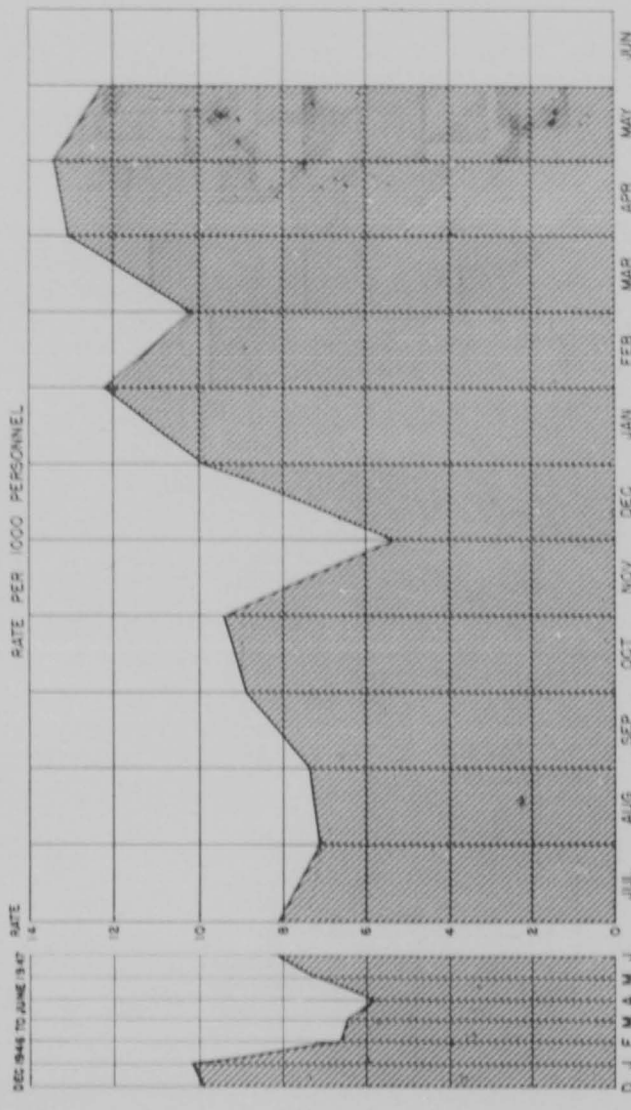
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH 1947 - 1948

RATE PER 1000 PERSONNEL



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	254	7	248	7.0	344	9.9	343	9.9	335	9.5	479	13	388	10.9	458	13	647	18.5	496	14	594	17		
HQ SAC & 1ST HQMS	22	8	16	5.5	18	6.5	13	4.5	10	3.5	13	4.5	11	3.8	10	3.5	17	5.9	12	4.1	10	3.5		
8TH AF	68	5.1	75	5.5	97	7.1	94	6.9	93	6.8	134	9.8	107	7.8	128	9.4	181	13.2	139	10.1	166	12.1		
15TH AF	164	9.1	157	8.7	229	12.7	236	13.1	232	12.9	332	18.4	270	15	320	17.8	449	24.9	345	19.1	418	23.2		

NOTE: SEPARATE INCLUDED IN THE 15TH AIR FORCE

SOURCE OF DATA

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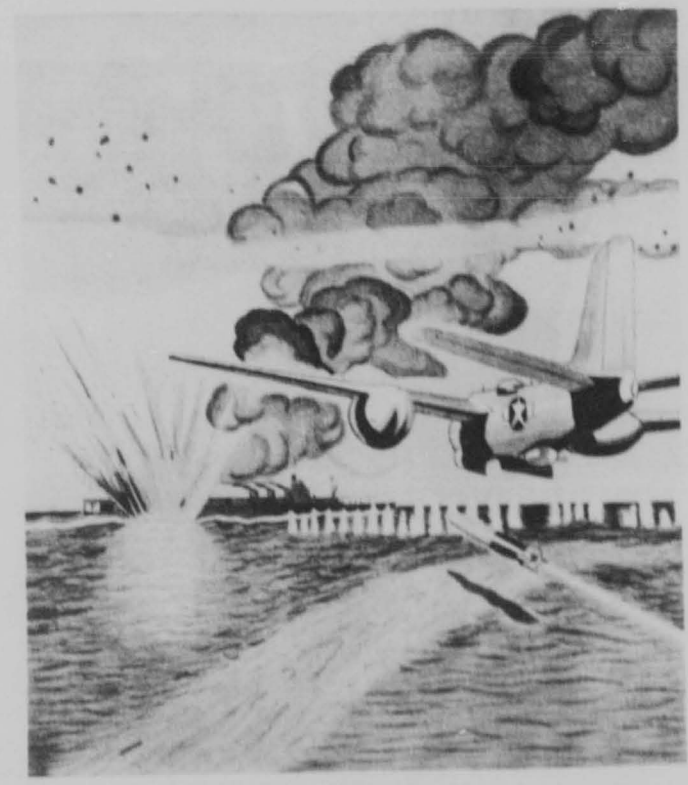

AIRCRAFT *and* MAINTENANCE

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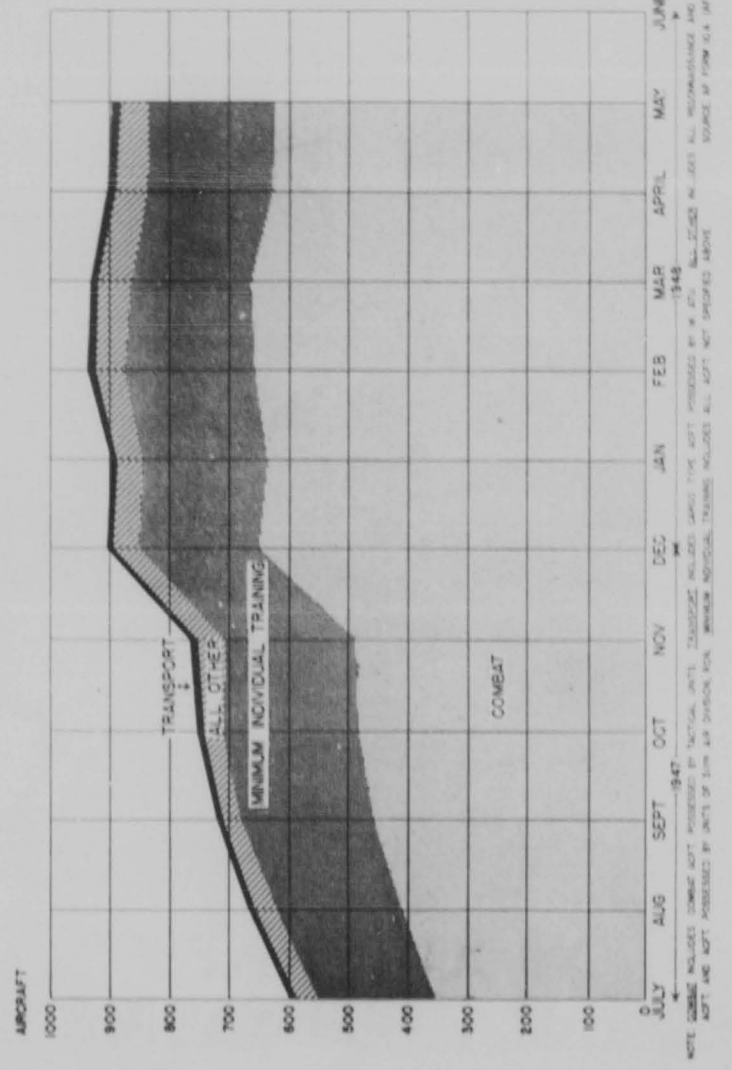
NUMBER OF SAC AIRCRAFT ON HAND

BY TYPE USE

FISCAL YEAR 1948



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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT
AS OF 31 MAY 1948

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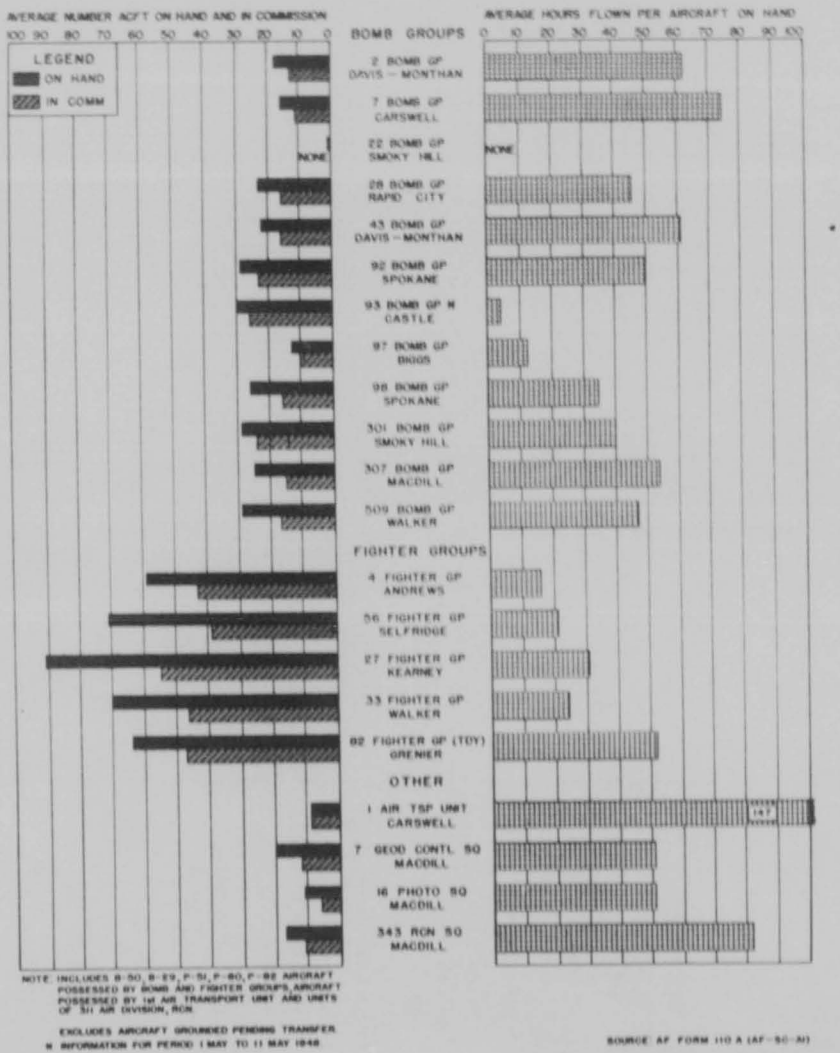
SAC AIRCRAFT ON HAND AND HOURS FLOWN

MAY 1948



NOTE: INCLUDES B-50, B-29, F-51, F-80, F-82 AIRCRAFT POSSESSED BY BOMB AND FIGHTER GROUPS, AIRCRAFT POSSESSED BY 1st AIR TRANSPORT UNIT AND UNITS OF 5th AIR DIVISION, ROK.

EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER.

* INFORMATION FOR PERIOD 1 MAY TO 11 MAY 1948.

SOURCE: AF FORM 110 A (AF-50-A1)

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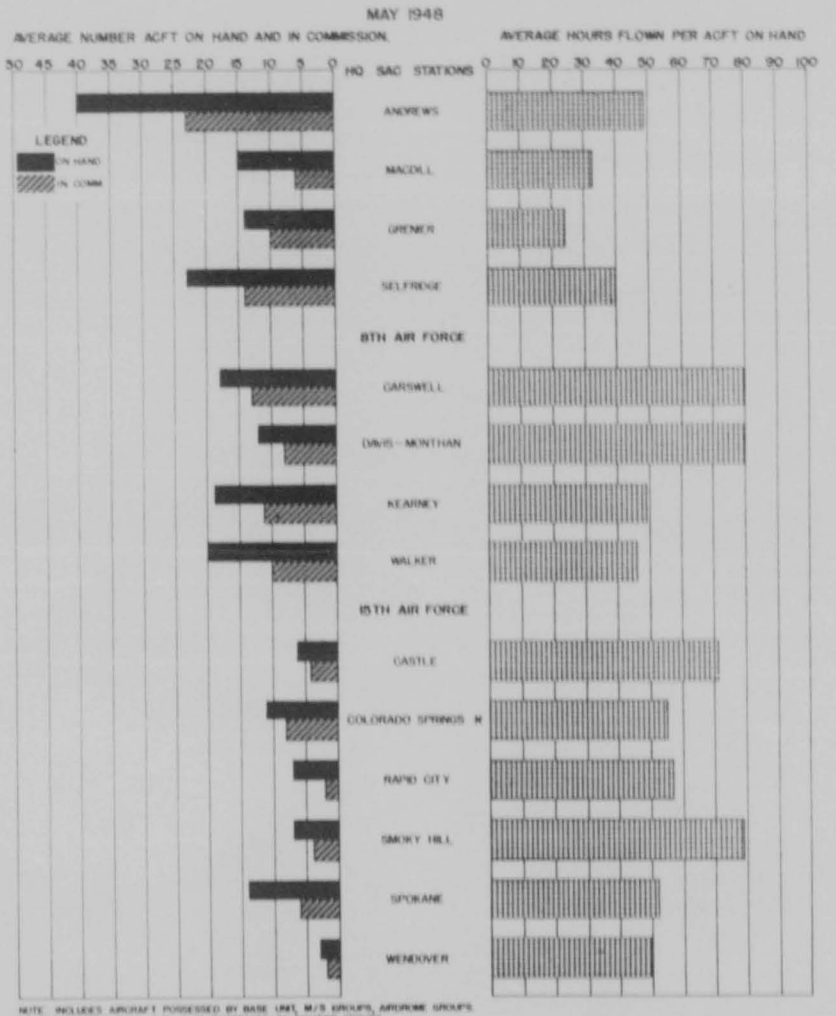
SAC AIRCRAFT ON HAND AND HOURS FLOWN

MAY 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY BASE UNIT, M/S GROUPS, AIRDROME GROUPS ALSO A-26, AT-6, C-45, AND C-47 POSSESSED BY FIGHTER GROUPS.

EXCLUDES GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT AIRCRAFT.

H COLORADO SPRINGS INCLUDES SQUADRON STATIONS.

SOURCE AF FORM 100A (AF-SC-A)

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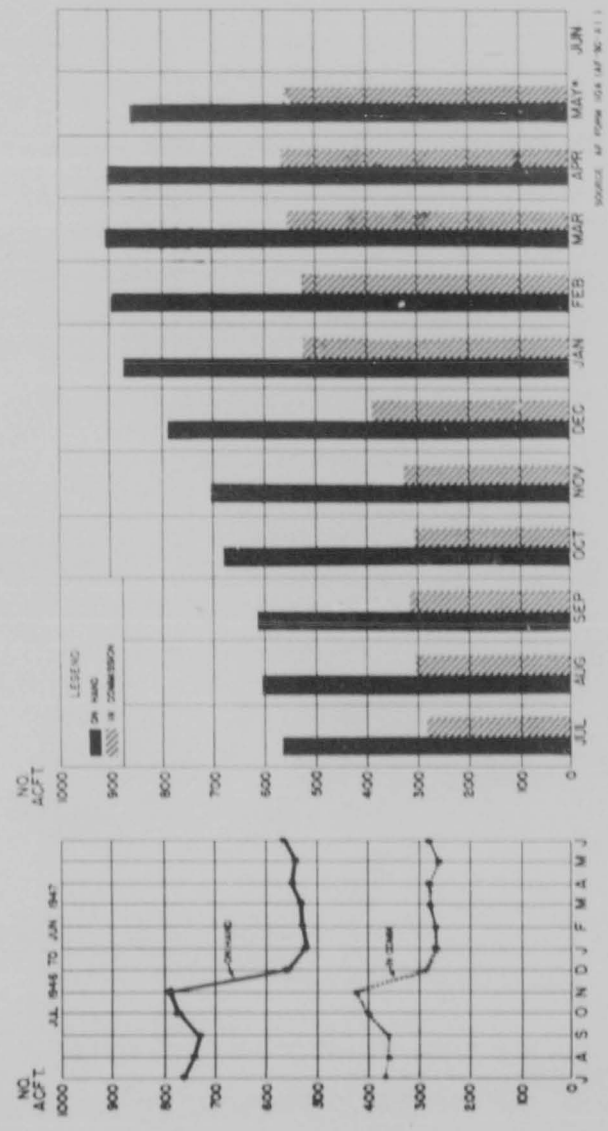
AVERAGE NUMBER SAC AIRCRAFT ON HAND AND IN COMMISSION

TOTAL SAC

MONTHLY 1947-1948



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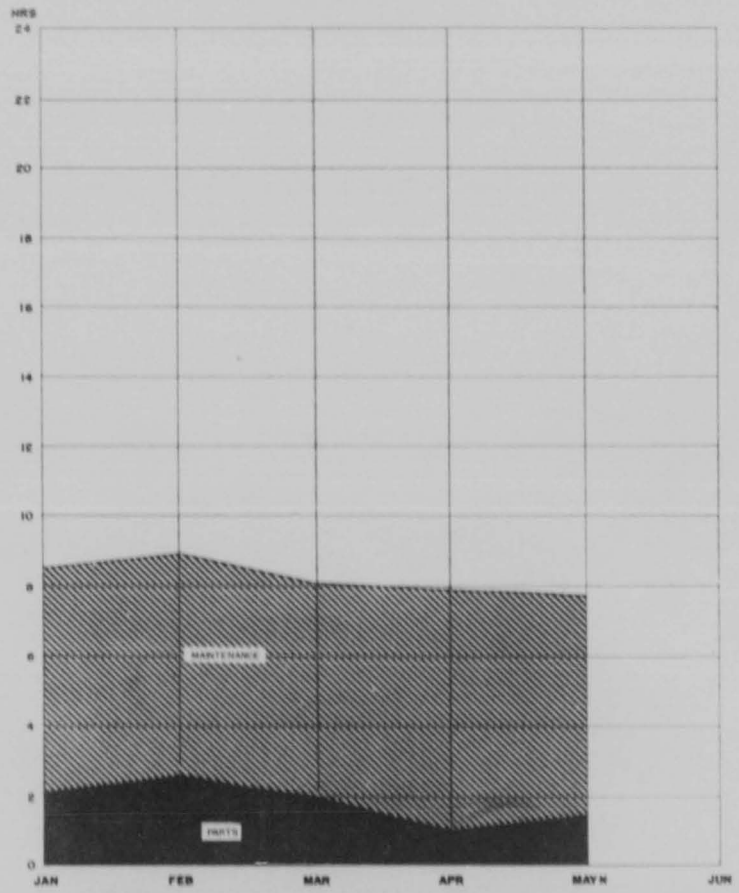
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES B-29, P-80 & P-51 AIRCRAFT POSSESSED BY BOMB AND FIGHTER GROUPS IN CC, OT AND PJ FUNCTION, C-54 AIRCRAFT POSSESSED BY 1st AIR TRANSPORT UNIT AND T/E AIRCRAFT POSSESSED BY UNITS OF 311th AIR DIVISION, RCN

X DOES NOT INCLUDE 93 BOMB GROUP WHILE TDY OVERSEAS

SOURCE: AF FORM 110 A(AF-SC-A1)

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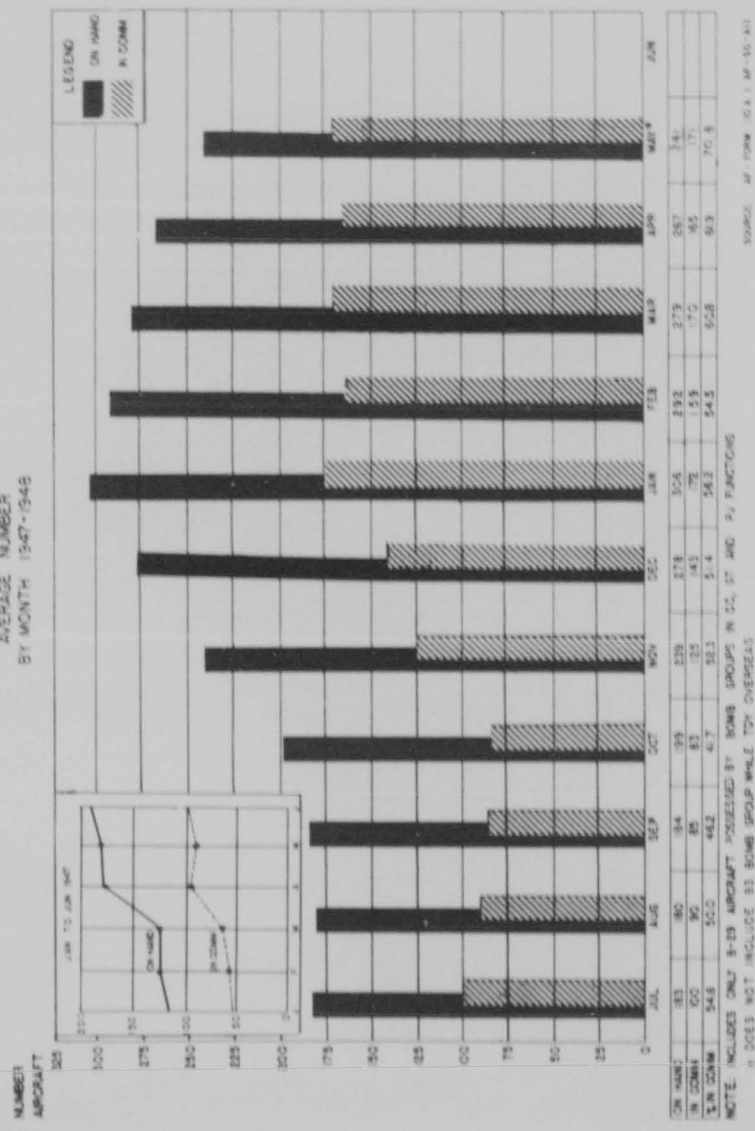

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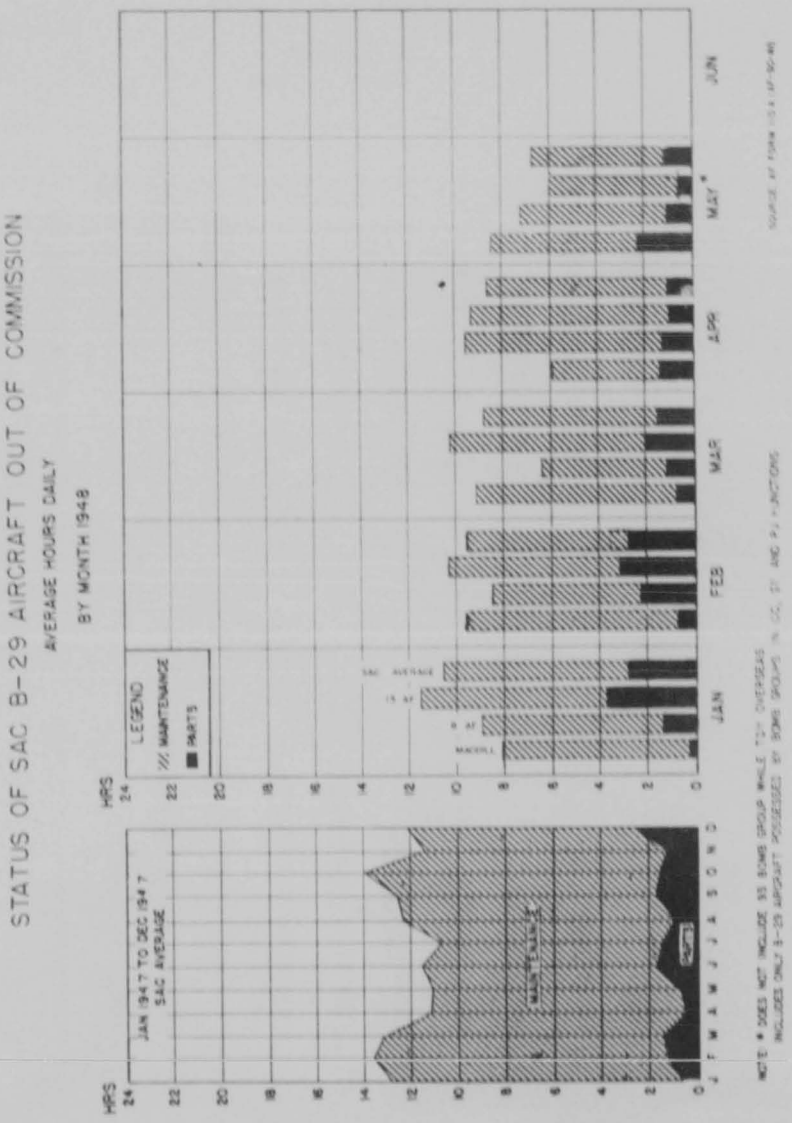

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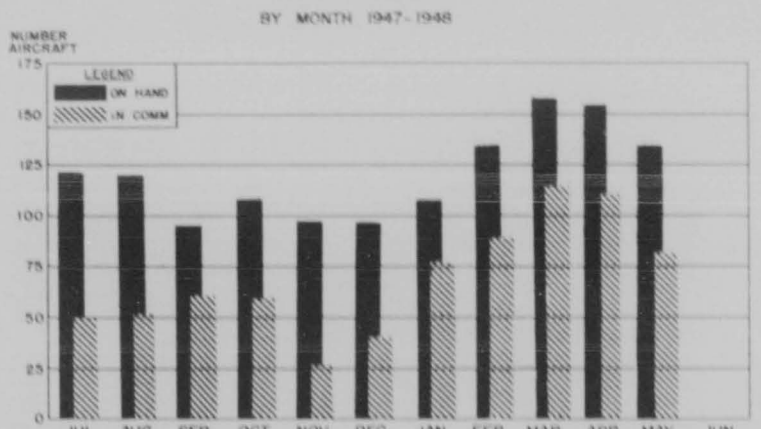
TOTAL SAC P-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH 1947-1948



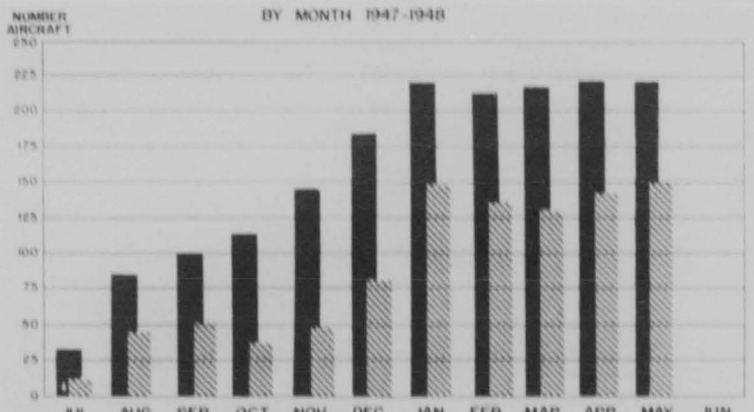
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	128	120	93	108	96	95	108	134	156	152	131	
IN COMM	50	50	59	60	26	40	77	90	114	110	82	
% IN COMM	41.0	43.0	63.4	55.6	27.1	42.1	71.3	67.2	73.0	72.0	62.6	

NOTE INCLUDES ONLY P-80 AIRCRAFT POSSESSED BY FTR GROUPS IN CC, GT AND PJ FUNCTIONS

TOTAL SAC P-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	32	82	100	112	146	185	218	213	216	220	220	
IN COMM	10	44	51	35	49	80	149	135	168	140	140	
% IN COMM	31.1	53.1	51.3	31.1	33.7	43.1	68.6	63.3	77.5	63.6	63.6	

NOTE INCLUDES ONLY P-51 AIRCRAFT POSSESSED BY 27 th, 33 d AND 82 d FTR GROUPS IN CC, GT AND PJ FUNCTIONS

SOURCE AF FORM 110A (AF-AC-AC-80)

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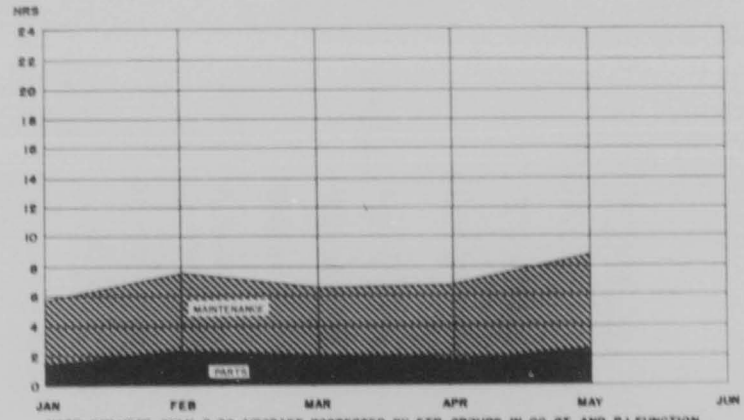
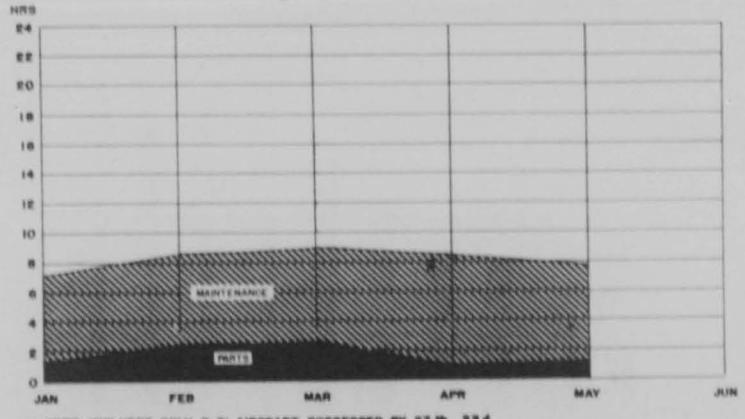
STATUS OF SAC P-80 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES ONLY P-80 AIRCRAFT POSSESSED BY FTR. GROUPS IN CC, ST, AND PJ FUNCTION

STATUS OF SAC P-51 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES ONLY P-51 AIRCRAFT POSSESSED BY 27 fh, 53d AND 82d FTR. GROUPS IN CC, ST AND PJ FUNCTION

SOURCE: AF FORM 10A (AF-SC-A1)

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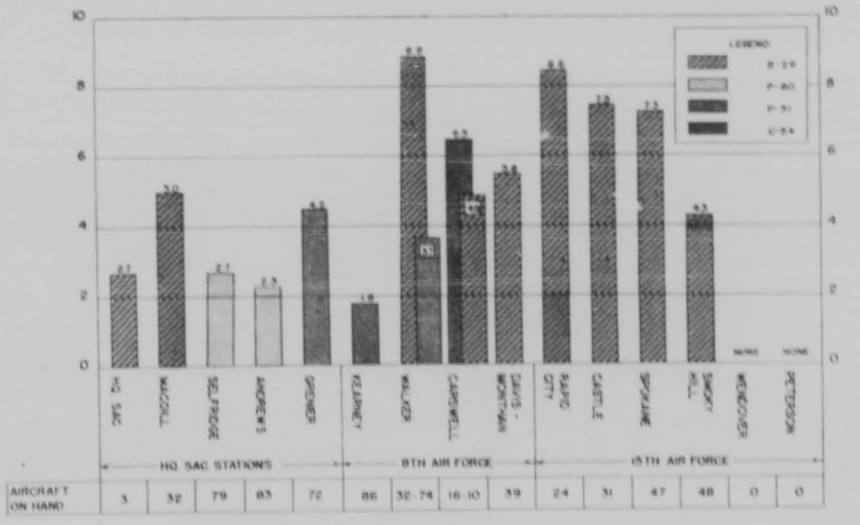
STATUS OF TECHNICAL ORDERS ON MAJOR SAC AIRCRAFT

COMPLIANCES OUTSTANDING PER ASSIGNED AIRCRAFT
AS OF 30 APRIL 1948



AIRCRAFT ON HAND	3	52	79	83	72	86	32-74	16-10	39	24	31	47	48	0	0

No substantial changes have occurred in the Technical Order Compliance picture since the 31 March report. The stations with substantial numbers of B-29's which have the highest number of uncomplete Technical Orders are Rapid City, Walker, and Castle. Rapid City had 8.6 T.O.C.'s per aircraft as of 31 April, a slight dicline from the 9.0 per aircraft as of 31 March. Castle showed a somewhat larger decrease, from 8.7 to 7.5. Walker showed an increase from 6.7 to 8.9 per aircraft, in the one-month period.

The P-80 and the P-51 bases all showed relatively small numbers of T.O.C.'s outstanding per aircraft.

Because of the relative newness of this reporting program, no corrective action has been taken by Hq, SAC relative to the bases which show large numbers of T.O.C.'s outstanding per aircraft. However if the same stations continue high with any regularity, corrective action will be taken by Hq. SAC

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-30 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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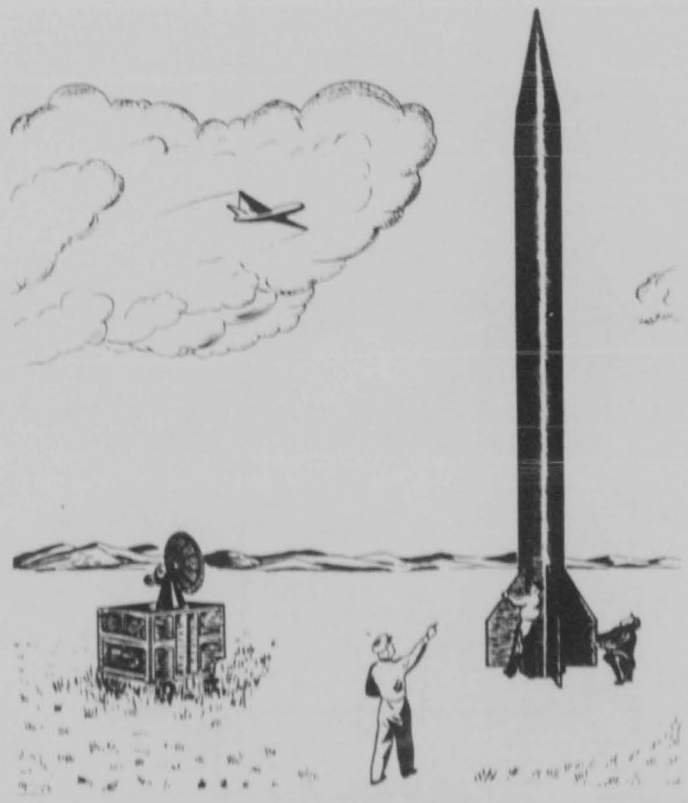
Section 1



ORGANIZATION

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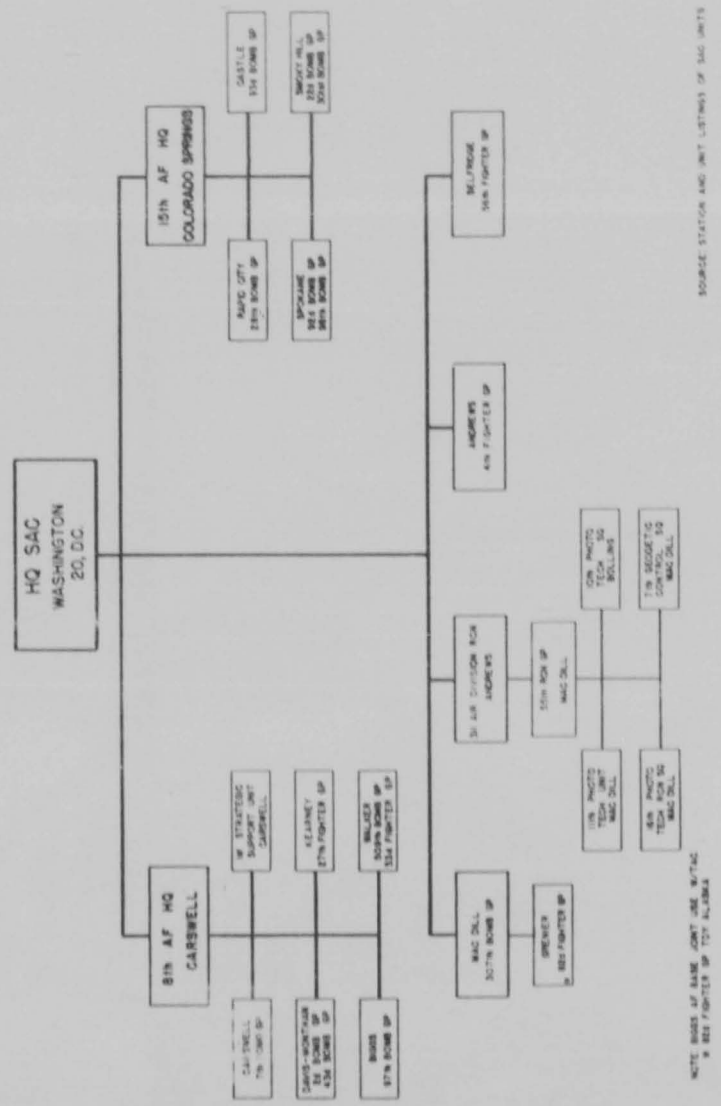
STRATEGIC AIR COMMAND ORGANIZATION

AS OF 1 JUNE 1948



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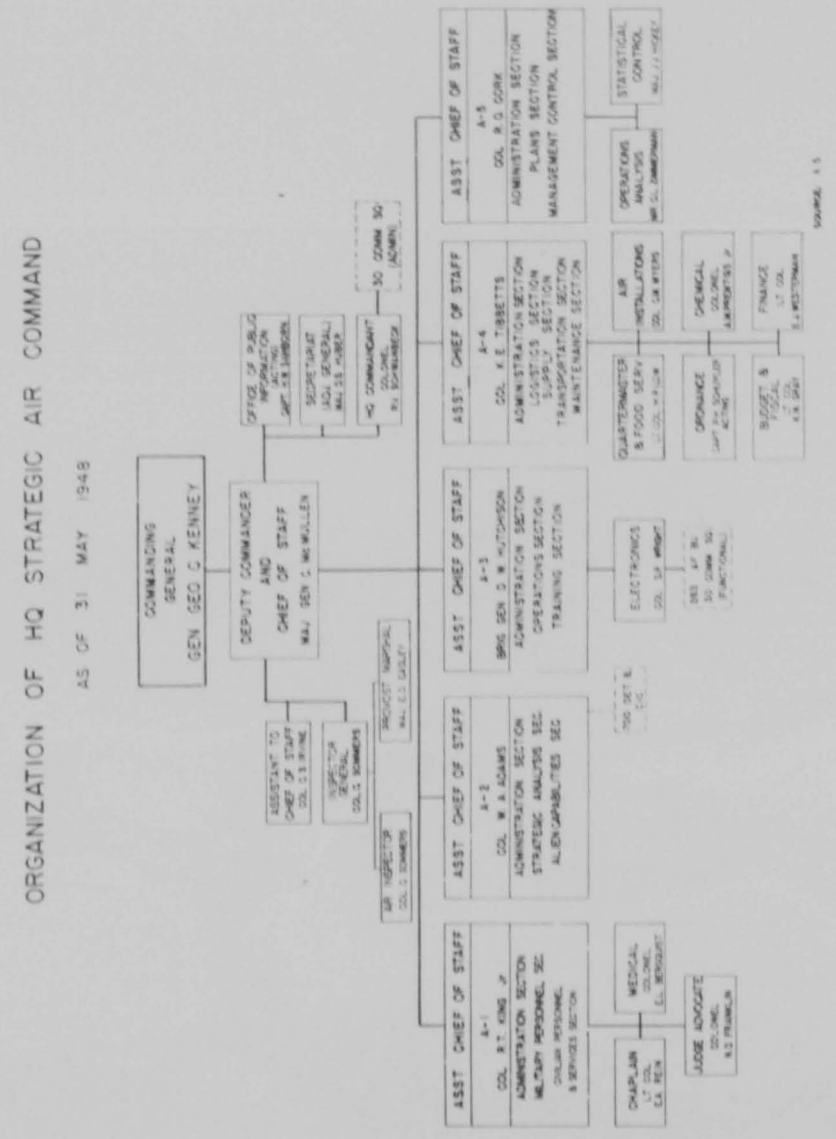
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

AS OF 31 MAY 1948



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ROSTER OF SAC KEY PERSONNEL

AS OF 31 MAY 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE	HQ 311TH AIR DIV. PROV
COMMANDING GENERAL	GEN. GEO. C. KENNEY	MAJ. GEN. R. M. RAMEY	MAJ. GEN. L. W. JOHNSON	BRIG. GEN. P. T. CULLEN
DEPUTY COMMANDER/CHIEF OF STAFF	MAJ. GEN. C. McMULLEN	COL. T. J. DUBOSE	COL. I. A. RENOLE	COL. C. P. HOLLSTEIN
A-1	COL. R. T. KING Jr.	COL. P. D. GLASSFORD Jr.	COL. S. E. MANZO	LT. COL. E. WURSTEN
A-2	COL. W. A. ADAMS	COL. G. R. MONTGOMERY	MAJ. F. F. CAMPBELL	CAPT. O. L. COX
A-3	BRIG. GEN. D. W. HUTCHISON	COL. J. D. RYAN	COL. W. P. BRETT	COL. W. R. YANCEY
A-4	COL. K. E. TIBBETTS	COL. F. G. JAMISON	COL. C. J. BONDLEY	LT. J. P. CLARK
A-5	COL. R. O. CORK	LT. COL. J. A. ROBERTS Jr.	LT. COL. LUMSDEN (ACTING)	COL. C. P. HOLLSTEIN (ACTING)

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL. A. D. CLARK	97 th. BOMB WING	COL. S. L. ROBINSON	4 th. FTR. WING	BRIG. GEN. Y. H. TAYLOR
28 th. BOMB WING	COL. T. J. DENT Jr.	301st BOMB WING	COL. S. MULZER	27 th. FTR. WING	COL. A. B. PACKARD
43 d. BOMB WING	COL. J. C. SELSER Jr.	307 th. BOMB WING	BRIG. GEN. D. W. HUTCHINSON	56th. FTR. WING	COL. W. T. HUDNELL
92 d. BOMB WING	COL. J. E. BRIGGS	509th. BOMB WING	COL. W. H. BLANCHARD	82 d. FTR. WING	COL. W. S. OFFUTT
93 d. BOMB WING	COL. L. S. CURTS				

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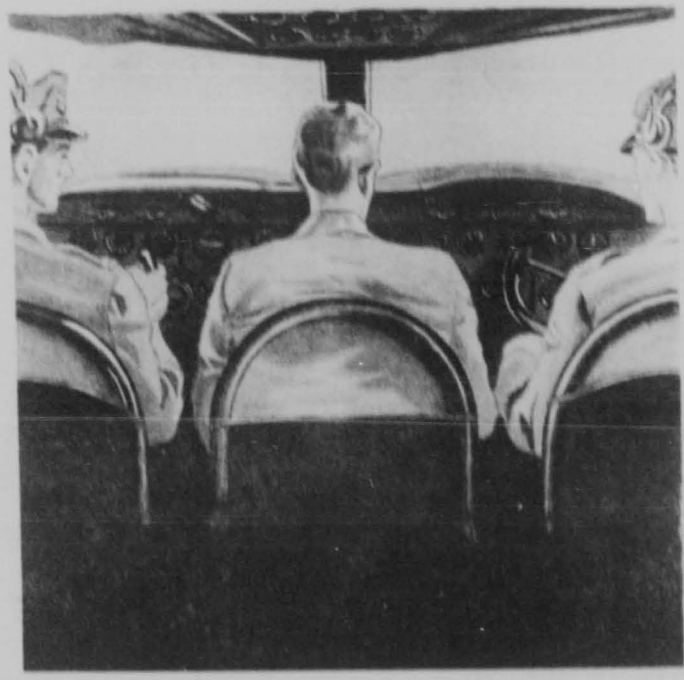
Section 2



PERSONNEL

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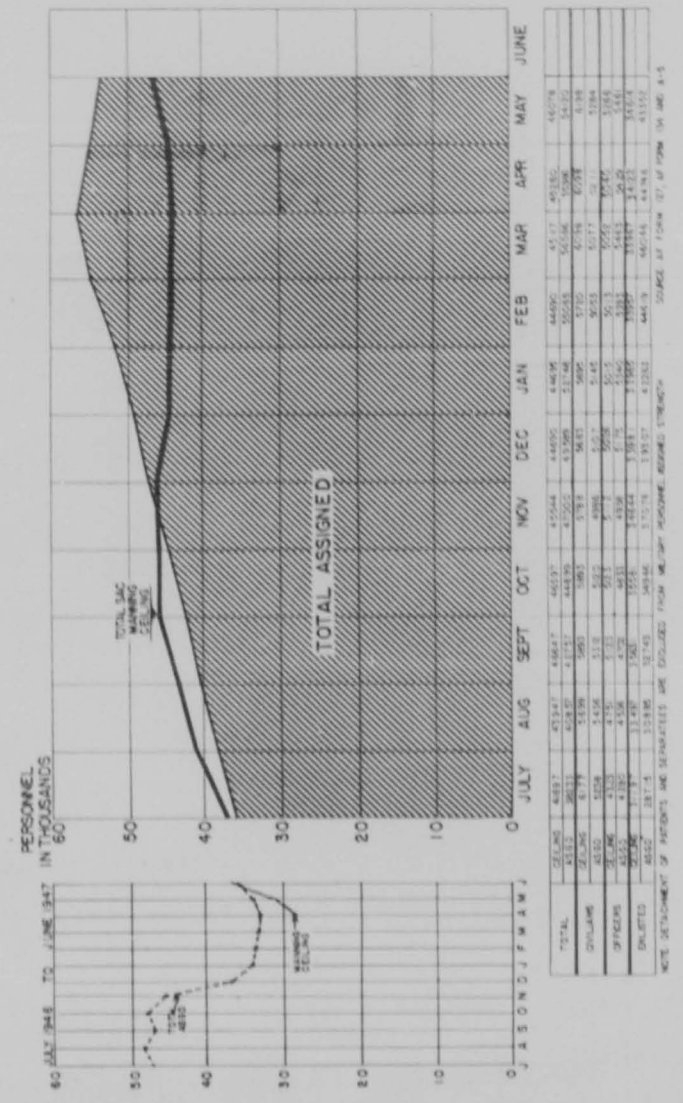
TOTAL SAC PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

OFFICERS, ENLISTED AND CIVILIANS

AS OF END OF MONTH 1947-1948



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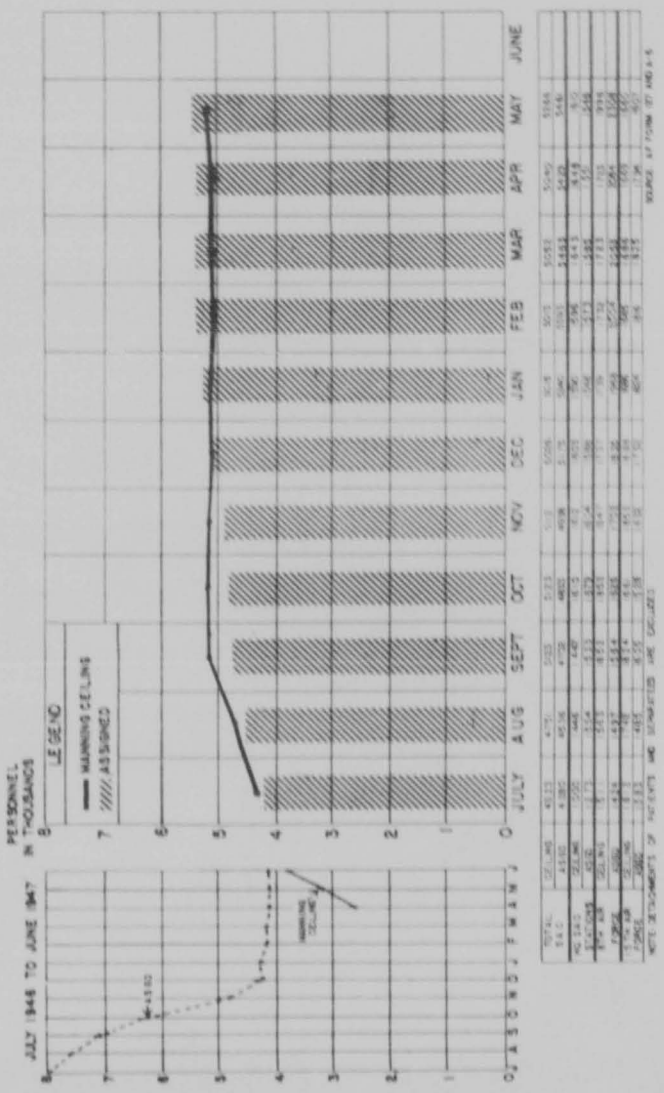
TOTAL SAC OFFICER PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947-1948



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TOTAL SAC ENLISTED PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947–1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	51917	55491	55631	55936	54444	53986	53907	53907	53907	54172	54464	
	ASSIG.	38875	36885	37743	37844	37078	39307	41483	44569	45245	44744	43552	
HQ SAC	CEILING	1444	1795	1795	1795	1795	1744	1744	1744	1719	1719	1719	1719
	ASSIG.	1360	1813	1751	1839	1814	1836	1836	1804	1794	1751	1734	1732
STATIONS	CEILING	1222	1222	1222	1222	1222	1222	1222	1222	1222	1222	1222	1222
	ASSIG.	1222	1222	1222	1222	1222	1222	1222	1222	1222	1222	1222	1222
8TH AIR	CEILING	9516	9516	9516	9516	8745	8745	8745	8745	8745	8745	8745	8745
FORCE	ASSIG.	6960	6960	6960	6960	6960	6960	6960	6960	6960	6960	6960	6960
15TH AIR	CEILING	9516	9516	9516	9516	8745	8745	8745	8745	8745	8745	8745	8745
FORCE	ASSIG.	6960	6960	6960	6960	6960	6960	6960	6960	6960	6960	6960	6960

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE AF FORM 97 AND A-5

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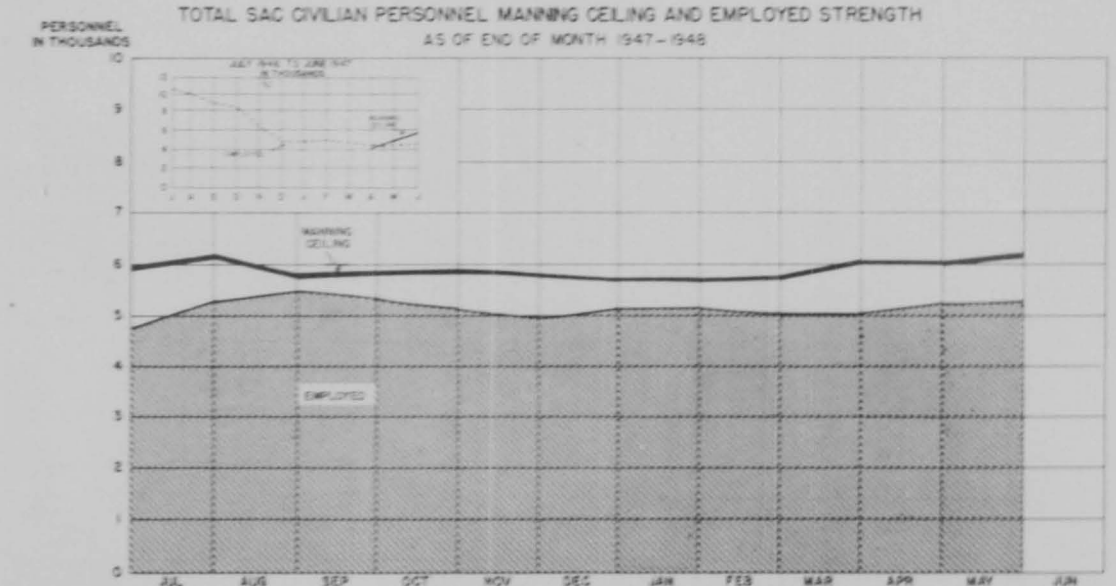
TOTAL SAC CIVILIAN PERSONNEL MANNING CEILING AND EMPLOYED STRENGTH

AS OF END OF MONTH 1947–1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	CEILING	6177	5699	5893	5893	5788	5683	5695	5720	6098	6098	6198	
	EMPLOYED	5238	5436	5312	5120	4986	5107	5145	5053	5077	5211	5284	
HQ SAC STATIONS	CEILING	1782	2028	2027	2331	2346	2345	2370	2395	2661	2662	2760	
	EMPLOYED	1652	1920	1868	1974	1995	2069	2118	2035	2071	2229	2318	
8TH AIR FORCE	CEILING	1071	1231	1341	1341	1348	1348	1348	1348	1472	1472	1474	
	EMPLOYED	991	1246	1143	1143	1177	1191	1181	1176	1178	1161	1162	
15TH AIR FORCE	CEILING	3324	2440	2525	2221	2094	1990	1977	1977	1965	1964	1964	
	EMPLOYED	2595	2270	2301	2003	1814	1847	1846	1842	1828	1831	1804	

SOURCE: AF FORM 134 AND A-5

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 31 MAY 1948

LOCATION	AGCNT	UNIT	OFFICERS				ENLISTED		CIVILIANS	
			MANNING CEILING		ASSIGNED					
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	OTHER THAN MEDICAL DEPT AJ	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	RE-PLOYED
ANDREWS	SAC	50 AF HQ (Sq SAC)	180	7	171	6	11	545	587	319	285
CARSWELL	8 AF	39 AF HQ (Sq 8 AF)	89	2	80	2	7	250	245	74	73
COLO SPRINGS	15 AF	201 AF HQ (Sq 15 AF)	131	10	113	9	8	428	442	491	331
ANDREWS	SAC	TOTAL 4 Ftr Wg	148	22	(2) 159	18	7	1528	1859	569	437
		Sq & Sq Hq, 4 Ftr Wg	13	0	14		1	55	55	9	13
		Sq 4 Ftr Gp, JP	9	1	11		1	29	28		
		334 Ftr Sq, JP	25	1	27		0	104	113		
		335 Ftr Sq, JP	25	1	26		0	104	107		
		336 Ftr Sq, JP	25	1	25		1	104	110		218
		4 Maint & Supply Gp	112	3	30		3	384	384	189	191
		4 Airdrome Gp	14	0	14		3	483	999	345	16
		4 Station Med Gp	0	18	0	18	0	61	63	5	
		Special Missions	25								
MACDILL	SAC	TOTAL 307 Bomb Wg	239	36	(2) 270	44	10	2866	2861	809	493
		Sq & Sq Hq, 307 Bomb Wg, JP	13	0	30		0	61	68	16	17
		Sq 307 Bomb Gp, JP	13	3	15		2	31	38		
		370 Bomb Sq, JP	53	1	54		1	198	236		
		371 Bomb Sq, JP	53	1	56		0	198	237		
		372 Bomb Sq, JP	53	1	53		0	198	241		
		307 Maint & Supply Gp	17	0	27		3	491	615	191	198
		307 Airdrome Gp	21	1	35		3	816	1304	276	223
		307 Station Med Gp	0	32	0	44	1	82	130	26	55
		Special Missions	17								
GREENIER	SAC	TOTAL 82 Ftr Wg	125	31	8	140	18	7	1481	1569	250	230
(82 Ftr Gp)		Sq & Sq Hq 82 Ftr Wg	13	0	0	12		0	70	65	6	9
(TDY ALASKA)		Sq 82 Ftr Gp SE	9	1	1	10		1	29	33		
		95 Ftr Sq, SE	25	1	1	23		1	185	118		
		96 Ftr Sq, SE	25	1	1	24		0	100	111		
		97 Ftr Sq, SE	25	1	1	24		1	100	111		
		82 Maint & Supply Gp	12	3	0	14		4	334	338	95	119
		82 Airdrome Gp	16	2	0	20		0	683	737	143	77
		82 Station Med Gp	0	27	0		18	0	61	96	6	25

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
SELFRIDGE	SAC	TOTAL 56 Ftr Wg	124	31	8	(1) 151	17	5	1504	1923	280	213
		Hq & Hq Sq 56 Ftr Wg	13	0	0	13		0	71	59	8	6
		Hq 56 Ftr Gp JP	9	1	1	12		1	29	38		
		61 Ftr Sq JP	25	1	1	24		0	104	120		
		62 Ftr Sq JP	25	1	1	24		0	104	128		
		63 Ftr Sq JP	25	1	1	23		0	104	127		
		56 Maint & Supply Gp	12	4	2	14		2	314	368	81	74
		56 Airdrome Gp	15	0	2	41		2	715	1019	182	122
		56 Station Med Gp	0	27	0	0	17	0	63	64	6	11
		Non T/O Augmentation									6	
CARSWELL	8 AF	TOTAL 7 Bomb Wg	309	31	2	(2) 393	24	6	2611	4080	346	285
		Hq & Hq Sq 7 Bomb Wg VH	26	0	0	31		0	96	119	7	15
		Hq 7 Bomb Gp VH	17	1	0	26		1	33	22		
		9 Bomb Sq VH	60	1	0	76		0	300	418		
		436 Bomb Sq VH	60	1	0	78		1	300	448		
		492 Bomb Sq VH	60	1	0	67		1	300	389		
		7 Maint & Supply Gp	37	0	1	38		1	578	761	132	118
		7 Airdrome Gp	49	0	1	77		2	939	1801	125	129
		7 Station Med Gp	0	27	0	0	24	0	65	122	38	23
		Non T/O Augmentation									44	
DAVIS-MONTHAN	8 AF	TOTAL 43 Bomb Wg	302	30	2	(2) 395	22	10	2591	3337	337	279
		Hq & Hq Sq 43 Bomb Wg VH	25	0	0	29		0	94	111	7	17
		Hq 43 Bomb Gp VH	17	1	0	19		1	33	36		
		63 Bomb Sq VH	60	1	0	72		3	300	343		
		64 Bomb Sq VH	60	1	0	77		0	300	345		
		65 Bomb Sq VH	60	1	0	75		2	300	345		
		43 Maint & Supply Gp	37	0	1	34		4	582	596	135	104
		43 Airdrome Gp	43	0	1	89		0	917	1466	122	126
		43 Station Med Gp	0	26	0	0	22	0	65	95	34	32
		Non T/O Augmentation									39	
DAVIS-MONTHAN	8 AF	TOTAL 2 Bomb Wg	188	5	5	258	1	0	854	959		
		Hq & Hq Sq 2 Bomb Wg VH	1	0	0	1		0	1	1		
		Hq 2 Bomb Gp VH	12	1	2	26		0	31	47		
		20 Bomb Sq VH	53	1	1	72		0	195	231		
		49 Bomb Sq VH	53	1	1	74		0	195	234		
		96 Bomb Sq VH	53	1	1	71		0	195	223		
		2 Maint & Supply Gp	9	0	0	7		0	144	130		
		2 Airdrome Gp	7	0	0	7		0	92	92		
		2 Station Med Gp	0	1	0	0	1	0	1	1		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGN'D						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
KEARNEY	8 AF	TOTAL 27 Ftr Wg	184	30	11	224	20	2	1573	1994	263	184
		Hq & Hq Sq 27 Ftr Wg	7	0	1	8		0	66	68	5	15
		Hq 27 Ftr Gp TE	6	1	0	7		1	29	27		
		522 Ftr Sq TE	50	1	1	60		0	129	176		
		523 Ftr Sq TE	50	1	1	58		0	129	196		
		524 Ftr Sq TE	50	1	1	63		0	129	175		
		27 Maint & Supply Gp	9	0	3	10		1	322	395	89	52
		27 Airdrome Gp	12	0	4	18		0	689	872	152	95
		27 Station Med Gp	0	26	0	0	20	0	80	85	4	22
		Non T/O Augmentation									13	
EIGGS	8 AF	TOTAL 97 Bomb Wg	222	22	6	230	4	5	1582	1510		
		Hq & Hq Sq 97 Bomb Wg VH	13	0	0	10		0	61	48		
		Hq 97 Bomb Gp VH	12	1	2	13		2	31	26		
		340 Bomb Sq VH	53	1	1	60		0	195	188		
		341 Bomb Sq VH	53	1	1	56		0	195	195		
		342 Bomb Sq VH	53	1	1	56		0	195	184		
		97 Maint & Supply Gp	17	0	1	15		2	299	317		
		97 Airdrome Gp	21	0	0	20		1	545	528		
		97 Station Med Gp	0	18	0	0	4	0	61	24		
WALKER	8 AF	TOTAL 509 Bomb Wg	302	30	2	379	22	10	2594	3640	342	281
		Hq & Hq Sq 509 Bomb Wg VH	25	0	0	53		0	95	147	6	13
		Hq 509 Bomb Gp VH	17	1	0	23		0	33	39		
		393 Bomb Sq VH	60	1	0	67		1	300	474		
		715 Bomb Sq VH	60	1	0	68		0	300	437		
		830 Bomb Sq VH	60	1	0	74		1	300	428		
		509 Maint & Supply Gp	37	0	1	29		4	583	677	121	111
		509 Airdrome Gp	43	0	1	65		4	915	1334	149	131
		509 Station Med Gp	0	26	0	0	22	0	68	104	31	26
		Non T/O Augmentation									35	
WALKER	8 AF	TOTAL 33 Ftr Wg	98	5	5	122	1		488	535		
		Hq & Hq Sq 33 Ftr Wg	1	0	0	1			1	2		
		Hq 33 Ftr Gp SE	9	1	1	11			29	33		
		58 Ftr Sq SE	25	1	1	32			100	121		
		59 Ftr Sq SE	25	1	1	38			100	122		
		60 Ftr Sq SE	25	1	1	31			100	132		
		33 Maint & Supply Gp	6	0	1	3			113	96		
		33 Airdrome Gp	7	0	0	6			44	29		
		33 Station Med Gp	0	1	0	0	1		1	0		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
CASTLE	15 AF	TOTAL 93 Bomb Wg	222	31	6	191	15	3	1894	1506	274	250
		Hq & Hq Sq 93 Bomb Wg VH	13	0	0	14		0	78	57	8	14
		Hq 93 Bomb Gp VH	12	1	2	10		0	31	27		
		328 Bomb Sq VH	53	1	1	45		0	195	199		
		329 Bomb Sq VH	53	1	1	44		0	195	202		
		330 Bomb Sq VH	53	1	1	45		0	195	203		
		93 Maint & Supply Gp	17	0	1	12		2	381	256	113	132
		93 Airdrome Gp	21	0	0	21		1	754	498	147	90
		93 Station Med Gp	0	27	0	0	15	0	65	64	6	14
RAPID CITY	15 AF	TOTAL 28 Bomb Wg	222	31	6	237	24	4	1888	2509	292	276
		Hq & Hq Sq 28 Bomb Wg VH	13	0	0	14		0	75	34	10	11
		Hq 28 Bomb Gp VH	12	1	2	14		1	31	79		
		77 Bomb Sq VH	53	1	1	49		0	195	252		
		717 Bomb Sq VH	53	1	1	55		0	195	274		
		718 Bomb Sq VH	53	1	1	51		0	195	250		
		28 Maint & Supply Gp	17	0	1	23		1	382	458	104	129
		28 Airdrome Gp	21	0	0	31		2	752	1064	167	115
		28 Station Med Gp	0	27	0	0	24	0	63	98	6	21
		Non T/O Augmentation									5	
SMOKY HILL	15 AF	TOTAL 301 Bomb Wg	223	31	6	280	24	2	1983	3557	302	295
		Hq & Hq Sq 301 Bomb Wg VH	14	0	0	25		1	74	78	4	10
		Hq 301 Bomb Gp VH	12	1	2	17		0	31	35		
		32 Bomb Sq VH	53	1	1	58		0	195	251		
		352 Bomb Sq VH	53	1	1	54		0	195	244		
		353 Bomb Sq VH	53	1	1	53		0	195	258		
		301 Maint & Supply Gp	17	0	1	25		0	385	608	138	153
		301 Airdrome Gp	21	0	0	48		1	832	1986	109	108
		301 Station Med Gp	0	27	0	0	24	0	76	97	47	24
		Non T/O Augmentation									4	
SMOKY HILL	15 AF	TOTAL 22 Bomb Gp	236	4	1	117		0	608	158		
		Hq 22 Bomb Gp VH	26	1	1	10		0	50	5		
		2 Bomb Sq VH	70	1	0	34		0	186	48		
		19 Bomb Sq VH	70	1	0	36		0	186	56		
		33 Bomb Sq VH	70	1	0	37		0	186	49		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W.O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT a/	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
SPOKANE	15 AF	TOTAL 92 Bomb Wg	217	32	6	(1) 315	26	7	1970	3346	441	399
		Hq & Hq Sq 92 Bomb Wg VH	15	0	0	36		0	97	100	8	16
		Hq 92 Bomb Gp VH	12	1	2	15		0	31	34		
		325 Bomb Sq VH	53	1	1	52		0	195	251		
		326 Bomb Sq VH	53	1	1	46		0	195	256		
		327 Bomb Sq VH	53	1	1	59		0	195	281		
		92 Maint & Supply Gp	17	0	1	33		2	395	755	121	103
		92 Airdrome Gp	14	0	0	74		4	780	1512	268	231
		92 Station Med Gp	0	28	0		26	1	82	157	44	49
SPOKANE	15 AF	TOTAL 98 Bomb Wg	188	5	5	(1) 187	1	3	854	955		
		Hq & Hq Sq 98 Bomb Wg VH	1	0	0	1	0	0	1	1		
		Hq 98 Bomb Gp VH	12	1	2	18		2	31	33		
		343 Bomb Sq VH	53	1	1	56		0	195	272		
		344 Bomb Sq VH	53	1	1	47		0	195	278		
		345 Bomb Sq VH	53	1	1	51		0	195	272		
		98 Maint & Supply Gp	9	0	0	7		0	144	87		
		98 Airdrome Gp	7	0	0	7		1	92	11		
		98 Station Med Gp	0	1	0		1	0	1	1		
TOTAL Hq SAC, Hqs AF, Bomb & Ftr Wings			3949	425	104	4414	298	107	29289	37572	5019	4334
ANDREWS	SAC	TOTAL 311 Air Div RCN	424	7	8	370	2	11	2051	2153	668	562
		Hq & Hq Sq 311 Air Div RCN	28	3	2	31		1	45	43	6	6
(Bolling AF Base)		10 Photo Tech Sq	34	0	1	35		2	313	380		
(Washington)		36 AF BU	28	0	0	24		1	100	79	605	530
(Long Island N.Y.)		AF 1st Motion Picture Ut	24	0	1	18		2	163	119	57	26
ANDREWS	SAC	Hq 91 RCN Gp	1	0	0	1		0	1	1		
		324 RCN Gp VLR Photo RCN	0	0	0	1		0	0	1		
MACDILL	SAC	Hq 55 RCN Gp	14	2	0	16	1	0	60	56		
		343 RCN Sq VLR Mapping	54	0	1	75		2	396	418		
(DS Wright Patterson)		6 Photo Tech Ut	2	0	1	2		0	50	50		
MACDILL	SAC	7 Geodetic Control Sq	154	1	0	94	1	2	539	526		
		11 Photo Tech Ut	2	0	1	3		0	58	49		
		16 Photo Tech Rcn Sq (Special)	83	1	1	70		1	334	431		
WENDOVER	15 AF	216 AF BU	22	5	1	24	4	3	242	398	95	83
CARSWELL	SAC	263 AF BU	22	0	1	20		1	103	103	2	2

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AGENCY	UNIT	OFFICERS						ENLISTED		CIVILIANS		
			WARRANT CEILING			ASSIGNED							
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	WARRANT CEILING	ASSIGNED	WARRANT CEILING	IN-PLOTTED
CARSWELL	8 AF	19 Comm Sq	5	0	0	5		0	72	81		
ANDREWS	SAC	310 Comm Sq	7	0	1	8		0	153	161		
COLO SPRINGS	15 AF	33 Comm Sq	6	0	0	4		2	84	78		
CARSWELL	8 AF	1st Air Transport Gp	54	0	0	34		0	251	233		
MACDILL	SAC	1st Aviation Sq	3	0	0	4		0	94	122		
CARSWELL	8 AF	2d Aviation Sq	3	0	0	2		0	94	97		
CARSWELL	8 AF	1st Ordnance Sq Ammo	26	0	0	27		0	275	253		
SELFRIDGE	SAC	464 Sig Bn Comm Co Ammo	7	0	0	6		0	149	137		
MACDILL	SAC	Sq & Sq & Sv Co 937Engr Ammo Gp	13	0	0	20	2	1	53	144		
		1843 Engr Ammo Bn	44	1	0	30	1	0	593	717		
		2173 Engr Maint Co Ammo	6	0	0	4	1	1	146	97		
		838 Engr Ammo Bn	27	3	0	30		2	593	790		
		881 Chemical Co Air Opns	4	0	0	4		0	130	33		
CARSWELL	8 AF	585 AF Band (TDY Spokane)	0	0	1			1	28	26		
WALKER	8 AF	611 AF Band	0	0	1			1	28	25		
RAPID CITY	15 AF	613 AF Band	0	0	1			1	28	25		
ANDREWS	SAC	703 AF Band (TDY Selfridge)	0	0	1			1	28	28		
MACDILL	SAC	740 AF Band	0	0	1			1	28	27		
SHEPPARD	15 AF	745 AF Band	0	0	1			0	28	25		
DAVIS MONTHAN	8 AF	775 AF Band	0	0	1			1	28	22		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AGENCY	UNIT	OFFICERS				ENLISTED				CIVILIANS	
			MANNING CEILING		ASSIGNED							
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	IN-PLACED
MC GUIRE	SAC		1						0		44	33
AVON PARK	SAC	Assigned Military Personnel	1						0		28	28
SEDBURY PROJ	SAC	are included in Base Unit	0						0		5	5
OSCODA	SAC	or Airdrome Op Totals.	1						0		30	30
CLINTON	8 AF		0						0		110	80
CASPER	15 AF		4						3		53	49
MOUNTAIN HOME	15 AF		2						2		44	41
POCATELLO	15 AF		2						2		33	30
TINKER AB	15 AF		2						2		30	28
ANDREWS	SAC	1-0-1 Strength Each Unit b/										
		Hq & Hq Sq 58 Air Div Bomb	1			1			1	1		
		44 Bomb Gp VH	1			1			1	1		
		96 Bomb Gp VH	1			1			1	1		
		303 Bomb Gp VH	1			1			1	1		
		305 Bomb Gp VH	1			1			1	1		
		306 Bomb Gp VH	1			1			1	1		
		69 Air Sv Gp	1			1			1	1		
		73 Air Sv Gp	1			1			1	1		
		86 Air Sv Gp	1			1			1	1		
		87 Air Sv Gp	1			1			1	1		
		436 Air Sv Gp	1			1			1	1		
		473 Air Sv Gp	1			1			1	1		
		967 Chemical Co Air Spn	1			1			1	1		
SELFRIDGE	SAC	466 Sig Bn Comb Co Abn	1			1			1	1		

NOTE: Includes Detachment of Patients.

a/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available

b/ 1-0-1 Strength Units at Andrews Field are not included in the 58 AF Bd Totals.

SOURCE: AF Form 137 AF Form 134 and A-1

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PERCENT RATED AND NON-RATED OFFICER PERSONNEL

AS OF 31 MAY 1948

NUMBER RATED AND NON-RATED OFFICER PERSONNEL

	RATED						NON-RATED					TOTAL SAC
	PILOT	BOMB-ARDIER	NAVI-GATOR	B/N	OTHER RATED	TOTAL RATED	FLT SURG FLT NURSE	CHAP-LAIN	W/O	WAC	ALL OTHER	TOTAL NON-RATED	
HQ SAC STATIONS	855	42	71	4	73	1045	7	11	58	3	443	522	1567
EIGHTH AIR FORCE	1290	218	174	59	159	1900	18	11	41	0	319	387	2287
FIFTEENTH AIR FORCE	800	161	173	31	133	1298	10	9	32	3	255	309	1607
TOTAL C	2945	421	418	94	365	4243	33	31	131	6	1017	1218	5461

SOURCE: SC 101 LABOR

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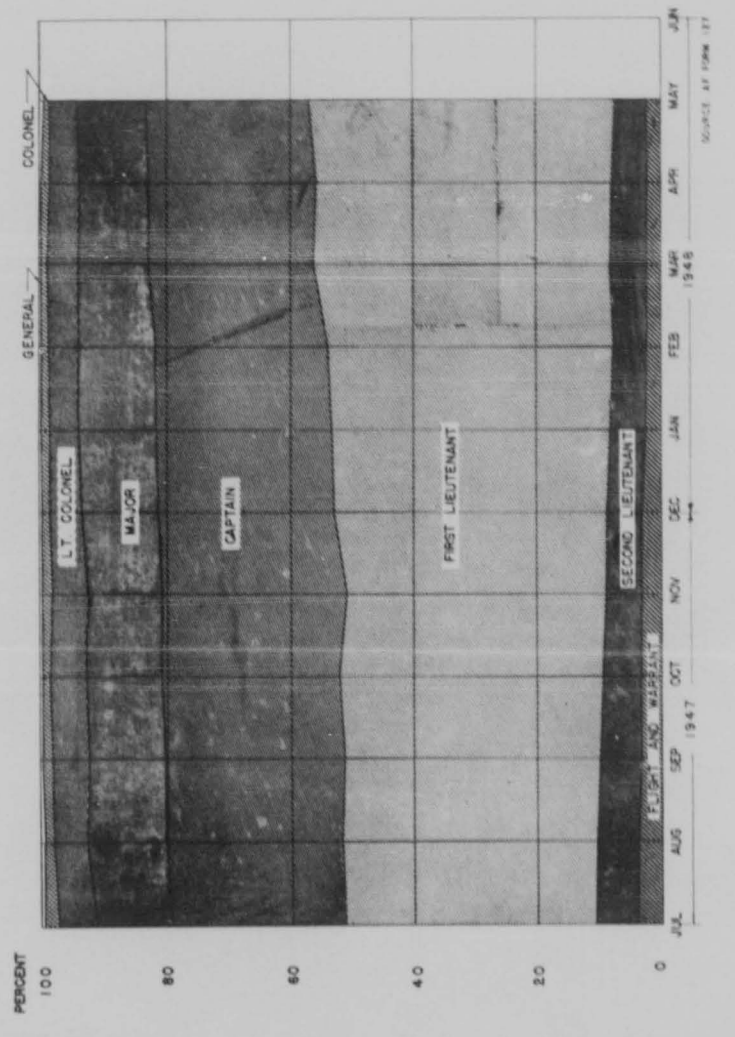
TOTAL SAC OFFICER PERSONNEL BY RANK

AS OF END OF MONTH 1947 - 1948



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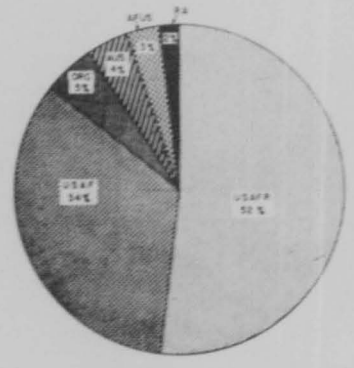
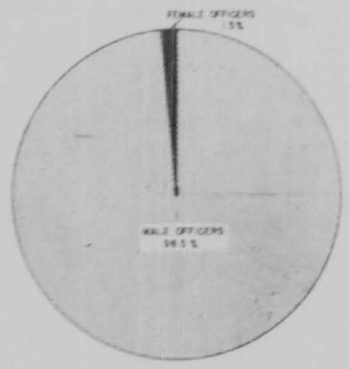
SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF 31 MAY 1948





	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	M/O	TOTAL
UNITED STATES AIR FORCE	9	68	182	352	613	613	20	10	1867
UNITED STATES AIR FORCE RESERVE		2	25	167	699	1804	159	2	2858
AIR FORCE UNITED STATES				1	6	34	6	114	161
REGULAR ARMY		8	14	37	36	19			114
ARMY UNITED STATES			2	3	94	89		8	196
ORGANIZED RESERVE CORP		1	10	27	112	112	3		265
TOTAL OFFICERS	9	79	233	587	1560	2671	188	134	5461
PERCENT BY GRADE	0.2	1.4	4.3	10.7	28.6	48.9	3.4	2.5	100%

NOTE: INCLUDES DETACHMENT OF PATIENTS AND SEPARATEES

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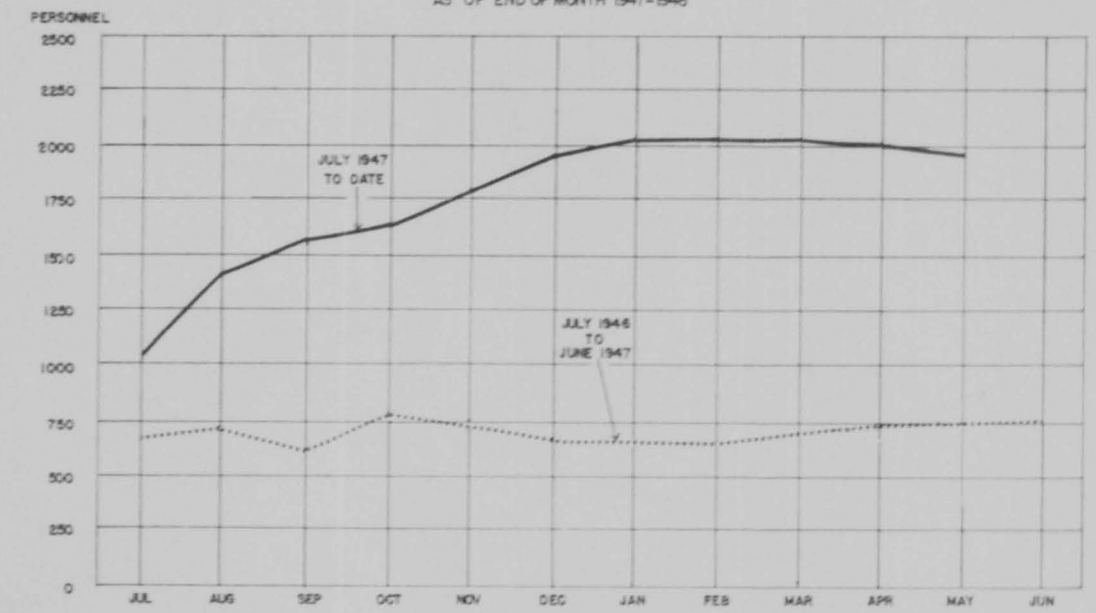
TOTAL SAC REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF END OF MONTH 1947-1948



TOTAL	1055	1402	1545	1617	1767	1955	2039	2048	2031	2003	1978	
HQ SAC STATIONS	332	487	494	582	612	636	617	619	617	605	590	
8TH AF	337	416	464	485	571	650	724	736	738	735	832	
15TH AF	386	499	587	550	584	669	698	693	676	663	556	
% of Asgd. Strength	24.6	30.9	32.9	33.5	35.8	37.8	38.2	38.0	37.2	36.9	36.2	

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED, JUL 1946 THRU DEC 1947

SOURCE: SC-901 FILE

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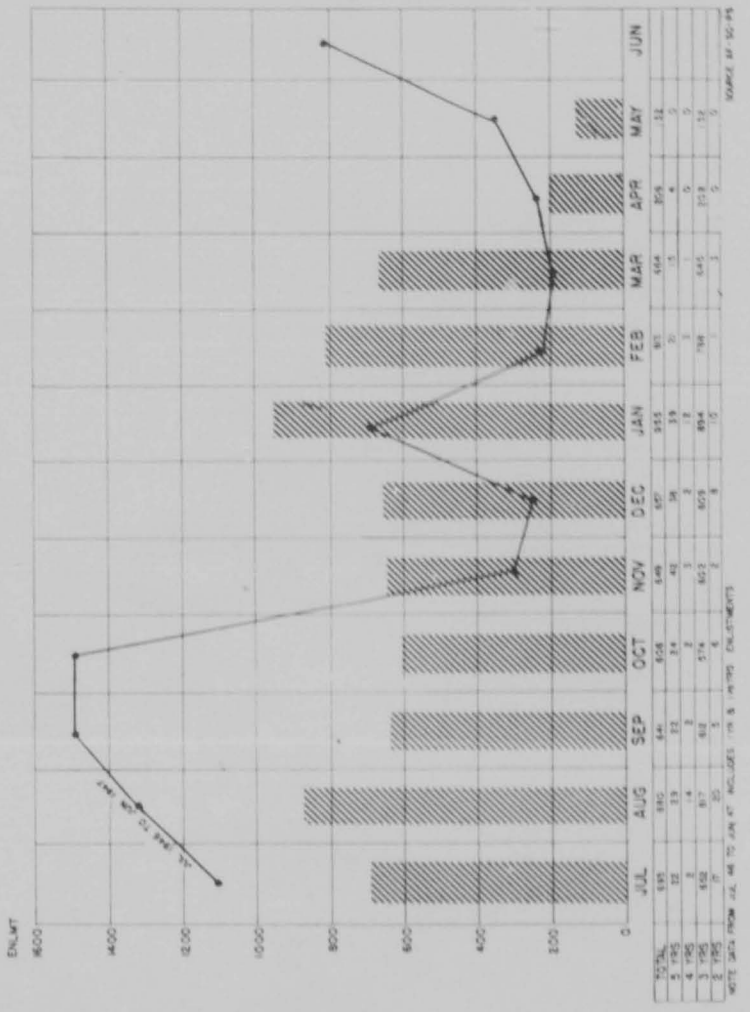
TOTAL SAC ENLISTMENTS AND REENLISTMENTS

BY MONTH 1947 - 1948



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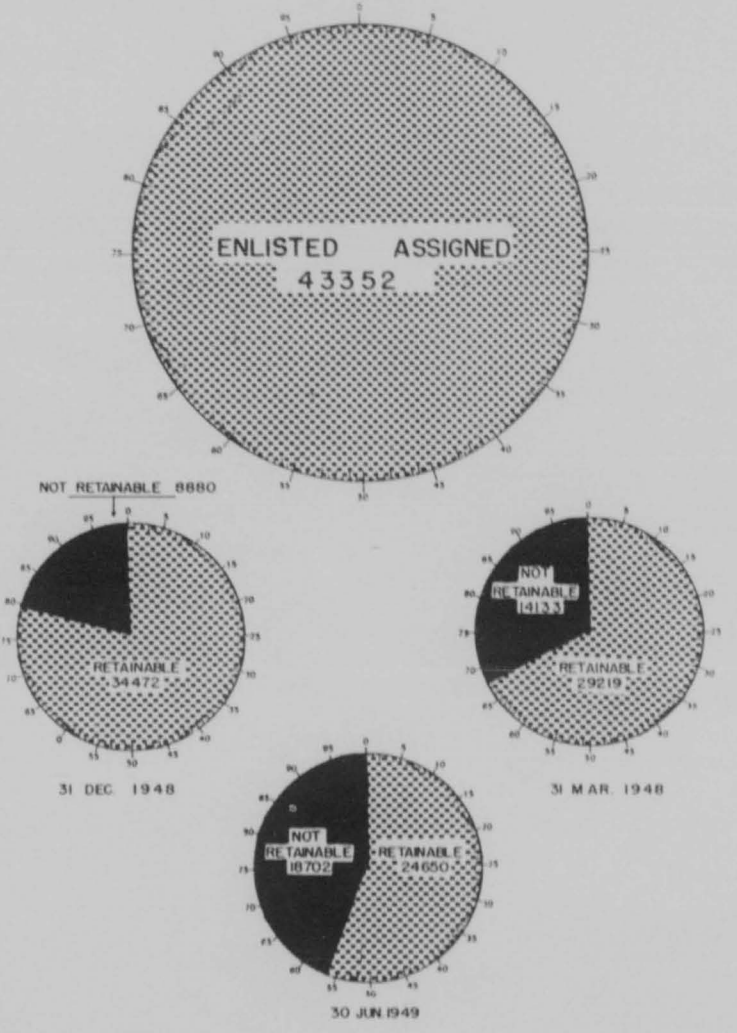
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH AS OF 31 MAY 1948



NOTE:

DETACHMENT OF PATIENTS AND SEPARATEES EXCLUDED

SOURCE FORM 127

1852

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

AS OF 31 MAY 1948

SSN	004	024	043	213	237	268	279	282	286	405	528	548	580
MANNING CEILING	85	30	32	60	157	12	29	21	76	2046	139	121	366
ASSIGNED	45	4	14	11	89	6	9	16	15	1798	94	49	318
RETAINABLE AFTER 31 DEC 1948	43	3	7	8	76	6	8	13	10	1585	75	36	200
RETAINABLE AFTER 31 MAR 1949	40	3	6	7	60	5	7	8	8	1428	63	31	154

PHOTOGRAMMETRIST; BLACKSMITH; CAMERAMAN MOTION PICTURE; STENOGRAPHER; TELETYPE OPERATOR; ACCOUNTANT; LEGAL CLERK; OFFICE MACHINE SERVICEMAN; MOTION PICTURE PRODUCTION TECHNICIAN; CLERK TYPIST; HYDRAULIC MECHANIC AIRPLANE; FABRIC & DOPE MECHANIC; REMOTE CONTROL TURRET M/G

SSN	646	647	681	6844	6848	685	686	687	941	957	958	964	9698	1685
MANNING CEILING	31	125	12	1596	17	413	236	227	207	144	63	6	5	361
ASSIGNED	17	59	9	973	10	339	164	164	125	24	32	3	0	281
RETAINABLE AFTER 31 DEC 1948	16	47	5	791	7	272	111	109	107	14	22	2	0	188
RETAINABLE AFTER 31 MAR 1949	16	28	5	580	6	209	82	73	74	10	15	2	0	153

POWER TURRET & GUNSIGHT MECHANIC; RADIO REPAIRMAN AIR EQUIPMENT; AIRPLANE POWER PLANT MECHANIC-RADIAL; AIRPLANE POWER PLANT MECHANIC-IN-LINE; AIRPLANE ELECTRICIAN MECHANIC; AIRPLANE INSTRUMENT MECHANIC; AIRPLANE PROPELLOR MECHANIC; CAMERA TECHNICIAN; AIRPLANE INSTRUMENT MECHANIC/ELECTRICIAN; AIRPLANE & ENGINE ELECT ACC REPAIRMAN; AIRPLANE SUPERCHARGER REPAIRMAN; BOMBING TRAINER MECHANIC; AIRPLANE ELECTRICAL MECHANIC-GUNNER

T&T EQUIPMENT REPAIRMAN

NOTE THE CRITERIA FOR DETERMINING CRITICAL SSN'S ARE
A. IN THE SSN CONSIDERED, THE ASSIGNED STRENGTH IS CONSIDERABLY LESS THAN THE MANNING CEILING
B. THE SSN IS NOT TRAINABLE AT BASE LEVEL WITHIN 90 DAYS
C. THE SSN IS NECESSARY FOR THE SUCCESSFUL COMPLETION OF THE UNIT MISSION
D. THE PERSONNEL HOLDING THE SSN ARE NOT SPREAD EVENLY OVER THE COMMAND TO PERFORM NECESSARY DUTY
TRAINED AND RETAINABLE STRENGTH ARE BY PRIMARY SSN AND INCLUDE ONLY USAF PERMANENT PARTY WHITE PERSONNEL.

SOURCE AF FORM 127 AND A1

1853

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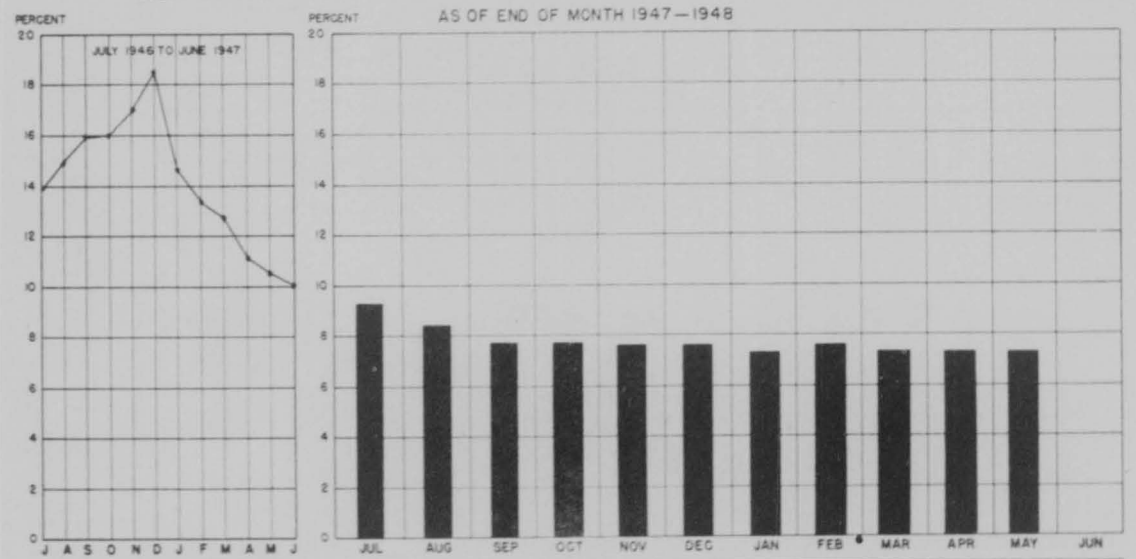
NON-WHITE PERCENTAGE OF TOTAL SAC ENLISTED PERSONNEL ASSIGNED

AS OF END OF MONTH 1947—1948



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	WHITE	26054	28280	30175	32230	34223	36285	39141	41184	42578	41447	40154	
	NON-WHITE	2641	2605	2368	2714	2853	3022	3122	3435	3468	3299	3198	
HQ SAC STATIONS	WHITE	6534	6556	9668	10036	10314	10302	10714	11242	11950	11730	11371	
	NON-WHITE	1679	1655	1621	1582	1582	1560	1514	1684	1774	1787	1841	
8TH AIR FORCE	WHITE	9299	9875	10716	11820	12658	13710	14858	15450	15421	15942	16289	
	NON-WHITE	732	669	689	835	901	1041	1065	1061	979	869	824	
15TH AIR FORCE	WHITE	10231	9849	10791	10174	11251	12275	13569	14512	15207	14555	12494	
	NON-WHITE	260	261	258	299	370	421	545	690	715	643	553	

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF FORM 127

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948

HOSPITAL GP	$ 41,292	$ 41,968	$ 44,532	$ 40,296			$ 59,767	$ 58,070	$ 62,028	$ 65,340		
ADMINISTRATION & SERVICES	86,255	91,579	98,596	103,374			65,046	58,022	88,369	84,177		
AIRBORNE GP	300,999	277,876	347,969	304,097			501,901	451,044	670,013	528,984		
MAINTENANCE & SUPPLY GP	316,450	455,855	312,475	394,495			383,389	370,054	347,847	434,629		
COMBAT GP	382,558	378,101	301,362	365,920			376,846	315,489	346,365	368,111		
TOTAL FUNCTIONAL GROUPS	1,127,554	1,249,378	1,013,764	1,208,782			1,388,949	1,252,679	1,554,572	1,481,241		
OTHER COSTS *	131,434	140,156	178,511	202,516			543,143	602,421	857,720	697,491		
STATION TOTAL	1,258,988	1,389,534	1,192,275	1,411,298			1,932,092	1,855,100	2,372,292	2,178,732		

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF FORM 380

1855

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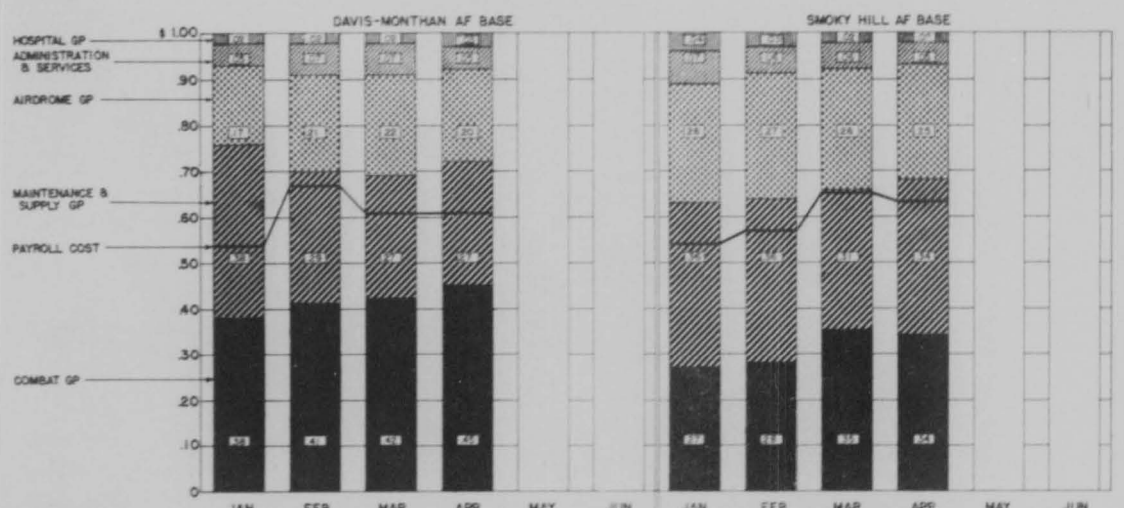
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 39,583	$ 34,449	$ 37,637	$ 42,337			$ 37,961	$ 30,681	$ 35,348	$ 33,861		
ADMINISTRATION & SERVICES	81,037	90,513	104,849	81,765			68,554	58,500	78,536	62,896		
AIRDROME GP	256,716	276,514	330,500	303,128			257,449	280,425	368,901	343,087		
MAINTENANCE & SUPPLY GP	570,497	392,604	409,150	410,870			348,774	370,787	445,167	478,475		
COMBAT GP	569,437	551,085	630,042	677,004			261,465	284,977	500,622	471,796		
TOTAL FUNCTIONAL GROUPS	1,517,270	1,345,165	1,512,178	1,515,104			974,203	1,025,370	1,428,574	1,390,115		
OTHER COSTS *	136,884	136,415	146,782	313,672			13,658	29,377	18,814	17,211		
STATION TOTAL	1,654,154	1,481,580	1,658,960	1,828,776			987,861	1,054,747	1,447,388	1,407,326		

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF FORM 320

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948

	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 46,962	$ 43,926	$ 52,332	$ 41,879			$ 34,660	$ 34,548	$ 31,581	$ 30,349		
ADMINISTRATION & SERVICES	91,036	81,458	89,667	98,198			99,279	95,441	107,302	100,582		
AIRBORNE GP	306,032	339,875	348,869	312,883			279,086	287,206	225,385	232,594		
MAINTENANCE & SUPPLY GP	387,444	470,153	378,854	433,602			219,681	230,972	319,010	341,876		
COMBAT GP	631,582	701,596	455,071	504,819			466,367	478,341	517,972	506,215		
TOTAL FUNCTIONAL GROUPS	1463,048	1636,928	1324,543	1440,336			1099,045	1126,508	1201,990	1211,596		
OTHER COSTS *	7,369	8,459	12,148	14,340			2,205	6,892	3,914	5,363		
STATION TOTAL	1470,417	1645,387	1336,691	1454,521			1101,250	1133,400	1205,184	1216,079		

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THOSE ARE NOT INCLUDED IN THE CHARTS

SOURCE OF FIGURES

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948

	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 19,144	$ 18,094	$ 17,441	$ 15,169		
ADMINISTRATION & SERVICES	41,493	47,554	63,671	43,709		
AIRDROME GP	180,134	236,165	243,049	242,371		
MAINTENANCE & SUPPLY GP	177,552	215,345	229,395	219,267		
COMBAT GP	102,444	117,620	130,961	139,159		
TOTAL FUNCTIONAL GROUP	521,187	634,778	684,617	659,675		
OTHER COSTS *	60,408	78,966	83,697	84,493		
STATION TOTAL	581,595	713,744	768,314	744,168		

	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 20,579	$ 21,342	$ 18,933	$ 20,172		
ADMINISTRATION & SERVICES	40,196	47,868	58,103	62,854		
AIRDROME GP	166,990	177,375	187,723	184,529		
MAINTENANCE & SUPPLY GP	144,736	152,470	180,753	212,304		
COMBAT GP	94,644	109,396	145,421	152,723		
TOTAL FUNCTIONAL GROUP	467,143	508,383	587,933	632,582		
OTHER COSTS *	70,501	73,351	75,194	76,270		
STATION TOTAL	537,644	581,734	663,127	708,852		

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS. THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF FORM 320

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948

	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 21,314	$ 22,246	$ 25,038	$ 18,792		
ADMINISTRATION & SERVICES	27,092	32,744	28,242	23,349		
AIRBORNE GP	142,589	142,996	143,602	142,285		
MAINTENANCE & SUPPLY GP	137,778	126,037	150,238	109,323		
COMBAT GP	86,282	117,871	94,699	27,114		
TOTAL FUNCTIONAL GROUPS	415,035	441,794	441,818	320,903		
OTHER COSTS *	4,853	4,215	6,103	6,510		
STATION TOTAL	419,888	446,009	447,922	327,413		

	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 22,862	$ 24,011	$ 24,356	$ 22,333		
ADMINISTRATION & SERVICES	34,315	39,858	48,489	51,030		
AIRBORNE GP	153,567	173,191	175,797	156,585		
MAINTENANCE & SUPPLY GP	153,081	159,810	169,842	147,185		
COMBAT GP	114,427	126,469	143,667	148,004		
TOTAL FUNCTIONAL GROUPS	478,252	515,339	562,151	525,137		
OTHER COSTS *	615	5,887	3,785	16		
STATION TOTAL	478,867	521,226	565,936	525,153		

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE GRAPHS

$ INCREASE DUE TO 8TH FIGHTER GROUP TDY ALASKA

SOURCE AF FORM 380

63

1859

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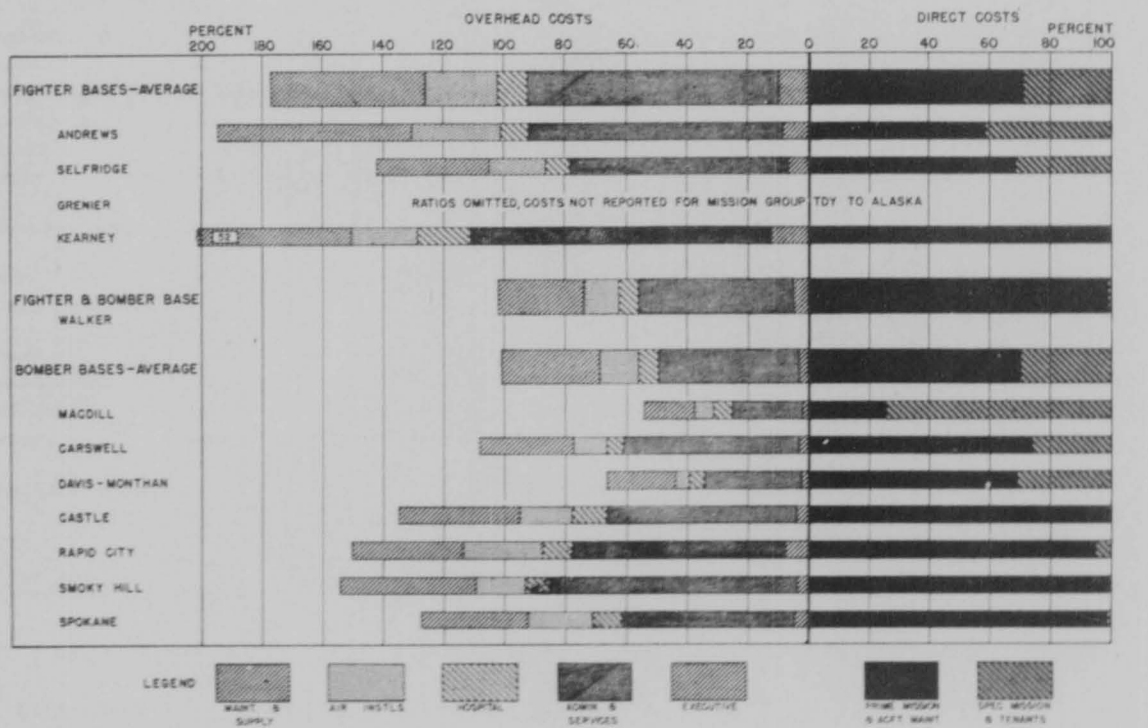
COMPARISON OF RATIOS OF OVERHEAD PAYROLLS TO DIRECT PAYROLL COSTS

BY STATION FOR MONTH OF APRIL 1948



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COMPARISON OF RATIO OF OVERHEAD PAYROLL COST TO DIRECT PAYROLL COST (CONTINUED)

	MAINTENANCE & SUPPLY		AIR INSTALLATION		HOSPITAL		ADMINISTRATION & SERVICES		EXECUTIVE		PRIMARY MISSIONS & AIRCRAFT MAINT	SPECIAL MISSIONS & TENANTS	TOTAL DIRECT PAYROLLS	TOTAL PAYROLLS
	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	AMOUNT
FIGHTER BASES AVERAGE	$ 80211	50.7	$ 38453	24.3	$16046	10.1	$ 129813	82.1	$ 15636	9.9	$ 114392	$ 43756	$ 158148	$ 438307
ANDREWS	105272	63.8	48874	29.6	14900	9.0	136463	82.7	15498	9.4	96335	68610	164945	485952
SELFRIDGE	70850	38.2	36015	19.4	15408	8.3	130145	70.2	14395	7.8	122859	62658	185517	452330
GRENIER *	54037		23091	-	16387	-	87688	-	11865	-	15308	-	15308	208376
KEARNEY	64512	52.0	30481	24.6	17830	14.4	122832	99.1	17016	13.7	123982	-	123982	376653
FIGHTER & BOMBER BASE														
WALKER	115113	29.3	40428	10.3	22526	5.7	199752	50.9	23792	6.1	388891	3806	392697	794308
BOMBER BASES AVERAGE	123020	32.2	49678	11.7	28041	6.6	195265	45.8	20887	4.9	295454	130567	426021	842912
MACDILL	135280	17.1	47274	6.0	46624	5.9	184517	23.3	18743	2.4	211621	578616	790237	1222675
CARSWELL	136281	31.2	44375	10.2	29558	6.8	244849	56.1	21395	4.9	320739	115583	436322	912780
DAVIS-MONTHAN	155507	23.4	37844	5.7	24346	3.7	210268	31.7	25592	3.9	454671	208738	663409	1115966
CASTLE	72319	39.7	32331	17.8	17428	9.6	112633	61.8	11931	6.6	182043	80	182123	428765
RAPID CITY	74423	37.1	51928	25.8	20522	10.2	138608	69.1	17944	8.9	193576	6980	200556	503981
SMOKY HILL	155834	44.2	59631	16.9	25797	7.3	280048	79.4	22547	6.4	352262	434	352696	896553
SPOKANE	131492	36.8	74362	21.0	32010	9.0	196036	54.9	28060	7.9	353266	3538	356804	818764

* Ratios omitted for Grenier, Costs not reported for Mission Group TDY to Alaska.

SOURCE: AF FORM 320

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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON OF WING ORGANIZATIONS 1948

WING ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			INDIRECT PAYROLL PER DOLLAR OF DIRECT PAYROLL			1/ PAYROLL PER PER FLYING HOUR FOR COMBAT ACFT		
	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN
CAPEWELL, 7 BOMB WG	4814			687,108			143			0.32			639		
CASTLE, 93 BOMB WG	2352			375,899			160			0.25			406		
DAVIS-MONTHAN, [2 BOMB WG; 363 BOMB WG]	5414			826,136			153			0.25			312		
MACDILL, 307 BOMB WG	3836			589,609			154			0.37			329		
SMOKY HILL, [37 BOMB WG; 340 BOMB WG]	5964			807,779			135			0.32			343		
SPOKANE, [92 BOMB WG; 98 BOMB WG]	5153			752,236			146			0.30			284		
WALKER, [509 BOMB WG; 33 FTR WG]	5114			706,643			136			0.28			188		
RAPID CITY 28 BOMB WG	3328			460,036			138			0.30			481		
ANDREWS, 4 FIGHTER WG	2512			371,345			148			0.32			252		
GRENIER, 82 FIGHTER WG 2/	1489			191,391			131			0.83			2/		
KEARNEY, 27 FIGHTER WG	2500			335,823			134			0.40			143		
SELFRIDGE, 56 FIGHTER WG	2618			363,289			139			0.35			181		

OPERATIONS AND TRAINING PRIMARY MISSION	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL PER DOLLAR OF OPERATIONS & TRAINING PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO OPERATIONS & TRAINING		
	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN
CAPEWELL, 7 BOMB WG	1440			255,807			178			1.89			300		
CASTLE, 93 BOMB WG	757			147,561			195			1.55			308		
DAVIS-MONTHAN, [2 BOMB WG; 363 BOMB WG]	2208			407,627			185			1.03			190		
MACDILL, 307 BOMB WG	1007			189,374			189			2.11			398		
SMOKY HILL, [37 BOMB WG; 340 BOMB WG]	1570			284,983			182			1.83			333		
SPOKANE, [92 BOMB WG; 98 BOMB WG]	1810			298,237			165			1.52			251		
WALKER, [509 BOMB WG; 33 FTR WG]	2034			321,141			158			1.20			189		
RAPID CITY 28 BOMB WG	904			152,830			169			2.01			340		
ANDREWS, 4 FIGHTER WG	517			86,129			167			3.32			553		
GRENIER, 82 FIGHTER WG 2/	45			6,173			137			30.10			4129		
KEARNEY, 27 FIGHTER WG	649			104,289			161			2.22			357		
SELFRIDGE, 56 FIGHTER WG	506			81,245			161			3.47			557		

NOTE: INCLUDES ALL ACCOUNTS IN TOTAL OPERATING COST-MISSION PLUS ACCOUNTS 0316 & 0318
THE FOLLOWING ACCOUNTS ARE EXCLUDED 0314R, 07104, 07112 & 07114

SOURCE: AF FORM 320 AND AF FORM 1104

1/ ONLY THE FLYING TIME OF COMBAT ACFT POSSESSED BY COMBAT GROUPS IS USED

2/ PERSONNEL AND PAYROLL OF 82nd FIGHTER GP (TDY ALASKA) ARE NOT INCLUDED

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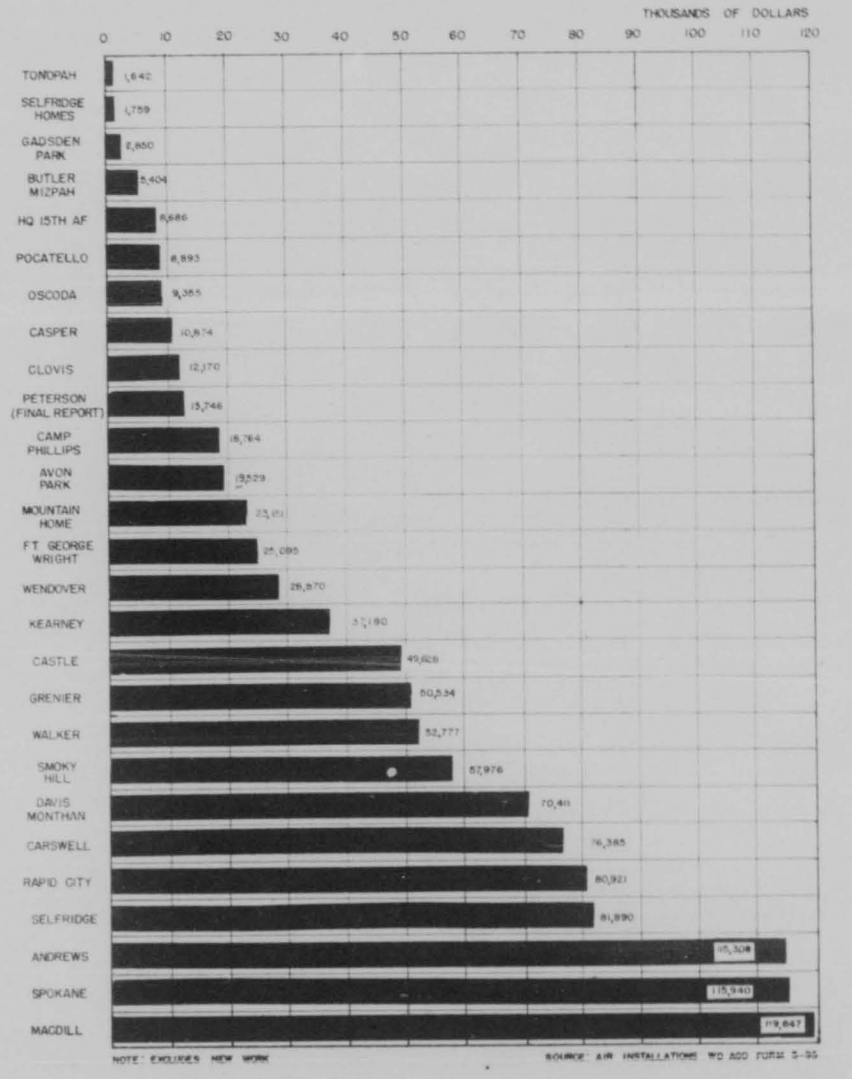
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

APRIL 1948



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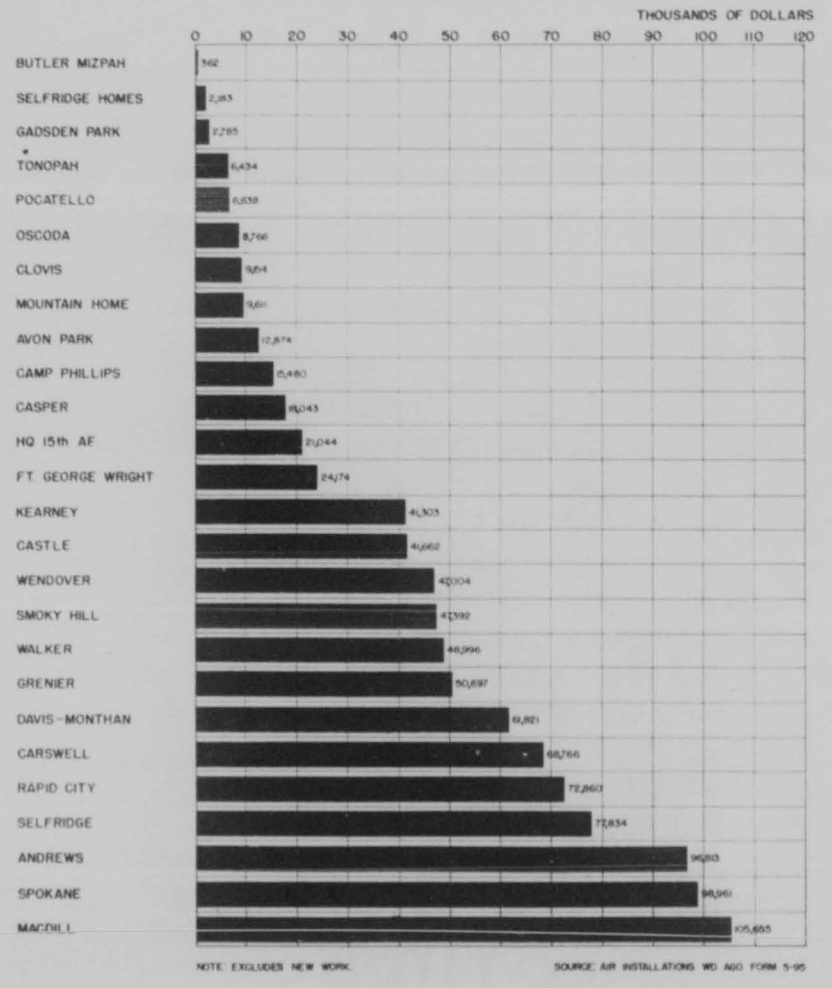
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

MAY 1948



NOTE: EXCLUDES NEW WORK.

SOURCE: AIR INSTALLATIONS WD AGO FORM 5-95

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Section 6

OTHERS

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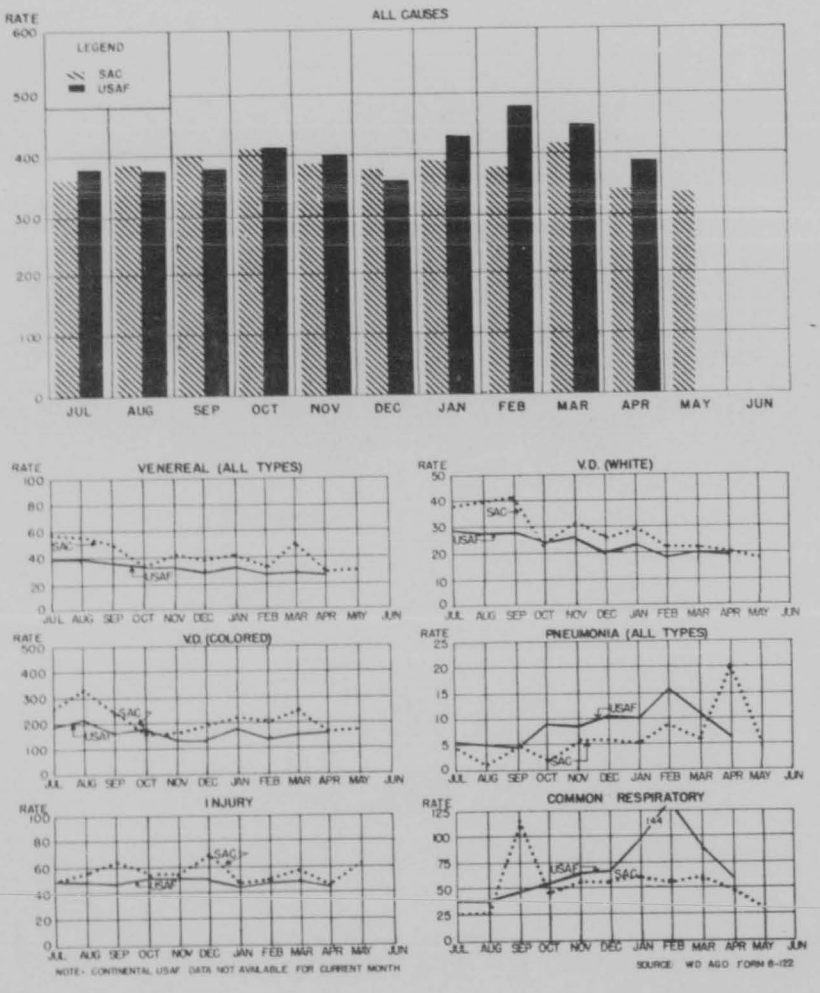
HOSPITAL ADMISSION RATES

SAC VS CONTINENTAL USAF

ADMISSION RATES PER 1000 PER ANNUM

1947–1948



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MEDICAL SUMMARY
VENEREAL DISEASES BY STATION HOSPITAL

Admission Rates Per 1000 Per Annum	May 1948 (4 Weeks 1 May to 28 May)													
	WHITE AND COLORED						WHITE				COLORED			
	VD all Types		Gonorrhea		Syphilis		VD all Types		G	S	VD all Types		G	S
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases
TOTAL SAC	A 106	29	A 76	20	25	7	B 61	18	42	19	B 45	187	34	6
HQ SAC STATIONS	A 57	49	A 46	39	7	6	B 24	23	19	5	B 33	303	27	2
ANDREWS	6	21	6	21			3	11	3		3	303	3	
MACDILL	B 48	91	B 37	69	7	13	18	42	13	5	B 30	312	24	2
GRENIER	1	9	1	9			1	9	1	9				
SELFRIDGE	B 2	5	B 2	5			B 2	5	2					
TOTAL 8TH AF	34	25	18	13	15	11	23	18	12	11	11	124	6	4
CARSWELL	17	41	8	19	8	19	11	30	5	6	6	152	3	2
DAVIS-MONTHAN	7	18	4	10	3	8	6	16	3	3	1	45	1	
KEARNEY	1	6	1	6			1	6	1					
WALKER	9	23	5	13	4	10	5	14	3	2	4	147	2	2
TOTAL 15TH AF	15	13	12	11	3	3	14	13	11	3	1	24	1	
CASTLE	1	7	1	7			1	7	1					
COLO SPRINGS	1	19	1	19			1	19	1					
SPOKANE	4	13	2	6	2	6	4	13	2	2				
SMOKY HILL	5	13	4	10	1	3	4	12	3	1	1	24	1	
RAPID CITY	4	19	4	19			4	19	4					
WENDOVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-

A 2 Cases VD not included in rates not charged this Command.

B 1 Cases VD not included in rates not charged this Command.

Source: WD AGO Form 8-122

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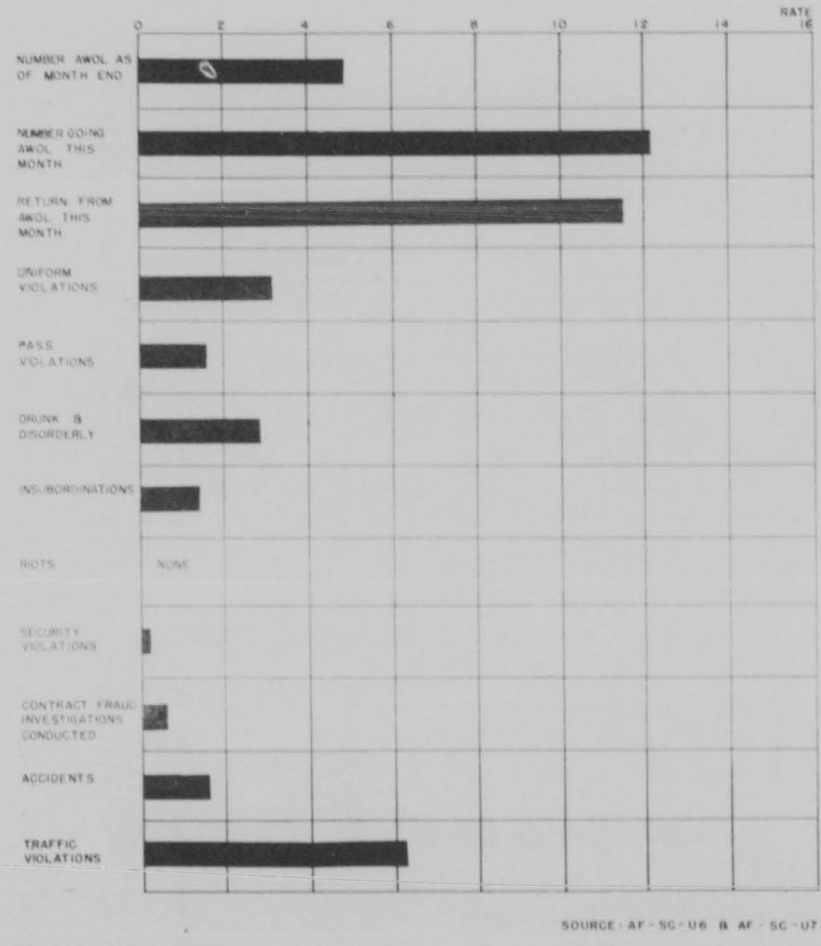
TOTAL OFFENSES AND CRIMINAL INVESTIGATIONS

MAY 1948

RATE PER 1000 PERSONNEL



SOURCE: AF-SC-U6 & AF-SC-U7

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STATUS OF GUN CAMERA PROGRAM

MINIMUM ELAPSED TIME BETWEEN EXPOSING FILM AND VIEWING ASSESSED PICTURES

BY BOMB AND FIGHTER GROUP

AS OF 22 MAY 1948

SOURCE: SAC-OT-SP23

1/ G-3 HAND FILM DEVELOPER BEING USED UNTIL K-14 FILM DEVELOPER IS REPAIRED

2/ ACFT RECEIVED FROM MODIFICATION CENTER MINUS GUN CAMERAS

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SAC MOTOR VEHICLE ACCIDENT RATE

MAY 1948

RATE PER 100,000 MILES DRIVEN

TOTAL NO ACCIDENTS	10	18	2	7	3	12	2	2	4	4	1	0	0	0	0	0	0	0
TOTAL COST ACCIDENTS	$ 212	1469	677	35	86	768	0	314	80	150	200	0	0	0	0	0	0	0
AVERAGE COST PER ACCIDENT	$ 21	82	339	5	29	64	0	157	20	38	200	0	0	0	0	0	0	0

NOTE COLORADO SPRINGS INCLUDES SOUTHERN STATIONS
SPECIAL PURPOSE VEHICLE EXPERIENCE HAS BEEN EXCLUDED ONLY FROM ACCIDENT RATE

SOURCE AF FORM 1224

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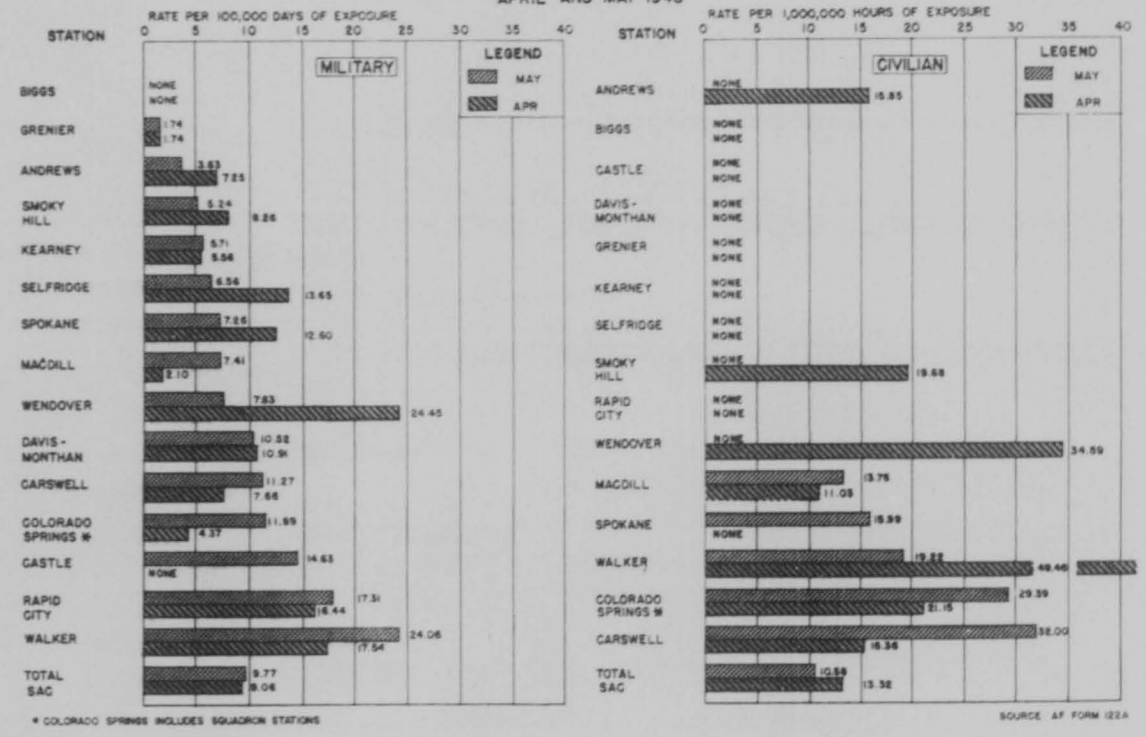
MILITARY AND CIVILIAN GROUND ACCIDENT RATE

BY STATION

APRIL AND MAY 1948



* COLORADO SPRINGS INCLUDES SQUADRON STATIONS

SOURCE AF FORM 122A

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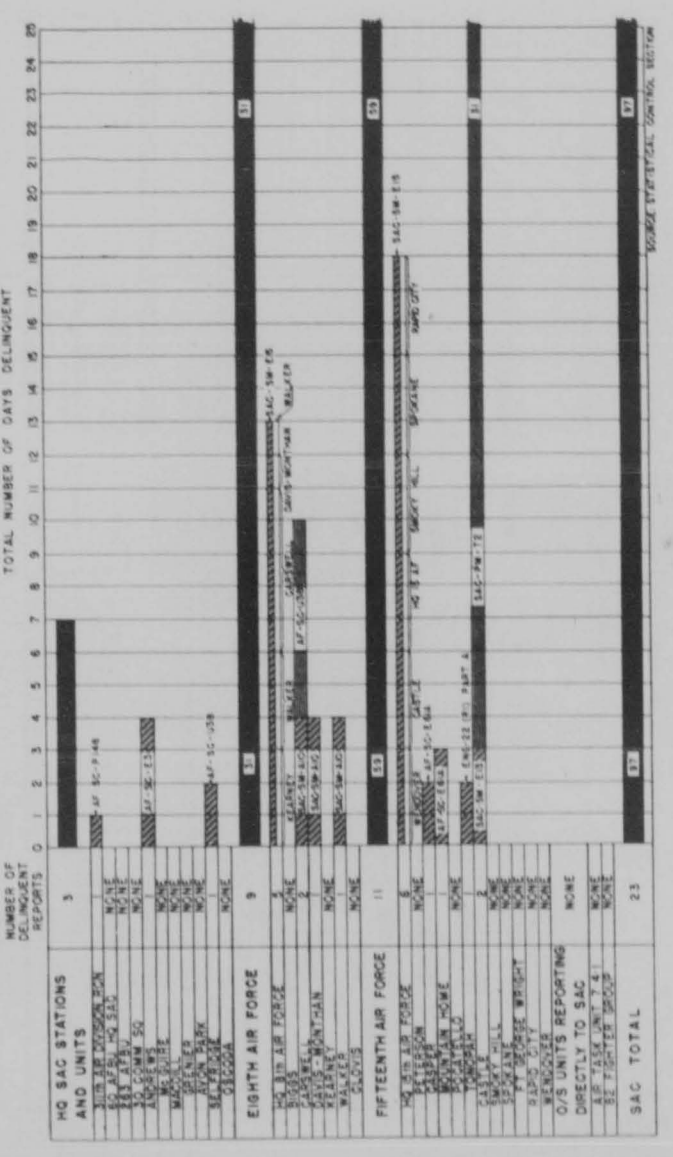
STRATEGIC AIR COMMAND DELINQUENT REPORTS

PERIOD COVERED 1 MAY 1948 THRU 31 MAY 1948



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REPORTS REQUIRED OF SAC

MAY 1948

REPORTS / COMMAND	AIRCRAFT	EQUIPMENT	FUNDS	HOUSING	MEDICAL	ORGANIZATIONAL	PERSONNEL	TRAINING & OPERATIONS	UNCLASSIFIED	TOTAL
RECURRING										
NUMBER OF REPORTS IN EFFECT BEGINNING OF MONTH — NATIONAL DEFENSE	9	31	28	1	15	5	11	7	13	121
HQ USAF	4	10	4	1	2	5	16	5	14	61
HQ SAC	4	5					6	3	3	21
HQ MAC	3	11		1			1			17
HQ ADC							1		1	2
TOTAL	16	58	32	5	18	5	44	17	45	241
ADDITIONAL NUMBER OF REPORTS CLEARED AND NUMBERED — NATIONAL DEFENSE		1					1		1	3
HQ USAF		1					1			2
HQ SAC		1					1			2
HQ MAC									1	1
HQ ADC										
TOTAL	1	2	1				3		2	9
NUMBER OF REPORTS ELIMINATED — NATIONAL DEFENSE							1		1	2
HQ USAF							2		1	3
HQ SAC										
HQ MAC							1			1
HQ ADC										
TOTAL							4		1	5
NUMBER OF REPORTS IN EFFECT END OF MONTH — NATIONAL DEFENSE	7	33	28	1	15	5	10	7	13	120
HQ USAF	4	10	5	1	2	5	17	5	13	62
HQ SAC	5	6					4	5	3	23
HQ MAC	3	11		1			1			16
HQ ADC							1		1	2
TOTAL	19	60	33	5	18	5	43	17	44	244
SPECIAL										
NUMBER OF REPORTS CLEARED — NATIONAL DEFENSE		1					1			2
HQ USAF				1			1		1	3
HQ SAC		2								2
HQ MAC		1								1
HQ ADC							1			1
TOTAL		4		1			3		1	9

SOURCE: STATISTICAL CONTROL SECTION

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Commanding General SAC	1
Deputy Commander and Chief of Staff SAC	1
Inspector General	1
Provost Marshal Section	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Historical Branch	2
Hq Commandant's Section	1
Asst Chief of Staff A-1	6
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Asst Chief of Staff A-2	1
Asst Chief of Staff A-3	4
Electronics Section	1
Asst Chief of Staff A-4	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Asst Chief of Staff A-5	6
Statistical Control Section	2
Operation Analysis Section	1
Chief of Staff, United States Air Force, Washington, 25 D.C.	5
Chief of Staff, United States Air Force, Washington, 25 D.C. Attn. Comptroller.	5
Chief of Staff, United States Air Force, Washington, 25 D.C. Attn. The Air Inspector.	1
Deputy The Air Inspector for Field Operations, Langley Air Force Base, Hampton, Virginia.	1
Air Weather Service, Gravely Point, Washington, 25 D.C.	1
Air Training Command, Barksdale Air Force Base, Louisiana	2
Andrews Air Force Base	3
MacDill Air Force Base, Tampa, Florida.	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Mt. Clemens, Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.	6
Fifteenth Air Force, Colorado Springs, Colorado	6
311th Air Division, Reconnaissance, Andrews Air Force Base	1
All Other Active Stations	3 ea

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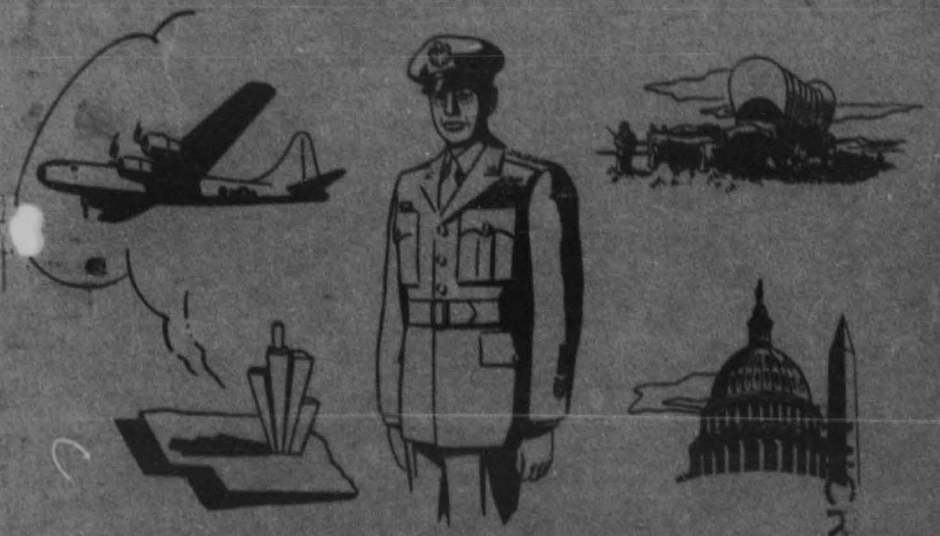
COMMAND SUMMARY



General
GEORGE C. KENNEY

★★★★

Strategic Air Command

July 1948

prepared by

SAC TECHNICAL PAMPHLET 122-1

COMPTROLLER SECTION

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STATISTICS AS OF 30 JUNE 1948

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-30 dated 10 October 1946 and AF Regulation No. 20-20A dated 10 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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Section 1

ORGANIZATION

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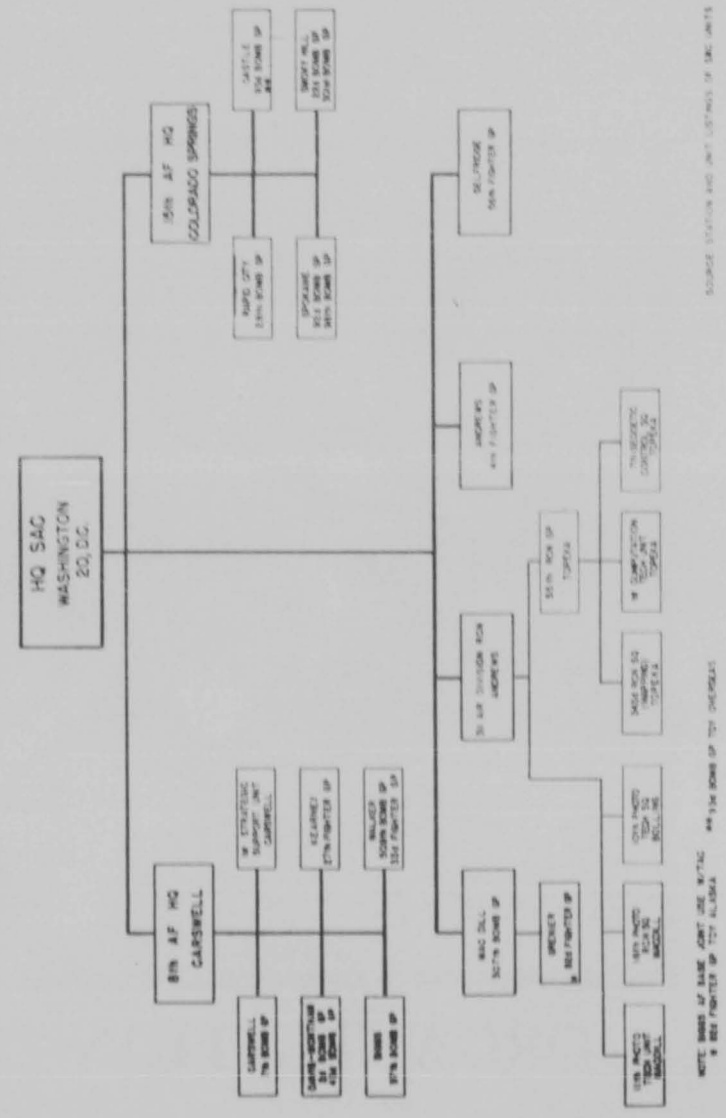
STRATEGIC AIR COMMAND ORGANIZATION

AS OF 1 JUNE 1948



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ROSTER OF SAC KEY PERSONNEL

AS OF 30 JUNE 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE
COMMANDING GENERAL	GEN GEO C KENNEY	MAJ GEN R M RAMEY	MAJ GEN L W JOHNSON
DEPUTY COMMANDER and/or CHIEF OF STAFF	MAJ GEN C McMULLEN	COL T J DUBOSE	COL I A RENDLE
A-1	COL R T KING Jr	COL P D GLASSFORD	COL S E MANZO
A-2	COL W A ADAMS	COL G R MONTGOMERY	MAJ F F CAMPBELL (acting)
A-3	BRIG GEN D W HUTCHISON	COL J D RYAN	COL W P BRETT
A-4	COL K E TIBBETTS	COL F G JAMISON	COL C J BONDLEY Jr
A-5	COL R O CORK	LT COL J A ROBERTS Jr	LT COL W I BUNKER (acting)

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL A D CLARK	97 th BOMB WING	COL G L ROBINSON	4 th FTR WING	BRIG GEN Y H TAYLOR
28 th BOMB WING	COL T J GENT Jr	301st BOMB WING	COL L G MULZER	27 th FTR WING	COL A B PACKARD
43 d BOMB WING	COL J C SELSER Jr	307 th BOMB WING	BRIG GEN D R HUTCHINSON	56th FTR WING	COL W T HUDNELL
92 d BOMB WING	COL J E BRIGGS	509th BOMB WING	COL W H BLANCHARD	82 d FTR WING	COL W B+ OFFUTT
93 d BOMB WING	COL L B COATS	311th AIR DIV RON	BRIG GEN P T CULLEN		

SOURCE: AF-SC-H4

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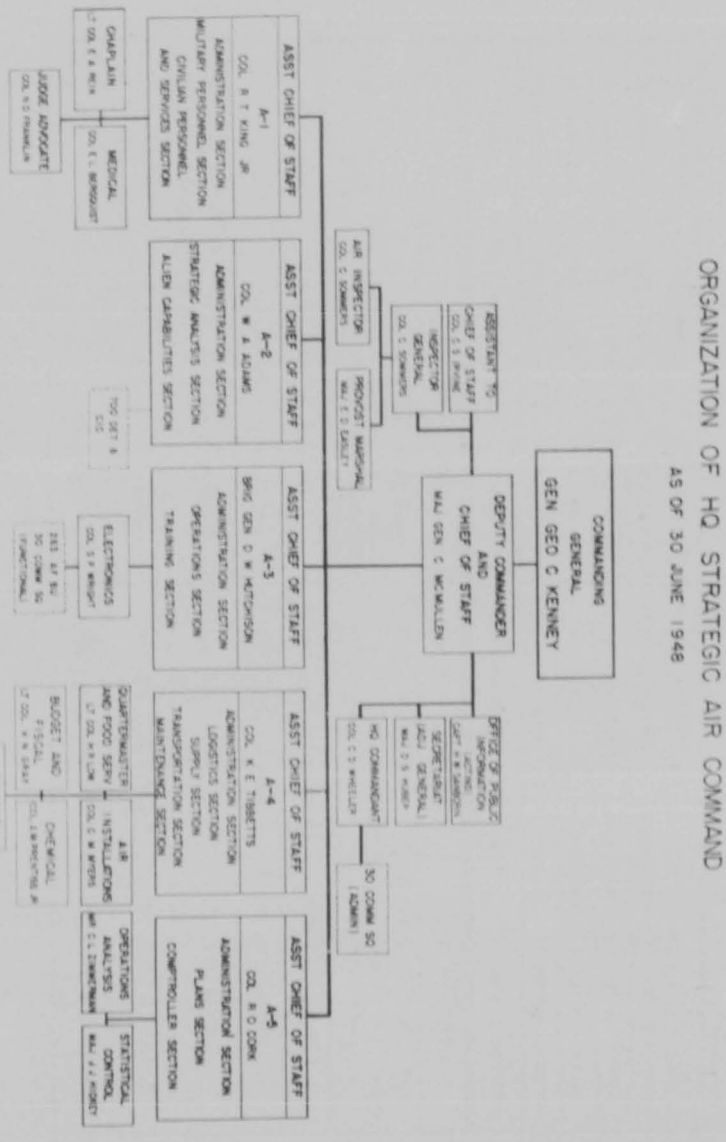
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

AS OF 30 JUNE 1948



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Section 2

PERSONNEL

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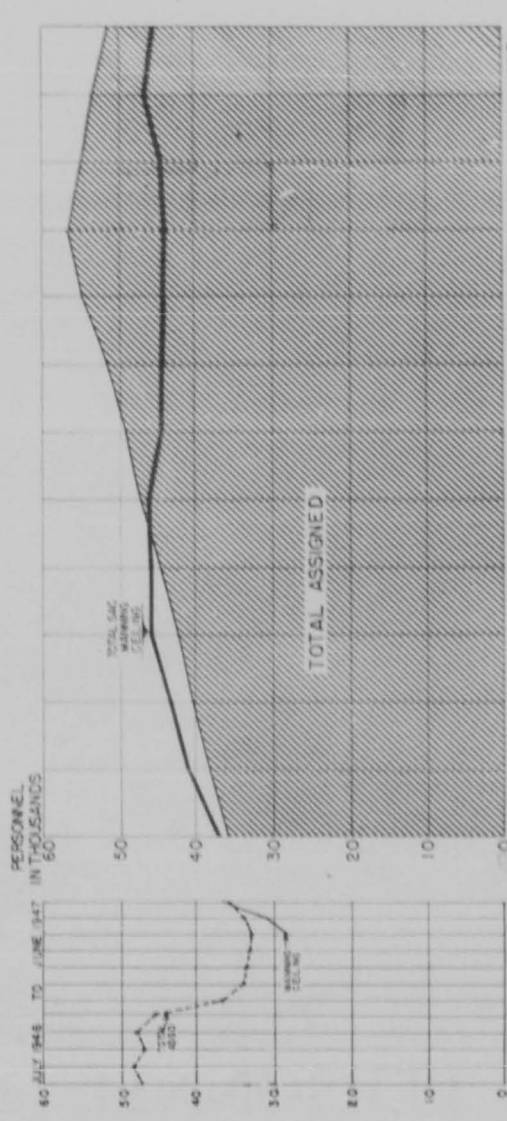
TOTAL SAC PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

OFFICERS, ENLISTED AND CIVILIANS

AS OF END OF MONTH 1947-1948



TOTAL	CEILING	43631	43631	44631	47004	44800	44800	44800	44800	44800	44800	44800	45078
	ASSIGNED	41412	42412	42495	41923	42495	42495	42495	42495	42495	42495	42495	42495
CIVILIANS	CEILING	27,245	27,245	27,245	27,245	27,245	27,245	27,245	27,245	27,245	27,245	27,245	27,245
	ASSIGNED	26,169	26,169	26,169	26,169	26,169	26,169	26,169	26,169	26,169	26,169	26,169	26,169
OFFICERS	CEILING	4,013	4,013	4,013	4,013	4,013	4,013	4,013	4,013	4,013	4,013	4,013	4,013
	ASSIGNED	3,914	3,914	3,914	3,914	3,914	3,914	3,914	3,914	3,914	3,914	3,914	3,914
ENLISTED	CEILING	12,373	12,373	13,373	15,746	13,542	13,542	13,542	13,542	13,542	13,542	13,542	13,820
	ASSIGNED	11,329	12,329	12,412	11,840	12,412	12,412	12,412	12,412	12,412	12,412	12,412	12,412
BILLETS	480	387.5	37,545	37,545	38,144	37,545	37,545	37,545	43,063	44.5	44.5	45,150	45,150

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TOTAL SAC OFFICER PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947-1948

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TOTAL SAC ENLISTED PERSONNEL MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH 1947–1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	51187	51437	51563	51556	51444	51598	51741	51917	51967	51-71	51464	51414
	ASSIGNED	43582	42885	42743	43446	43278	43827	43-43	44459	46268	44-40	47350	47-41
HQ SAC	CEILING	6884	6794	6911	59	59	46	59	59	259	1944	176	114
	ASSIGNED	6160	853	23	6283	819	894	860	1228	1224	1777	1317	1445
STATIONS	CEILING	44303	44643	44652	44497	44385	44552	44682	44858	44708	44-26	45288	45300
	ASSIGNED	37422	42032	41734	41554	41345	41-21	41-97	43-15	44-42	42-18	45-33	45-95
AIR FORCE	CEILING	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
	ASSIGNED	1582	1900	1944	1905	1913	1875	1884	1876	1900	1900	1900	1900
GR TOT	CEILING	53087	53337	53463	53456	53344	53498	53641	53817	53867	53-71	53364	53314
FORCE	ASSIGNED	45164	44885	44743	45446	45278	45827	45-43	46459	48268	44-40	49350	49-41

NOTE: DISCHARGE OF INTERNS AND TERMINATES ARE EXCLUDED
TOTAL SAC CEILING INCLUDES NON-T/O UNALLOTTED

SOURCE AF-30-P2 AND A-5

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TOTAL SAC CIVILIAN PERSONNEL MANNING CEILING AND EMPLOYED STRENGTH
AS OF END OF MONTH 1947–1948

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL	CEILING	6177	5699	5593	5593	5788	5683	5695	5700	6586	6598	6198	5758
	EMPLOYED	5338	5436	5312	5326	4986	5107	5145	5203	5077	5211	5284	5349
HQ SAC STATIONS	CEILING	1782	1628	1627	1336	1346	1345	1370	1396	1866	1862	1760	1877
	EMPLOYED	1532	1420	1468	1374	1335	1349	1118	1235	1257	1229	1218	1423
8TH AIR FORCE	CEILING	1071	831	1341	1341	1348	1344	1346	1348	1472	1472	1474	1342
	EMPLOYED	991	1246	1143	1177	1191	1191	1181	1175	1178	1161	1162	1181
15TH AIR FORCE	CEILING	3324	3440	2925	2221	2094	1990	1977	1977	1963	1964	1964	1615
	EMPLOYED	2595	2870	2319	1003	814	847	846	842	828	819	804	785

NOTE: TOTAL SAC CEILING INCLUDES NON-T/O ANALYSTS

SOURCE: AF 16 MAR AMC 411

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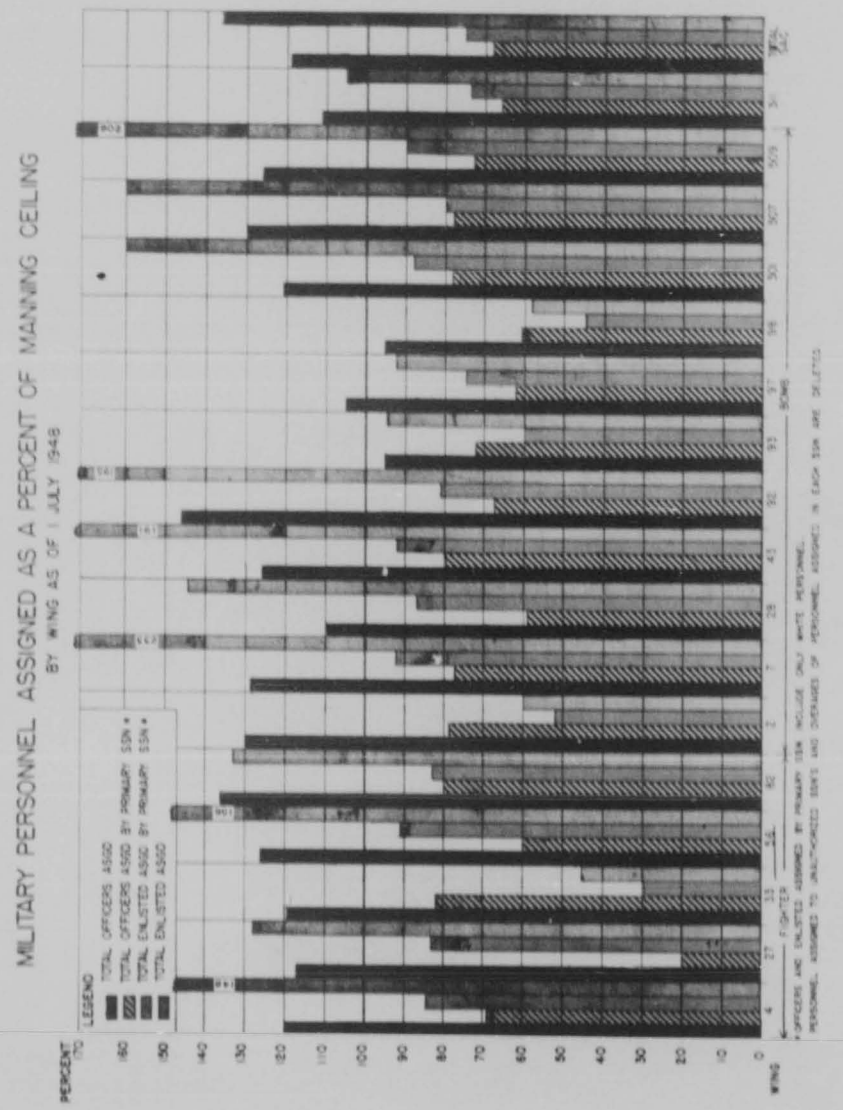

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 30 JUNE 1948

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
ANDREWS	SAC	60 AF BU (Hq SAC)	179	7	9	172	6	11	545	576	339	293
CARSWELL	8 AF	39 AF BU (Hq 8 AF)	88	2	0	81	2	7	250	247	70	75
COLO SPRINGS	15 AF	201 AF BU (Hq 15 AF)	86	10	1	112	6	8	303	409	279	282
ANDREWS	SAC	TOTAL 4 Ftr Wg	148	22	8	(2) 155	17	6	1525	1797	450	435
		Hq & Hq Sq 4 Ftr Wg	13	0	0	14	0	0	55	56	450b	16
		Hq 4 Ftr Gp, JP	9	1	1	11	0	1	29	25		
		334 Ftr Sq, JP	25	1	1	25	0	0	104	110		
		335 Ftr Sq, JP	25	1	1	26	0	0	104	114		
		336 Ftr Sq, JP	25	1	1	25	0	0	104	108		
		4 Maint & Supply Gp	12	0	2	19	0	3	586	367		224
		4 Airdrome Gp	14	0	2	35	0	2	482	955		178
		4 Station Med Gp	0	18	0	0	17	0	61	62		17
		Special Missions	25									
MACDILL	SAC	TOTAL 307 Bomb Wg	280	36	7	(1) 258	42	10	2066	2816	498	494
		Hq & Hq Sq, 307 Bomb Wg VH	13	0	0	33	0	0	61	73	498a	17
		Hq 307 Bomb Gp, VH	12	1	2	16	0	2	31	34		
		370 Bomb Sq, VH	53	1	1	46	0	1	195	232		
		371 Bomb Sq, VH	53	1	1	53	0	0	195	231		
		372 Bomb Sq, VH	53	1	1	51	0	0	195	238		
		307 Maint & Supply Gp	17	0	1	26	0	3	491	610		202
		307 Airdrome Gp	21	0	0	33	0	3	816	1272		219
		307 Station Med Gp	0	32	1	0	42	1	82	126		56
		Special Missions	17									
GRENIER	SAC	TOTAL 82 Ftr W	125	31	8	137	18	7	1481	1530	200	229
		Hq & Hq Sq 82 Ftr Wg	12	0	0	13	0	0	70	58	200b	8
(82 Ftr Gp TOY ALASKA)		Hq 82 Ftr Gp SE	9	1	1	11	0	1	29	31		
		95 Ftr Sq SE	25	1	1	22	0	1	100	118		
		96 Ftr Sq SE	25	1	1	27	0	0	100	111		
		97 Ftr Sq SE	25	1	1	23	0	1	100	111		
		82 Maint & Supply Gp	12	0	2	11	0	4	336	347		118
		82 Airdrome Gp	16	0	2	30	0	0	685	697		77
		82 Station Med Gp	0	27	0	0	16	0	61	57		26

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASCMT	UNIT	OFFICERS				ASSIGNED			ENLISTED			CIVILIANS	
			MANNING CEILING											
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASSIGNED	MANNING CEILING	EM-PLOYED
SELFRIDGE	SAC	TOTAL 56 Ftr Wg	134	31	8	149	15	5	1564	1905	260	231
		Hq & Hq Sq 56 Ftr Wg	13	0	0	13	0	0	71	58	7	6
		56 Ftr Gp PP	9	0	0	13	0	0	29	39	2602	
		61 Ftr Sq PP	25	1	0	23	0	0	104	126		
		63 Ftr Sq PP	25	1	0	23	0	0	104	128		73
		56 Maint & Supply Gp	13	0	0	14	0	0	104	134		141
		56 Airdrome Gp	15	0	0	14	0	0	314	354		11
		56 Station Med Gp	0	27	0	0	15	0	715	1011		
									63	55		
BTGE	8 AF	TOTAL 97 Bomb Wg	245	33	4	228	3	4	1562	1441		
		Hq & Hq Sq 97 Bomb Wg VH	21	0	0	14	0	0	61	54		
		97 Bomb Gp VH	17	1	0	21	0	0	31	33		
		340 Bomb Sq VH	49	1	0	22	0	0	195	185		
		341 Bomb Sq VH	49	1	0	23	0	0	195	181		
		342 Bomb Sq VH	49	1	0	23	0	0	195	185		
		97 Maint & Supply Gp	21	0	0	15	0	0	299	301		
		97 Airdrome Gp	33	0	0	20	0	0	545	493		
		97 Station Med Gp	0	18	0	0	3	0	41	19		
CARSWELL	8 AF	TOTAL 7 Bomb Wg	309	31	3	(2) 389	24	6	2611	4081	302	285
		Hq & Hq Sq 7 Bomb Wg VH	26	0	0	34	0	0	94	123	7	15
		7 Bomb Gp VH	17	1	0	30	0	0	33	33		
		9 Bomb Sq VH	66	1	0	73	0	0	306	411		
		436 Bomb Sq VH	66	1	0	73	0	0	306	440		
		492 Bomb Sq VH	66	1	0	67	0	0	306	391		
		7 Maint & Supply Gp	33	0	0	35	0	0	578	767	133	121
		7 Airdrome Gp	49	0	0	73	0	0	939	1817	125	124
		7 Station Med Gp	0	27	0	0	24	0	65	109	38	25
DAVIS MONTHAN	8 AF	TOTAL 43 Bomb Wg	302	30	2	(2) 380	19	10	2591	3220	298	285
		Hq & Hq Sq 43 Bomb Wg VH	25	0	0	30	0	0	94	107	7	18
		43 Bomb Gp VH	17	1	0	26	0	1	33	31		
		63 Bomb Sq VH	66	1	0	68	0	0	306	333		
		64 Bomb Sq VH	66	1	0	73	0	0	306	339		
		65 Bomb Sq VH	66	1	0	65	0	0	306	341		
		43 Maint & Supply Gp	25	0	1	34	0	4	583	559	135	92
		43 Airdrome Gp	42	0	0	38	0	6	917	1418	172	142
		43 Station Med Gp	0	26	0	0	19	0	65	92	34	33

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
DAVIS MONTHAN	8 AF	TOTAL 2 Bomb Wg	188	5	5	244	1	1	854	931		
		Hq & Hq Sq 2 Bomb Wg VH	1	0	0	1	0	0	1	1		
		Hq 2 Bomb Gp VH	12	1	2	20	0	1	31	49		
		20 Bomb Sq VH	53	1	1	69	0	0	195	220		
		49 Bomb Sq VH	53	1	1	71	0	0	195	232		
		96 Bomb Sq VH	53	1	1	69	0	0	195	222		
		2 Maint & Supply Gp	9	0	0	7	0	0	144	114		
		2 Airdrome Gp	7	0	0	7	0	0	92	92		
		2 Station Med Gp	0	1	0	0	1	0	1	1		
KEARNEY	8 AF	TOTAL 27 Ftr Wg	184	30	11	214	18	2	1573	1732	215	188
		Hq & Hq Sq 27 Ftr Wg	7	0	1	9	0	0	66	73	215½	19
		Hq 27 Ftr Gp TE	6	1	0	9	0	1	29	25		
		522 Ftr Sq TE	50	1	1	47	0	0	129	144		
		523 Ftr Sq TE	50	1	1	43	0	0	129	142		
		524 Ftr Sq TE	50	1	1	39	0	0	129	127		
		27 Maint & Supply Gp	9	0	3	20	0	1	322	314		52
		27 Airdrome Gp	12	0	4	47	0	0	689	839		96
		27 Station Med Gp	0	26	0	0	18	0	80	68		21
WALKER	8 AF	TOTAL 509 Bomb Wg	302	30	2	368	18	10	2594	3498	307	289
		Hq & Hq Sq 509 Bomb Wg VH	25	0	0	51	0	0	95	161	6	11
		Hq 509 Bomb Gp VH	17	1	0	21	0	0	33	39		
		393 Bomb Sq VH	60	1	0	68	0	1	300	470		
		715 Bomb Sq VH	60	1	0	66	0	0	300	431		
		830 Bomb Sq VH	60	1	0	74	0	1	300	435		
		509 Maint & Supply Gp	37	0	1	27	0	5	583	618	121	116
		509 Airdrome Gp	41	0	1	61	0	3	915	1238	149	135
		509 Station Med Gp	0	26	0	0	18	0	68	101	31	27
WALKER	8 AF	TOTAL 33 Ftr Wg	98	5	5	117	1	5	488	528		
		Hq & Hq Sq 33 Ftr Wg	1	0	0	1	0	0	1	1		
		Hq 33 Ftr Gp SE	9	1	1	10	0	0	29	35		
		58 Ftr Sq SE	25	1	1	30	0	0	100	128		
		59 Ftr Sq SE	25	1	1	35	0	0	100	112		
		60 Ftr Sq SE	25	1	1	31	0	0	100	126		
		33 Maint & Supply Gp	6	0	1	3	0	0	113	96		
		33 Airdrome Gp	7	0	0	7	0	0	44	29		
		33 Station Med Gp	0	1	0	0	1	0	1	1		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
CASTLE	15 AF	TOTAL 93 Bomb Wg	205	16	0	195	14	3	1523	1510	256	250
		Hq & Hq Sq 93 Bomb Wg VH	8	0	0	17	0	0	60	61	15	5
		Hq 93 Bomb Gp VH	8	1	0	14	0	0	28	49		
		328 Bomb Sq VH	52	1	0	41	0	0	196	190		
		329 Bomb Sq VH	52	1	0	42	0	0	196	190		
		330 Bomb Sq VH	52	1	0	44	0	0	196	186		
		93 Maint & Supply Gp	14	0	0	12	0	2	293	279	134	134
		93 Airdrome Gp	19	0	0	25	0	1	488	492	92	96
		93 Station Med Gp	0	12	0	0	14	0	66	63	15	15
RAPID CITY	15 AF	TOTAL 28 Bomb Wg	222	31	6	237	20	4	1888	2326	302	276
		Hq & Hq Sq 28 Bomb Wg VH	13	0	0	17	0	0	75	67	302b/	11
		Hq 28 Bomb Gp VH	12	1	2	14	0	1	31	35		
		77 Bomb Sq VH	53	1	1	45	0	0	195	242		
		717 Bomb Sq VH	53	1	1	54	0	0	195	265		
		718 Bomb Sq VH	53	1	1	46	0	0	195	256		
		28 Maint & Supply Gp	17	0	1	22	0	1	382	381		129
		28 Airdrome Gp	21	0	0	39	0	2	752	980		115
		28 Station Med Gp	0	27	0	0	20	0	63	100		21
SMOKY HILL	15 AF	TOTAL 301 Bomb Wg	223	31	6	266	23	2	1983	2902	302	298
		Hq & Hq Sq 301 Bomb Wg VH	14	0	0	25	0	1	74	82	302b/	11
		Hq 301 Bomb Gp VH	12	1	2	16	0	0	31	28		
		32 Bomb Sq VH	53	1	1	55	0	0	195	219		
		352 Bomb Sq VH	53	1	1	51	0	0	195	206		
		353 Bomb Sq VH	53	1	1	51	0	0	195	202		
		301 Maint & Supply Gp	17	0	1	22	0	0	385	427		153
		301 Airdrome Gp	21	0	0	46	0	1	832	1732		109
		301 Station Med Gp	0	27	0	0	23	0	76	96		25
SMOKY HILL	15 AF	TOTAL 22 Bomb Gp	236	4	1	122	0	0	608	483		
		Hq 22 Bomb Gp VH	26	1	1	11	0	0	50	49		
		2 Bomb Sq VH	70	1	0	34	0	0	186	147		
		19 Bomb Sq VH	70	1	0	40	0	0	186	151		
		33 Bomb Sq VH	70	1	0	37	0	0	186	136		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT #	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
SPOKANE	15 AF	TOTAL 92 Bomb Wg	217	32	6	(1) 309	25	7	1970	3053	429	407
		Hq & Hq Sq 92 Bomb Wg VH	15	0	0	35	0	0	97	112	429 b/	15
		Hq 92 Bomb Gp VH	12	1	2	18	0	0	31	33		
		325 Bomb Sq VH	53	1	1	49	0	0	195	240		
		326 Bomb Sq VH	53	1	1	45	0	0	195	250		
		327 Bomb Sq VH	53	1	1	52	0	0	195	258		
		92 Maint & Supply Gp	17	0	1	35	0	2	395	701		114
		92 Airdrome Gp	14	0	0	75	0	4	780	1328		231
		92 Station Med Gp	0	28	0	0	25	1	82	134		47
SPOKANE	15 AF	TOTAL 98 Bomb Wg	188	5	5	(1) 176	1	3	854	896		
		Hq & Hq Sq 98 Bomb Wg VH	1	0	0	1	0	0	1	1		
		Hq 98 Bomb Gp VH	12	1	2	16	0	2	31	28		
		343 Bomb Sq VH	53	1	1	56	0	0	195	257		
		344 Bomb Sq VH	53	1	1	43	0	0	195	258		
		345 Bomb Sq VH	53	1	1	45	0	0	195	258		
		98 Maint & Supply Gp	9	0	0	8	0	6	144	82		
		98 Airdrome Gp	7	0	0	7	0	1	92	11		
		98 Station Med Gp	0	1	0	0	1	0	1	1		
TOTAL Hq SAC, Hqs AF, Bomb & Ftr Wings			3908	411	92	4309	271	106	28739	35966	4507	4317
ANDREWS	SAC	TOTAL 311 Air Division Rcn	424	7	8	391	0	12	2011	2093	818	645
		Hq & Hq Sq 311 Air Div RCN	28	3	2	31	0	0	45	43	6	5
(Bolling AF Base)		10 Photo Tech Sq	34	0	1	51	0	4	313	371		
(Washington D.C)		36 AF BU	28	0	0	27	0	1	60	75	755	612
(Long Island N.Y)		AF 1st Motion Picture Ut	24	0	1	21	0	2	163	112	57	28
ANDREWS	SAC	Hq 91 Rcn Gp	1	0	0	1	0	0	1	1		
		324 Rcn Sq VLR Photo Rcn	0	0	0	1	0	0	0	1		
TOPEKA	SAC	Hq 55 Rcn Gp	14	2	0	16	0	0	60	53		
		343 Rcn Sq VLR Mapping	54	0	1	70	0	2	396	420		
(DE Wright Patterson)		6 Photo Tech Ut	2	0	1	2	0	0	50	51		
TOPEKA	SAC	7 Geodetic Control Sq	154	1	0	95	0	3	539	514		
MACDILL		11 Photo Tech Ut	2	0	1	4	0	0	50	50		
		16 Photo Rcn Sq (Special)	83	1	1	72	0	0	334	402		
WENDOVER	15 AF	216 AF BU	22	5	1	23	3	3	242	391	90	81
CARSWELL	SAC	263 AF BU	22	0	1	20	0	1	118	106	2	2

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AGENCY	UNIT	OFFICERS					ENLISTED					CIVILIANS		
			WARTIME CEILING		ASSIGNED			WARTIME CEILING		ASSIGNED			WARTIME CEILING		NO. EMPLOYED
			OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	OTHER THAN MEDICAL DEPT.	MEDICAL DEPT.	W/O			
CARSWELL	8 AF	18 Comm Sq	5	0	6	0	0	72	0	80	0	0			
ANDREWS	SAC	30 Comm Sq	7	0	8	0	0	153	0	154	0	0			
COLO SPRINGS	15 AF	33 Comm Sq	6	0	4	0	2	84	0	79	0	0			
CARSWELL	8 AF	1st Strategic Support Sq	54	0	37	0	0	251	0	227	0	0			
MACDILL	SAC	1 Aviation Sq	3	0	4	0	0	94	0	133	0	0			
CARSWELL	8 AF	2 Aviation Sq	3	0	3	0	0	94	0	97	0	0			
CARSWELL	8 AF	1 Ordnance Sq Ammo	26	0	26	0	0	276	0	208	0	0			
SEYMOUR	SAC	454 Sig Bn Comm Co Ammo	7	0	6	0	0	149	0	137	0	0			
MACDILL	SAC	Hq & Hq Det Co 937 Engr Avn Gp	13	0	17	0	0	62	0	73	0	0			
		1840 Engr Avn Bn	44	1	33	1	0	592	0	756	0	0			
		2173 Engr Aviation Co Ammo	5	0	4	0	0	146	0	141	0	0			
		838 Engr Avn Bn	27	3	30	3	0	592	0	793	0	0			
		861 Chemical Co Air Opns	4	0	3	0	0	130	0	23	0	0			
CARSWELL	8 AF	563 AF Band (TDY Spokane)	0	0	0	0	0	26	0	28	0	0			
MALMS	8 AF	611 AF Band	0	0	0	0	0	26	0	31	0	0			
RAPID CITY	15 AF	813 AF Band	0	0	0	0	0	26	0	31	0	0			
ANDREWS	SAC	702 AF Band (TDY Bellbridge)	0	0	0	0	0	26	0	28	0	0			
MACDILL	SAC	740 AF Band	0	0	0	0	0	26	0	28	0	0			
SHEPPARD	15 AF	745 AF Band	0	0	0	0	0	26	0	24	0	0			
SMITH MOUNTAIN	8 AF	775 AF Band	0	0	0	0	0	26	0	25	0	0			

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
MCGUIRE	SAC		2						4		44	31
AVON PARK	SAC		2						0		28	25
SHORAN PROJ	SAC	Assigned Military Personnel	0						0		8	8
OSCODA	SAC	are included in Base Unit	2						0		30	30
CLOVIS	8 AF	or Airdrome Totals	2						0		50	59
CASPER	15 AF		4						3		53	51
MOUNTAIN HOME	15 AF		2						2		44	43
POCATELLO	15 AF		2						2		30	31
TONOPAH	15 AF		2						2		30	26
		1-0-1 Strength each Unit 2/										
ANDREWS	SAC	Hq & Hq Sq 58 Air Div Bomb 1/	1			1			1		1	
		44 Bomb Gp VH	1			1			1		1	
		90 Bomb Gp VH	1			1			1		1	
		303 Bomb Gp VH	1			1			1		1	
		305 Bomb Gp VH	1			1			1		1	
		306 Bomb Gp VH	1			1			1		1	
		69 Air Sv Gp	1			1			1		1	
		73 Air Sv Gp	1			1			1		1	
		86 Air Sv Gp	1			1			1		1	
		87 Air Sv Gp	1			1			1		1	
		439 Air Sv Gp	1			1			1		1	
		475 Air Sv Gp	1			1			1		1	
		907 Chemical Co Air Gpn	1			1			1		1	
SELFRIDGE	SAC	468 Sig Hv Cons Co Avn	1			1			1		1	

NOTE: Excludes Detachment of Patients

1/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available

2/ Breakdown not available.

3/ 1-0-1 Strength Units at Andrews Field are not included in the 60th AF HQ Totals

SOURCE: AF-SC-P2, AF-SC-P-68 & A-5

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SAC STAFFING RATIOS OF CIVILIAN PERSONNEL SECTIONS

1. Revision. The key issue of the Statistical Summary (pages 26-27) described the "Staffing Ratio," an index to be used in comparing and evaluating the size of Civilian Personnel Sections at different stations. Subsequent to the release of that publication certain revisions have been made, based upon some corrections in data and upon the incorporation of Mendoner AFB into Colorado Springs data (Colorado Springs has been performing the major portion of the administration of Mendoner's civilian employees). The revised Staffing Ratios for the first quarter of 1948 are portrayed graphically alongside the second quarter Staffing Ratios on page 19 below.

2. Basis. The key presentation around a number of inquiries as to the basis for the SAC Staffing Ratios. The approach may be briefly outlined as follows:

a. 1947 data on CPS staffs and civilians administered were plotted, and a line of average relationship fitted (88% of the variation in CPS staff sizes was explained by this relationship). This line is called a Staffing Pattern.

b. Theoretical or "normal" CPS staff sizes were computed for each station from the Staffing Pattern in (a), for each of the first three months in 1948. These normal staffs were divided by the respective actual staff sizes.

c. The upper quartile of the quotients in (b) was determined and applied to the line of average relationship, converting that line into a new Staffing Pattern which is considered the SAC "standard" (see page 21).

d. Standard staff sizes were computed from this standard line. For each station, the quarterly Staffing Ratio is the sum for three months of the standard staffs divided by the sum of the actual staffs for those three months, multiplied by 100.

3. Comparisons

a. Staffing Ratios averaged 7% higher in the second quarter than in the first quarter of 1948 (see bar chart on page 20).

b. No current information has been received on CPS staffs of AF commands other than SAC. In the first half of 1948 the majority of SAC stations have been averaging smaller Civilian Personnel Sections than the AF average of early 1948.

c. The striking increase in the Staffing Ratio for Selfridge AFB is the result of understaffing to a point where efficiency may be impaired, and as such illustrates the comment in the May report that very high Staffing Ratios may be undesirable.

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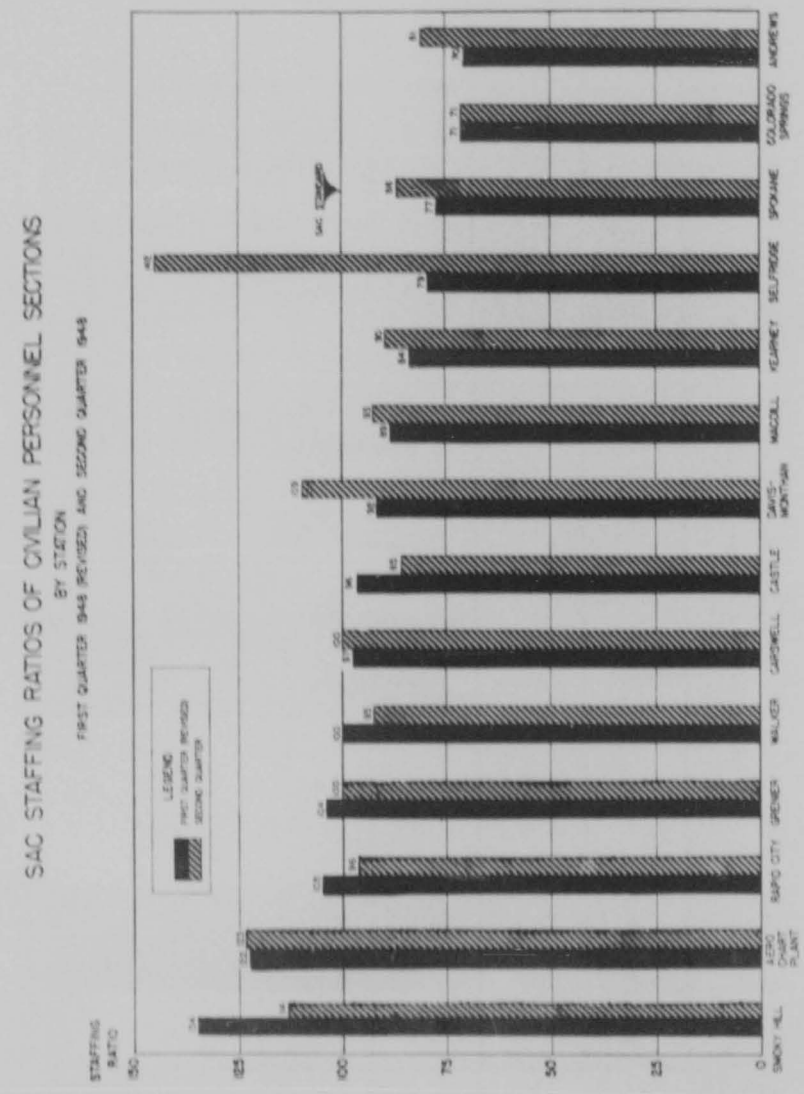

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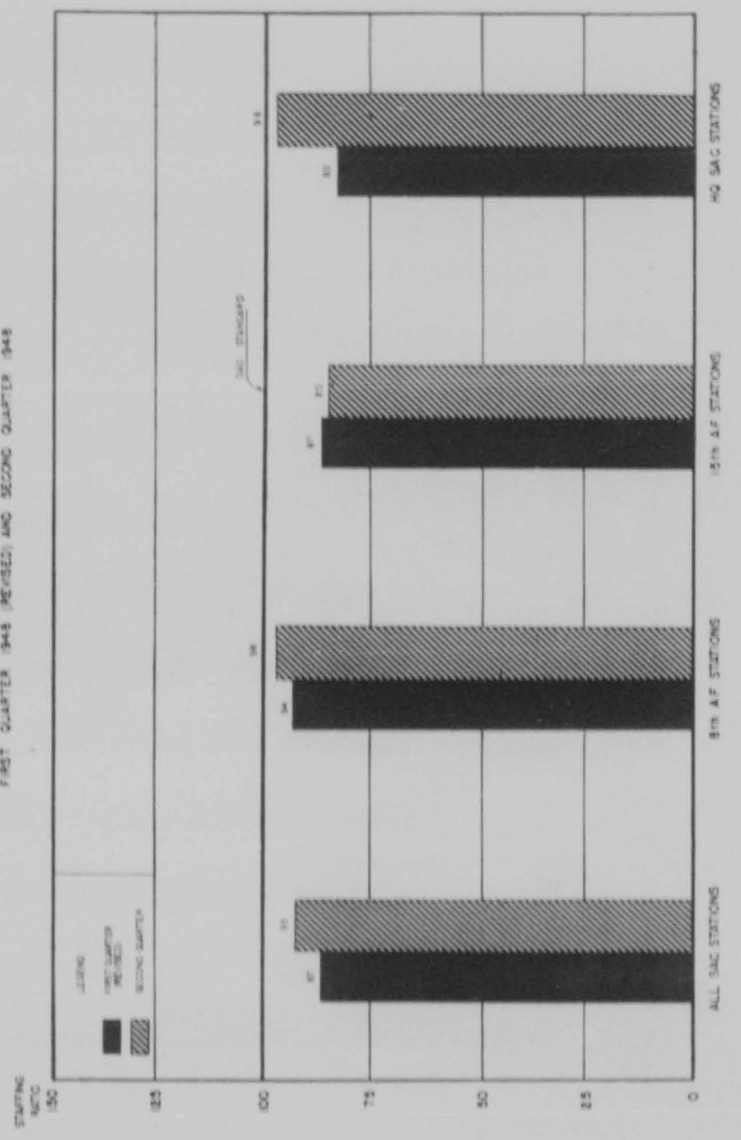
SAC STAFFING RATIOS OF CIVILIAN PERSONNEL SECTIONS

BY SUB-COMMAND

FIRST QUARTER 1948 (REVISED) AND SECOND QUARTER 1948



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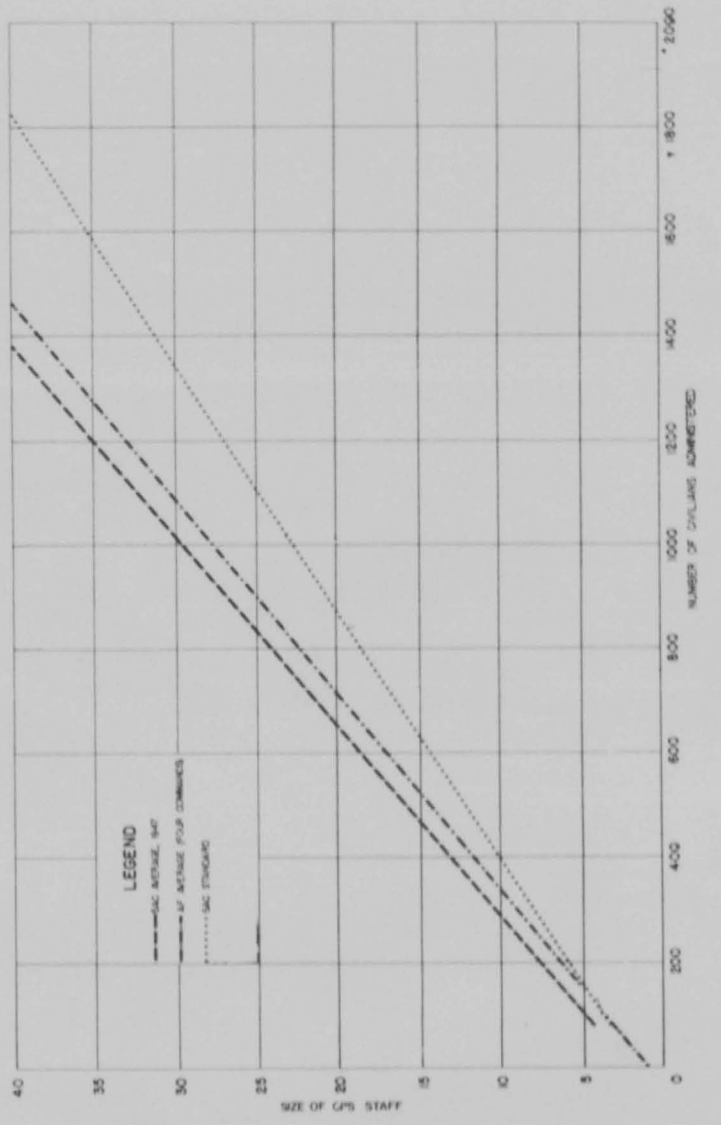
COMPARISON OF STAFFING PATTERNS FOR BASE CIVILIAN PERSONNEL SECTIONS



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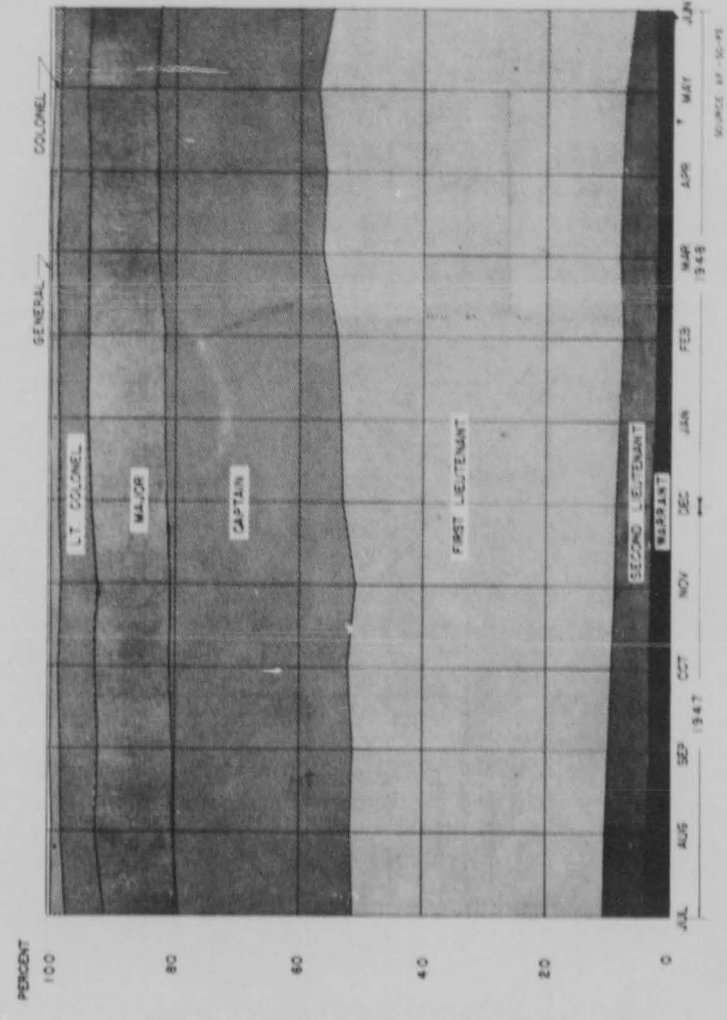
TOTAL SAC OFFICER PERSONNEL BY RANK

AS OF END OF MONTH 1947 - 1948



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SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF 30 JUNE 1948

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	WO/FO	TOTAL
UNITED STATES AIR FORCE	9	70	201	354	599	579	19	12	1843
UNITED STATES AIR FORCE RESERVE		1	25	165	700	1783	139	4	2817
AIR FORCE UNITED STATES					5	28	5	110	148
REGULAR ARMY		7	14	37	39	21			118
ORGANIZED RESERVE CORPS		1	11	23	113	120	2		270
ARMY UNITED STATES			2	3	60	82		8	155
PHILIPPINE SCOUTS						1			1
TOTAL OFFICERS	9	79	253	582	1516	2614	165	134	5352
PERCENT BY GRADE	0.2	1.5	4.7	10.9	28.3	48.8	3.1	2.5	100.0%

NOTE: INCLUDES DETACHMENT OF PATIENTS AND SEPARATEES

SOURCE: AF-SC-PII

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TOTAL SAC REGULAR AIR FORCE AND REGULAR ARMY OFFICER PERSONNEL ASSIGNED

AS OF END OF MONTH 1947-1948

TOTAL	1095	402	545	617	767	955	2519	1048	2531	1003	1978	961
HQ SAC STATIONS	332	487	494	532	642	636	517	679	617	676	596	654
8th AF	137	416	484	495	597	650	724	736	756	715	532	845
15th AF	186	439	547	550	584	649	698	685	676	661	515	543
% of Legal Strength	346	353	328	335	368	378	382	382	372	349	362	346

NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED AS OF JUNE THRU DEC 47

SOURCE: AC/AS G-1

1902

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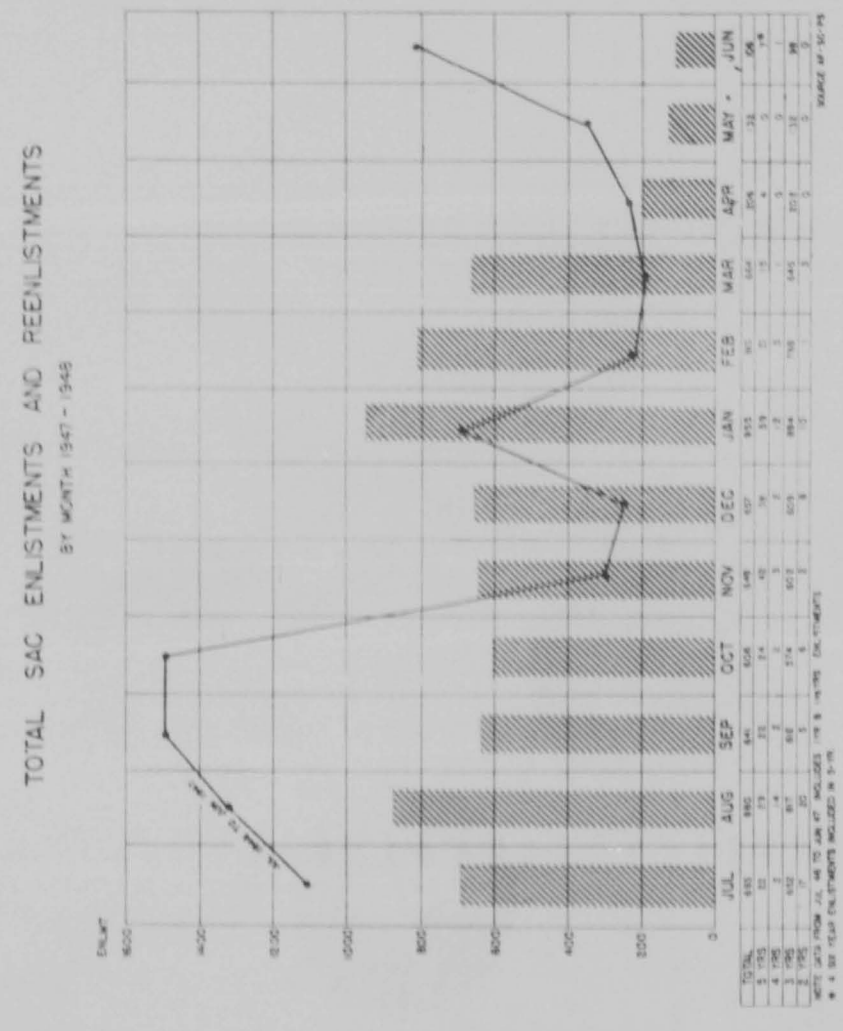

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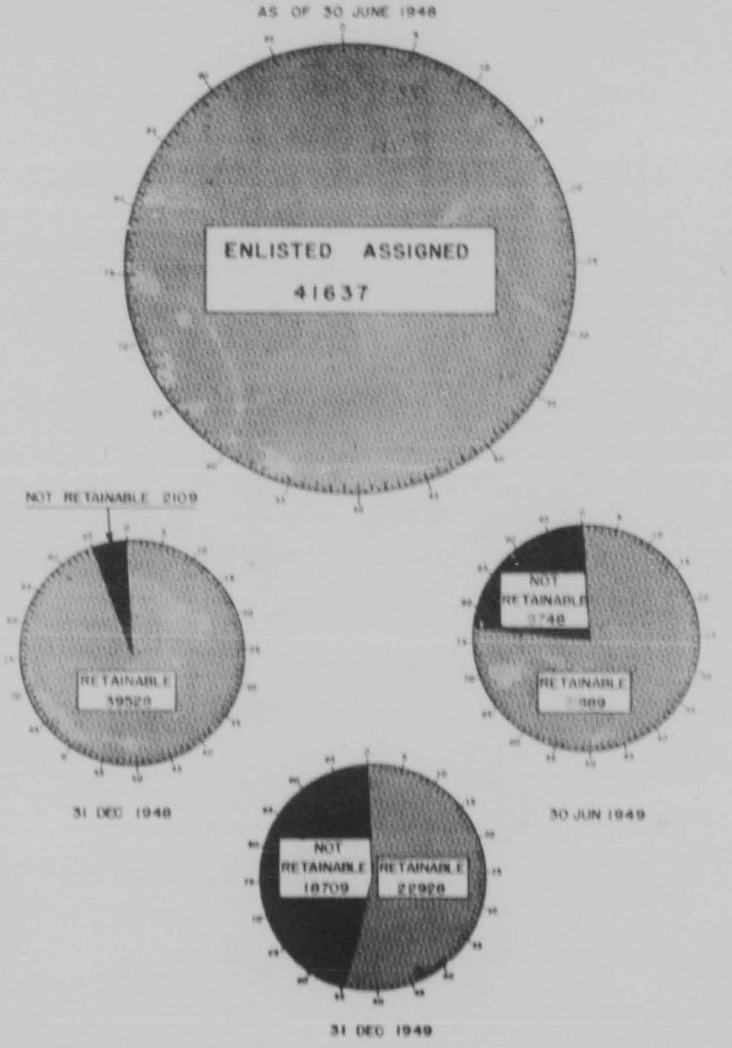
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH



NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED. SOURCE: AF-SC-P2

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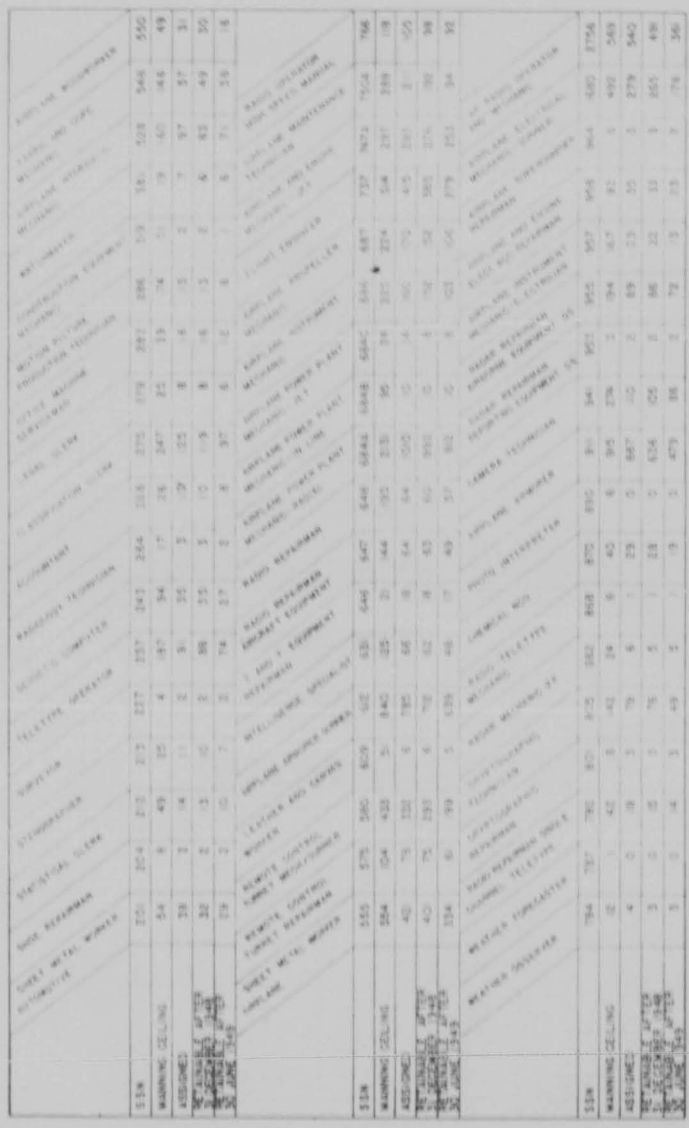
TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

AS OF 30 JUNE 19[illegible]



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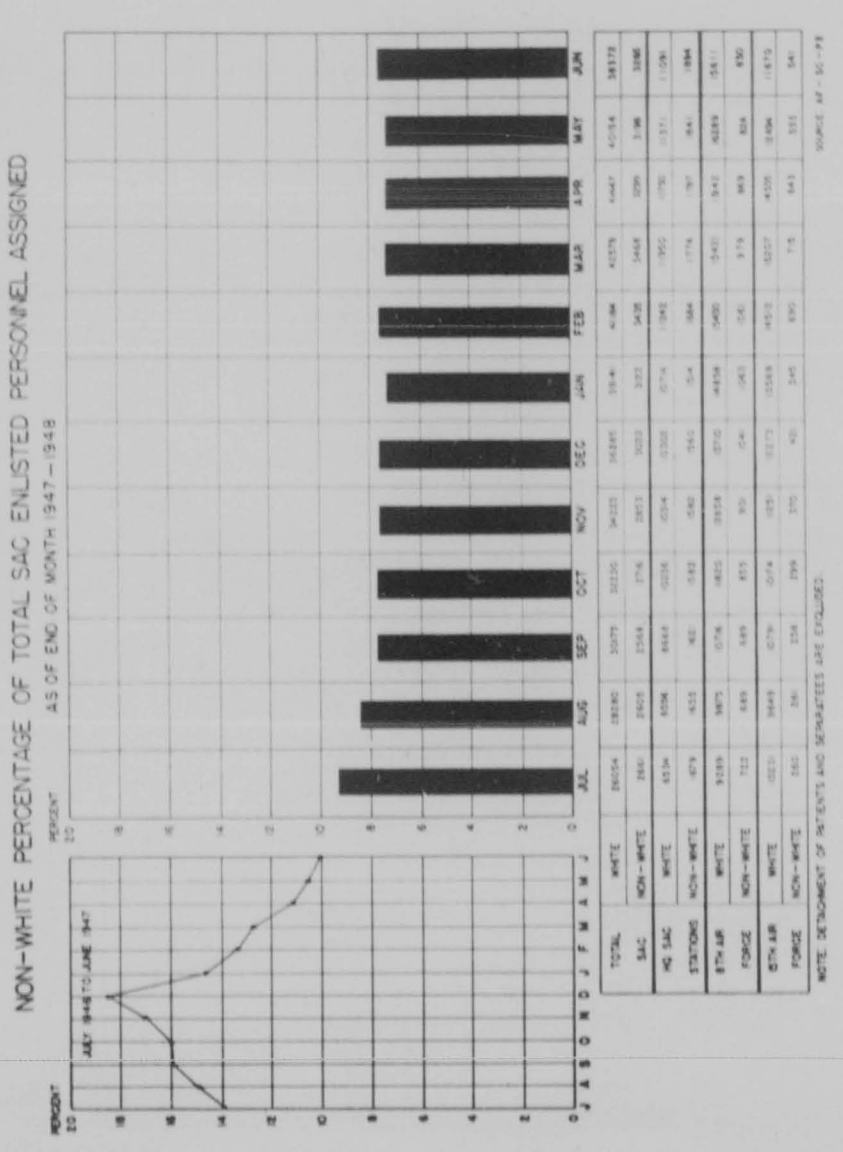

		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	WHITE	35054	35280	35579	35230	34233	34895	35141	41184	42579	43447	45054	36173
	NON-WHITE	1861	2405	2564	2776	2813	3003	3231	3438	3468	3595	3136	3386
HQ SAC STATIONS	WHITE	8134	8698	8661	8226	8154	8308	8774	11845	11955	11750	11371	11091
	NON-WHITE	479	633	601	583	582	760	754	984	1174	787	841	894
8TH AIR FORCE	WHITE	9389	9875	9774	9820	9514	9710	9850	13480	13401	13412	12859	5411
	NON-WHITE	722	849	849	855	910	954	1063	1241	1179	1143	1024	830
15TH AIR FORCE	WHITE	8331	8949	8776	8774	8351	8773	8589	11512	11227	11505	10494	11475
	NON-WHITE	360	336	338	374	370	419	345	830	715	943	933	941

NOTE: DISCHARGE OF PATIENTS AND DESERTEES ARE EXCLUDED.

SOURCE AF-SC-99

1906

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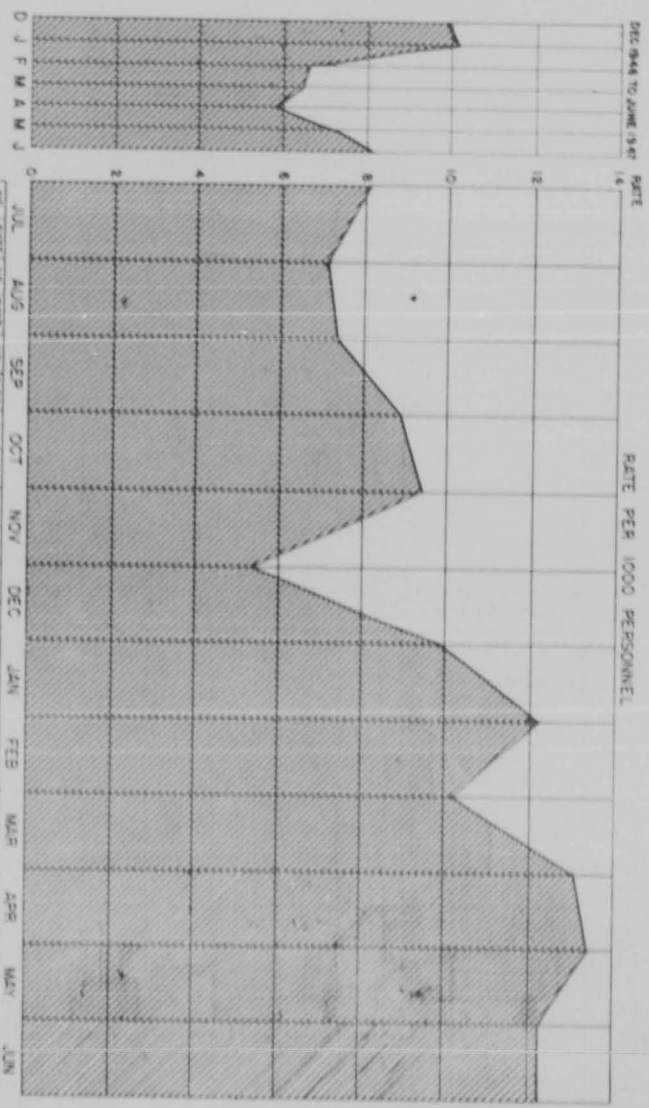
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH 1947 - 1948

RATE PER 1000 PERSONNEL



	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
	234	7.1	240	7.3	244	8.8	345	10.5	429	13.0	429	13.0	429	13.0	429	13.0	429	13.0	429	13.0	429	13.0	429	13.0
	71	8	80	8	80	8	80	8	80	8	80	8	80	8	80	8	80	8	80	8	80	8	80	8
	64	5.1	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6	71	5.6
	99	4.6	89	4.1	93	4.3	194	8.9	278	12.8	278	12.8	278	12.8	278	12.8	278	12.8	278	12.8	278	12.8	278	12.8
	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1	3	4.1

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TOTAL SAC COURTS MARTIAL RATES

BY MONTH 1947-1948

RATE PER 1000 PERSONNEL

		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	SUMMARY	101	5.4	78	4.1	89	4.7	94	5.0	107	5.7	76	4.0	107	5.7	154	8.2	133	7.1	159	8.5	141	7.5	159	8.5
	SPECIAL	37	2.0	47	2.5	36	1.9	30	1.6	33	1.8	30	1.6	33	1.8	30	1.6	30	1.6	30	1.6	30	1.6	30	1.6
	GENERAL	64	3.4	31	1.6	53	2.8	64	3.4	74	3.9	46	2.4	74	3.9	124	6.6	103	5.5	129	6.9	111	5.9	129	6.9
45 SAC STATIONS	SUMMARY	85	5.7	67	4.4	76	5.0	80	5.3	91	6.0	65	4.3	91	6.0	131	8.6	113	7.4	135	8.9	120	7.9	135	8.9
	SPECIAL	31	2.1	40	2.6	31	2.0	26	1.7	28	1.8	26	1.7	28	1.8	26	1.7	26	1.7	26	1.7	26	1.7	26	1.7
	GENERAL	54	3.6	27	1.8	45	3.0	54	3.6	63	4.2	39	2.6	63	4.2	105	6.9	87	5.7	109	7.2	94	6.2	109	7.2
8TH AIR FORCE	SUMMARY	16	5.5	11	3.8	13	4.5	14	4.8	16	5.5	11	3.8	16	5.5	23	7.9	20	6.9	24	8.3	21	7.2	24	8.3
	SPECIAL	6	2.1	7	2.4	5	1.7	4	1.4	5	1.7	4	1.4	5	1.7	4	1.4	4	1.4	4	1.4	4	1.4	4	1.4
	GENERAL	10	3.4	4	1.4	8	2.8	10	3.4	11	3.8	7	2.4	11	3.8	19	6.6	16	5.5	20	6.9	17	5.9	20	6.9
8TH AIR FORCE	SUMMARY	47	3.8	40	3.2	38	3.0	40	3.2	46	3.7	33	2.6	46	3.7	66	5.3	57	4.6	68	5.4	60	4.8	68	5.4
	SPECIAL	17	1.4	21	1.7	15	1.2	12	1.0	14	1.1	12	1.0	14	1.1	12	1.0	12	1.0	12	1.0	12	1.0	12	1.0
	GENERAL	30	2.4	19	1.5	23	1.8	28	2.2	32	2.6	21	1.7	32	2.6	54	4.3	45	3.6	56	4.5	48	3.8	56	4.5

SOURCE AF-AG-47

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Section 3

AIRCRAFT *and* MAINTENANCE

1909

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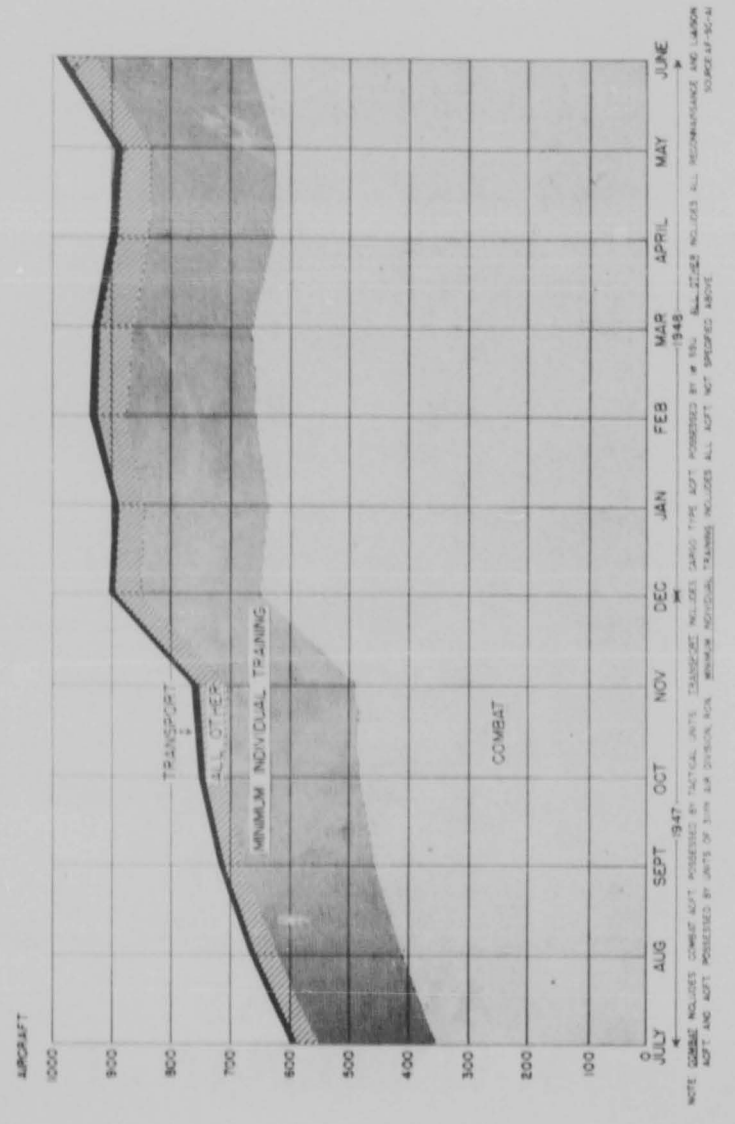
NUMBER OF SAC AIRCRAFT ON HAND
BY TYPE USE
FISCAL YEAR 1948



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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

AS OF 30 JUNE 1948

STATION AND UNIT	TOTAL			BOMBER								FIGHTER						RCN AND LIAISON									TRANSPORT						TRAINER		
	GRAND	SAC	OTHER COMD ✓	B-36	B-50	B-29 B-29	B-17 B-17	B-25 B-25 B-25	B-26 B-26	OTHER COMD ✓	TOTAL	F-51	F-80	F-82	F-84	OTHER COMD ✓	TOTAL	RC-47	RB-17	RB-29	A-10	L-4	L-5	L-13	OTHER COMD ✓	TOTAL	C-45	C-47	C-54	C-82	OTHER COMD ✓	TOTAL	T-6	OTHER COMD ✓	TOTAL
HQ SAC STATIONS	591	388	203		1	36	4	12	3	14	72	118	111		1	56	286	2	22	14	2		1		24	65	3	29	2	1	16	51	24	93	117
ANDREWS 4 FTR GP	40	40							2		2		36				36																2		2
4 M/S GP	75	7	68				1	1		3	5		4		1	28	33								3	3					5	5		29	29
4 AIRCRAFT GP	8	8																										5				5	3		3
60 BASE UNIT	21	21			1	3	2	6			12								1							1		6				6	2		2
MACDILL 307 BOMB GP VH	32	32				32					32																								
307 M/S GP	60	14	46			2		3	1	6	12	1	1				2		1				1		14	16		3			5	8	1	21	22
7 GEODETIC CONTROL SQ	19	19				1					1								5	5	1					11		7				7			
16 PHOTO RCN SQ	12	12						1			1									9						9			2			2			
343 RCN SQ	17	17																2	15							15									
GRENIER 82 FTR GP (TOY)	53	53										52					52											1				1			
82 M/S GP	105	67	38							3	3	62				28	90														2	2	5	4	9
82 AIRCRAFT GP	3	3	RPT																								1	2				3			
SELFRIDGE 56 FTR GP	68	68										3	65				68																		
56 M/S GP	78	27	51				1	1		2	4		5				5				1				6	7	2	5		1	4	12	11	39	50
EIGHTH AIR FORCE	384	384		4	1	129		17	1		152	110	1	31	30		172	3						1		4	1	26	9			36	20		20
BIGGS 97 BOMB GP VH	31	31				31					31																								
97 AIRCRAFT GP	6	6						4			4																	2				2			
CARSWELL 7 BOMB GP VH	22	22		4		18					22																								
7 M/S GP	12	12				1		3			4	2					2	1								1		5				5			
1 STRATEGIC SUPPORT UNIT	9	9																											9			9			
39 BASE UNIT	10	10						5	1		6																	4				4			
DAVIS-MONTHAN 2 BOMB GP VH	29	29				29					29																								
43 BOMB GP VH	21	21			1	20					21																								
43 M/S GP	10	10						2			2													1		1		7				7			
KEARNEY 27 FTR GP	101	101										62		30			92																9		9
27 M/S GP	11	11										1		1			2	2								2	1	3				4	3		3
WALKER 509 BOMB GP VH	30	30				30					30																								
509 M/S GP	9	9						3			3		1				1											5				5			
33 FTR GP	83	83										45			30		75																8		8
FIFTEENTH AIR FORCE	223	223				178	1	16			195	1					1					1				1	8	18				26			
CASPER 201 BASE UNIT	1	1																																	
CASTLE 93 BOMB GP VH (TOY)	30	30				30					30																								
93 M/S GP	5	5						1			1																1	3				4			
COLORADO SPRINGS 201 B U	10	10					1	7			8																	2				1			
RAPID CITY 28 BOMB GP VH	31	31				31					31																								
28 M/S GP	1	1				1					1																								
28 AIRCRAFT GP	6	6						3			3																	3				3			
SMOKY HILL 22 BOMB GP VH	32	32				32					32																								
301 BOMB GP VH	32	32				32					32																								
301 M/S GP	6	6						2			2																1	3				4			
SPOKANE 92 BOMB GP VH	24	24				24					24																								
98 BOMB GP VH	28	28				28					28																								
92 M/S GP	15	15						3			3	1					1					1				1	4	6				10			
WENDOVER 216 BASE UNIT	2	2																									1	1				2			
TOTAL ALL STATIONS	1198	995	203	4	2	345	5	45	4	14	419	229	112	31	31	56	459	5	22	14	2	1	1	1	24	70	12	73	11	1	16	113	44	93	137

✓ INCLUDES ACFT POSSESSED BY OTHER COMMANDS WHICH ARE LOCATED AT SAC STATIONS AND FOR WHICH SAC STATIONS HAVE MAINTENANCE RESPONSIBILITY. THEY PARTICULARLY INCLUDE ACFT BELONGING TO AIR NATIONAL GUARD, AIR FORCE RESERVE, AIR SEA RESCUE AND FLIGHT SERVICE

SOURCE AF-SC-A1

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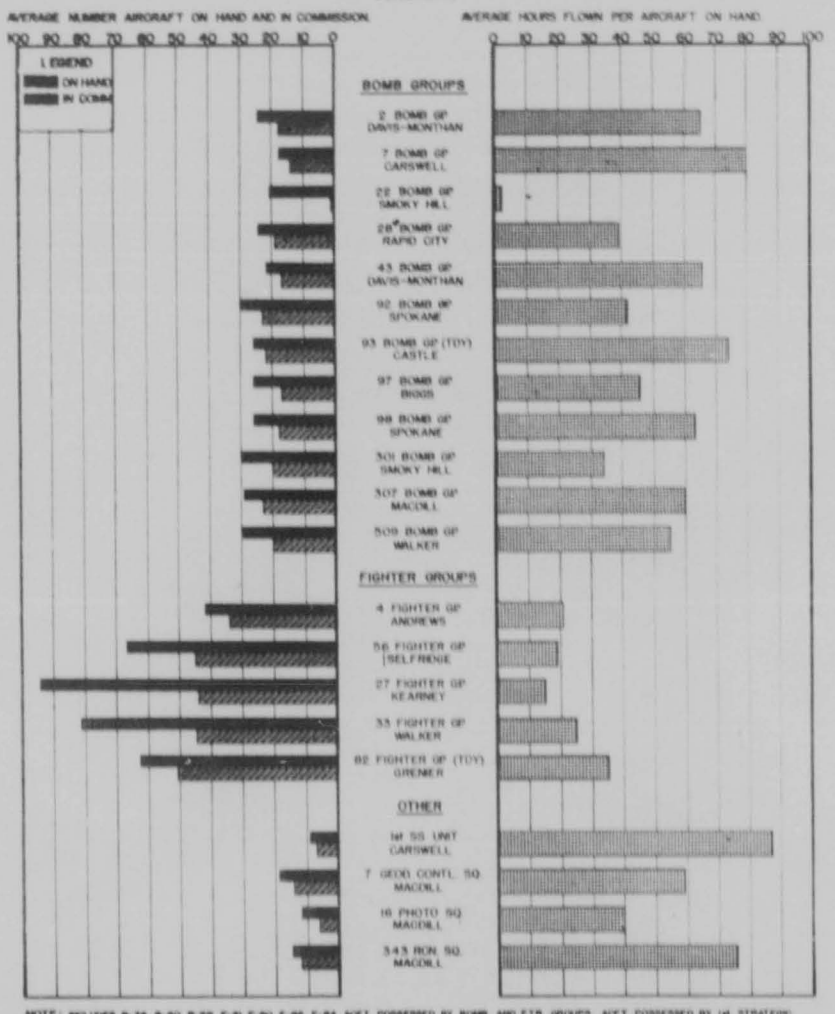
SAC AIRCRAFT ON HAND AND HOURS FLOWN

JUNE 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-80, F-82, F-84 ACFT POSSESSED BY BOMB AND FTR GROUPS, ACFT POSSESSED BY 1st STRATOS SUPPORT UNIT AND UNITS OF 5th AIR DIVISION, RON. EXCLUDES ACFT GROUNDED, PENDING TRANSFER.

SOURCE AF-50-A

1912

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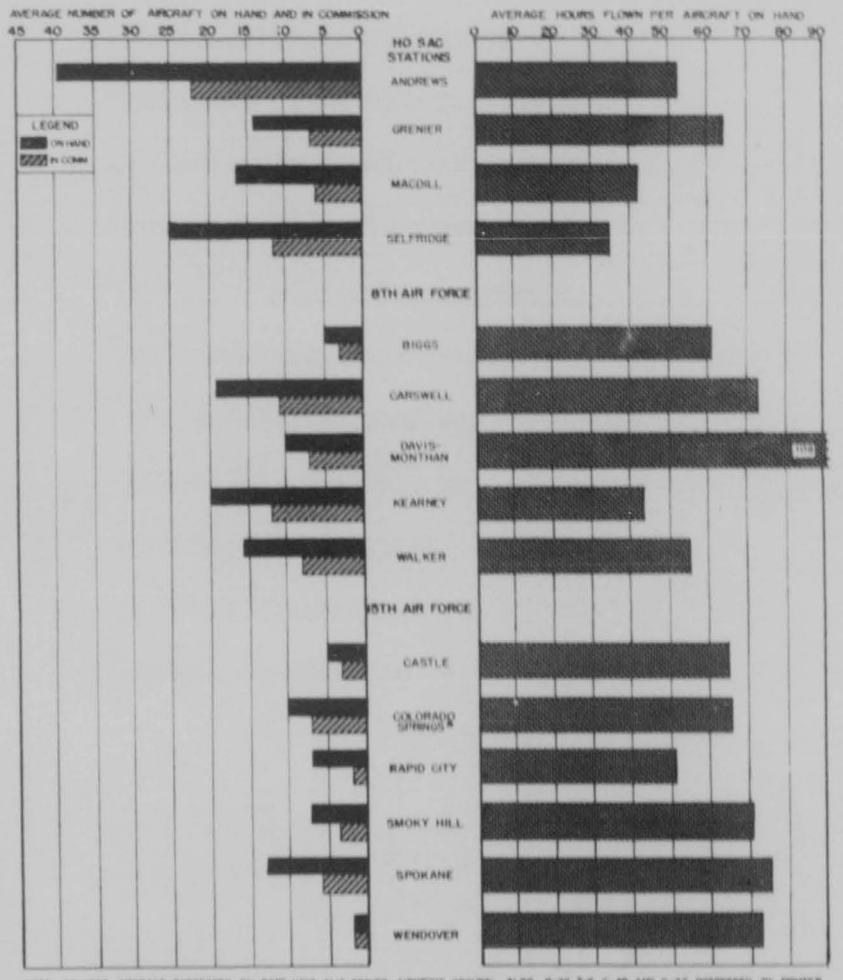
SAC AIRCRAFT ON HAND AND HOURS FLOWN

JUNE 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY BASE UNIT, M/S GROUPS, AIRBORNE GROUPS, ALSO B-26, T-6, C-45, AND C-47 POSSESSED BY FIGHTER GROUPS. EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS.

* COLORADO SPRINGS INCLUDES SQUADRON STATIONS.

SOURCE: AF-30-A1

1913

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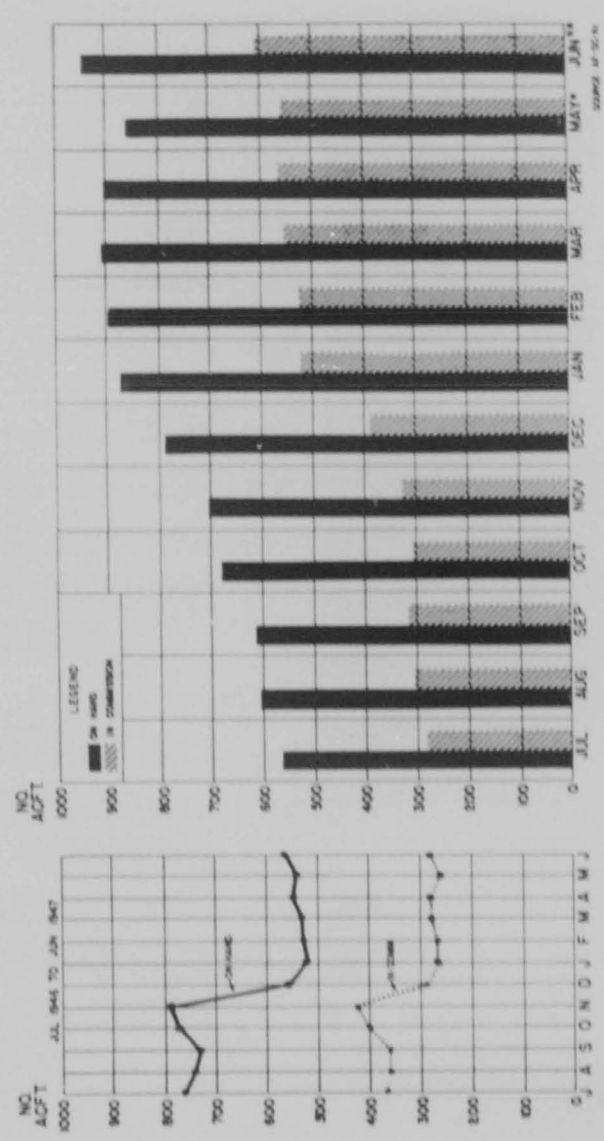
AVERAGE NUMBER SAC AIRCRAFT ON HAND AND IN COMMISSION

TOTAL SAC
MONTHLY 1947-1948



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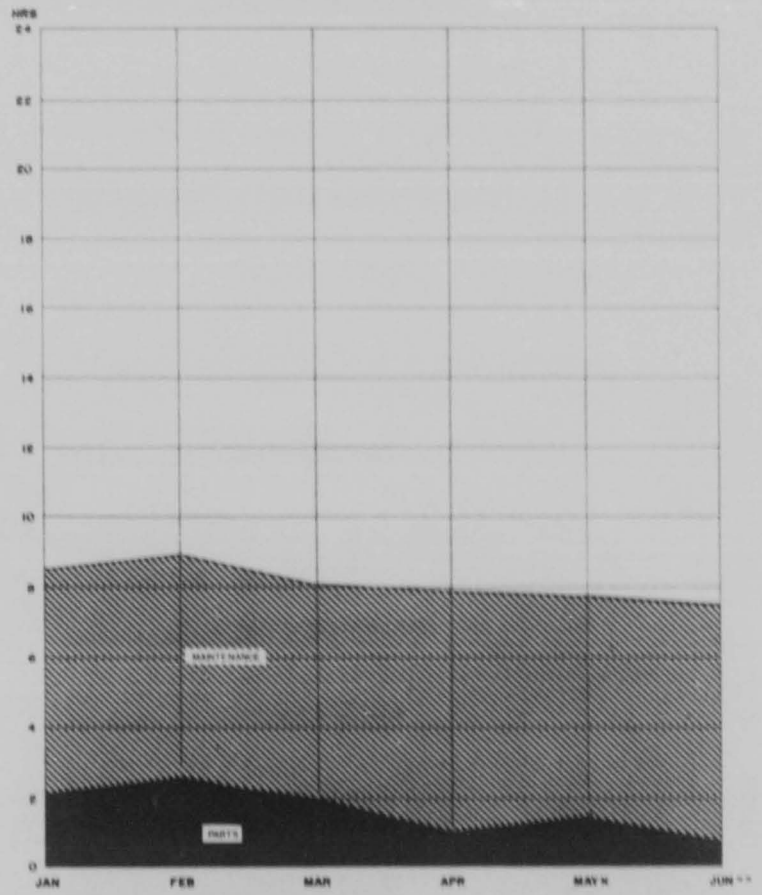
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES B-29, F-80 AND F-51 AIRCRAFT POSSESSED BY BOMB AND FIGHTER GROUPS IN CC, 01 AND 11 FUNCTION, C-54 AIRCRAFT POSSESSED BY 1H STRATEGIC SUPPORT UNIT AND T/E AIRCRAFT POSSESSED BY UNITS OF 311TH AIR DIVISION, SCM.

N DOES NOT INCLUDE 93 BOMB GROUP WHILE TDY OVERSEAS.

NN INCLUDES DATA FOR MONTH OF MAY NOT PREVIOUSLY REPORTED BY 93 BOMB GROUP TDY OVERSEAS.

SOURCE: AF-SC-A1

1915

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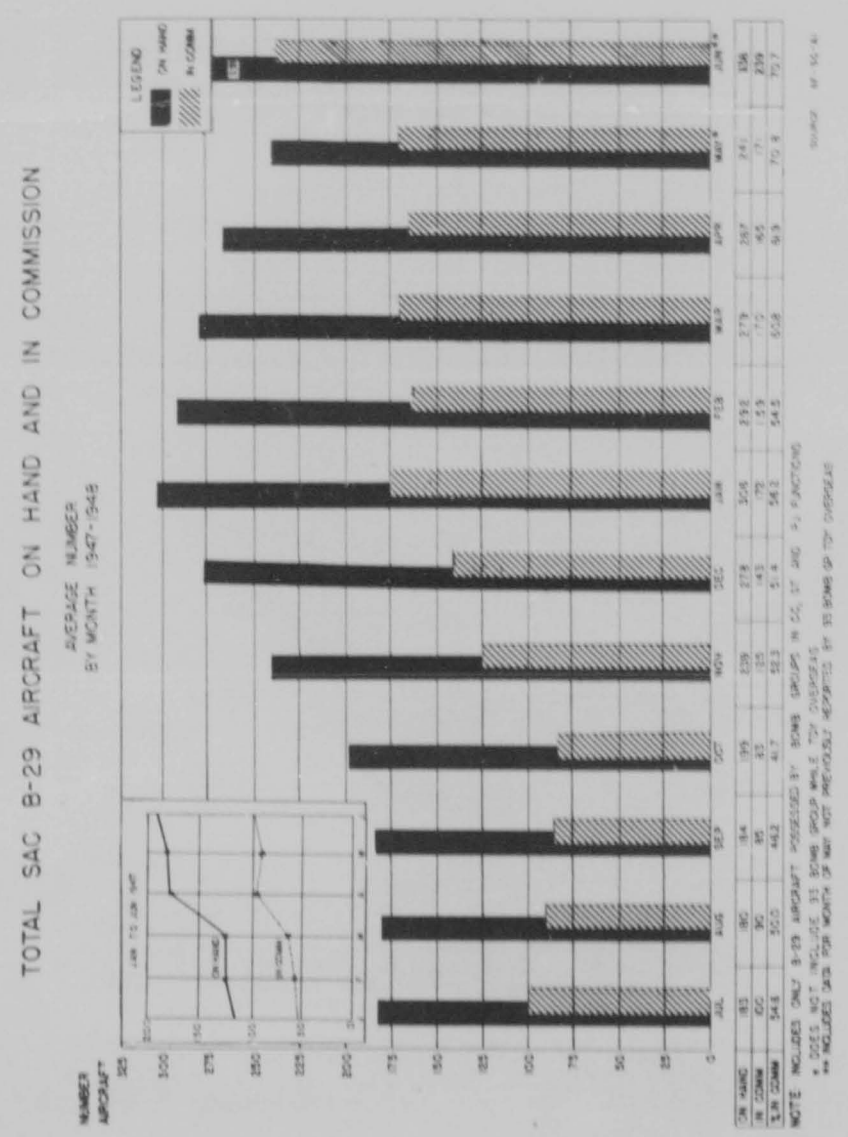

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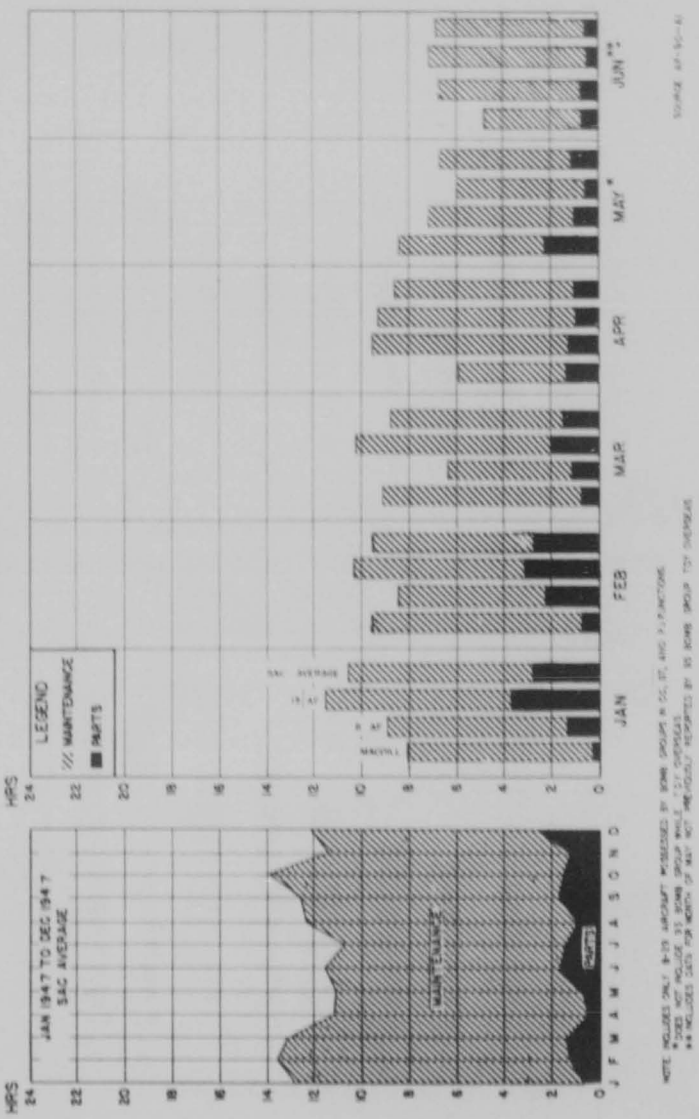
STATUS OF SAC B-29 AIRCRAFT OUT OF COMMISSION

AVERAGE HOURS DAILY

BY MONTH 1948



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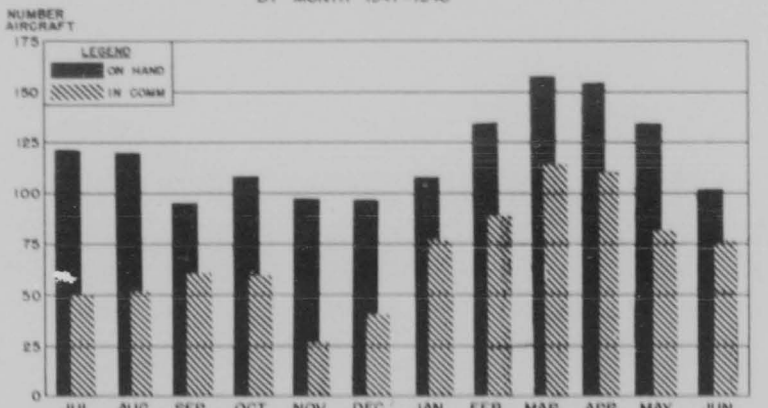
TOTAL SAC F-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH 1947-1948



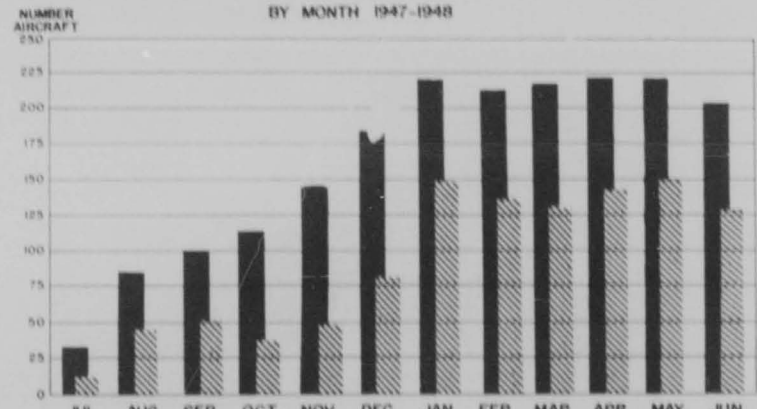
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	122	120	93	108	96	93	108	134	158	132	132	108
IN COMM	50	52	59	60	26	42	77	90	114	110	82	77
% IN COMM	41.0	43.0	63.4	55.6	27.1	44.2	71.3	67.2	72.3	78.0	62.0	71.3

NOTE: INCLUDES ONLY F-80 AIRCRAFT POSSESSED BY FTR GROUPS IN CC, GT AND PJ FUNCTION

TOTAL SAC F-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	32	82	100	112	146	185	218	213	213	220	220	203
IN COMM	10	44	51	35	49	80	149	135	128	140	149	127
% IN COMM	30.1	53.1	51.3	31.1	33.7	43.1	68.6	63.5	89.5	63.6	67.1	62.8

NOTE: INCLUDES ONLY F-51 AIRCRAFT POSSESSED BY 27 th, 33 d AND 82 d FTR GROUPS IN CC, GT AND PJ FUNCTIONS

SOURCE: AF-SC-A

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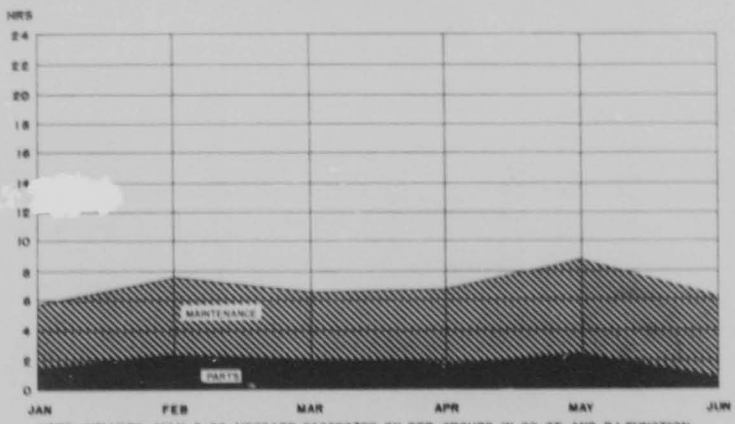
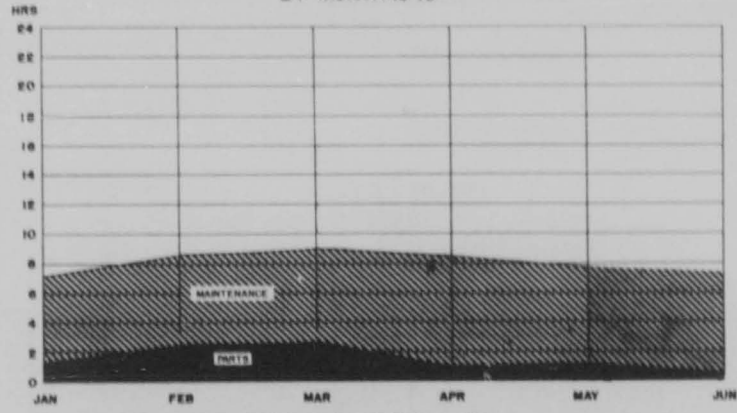
STATUS OF SAC F-80 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES ONLY F-80 AIRCRAFT POSSESSED BY FTR. GROUPS IN CC, ST, AND PJ FUNCTION

STATUS OF SAC F-51 AIRCRAFT OUT OF COMMISSION
AVERAGE HOURS DAILY
BY MONTH 1948



NOTE: INCLUDES ONLY F-51 AIRCRAFT POSSESSED BY 27 fb, 33 d AND 82 d FTR. GROUPS IN CC, ST AND PJ FUNCTION.

SOURCE AF-SC-51

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STATUS OF TECHNICAL ORDERS ON SAC AIRCRAFT

COMPLIANCES OUTSTANDING PER ASSIGNED AIRCRAFT

AS OF 31 MAY 1948

1920

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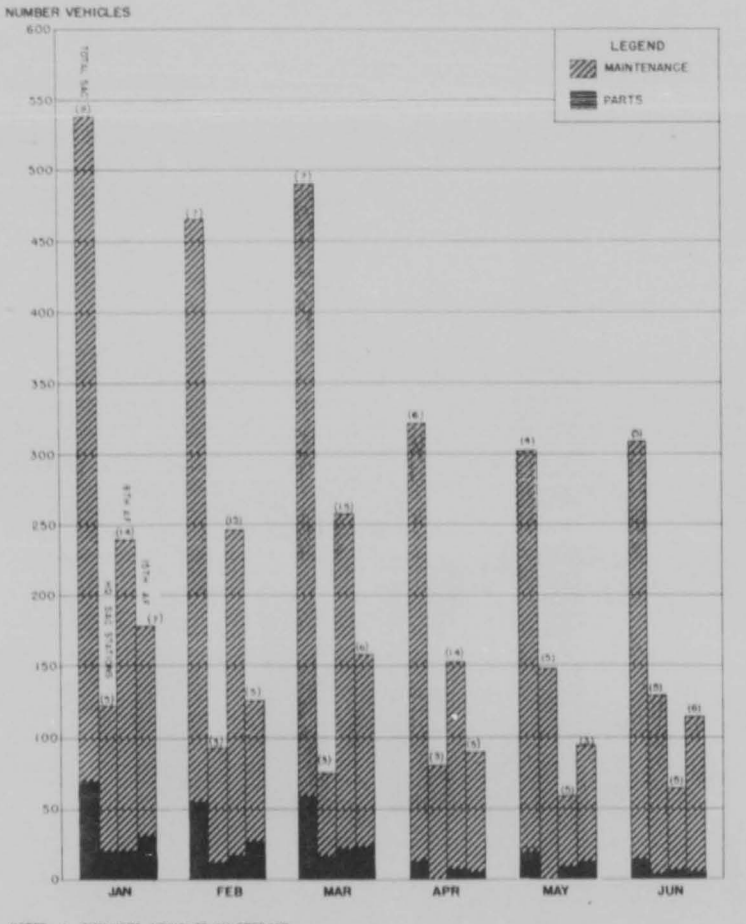
STATUS OF SAC GENERAL PURPOSE VEHICLES OUT OF COMMISSION

BY SUB COMMAND
MONTHLY 1948



NOTES: 1. EXCLUDES VEHICLES IN STORAGE.
2. PARENTHETICAL FIGURES ARE PERCENT OF TOTAL GENERAL PURPOSE VEHICLES WHICH ARE OUT OF COMMISSION.

SOURCE AF-SC-E&A

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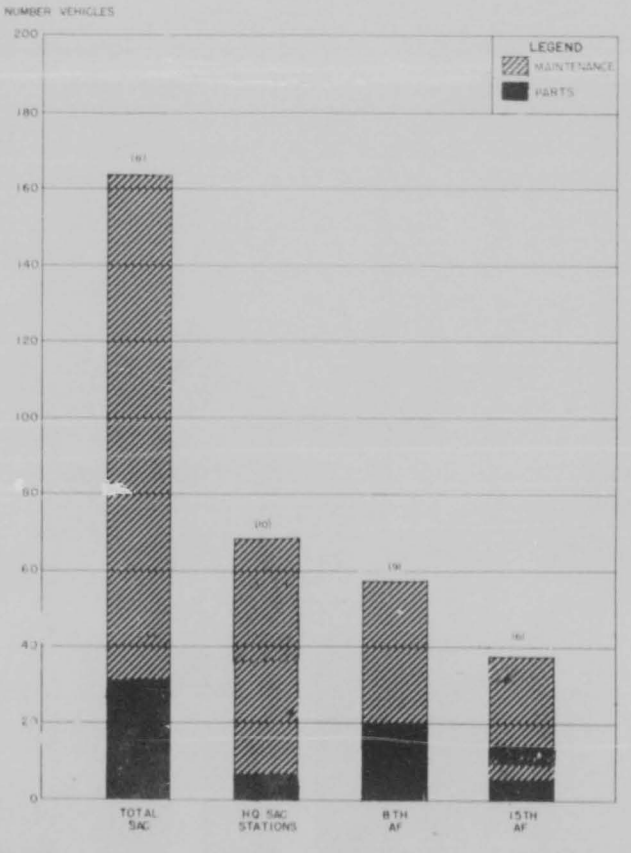
STATUS OF SAC SPECIAL PURPOSE VEHICLES OUT OF COMMISSION

BY SUB COMMAND

JUNE 1948



NOTE
1. ORDNANCE AND AIR FORCE CLASS 19B.
2. EXCLUDES VEHICLES IN STORAGE.
3. PARENTHETICAL FIGURES ARE PERCENT OF TOTAL SPECIAL PURPOSE VEHICLES WHICH ARE OUT OF COMMISSION.

SOURCE: AF-SC-E6IA

1922

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Section 4

TRAINING *and* OPERATIONS

1923

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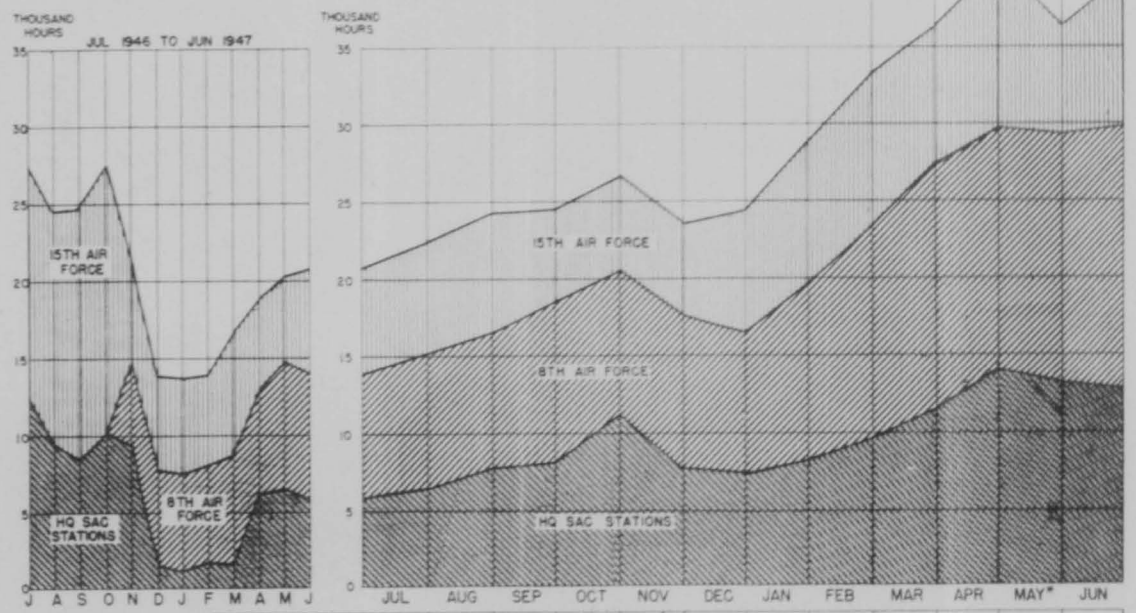
TOTAL SAC AIRCRAFT HOURS FLOWN
BY MONTH 1947-1948



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY*	JUN
HQ SAC STATIONS	6198	7704	7756	11270	7526	7236	8205	9968	11366	14256	13845	13397
8TH AF	8842	8917	10705	9149	9913	9294	11650	13537	16239	15672	15235	16149
15TH AF	7446	7558	5926	6308	6032	7718	9222	10114	8835	10228	* 7534	9769
TOTAL SAC	22486	24179	24387	26727	23471	24248	29077	33619	36440	40111	* 36614	39315

SOURCE AF-SC-A1

* DOES NOT INCLUDE 944 HOURS FLOWN BY 93 BOMB GP

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TOTAL SAC AIRCRAFT HOURS FLOWN

BY STATION AND TYPE OF FLYING

JUNE 1948

STATION	TYPE OF FLYING				
	CREW (CC) TRAINING	FLYING (CI) PROFICIENCY	TRANSPORT (CT) TROOPS OR CARGO	ALL OTHERS	TOTAL
HQ SAC STATIONS	9345	3522		530	13397
ANDREWS	1023	1793		154	2970
MACDILL	4474	670			5144
GRENIER	249	195		376	820
(82D FTR GP TDY ALASKA)	2296				2296
SELFRIDGE	1303	864			2167
8TH AIR FORCE	10835	4525	787	2	16149
BIGGS	1185	307			1492
CARSWELL	1441	1396	787		3624
DAVIS-MONTHAN	3017	1086			4103
KEARNEY	1440	853		2	2295
WALKER	3752	883			4635
15TH AIR FORCE	6801	2740	227	1	9769
CASPER		59			59
CASTLE		323			323
(93 BOMB GP TDY OVERSEAS)	1914				1914
COLORADO SPRINGS		597			597
RAPID CITY	936	358		1	1295
SMOKY HILL	1066	495			1561
SPOKANE	2885	848	141		3874
WENDOVER		60	86		146
TOTAL SAC	26981	10787	1014	533	39315

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE

SOURCE: AF-SC-A1

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH 1947-1948

MONTH & YEAR	AIRCRAFT INVENTORY		1/ FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
1947 JUL	607	564	725	1.29	39.9
AUG	643	606	778	1.28	39.8
SEP	694	587	811	1.38	41.4
OCT	741	634	861	1.36	42.1
NOV	755	662	782	1.18	35.4
DEC	825	759	781	1.03	31.9
1948 JAN	891	853	938	1.10	34.1
FEB	915	870	1159	1.33	38.6
MAR	925	875	1173	1.34	41.5
APR	915	874	1335	1.53	45.8
MAY	878	839	1177	1.40	43.8
JUN 2/	961	915	1329	1.45	44.0

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE APPRECIABLE AMOUNT
2/ INCLUDES DATA FOR MONTH OF MAY NOT PREVIOUSLY REPORTED BY 93 BOMB GP TDY OVERSEAS

SOURCE AF-SC-A1

1926

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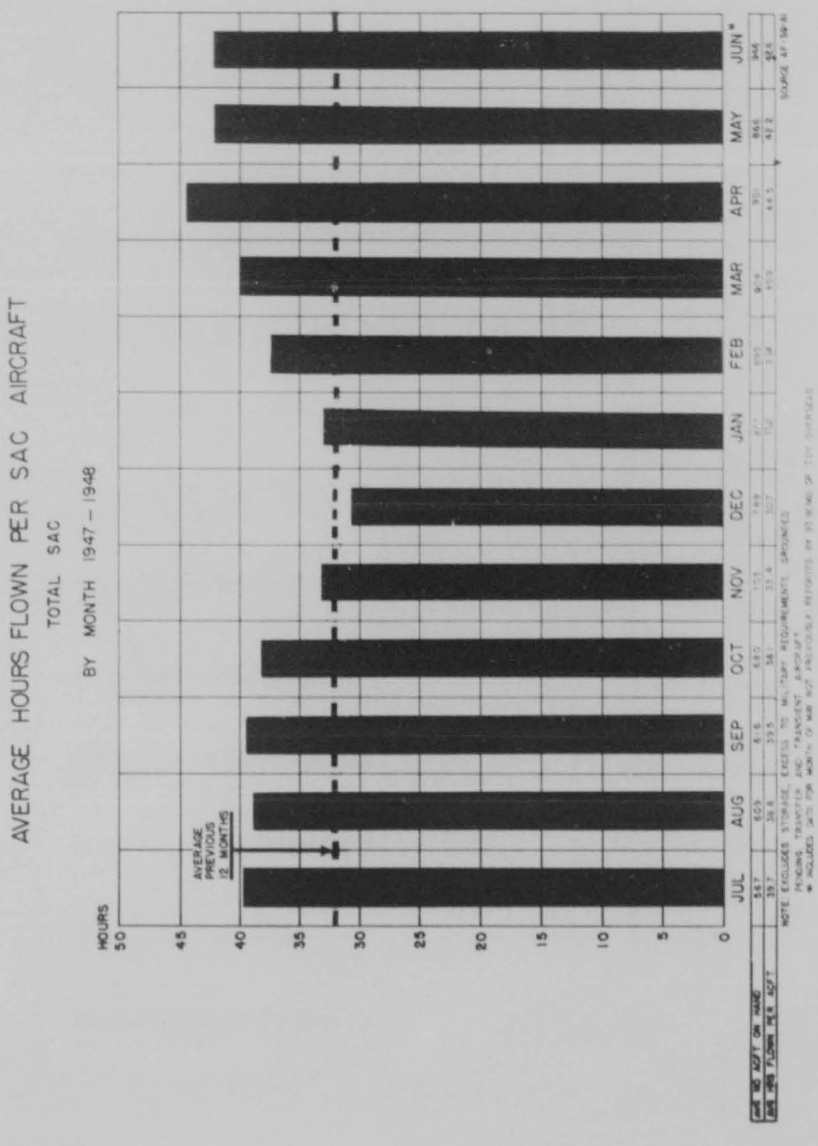

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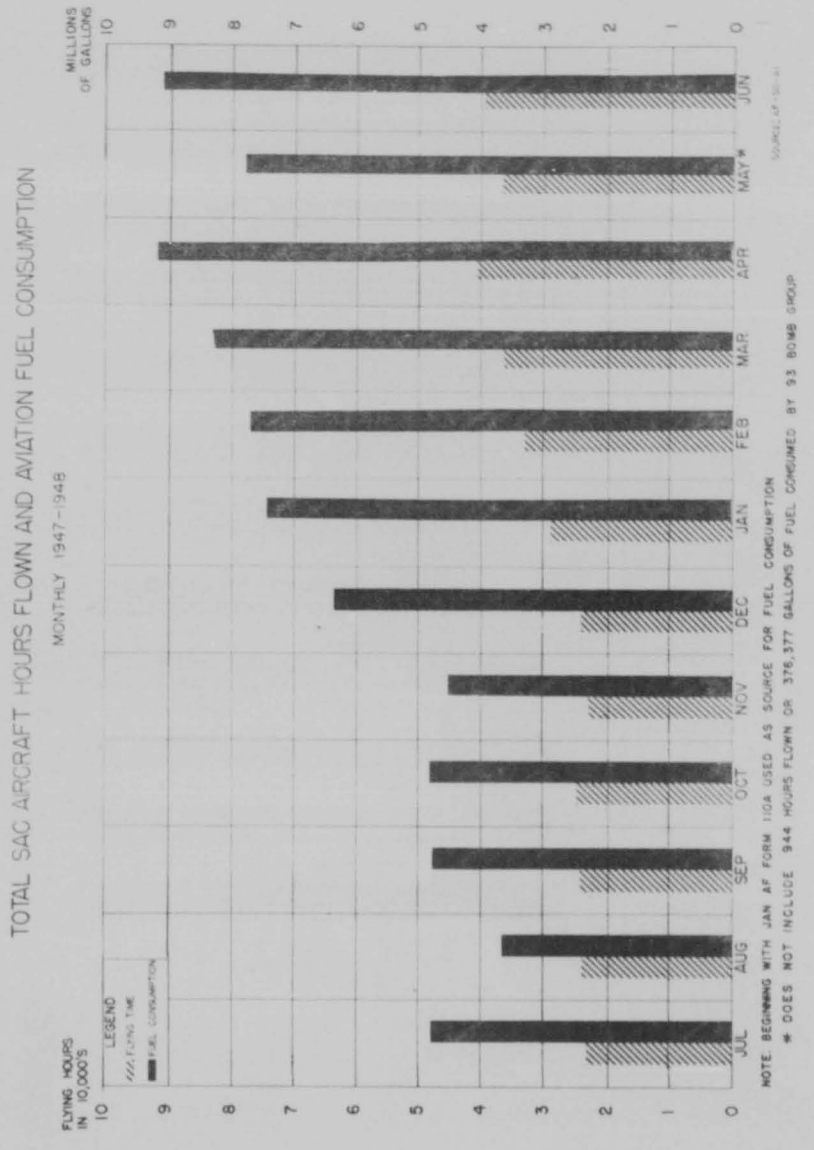

1928

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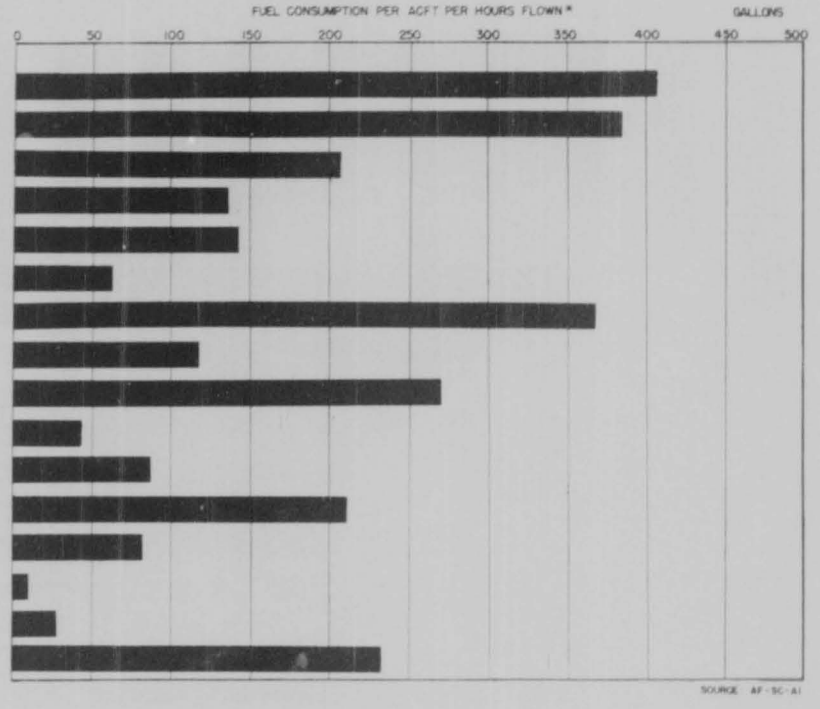
TOTAL SAC AIRCRAFT HOURS FLOWN AND FUEL CONSUMPTION

BY MODEL

JUNE 1948

HOURS FLOWN	FUEL CONSUMPTION IN GALLONS	
69	28,035	B-50
16,384	6,368,624	B-29, RB-29
1,480	306,991	B-17, RB-17
2,444	325,922	B-25
95	13,113	B-26
5,525	344,496	F-51
2,142	787,468	F-80
204	23,858	F-82
505	135,783	F-84
1,113	46,878	C-45, RC-45
6,780	580,036	C-47
859	183,267	C-54
35	2,884	A-10
9	108	L-5
1,671	47,007	T-6
39,315	9,194,470	TOTAL SAC

* INCLUDES TAXI AND PREFLIGHT TIME



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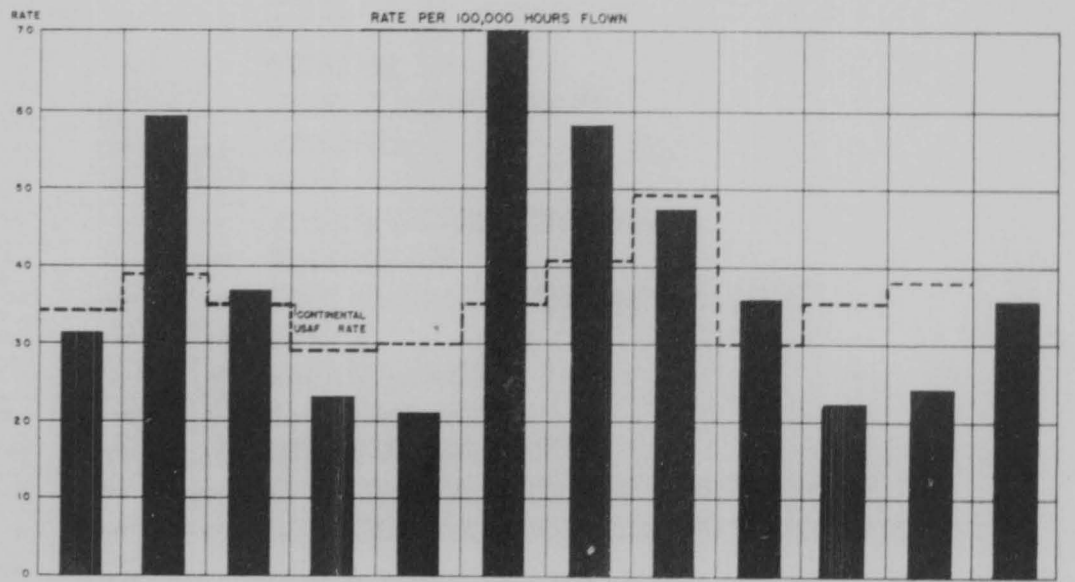
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

BY MONTH 1947-1948



	JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	7	31.1	14	59.2	10	42.7	6	30.8	5	21.3	17	70.0	17	56.5	16	47.6	13	35.7	9	22.4	9	24.6	14	35.6
HQ SAC STATIONS	2	32.3	7	97.4	4	59.0	7	66.5	1	13.3	3	41.5	10	81.9	7	70.2	6	70.4	4	28.1	4	28.9	7	52.3
8TH AF	0	0	3	33.6	0	0	1	10.9	1	10.1	9	96.9	4	34.5	5	44.3	2	12.3	5	32.0	3	19.7	* 4	24.8
15TH AF	5	67.2	4	52.9	6	101.2	0	0	3	49.7	5	75.5	3	52.5	3	29.7	5	53.9	0	0	2	24.6	3	30.7

NOTE: CONTINENTAL USAF RATE NOT AVAILABLE FOR CURRENT MONTH. BEGINNING WITH FEB CONTINENTAL USAF RATE DOES NOT INCLUDE ATC

SOURCE: (AF-SC-A1) S AFTAI-22

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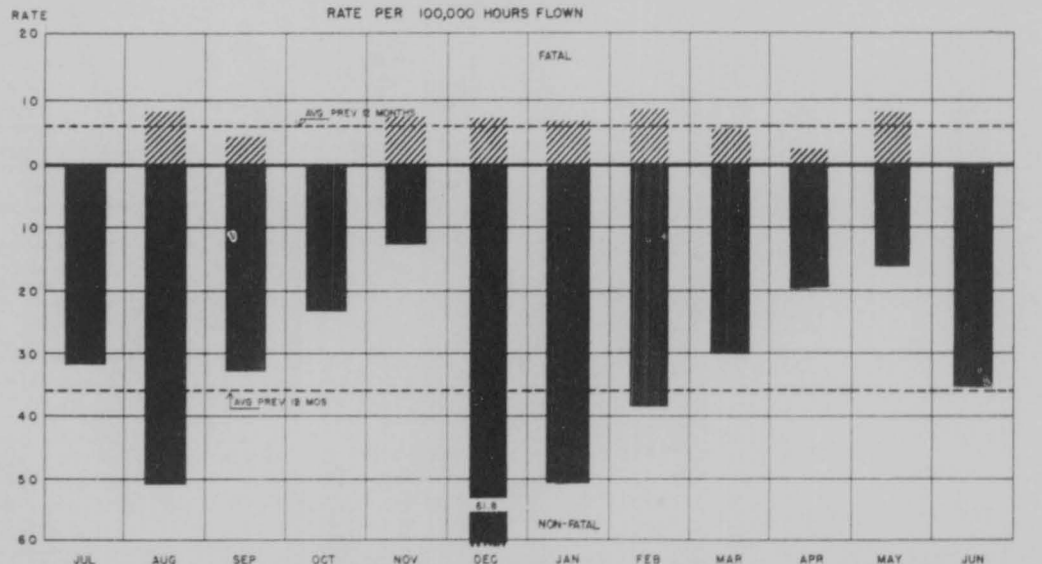
TOTAL SAC MAJOR AIRCRAFT ACCIDENT RATE

FATAL AND NON-FATAL

1947-1948



		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	FATAL	0	0	2	8.5	1	4.3	0	0	2	8.5	2	9.2	2	6.9	3	8.9	2	5.5	1	2.5	3	8.2	0	0
	NON-FATAL	7	31.1	12	50.7	8	34.4	8	30.8	3	12.8	15	61.8	15	51.8	13	38.7	11	30.2	8	19.9	5	13.4	14	35.8
HQ SAC	FATAL	0	0	2	27.8	0	0	0	0	0	0	1	13.8	1	12.2	1	10.0	1	8.8	0	0	1	7.2	0	0
STATIONS	NON-FATAL	2	52.3	5	69.6	4	55.0	1	14.5	1	13.3	2	27.6	9	109.7	6	60.2	7	61.6	4	28.1	3	21.7	7	52.3
8TH AIR	FATAL	0	0	0	0	0	0	0	0	0	0	1	10.8	1	8.6	1	7.4	0	0	1	6.4	1	5.6	0	0
FORCE	NON-FATAL	0	0	1	13.6	0	0	1	10.9	1	10.1	2	21.6	3	25.8	5	36.9	2	12.3	4	25.6	2	13.1	4	24.8
15TH AIR	FATAL	0	0	0	0	1	18.9	0	0	2	33.2	0	0	0	0	1	9.9	1	8.3	0	0	1	13.3	0	0
FORCE	NON-FATAL	5	87.2	4	52.9	5	84.4	0	0	1	16.6	5	75.3	3	32.5	2	19.8	2	22.6	0	0	1	13.3	3	30.7

SOURCE AF-SC-AI AND AFTAI-22

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SAC AIR TRAINING REPORT

PERIOD COVERED FROM 1 JUNE TO 30 JUNE 1948

	2d VHB	7th VHB	43d VHB	97th VHB	509th VHB	28th VHB	92d VHB	93d VHB *	98th VHB	301st VHB *	307th VHB	4th FTW	27th FTW	33d FTW	56th FTW	82d FTW *	7th GRD	16th PHOTO	343d MCN
TOTAL TRAINING HOURS FLOWN	1466	1403	1351	1245	1857	941	1257	834	1629	1058	1725	815	1314	1905	1409	1270	903	350	987
TOTAL FORM HRS OR FLTS FLOWN	290	150	101	228	158	309	211	35	36	168	364	72	97	251	126	14			
TOTAL INSTRUMENT HOURS FLOWN	365	241	304	130	287	225	169	204	461	256	190	102	27	163	146	115	91	95	183
TOTAL FLYING HRS AVAILABLE	1997	1502	1661	1497	2934	1794	3992	2320	1858	1557	2015	3197	4534	5690	4284	3637	1872	284	2367
TOTAL MAX LOAD TAKE-OFFS												0	41	0	497	0			
NO AIR-TO-AIR GUNNERY MISS	3	23	4	0	5	3	0	0	2	9	9	103	0	0	50	0			
ROUNDS FIRED	10050	34440	2100	0	7000	720	0	0	1650	36900	6250	16638	0	0	22424	0			
CAMERA FILM EXPOSED				0	0	0	0	0	0	0	355	625	0	0	1540	0			
NO AIR-TO-GRD GUNNERY MISS												11	0	0	48	0			
ROUNDS FIRED												2383	0	0	17852	0			
CAMERA FILM EXPOSED												0	0	0	100	0			
NO FIGHTER-BOMBER MISSIONS	13	1	2	9	3	4	47	0	6	23	2	1	1	3	28	0			
ROUNDS FIRED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CAMERA FILM EXPOSED	4538	2700	390	0	650	2875	1160	0	50	100	0	225	0	0	900	0			
TOTAL BOMBS DROPPED VISUAL &	385	412	341	23	418	27	34	0	28	166	374	26	0	0	82	0			
AVERAGE CIRCULAR ERROR	336	289	270	360	202	352	292	0	426	246	270	60	0	0	23	0			
TOTAL BOMBS DROPPED IN FORM	58	0	0	30	0	21	3	0	1	0	0								
& AVERAGE CIRCULAR ERROR	1255	0	0	1287	0	4500	583	0	-	0	0								
TOTAL BOMBS DROPPED RADAR &	230	43	231	19	217	20	47	0	9	101	53								
AVERAGE CIRCULAR ERROR	1458	1048	1330	3931	718	3188	1860	0	4579	1628	1660								
TOTAL SCR-584 RUNS &	113	86	218	18	88	0	19	0	0	0	132								
AVERAGE CIRCULAR ERROR	2530	4823	3566	7826	2563	0	9378	0		0	1616								
NO SHORAN MISSIONS																	1	0	0
NO PHOTOGRAPHIC MISSIONS																	11	4	16
NO PHOTO PROJECTS COMPLETED																	0	2	2

* Units TDY. Report is as of 1 June

SOURCE: SAC-OT-T120

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SAC BOMBING DATA
BY BOMB GROUP
JUNE 1948

No. Bomb Releases	2nd	7th	43d	509th	28th	92d	93d*	97th	98th	301st*	307th
a. 15,000-25,000											
(1) Visual											
No. Releases	302	316	257	398	16	32	0	14	18	46	213
Av. Cir. Error	362	274	286	220	349	336	0	336	486	**	367
(2) Radar											
No. Releases	188	43	228	145	16	45	0	10	9	66	37
Av. Cir. Error	1320	1182	1516	863	3387	1873	0	933	4579	1650	1241
b. Above 25,000										***	
(1) Visual											
No. Releases	0	54	0	0	11	2	0	9	0	120	27
Av. Cir. Error	0	254	0	0	343	212	0	384	0	246	221
(2) Radar											
No. Releases	38	0	0	31	4	2	0	9	0	35	13
Av. Cir Error	1080	0	0	1035	2050	1200	0	2998	0	1606	1307
Scored RBS Runs											
a. 15,000-25,000											
(1) No. Runs	72	85	132	62	0	19	0	9	0	0	79
(2) Av. Cir. Error	3633	3294	3071	2346	0	9378	0	8414	0	0	2048
b. Above 25,000											
(1) No. Runs	41	1	86	26	0	0	0	9	0	0	0
(2) Av. Cir. Error	3690	9870	4155	3124	0	0	0	5428	0	0	0

* TDY 1-15th of month
** Not Scored
*** 55 Not Scored

SOURCE: SAC-OT-T12D

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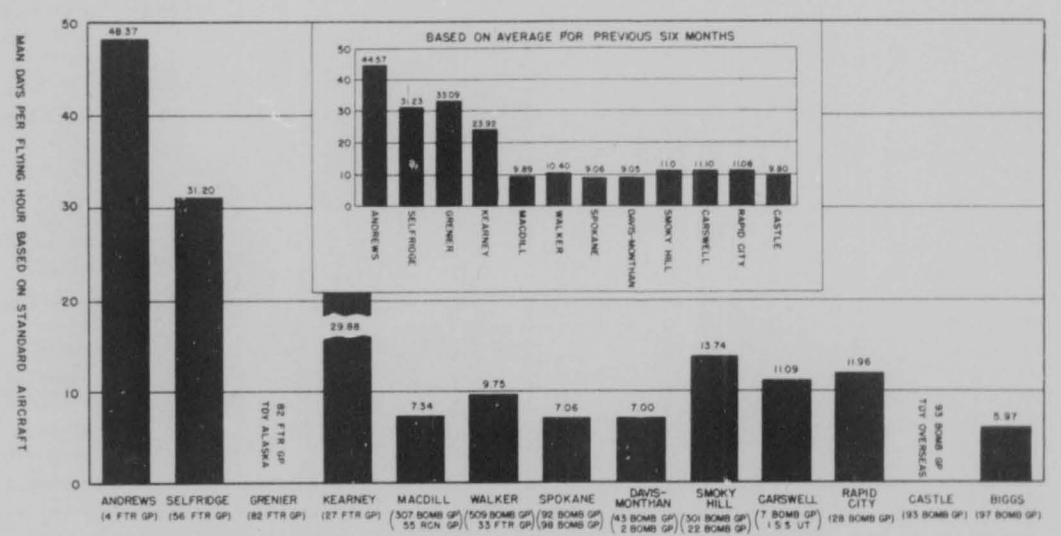
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
JUNE 1948



COMBAT AIRCRAFT	36	65	52	92	72	105	52	50	64	31	31	30	31
OTHER	40	30	71	20	22	17	15	10	6	22	7	5	6
TOTAL AIRCRAFT	76	95	123	112	94	122	67	60	70	53	38	35	37

NOTE INCLUDES A-10 AND C-54

SOURCE AF-SC-A1 AND MORNING REPORT

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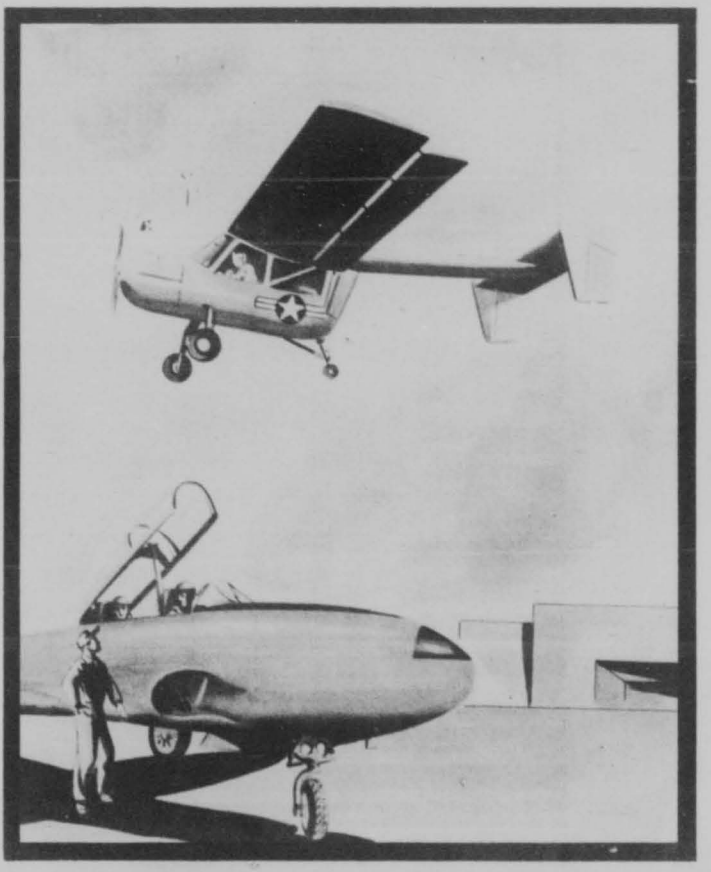
Section 5



COST ANALYSIS

1935

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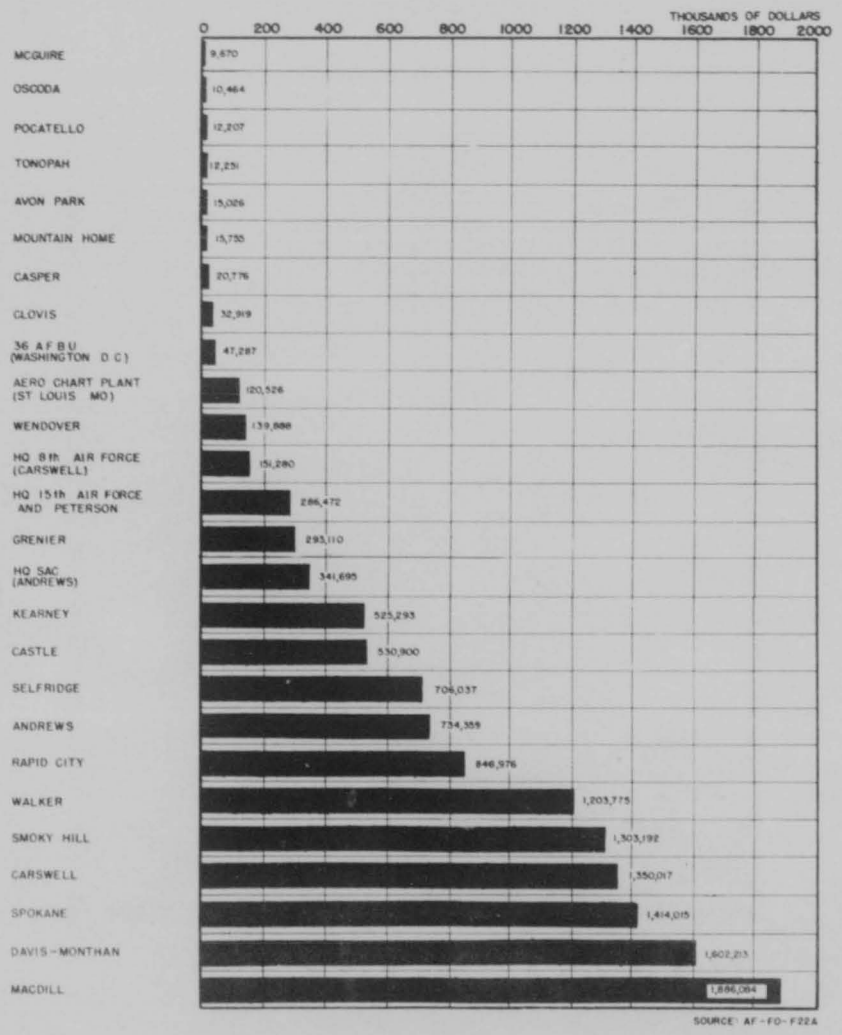
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS

MAY 1948



SOURCE: AF-FO-F22A

1936

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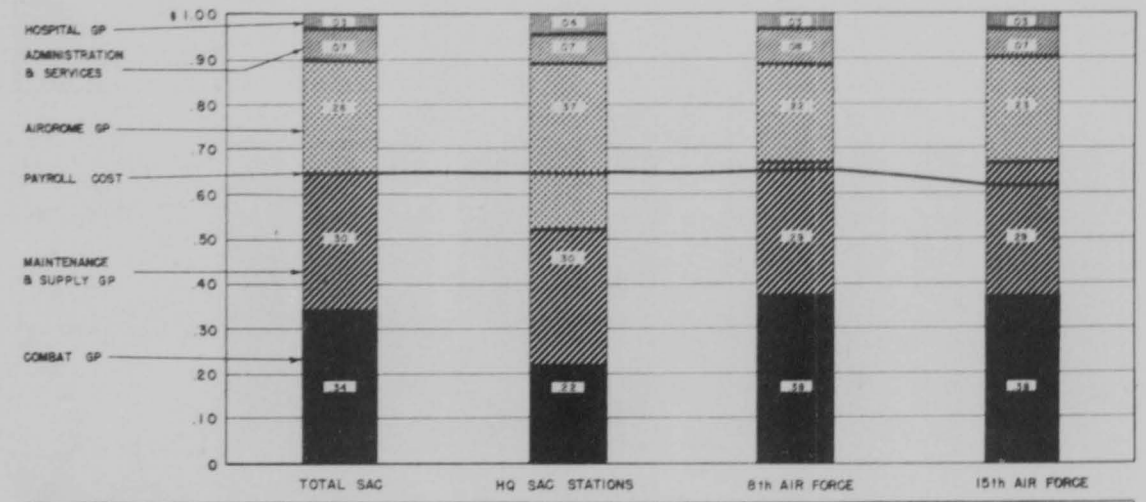
HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND, BY FUNCTIONAL GROUP

MAY 1948



	TOTAL SAC	HQ SAC STATIONS	8th AIR FORCE	15th AIR FORCE
HOSPITAL GP	$ 357,879	$ 112,858	$ 123,374	$ 121,647
ADMINISTRATION & SERVICES	820,697	188,331	344,799	287,567
AIRDROME GP	2,936,571	1,042,476	948,160	945,935
MAINTENANCE & SUPPLY GP	3,289,800	842,523	1,285,099	1,162,178
COMBAT GP	3,782,494	617,682	1,642,048	1,522,764
TOTAL FUNCTIONAL GROUPS	11,187,441	2,803,870	4,343,480	4,040,091
OTHER COSTS *	1,208,530	815,720	337,818	54,992
STATION TOTAL	12,395,971	3,619,590	4,681,298	4,095,083

NOTE: INCLUDES ONLY STATIONS WITH BOMB AND FIGHTER WINGS

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHART.

SOURCE: AF-FO-F22A

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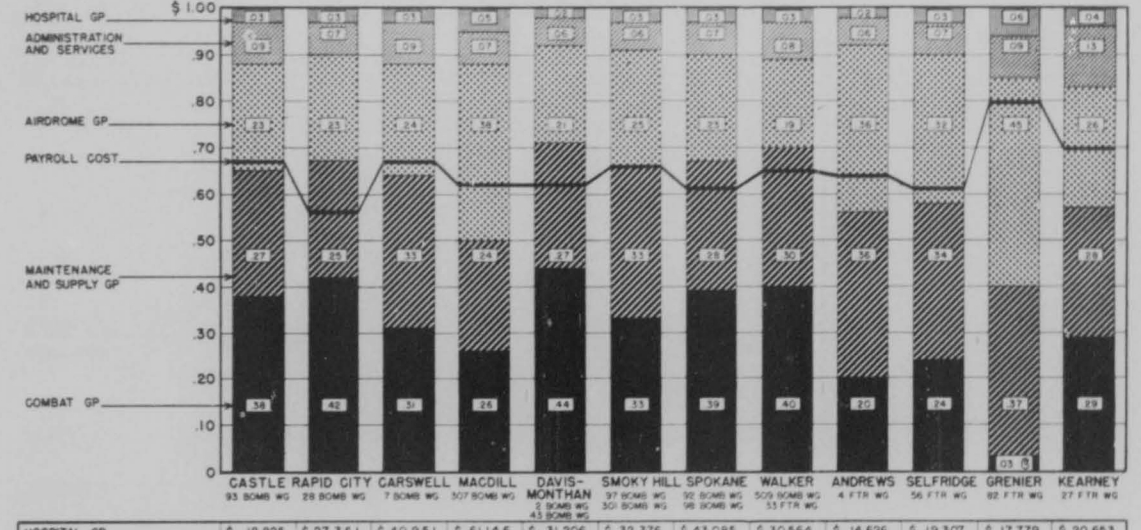
HOW A SAC DOLLAR IS SPENT

BY STATION, BY FUNCTIONAL GROUP

MAY 1948



	CASTLE 93 BOMB WG	RAPID CITY 28 BOMB WG	CARSWELL 7 BOMB WG	MACDILL 307 BOMB WG	DAVIS-MONTHAN 2 BOMB WG 43 BOMB WG	SMOKY HILL 97 BOMB WG 301 BOMB WG	SPOKANE 92 BOMB WG 98 BOMB WG	WALKER 509 BOMB WG 33 FTR WG	ANDREWS 4 FTR WG	SELFRIDGE 56 FTR WG	GRENIER 82 FTR WG	KEARNEY 27 FTR WG
HOSPITAL GP	$ 18,825	$ 27,361	$ 40,951	$ 61,146	$ 31,206	$ 32,376	$ 43,085	$ 30,564	$ 14,626	$ 19,307	$ 17,779	$ 20,653
ADMINISTRATION AND SERVICES	49,428	55,211	97,788	82,714	79,405	82,666	100,262	101,053	36,903	42,446	26,268	66,553
AIRDROME GP	120,251	191,003	276,601	479,881	312,914	319,888	314,793	222,389	234,405	201,980	126,210	136,256
MAINTENANCE AND SUPPLY GP	140,175	209,365	374,119	296,333	401,334	427,336	385,302	363,218	233,779	209,350	103,061	146,428
COMBAT GP	199,403	354,925	353,022	328,563	649,809	421,476	546,960	483,829	130,146	150,174	8,799	155,388
TOTAL FUNCTIONAL GROUPS	528,082	837,865	1,142,481	1,246,637	1,474,668	1,283,742	1,390,402	1,201,053	649,859	623,257	282,117	525,278
OTHER COSTS *	2,818	9,111	207,536	637,447	127,545	19,450	23,613	2,722	84,500	82,780	10,993	15
STATION TOTAL	530,900	846,976	1,350,017	1,886,084	1,602,213	1,303,192	1,414,015	1,203,775	734,359	706,037	293,110	525,293

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHART

Ⓒ DECREASE DUE TO 82 FTR GP TDY ALASKA

SOURCE: AF-FO-F22A

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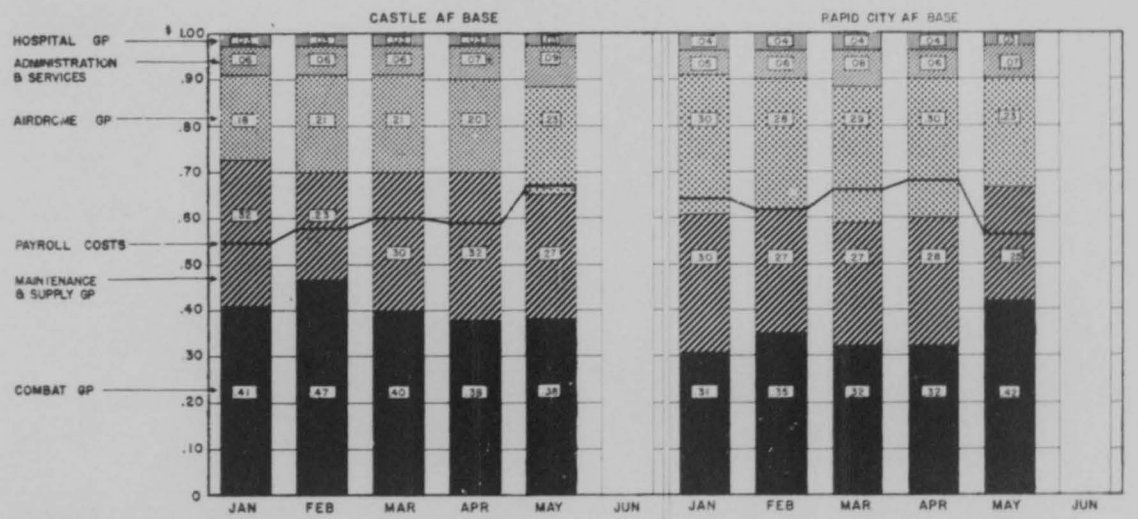
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$24,068	$ 24,983	$ 24,688	$ 22,801	$18,825		$ 26,725	$ 27,185	$ 27,523	$ 29,048	$ 27,361	
ADMINISTRATION & SERVICES	51,446	42,845	46,272	49,290	49,428		33,191	43,119	59,171	47,222	55,211	
AIRDROME GP	150,512	166,465	158,020	144,111	120,251		196,277	197,462	219,283	216,504	191,003	
MAINTENANCE & SUPPLY GP	259,666	177,754	220,349	221,988	140,175		200,606	189,314	201,918	208,210	209,365	
COMBAT GP	330,874	367,714	293,231	265,034	199,403		209,438	248,279	235,254	230,407	354,925	
TOTAL FUNCTIONAL GROUPS	816,566	779,561	742,560	703,224	528,082		666,239	705,359	743,149	731,391	837,865	
OTHER COSTS *	2,085	6,543	14,449	14,343	2,818		10,061	9,088	6,406	9,224	9,111	
STATION TOTAL	818,651	786,104	757,009	717,567	530,900		676,300	714,447	749,555	740,615	846,976	

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS. THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF-1-F22A

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948

	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 41,292	$ 41,968	$ 44,532	$ 40,296	$ 40,951		$ 59,767	$ 58,070	$ 62,028	$ 65,340	$ 61,146	
ADMINISTRATION & SERVICES	86,255	91,578	98,586	103,974	97,788		65,046	59,082	88,319	84,177	82,714	
AIRDROME GP	300,999	277,875	347,869	354,097	276,601		501,901	451,044	670,013	549,984	479,881	
MAINTENANCE & SUPPLY GP	316,450	459,855	321,475	394,495	374,119		385,389	370,054	347,947	434,629	296,535	
COMBAT GP	382,358	378,101	301,362	365,920	353,022		376,846	315,489	346,365	368,111	328,563	
TOTAL FUNCTIONAL GROUPS	1,127,554	1,249,378	1,113,764	1,208,782	1,142,481		1,388,949	1,253,679	1,554,672	1,481,241	1,248,837	
OTHER COSTS *	131,434	140,156	178,511	202,516	207,536		543,143	602,421	857,720	697,491	637,447	
STATION TOTAL	1,258,988	1,389,534	1,292,275	1,411,298	1,350,017		1,932,092	1,855,100	2,372,392	2,178,732	1,886,084	

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF-FO-FEBA

62

1940

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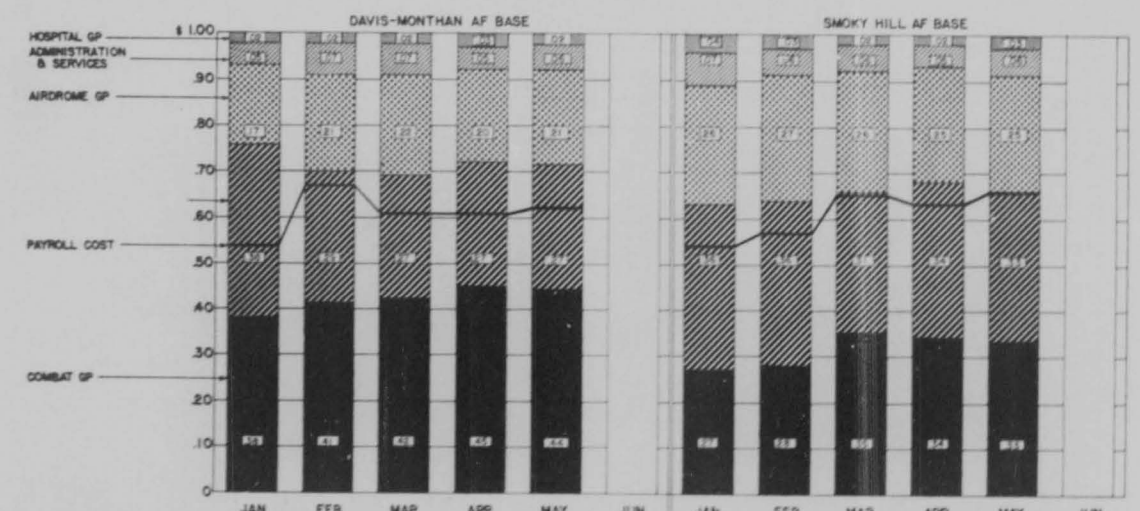
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 39,583	$ 34,449	$ 37,637	$ 42,337	$ 31,206		$ 37,961	$ 30,681	$ 35,348	$ 33,861	$ 32,376	
ADMINISTRATION & SERVICES	81,037	90,513	104,849	81,765	79,405		68,554	58,500	78,536	62,896	82,666	
AIRDROME GP	256,716	276,514	330,500	303,128	312,914		257,449	280,425	368,901	343,087	319,888	
MAINTENANCE & SUPPLY GP	570,497	392,604	409,150	410,870	401,334		348,774	370,787	445,167	478,475	427,336	
COMBAT GP	569,437	551,085	630,042	677,004	649,809		261,465	284,977	500,622	471,796	421,476	
TOTAL FUNCTIONAL GROUPS	1,517,270	1,345,165	1,512,178	1,515,104	1,474,668		974,203	1,025,370	1,428,574	1,390,115	1,283,742	
OTHER COSTS *	136,884	136,415	146,782	313,672	127,545		13,658	29,377	18,814	17,211	19,450	
STATION TOTAL	1,654,154	1,481,580	1,658,960	1,828,776	1,602,213		987,861	1,054,747	1,447,388	1,407,326	1,303,192	

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF-FD-F22A

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948

	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 46,952	$ 43,368	$ 52,332	$ 41,879	43,385		$ 34,660	$ 34,548	$ 31,538	$ 30,349	30,364	
ADMINISTRATION & SERVICES	9,036	8,436	89,687	98,998	100,252		99,279	96,441	107,302	100,582	101,503	
AIRBORNE GP	306,032	339,879	348,869	322,883	314,743		294,758	287,006	223,323	230,594	222,389	
MAINTENANCE & SUPPLY GP	387,444	470,153	378,854	413,502	385,302		299,686	290,372	319,000	341,876	343,218	
COMBAT GP	63,582	709,396	455,071	504,859	544,960		446,367	479,341	547,972	506,235	483,829	
TOTAL FUNCTIONAL GROUPS	463,048	836,908	824,843	1,041,341	1,390,602		1,175,045	1,186,708	1,230,190	1,210,036	1,201,053	
OTHER COSTS *	7,361	8,453	12,148	14,140	23,613		7,211	6,698	3,954	5,160	9,772	
STATION TOTAL	470,417	1,645,367	836,991	1,455,321	1,414,215		1,182,256	1,193,700	1,234,144	1,215,196	1,210,775	

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THESE ARE NOT INCLUDED IN THE CHARTS

SOURCE AF FORM 1933

1942

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HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1948

	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 19,144	$ 18,094	$ 17,441	$ 15,169	$ 14826		$ 20,579	$ 21,312	$ 18,933	$ 20,172	$ 19,307	
ADMINISTRATION & SERVICES	41,493	47,554	63,671	43,709	36,903		40,195	47,868	56,103	62,854	42,446	
AIRDROME GP	180,134	236,165	243,049	242,371	234,405		166,990	177,375	187,723	184,529	210,980	
MAINTENANCE & SUPPLY GP	177,552	215,345	229,595	219,267	233,779		144,735	152,470	180,753	212,304	209,350	
COMBAT GP	102,444	117,620	130,861	139,159	130,146		94,844	109,356	145,421	152,723	150,174	
TOTAL FUNCTIONAL GROUP	521,187	634,778	684,617	659,675	649,859		467,143	508,383	587,933	632,582	623,257	
OTHER COSTS *	60,408	78,966	83,697	84,493	84,500		70,501	73,351	75,394	76,270	82,780	
STATION TOTAL	581,595	713,744	768,314	744,168	734,359		537,644	581,734	663,327	708,852	706,037	

SOURCE AMC-FEAS

NOTE * OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

1943

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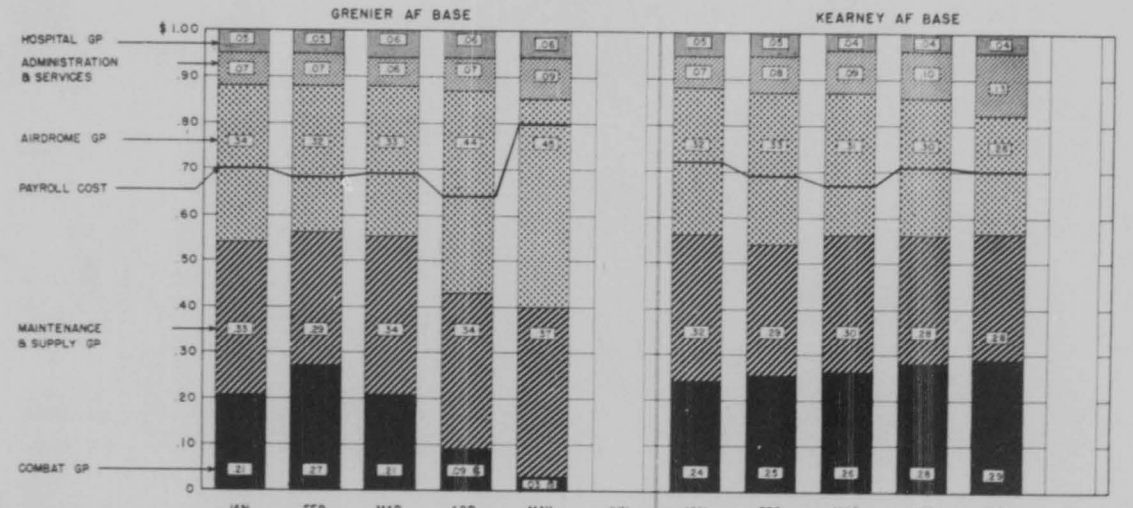
99

HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	GRENIER AF BASE						KEARNEY AF BASE					
	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 21,314	$ 22,146	$ 25,038	$ 18,792	$ 17779		$ 22,862	$ 24,011	$ 24,356	$ 22,333	$ 20653	
ADMINISTRATION & SERVICES	27,092	32,744	28,242	23,389	26268		34,315	39,858	48,489	51,030	66553	
AIRDROME GP	142,589	142,996	143,602	142,285	126,210		153,567	173,191	175,797	156,585	136256	
MAINTENANCE & SUPPLY GP	137,778	126,037	150,238	109,323	103061		153,081	151,810	169,842	147,185	146428	
COMBAT GP	86,262	117,871	94,699	27,114	8,799		114,427	126,469	143,667	148,004	155,388	
TOTAL FUNCTIONAL GROUPS	415,035	441,794	441,819	320,903	282,117		478,252	515,339	562,151	525,137	525,278	
OTHER COSTS *	4,853	4,215	6,103	6,510	10,993		615	5,887	3,785	16	15	
STATION TOTAL	419,888	446,009	447,922	327,413	293,110		478,867	521,226	565,936	525,153	525,293	

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS
§ DECREASE DUE TO 82d FIGHTER GROUP TDY ALASKA

SOURCE AF FORM 72A

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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON OF WING ORGANIZATIONS

1948

WING ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			INDIRECT PAYROLL PER DOLLAR OF DIRECT PAYROLL			1/ PAYROLL PER PER FLYING HOUR FOR COMBAT ACFT		
	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN
CARSWELL, 7 BOMB WG	484	4486		687,108	644,364		143	144		0.32	0.32		639	534	
CASTLE, 93 BOMB WG 3/	2352	1989		375,899	330,078		160	166		0.25	0.22		456	3002	
DAVIS-MONTHAN, 2 BOMB WG	5444	5311		826,536	814,676		153	153		0.25	0.25		312	332	
MACDILL, 307 BOMB WG	3836	3838		589,099	581,798		154	152		0.37	0.37		329	434	
SMOKY HILL, 17 BOMB WG, 4/	5964	5541		907,779	775,750		135	140		0.32	0.33		343	588	
SPOKANE, 98 BOMB WG	5453	5228		760,236	786,939		146	151		0.30	0.28		241	333	
WALKER, 333 FTR WG	5141	4936		706,643	695,042		138	141		0.28	0.28		188	227	
RAPID CITY 28 BOMB WG	3328	2983		460,096	420,565		138	141		0.30	0.31		48	402	
ANDREWS, 4 FIGHTER WG	2582	2606		377,845	381,362		146	146		0.32	0.31		252	392	
GREINER, 82 FIGHTER WG 2/	1469	1457		19,939	196,421		13	135		0.63	0.54		2/	2/	
KEARNEY, 27 FIGHTER WG	2500	2408		338,823	325,035		134	135		0.40	0.42		143	117	
SELFRIDGE, 56 FIGHTER WG	2868	2330		363,286	352,590		139	139		0.35	0.36		181	238	

OPERATIONS AND TRAINING PRIMARY MISSION	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL PER DOLLAR OF OPERATIONS & TRAINING PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO OPERATIONS & TRAINING		
	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN
CARSWELL, 7 BOMB WG	1440	1380		255,807	235,291		178	171		1.89	1.74		300	296	
CASTLE, 93 BOMB WG	757	731		147,561	142,282		195	195		1.55	1.32		308	257	
DAVIS-MONTHAN, 2 BOMB WG	2208	2180		407,627	402,965		185	185		1.03	1.02		190	189	
MACDILL, 307 BOMB WG	1007	1012		189,974	183,355		189	181		2.11	2.17		398	394	
SMOKY HILL, 17 BOMB WG, 4/	1570	1517		284,983	285,938		182	188		1.83	1.71		333	323	
SPOKANE, 98 BOMB WG	1810	1886		298,237	337,542		165	179		1.52	1.33		251	239	
WALKER, 333 FTR WG	2034	2003		320,141	324,566		158	162		1.20	1.15		189	185	
RAPID CITY 28 BOMB WG	904	828		156,830	139,504		169	168		2.01	2.01		340	339	
ANDREWS, 4 FIGHTER WG	517	523		86,129	86,459		167	165		3.38	3.41		553	564	
GREINER, 82 FIGHTER WG 2/	45	48		6,173	6,838		137	142		30.10	27.72		4,129	3,950	
KEARNEY, 27 FIGHTER WG	649	663		104,289	106,370		161	160		2.22	2.06		367	330	
SELFRIDGE, 56 FIGHTER WG	506	483		81,245	78,226		161	162		3.47	3.51		557	568	

NOTE INCLUDES ALL ACCOUNTS IN TOTAL OPERATING COST - MISSION PLUS ACCOUNTS 2116 & 2118 THE FOLLOWING ACCOUNTS ARE EXCLUDED 2144 OTCA, 2172, 2714

1/ ONLY THE FLYING TIME OF COMBAT ACFT POSSESSED BY COMBAT GROUP IS USED

2/ PERSONNEL AND PAYROLL OF 82d FTR GP TDY ALASKA ARE NOT INCLUDED

3/ MAY DATA DOES NOT INCLUDE AIRCRAFT HOURS FLOWN OF 93d BOMB GP WHILE TDY OVERSEAS

4/ MAY DATA INCLUDES PERSONNEL, PAYROLL AND AIRCRAFT HOURS FLOWN BY 17th BOMB GROUP

SOURCE AF-FO 224 AND AF-SC-A1

1945

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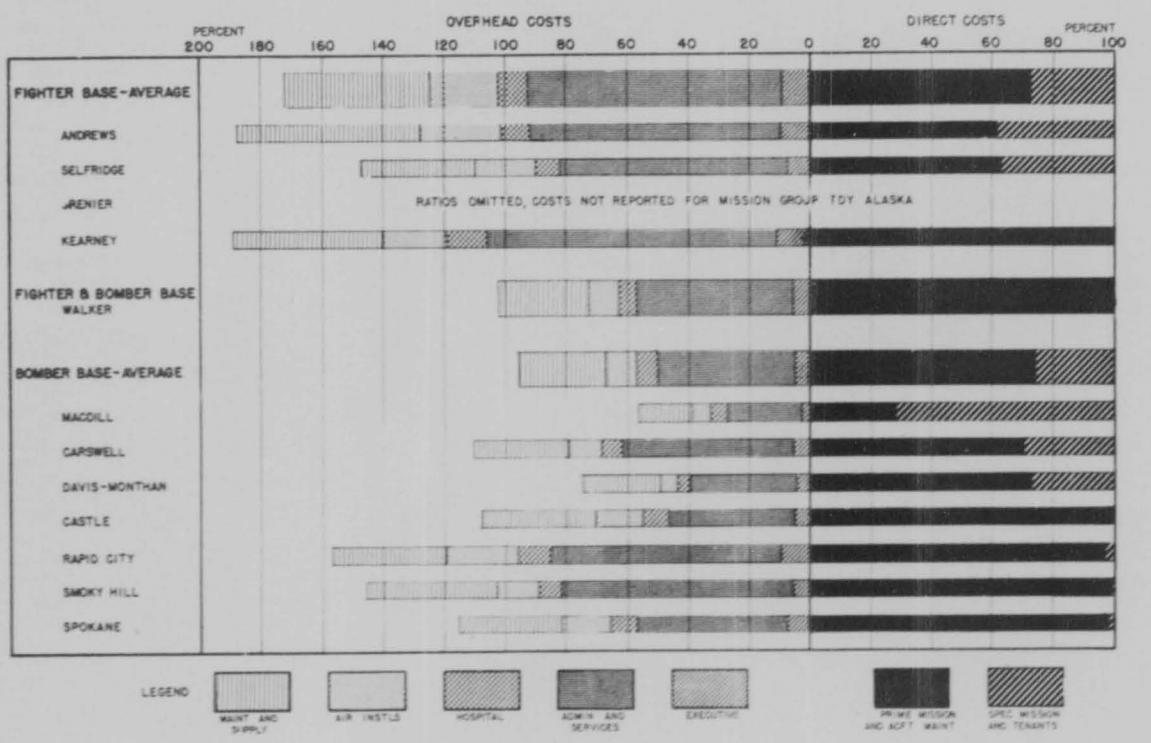
COMPARISON OF RATIOS OF OVERHEAD PAYROLL COSTS TO DIRECT PAYROLL COSTS

BY SAC STATION FOR MONTH OF MAY 1948



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COMPARISON OF RATIOS OF OVERHEAD PAYROLL COST TO DIRECT PAYROLL COSTS (CONTINUED)

	MAINTENANCE & SUPPLY		AIR INSTALLATION		HOSPITAL		ADMINISTRATION & SERVICES		EXECUTIVE		PRIMARY MISSIONS & AIRCRAFT MAINT	SPECIAL MISSIONS & TENANTS	TOTAL DIRECT PAYROLLS	TOTAL PAYROLLS
	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	AMOUNT
FIGHTER BASES AVERAGE	$ 75975	48.0	$ 35426	22.4	$ 15243	9.6	$ 132138	83.5	$ 14366	9.0	$ 115476	$ 42761	$ 158237	$ 438312
ANDREWS	100709	60.2	43689	26.1	14497	8.7	139651	83.4	15894	9.5	105350	62044	167394	485952
SELFRIDGE	66241	36.8	35939	20.0	14823	8.2	134810	74 9	13193	7.3	113727	66240	179967	452330
GRENIER	58820	-	24919	-	15226	-	85152	-	12694	-	17343	0	17343	208376
KEARNEY	60978	47.9	26645	20.9	16410	12.9	121952	95.8	14010	11.0	127352	0	127352	376653
FIGHTER & BOMBER BASE														
WALKER	112913	29.1	40463	10.4	21769	5.6	199042	51.2	22519	5.8	386584	2024	388608	794308
BOMBER BASES AVERAGE	119564	28.9	44553	10.8	27146	6.6	187728	45.4	20726	5.0	293007	120297	413304	842926
MACDILL	133335	17.5	47593	6.3	44434	5.8	188647	24.8	19577	2.6	207717	553342	761059	1222675
CARSWELL	132580	31.7	42396	10.1	29552	7.1	237325	56.7	21355	5.1	301017	117363	418380	912780
DAVIS-MONTHAN	151357	25.0	37373	6.2	23080	3.8	211789	35.0	27790	4.6	446533	158406	604939	1116966
CASTLE	64102	37.4	26885	15.7	14418	8.4	71172	41.5	8830	5.1	171510	0	171510	428765
RAPID CITY	69503	37.7	42290	23.0	20932	11.4	139488	75.7	17109	9.3	178793	5418	184208	503981
SMOKY HILL	150163	42.5	50674	14.3	25012	7.1	267596	75.7	20866	5.9	353435	213	353648	896553
SPOKANE	135911	34.0	64662	16.2	32595	8.2	198082	49.6	29559	7.4	392544	7341	399385	818764

* Ratios omitted for Grenier. Costs not reported for Mission Group TDY to Alaska.

SOURCE: AF-FO-F22A

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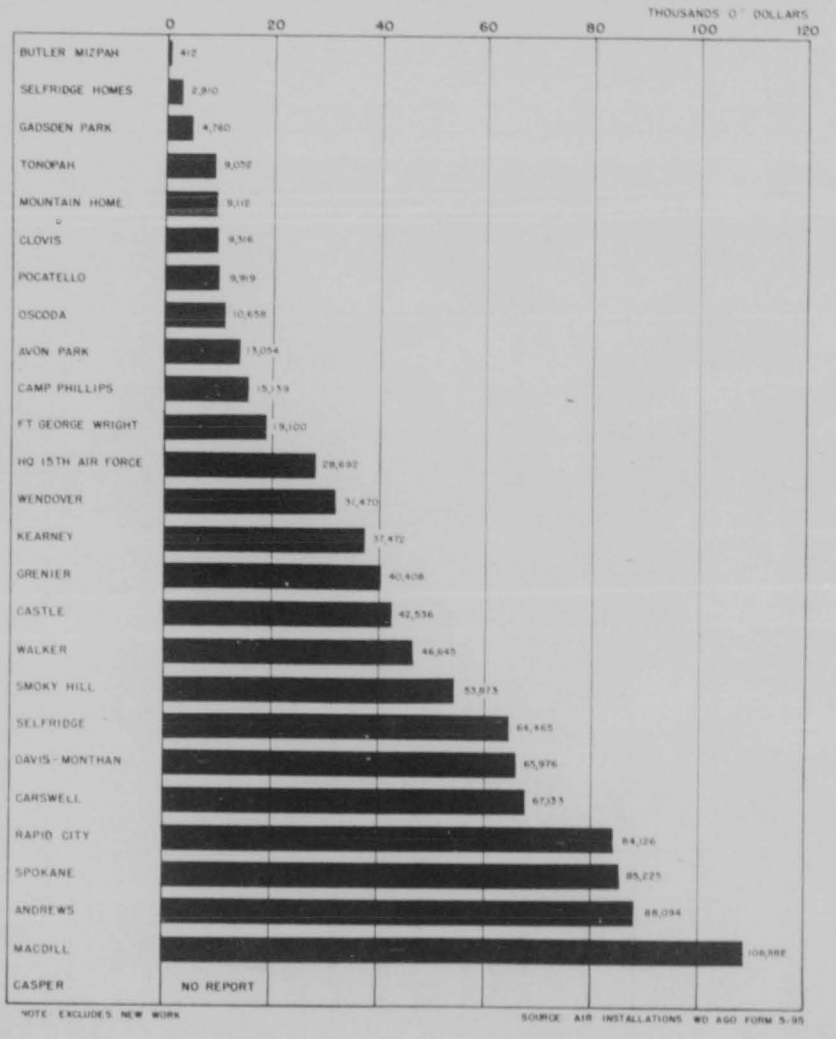
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

JUNE 1948



NOTE: EXCLUDES NEW WORK

SOURCE: AIR INSTALLATIONS WD AGO FORM 5-95

1948

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Section 6

OTHERS

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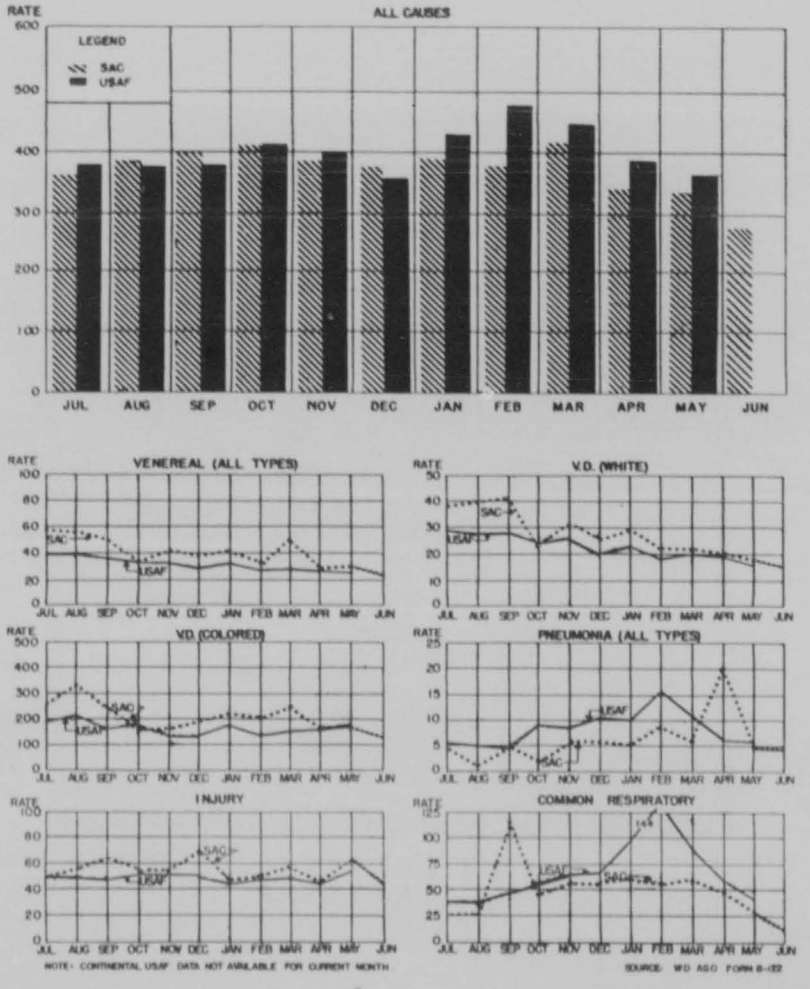
HOSPITAL ADMISSION RATES

SAC VS CONTINENTAL USAF

ADMISSION RATES PER 1000 PER ANNUM

1947–1948



NOTE- CONTINENTAL USAF DATA NOT AVAILABLE FOR CURRENT MONTH

SOURCE: WD AGO FORM 8-82

1950

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MEDICAL SUMMARY
VENEREAL DISEASES BY STATION

Admission Rates Per 1000 Per Annum — June 1948 (4 Weeks 29 May to 25 June)

	WHITE AND (COLORED							WHITE				COLORED				
	VD all Types		Gonorrhea		Syphilis			VD all Types		Q	S	VD all Types		Q	S	
	Cases	Rate	Cases	Rate	Cases	Rate		Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases	
TOTAL SAC	a 87	24	b 73	20	b 11	3		a 59	17	49	9	28	126	24	2	
HQ SAC STATIONS	34	30	30	27	4	4		17	17	15	2	17	167	15	2	
ANDREWS	3	10	3	10				2	7	2		1	102	1		
MACDILL	20	38	18	34	2	4		4	9	4		16	193	14	2	
OFFUTT	4	36	3	27	1	9		4	36	3	1					
SELFRIDGE	7	33	6	29	1	5		7	35	6	1					
TOTAL 8th AIR FORCE	a 41	27	b 34	23	b 4	2		a 33	23	28	4	8	97	6		
BIGGS	1	12	1	12				1	12	1						
CARSWELL	a 16	34	b 13	29	b 1	.		a 12	27	10	1	4	169	3		
DAVIS-MONTHAN	19	48	16	40	2	5		15	40	13	2	4	179	3		
EDWARDS	-	-	-	-	-	-		-	-	-	-	-	-			
WALKER	5	13	4	11	1	3		5	14	4	1					
TOTAL 15th AIR FORCE	12	12	9	9	3	3		9	9	6	3	3	79	3		
CASTLE	-	-	-	-	-	-		-	-	-	-	-	-	-		
COLORADO SPRINGS	-	-	-	-	-	-		-	-	-	-	-	-	-		
RAPID CITY	4	20	4	20				4	20	4						
SPOKANE	2	7			2	7		2	7		2					
SHEPPARD	6	19	5	16	1	3		3	11	2	1	3	79	3		
VANCOUVER	-	-	-	-	-	-		-	-	-	-	-	-	-		

(a) 2 cases VD not included in rates, not charged this Command
(b) 1 case VD not included in rates not charged this Command

Biggs AF Base shown for a three week period

Source: MSD-11 (AF-1)

1951

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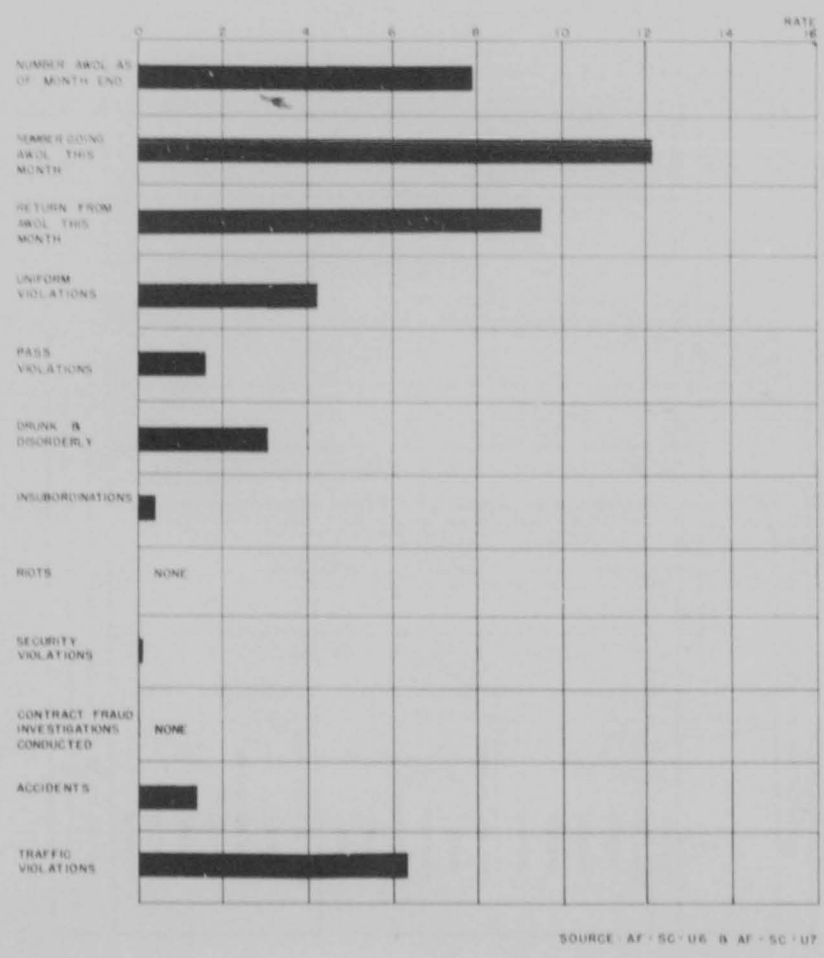
TOTAL OFFENSES AND CRIMINAL INVESTIGATIONS

JUNE 1948

RATE PER 1000 PERSONNEL



SOURCE: AF-SC-U6 & AF-SC-U7

1952

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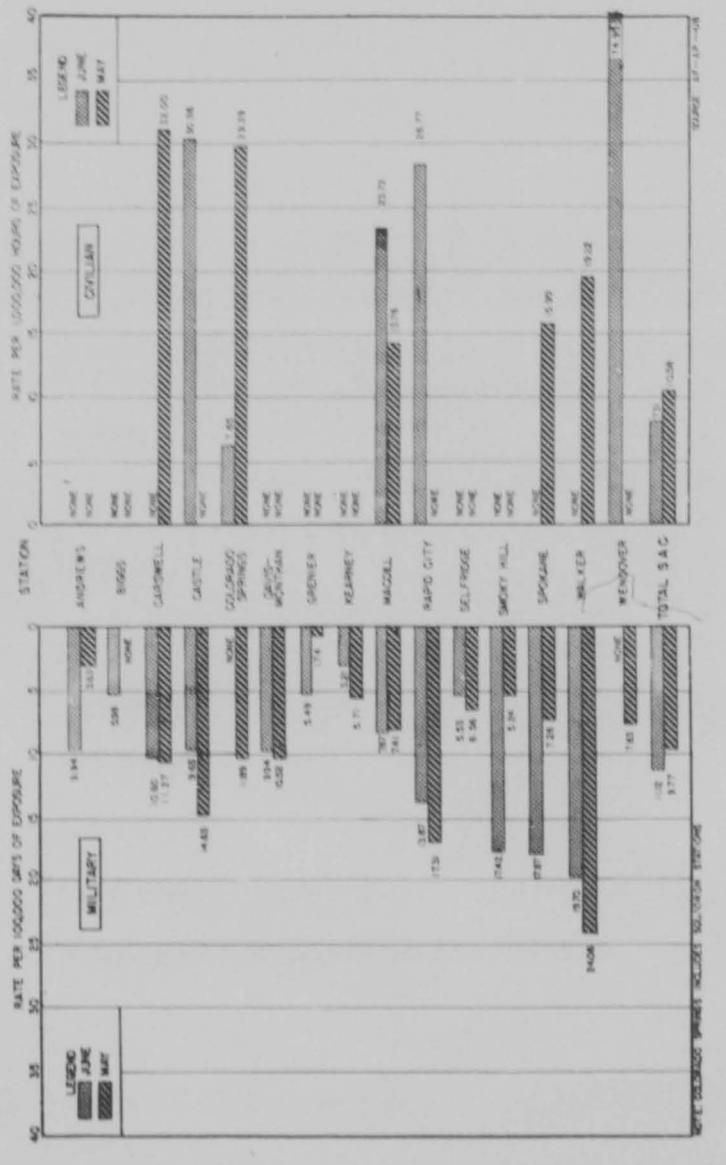
MILITARY AND CIVILIAN GROUND ACCIDENT RATE

BY STATION

MAY AND JUNE 1948



1953

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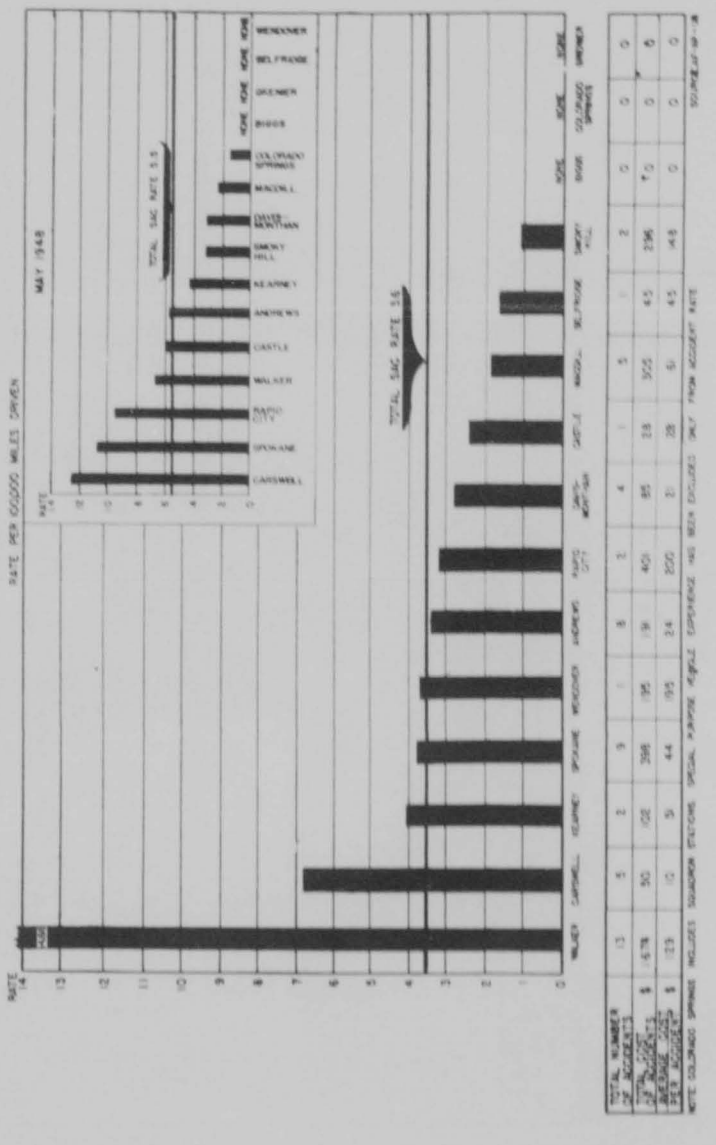
SAC MOTOR VEHICLE ACCIDENT RATE

BY STATION

JUNE 1948



1954

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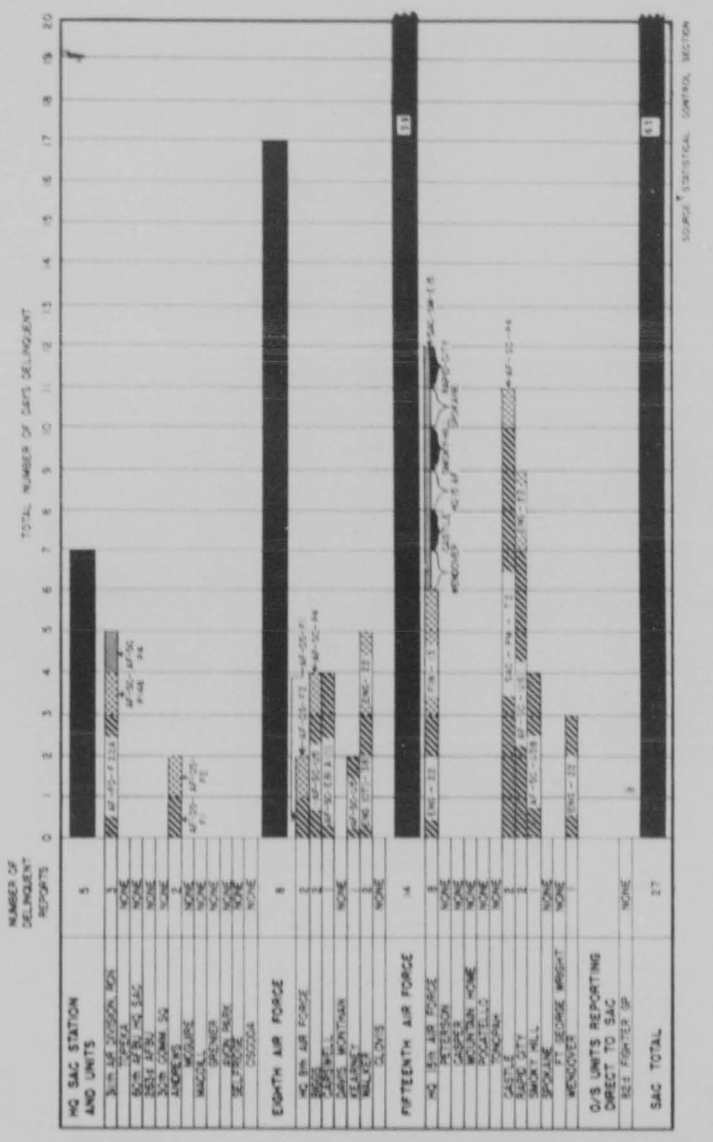
STRATEGIC AIR COMMAND DELINQUENT REPORTS

PERIOD COVERED 1 JUNE 1948 THRU 30 JUNE 1948



1955

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REPORTS REQUIRED OF SAC

JUNE 1948

	REPORTS / COMMAND	AIRCRAFT	EQUIPMENT	FUNDS	HOUSING	MEDICAL	ORGANIZATIONAL	PERSONNEL	TRAINING & OPERATIONS	UNCLASSIFIED	TOTAL
						RECURRING					
NUMBER OF REPORTS IN EFFECT BEGINNING OF MONTH	NATIONAL DEFENSE		33	28	1	15	5	10	7	26	125
	HQ USAF	7	10	5	3	2	3	27	5	13	75
	HQ SAC	5	6		1			4	5	3	24
	HQ AMC	5	11			1		1		1	19
	HQ ADC							1		1	2
	TOTAL	17	60	33		18	8	43	17	44	245
ADDITIONAL NUMBER OF REPORTS CLEARED AND NUMBERED	NATIONAL DEFENSE										
	HQ USAF									1	1
	HQ SAC		1						1		2
	HQ AMC										
	HQ ADC										
	TOTAL		1						1	1	3
NUMBER OF REPORTS ELIMINATED	NATIONAL DEFENSE									3	3
	HQ USAF									1	1
	HQ SAC										
	HQ AMC										
	HQ ADC										
	TOTAL									4	4
NUMBER OF REPORTS IN EFFECT END OF MONTH	NATIONAL DEFENSE		33	28	1	15	5	10	7	23	122
	HQ USAF	7	10	5	3	2	3	27	5	13	75
	HQ SAC	5	7		1			4	6	3	26
	HQ AMC	5	11			1		1		1	19
	HQ ADC							1		1	2
	TOTAL	17	61	33	5	18	8	43	18	41	244
						SPECIAL					
NUMBER OF REPORTS CLEARED	NATIONAL DEFENSE		1								1
	HQ USAF		2	1						2	5
	HQ SAC		4					3		4	11
	HQ AMC		3	1						1	5
	HQ ADC										
	TOTAL		10	2				3		7	22

SOURCE: STATISTICAL CONTROL SECTION

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RESTRICTED

DISTRIBUTION FOR STATISTICAL SUMMARY

Commanding General SAC	1
Deputy Commander and Chief of Staff SAC	1
Inspector General	1
Provost Marshal Section	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Historical Branch	2
Hq Commandant's Section	1
Asst Chief of Staff A-1	6
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Asst Chief of Staff A-2	1
Asst Chief of Staff A-3	4
Electronics Section	1
Asst Chief of Staff A-4	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Asst Chief of Staff A-5	6
Statistical Control Section	2
Operations Analysis Section	1
Chief of Staff, United States Air Force, Washington 25, D.C.	5
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. Comptroller.	5
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. The Air Inspector.	1
Deputy The Air Inspector for Field Operations, Langley Air Force Base, Hampton, Virginia.	1
Air Weather Service, Gravelly Point, Washington 25, D.C.	1
Air Training Command, Barksdale Air Force Base, Louisiana	2
Andrews Air Force Base	3
MacDill Air Force Base, Tampa, Florida.	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Mt. Clemens, Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.	10
Fifteenth Air Force, Colorado Springs, Colorado	10
311th Air Division, Reconnaissance, Andrews Air Force Base	1
All Other Active Stations	3 ea

1957

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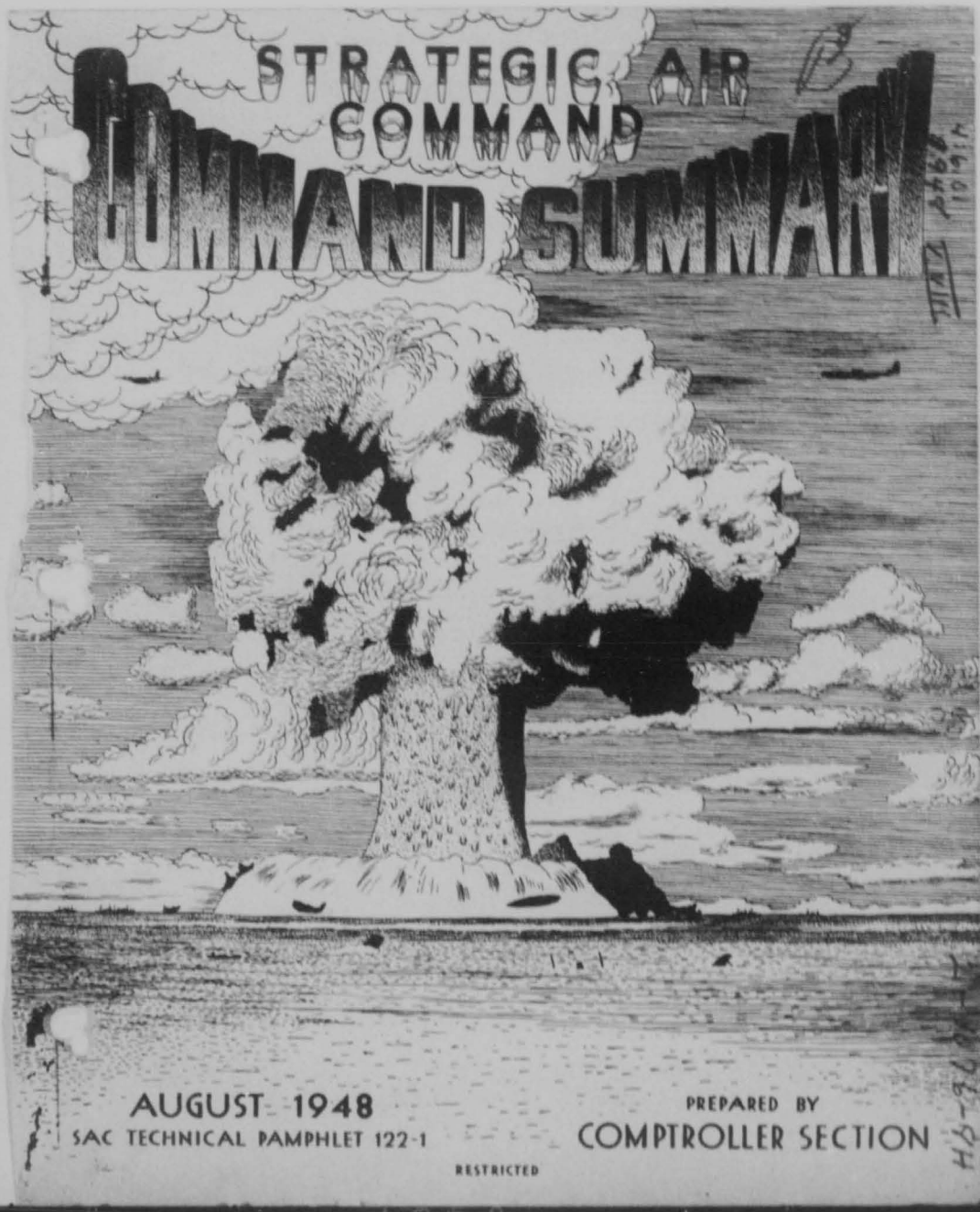

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STATISTICS AS OF 31 JULY 1948

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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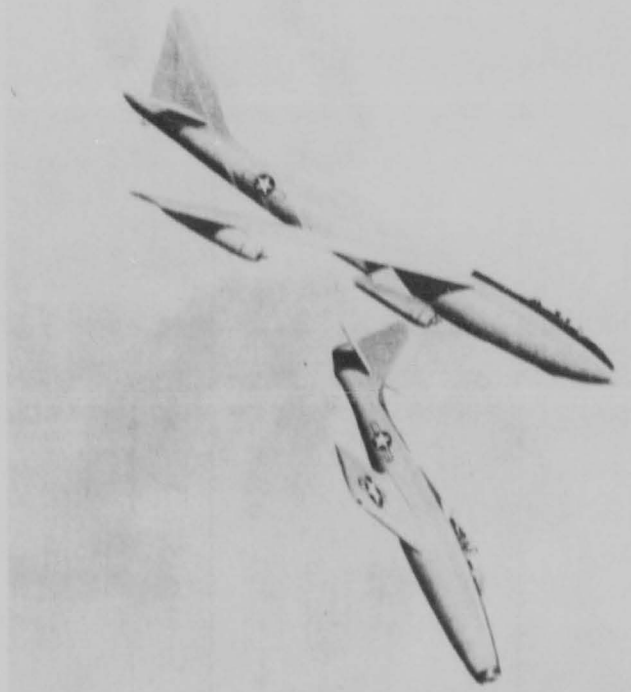

ORGANIZATION

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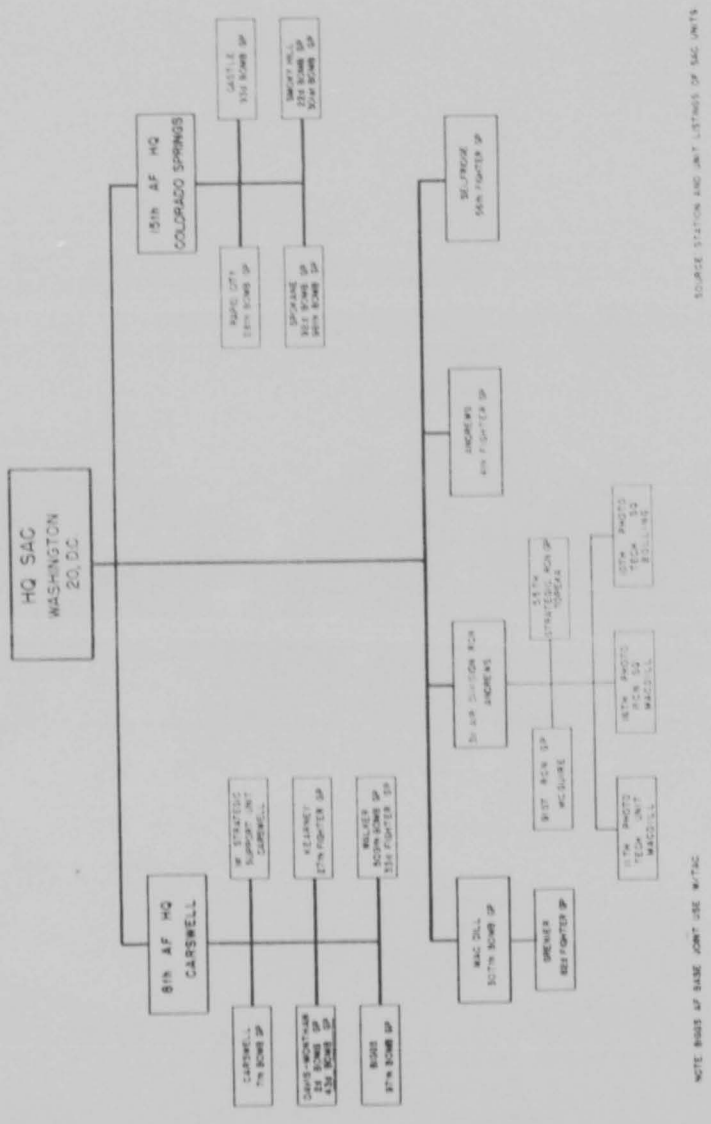
STRATEGIC AIR COMMAND ORGANIZATION

AS OF 31 JULY 1948



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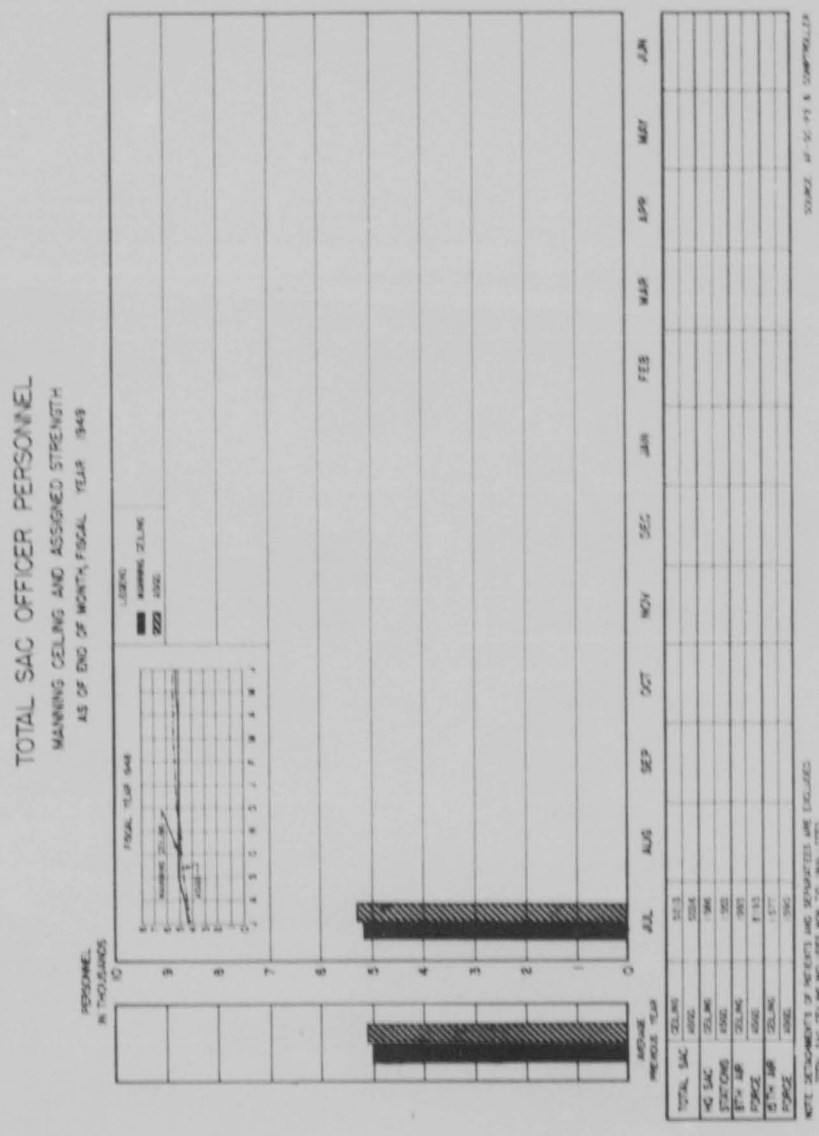

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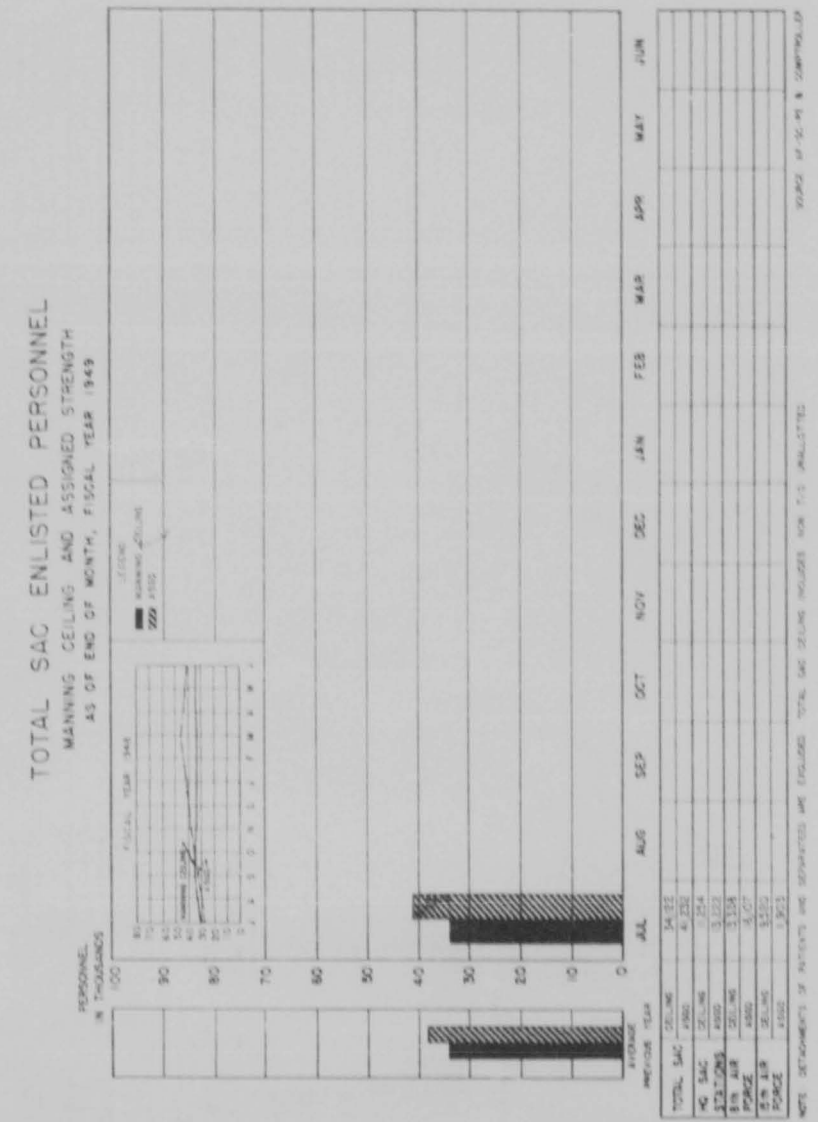

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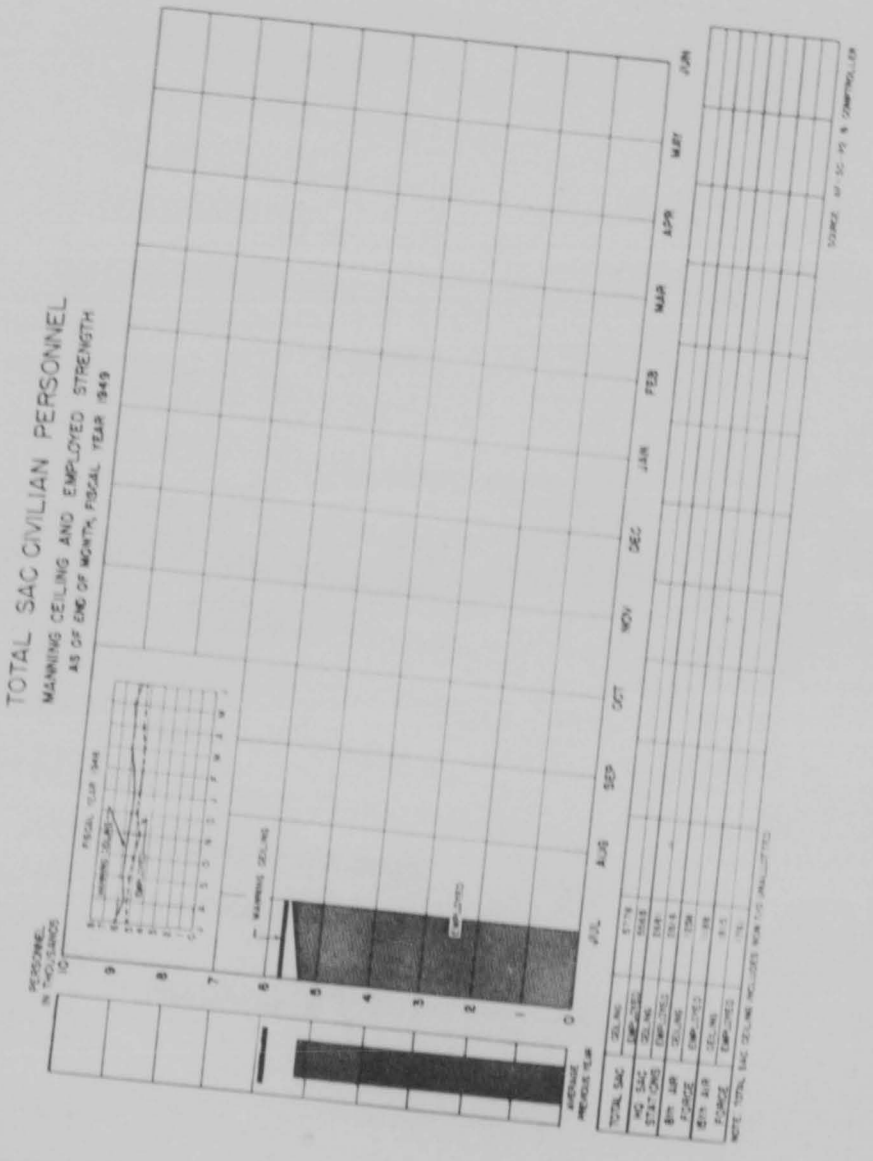

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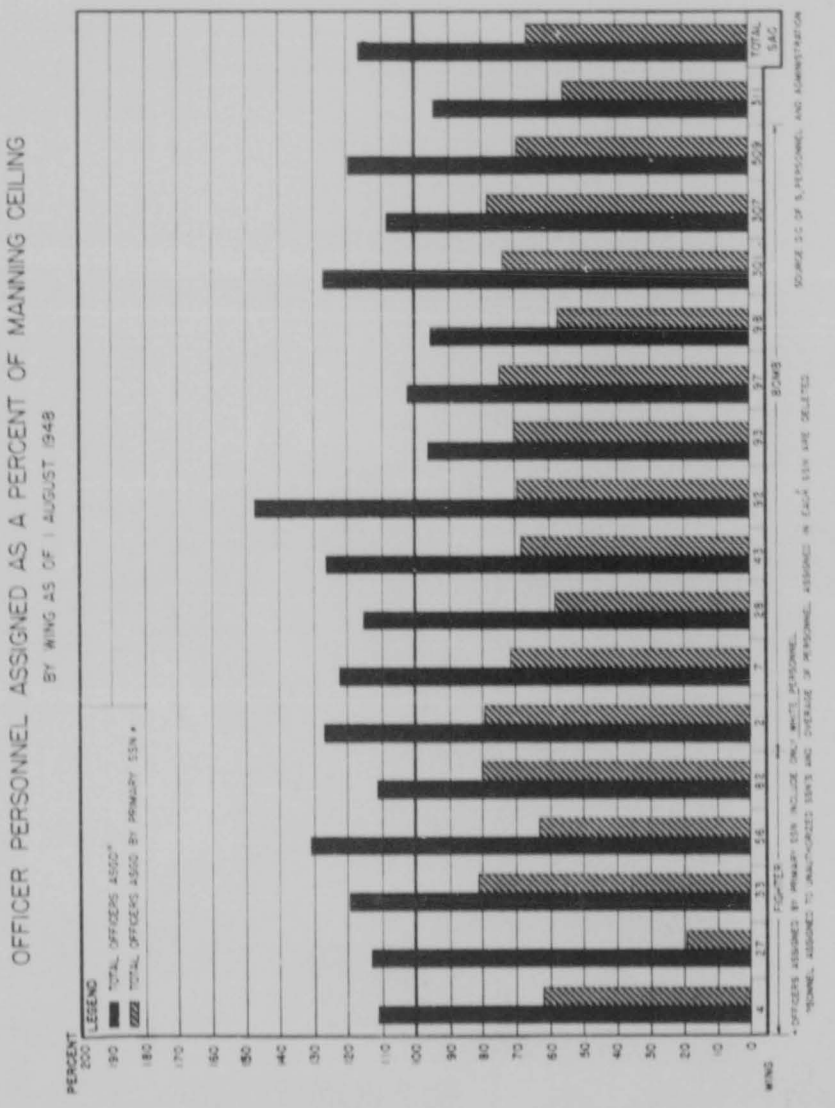

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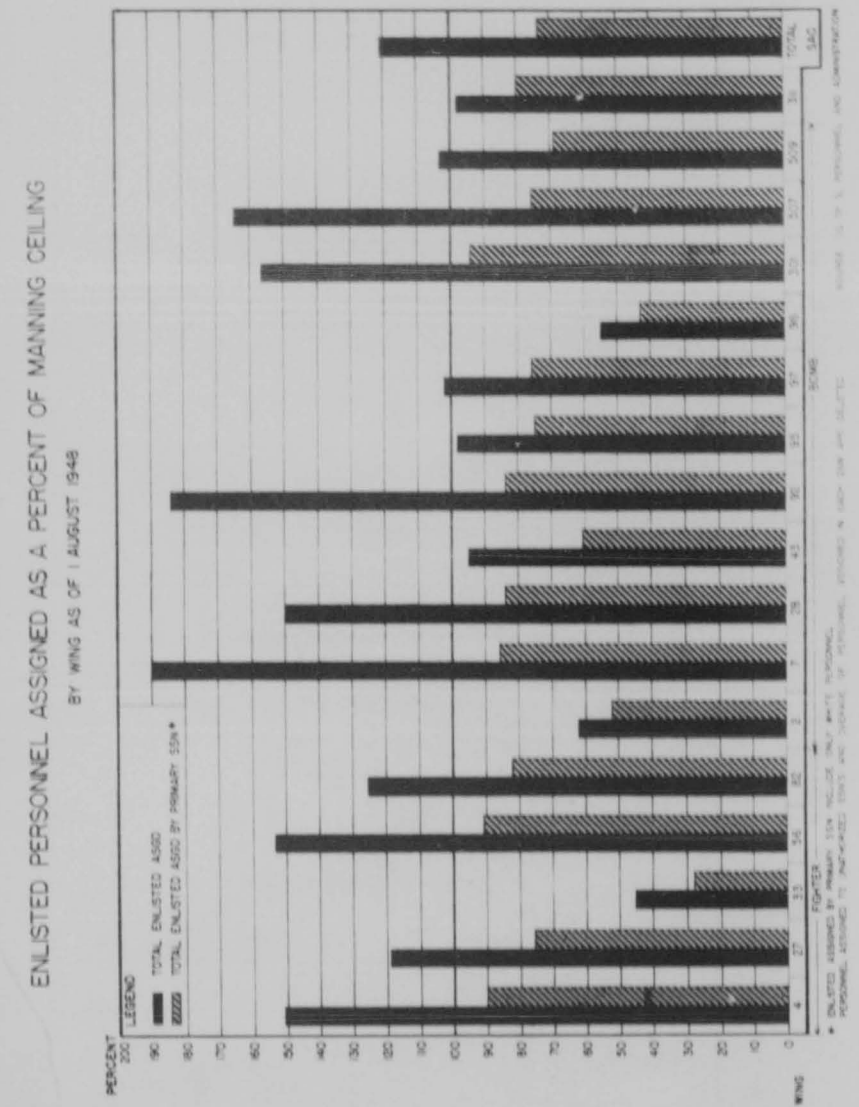

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 31 JULY 1948

LOCATION	AGENCY	UNIT	OFFICERS					ENLISTED		CIVILIANS		
			WARTIME CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W.O. *	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W.O.	WARTIME CEILING	ASGD	WARTIME CEILING	EX-PLOYED
ANDREWS	SAC	60 AF BG (Hq SAC)	179	7	9	161	5	10	545	615	339	294
CARSWELL	SAAF	39 AF BG (Hq 8 AF)	88	2	0	73	2	7	250	250	70	73
COLO SPRINGS	USAF	201 AF BG (Hq 15 AF)	66	10	1	159	6	8	383	391	279	290
ANDREWS	SAC	TOTAL 4 Ftr Wg	149	32	8	271	13	4	1525	1765	450	435
		Hq & Hq Sq, 4 Ftr Wg	11	0	0	11	0	0	55	57	3/ 450	13
		4 Ftr Gp	9	1	1	12	0	0	29	22		
		334 Ftr Sq	35	1	1	28	0	0	104	108		
		335 Ftr Sq	35	1	1	26	0	0	104	104		223
		336 Ftr Sq	35	1	1	26	0	0	104	104		182
		4 Maint & Supply Gp	11	0	2	38	0	2	586	871		17
		4 Airdrome Gp	14	0	0	39	0	0	482	935		
		4 Station Hosp	9	18	0	0	13	0	61	56		
		Special Missions	25									
MARCH	SAC	TOTAL 307 Bomb Wg	239	36	7	252	43	9	2066	2745	498	414
		Hq & Hq Sq 307 Bomb Wg	11	0	0	11	0	0	61	106	3/ 498	14
		307 Bomb Gp	11	0	0	13	0	0	33	34		
		370 Bomb Sq	33	1	1	43	0	0	195	227		
		371 Bomb Sq	33	1	1	55	0	0	195	226		
		372 Bomb Sq	33	1	1	55	0	0	195	234		202
		307 Maint & Supply Gp	11	0	2	43	0	4	491	311		214
		307 Air Base Gp	21	0	0	40	0	0	416	1021		56
		307 Station Hosp Gp	11	32	1	0	43	1	82	123		
		Special Missions	11									
ORDERED	SAC	TOTAL 82 Ftr Wg	135	31	8	181	12	7	1481	1477	200	195
		Hq & Hq Sq 82 Ftr Wg	13	0	0	13	0	0	50	54	3/ 200	8
		82 Ftr Gp	9	1	1	13	0	0	29	29		
		95 Ftr Sq	35	1	1	28	0	0	100	117		
		96 Ftr Sq	35	1	1	26	0	0	100	110		
		97 Ftr Sq	35	1	1	30	0	1	100	106		98
		82 Maint & Supply Gp	11	0	2	38	0	4	336	328		75
		82 Airdrome Gp	16	0	2	28	0	0	665	679		17
		82 Station Hosp Gp	0	27	0		12	0	61	54		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
SELFRIDGE	SAC	TOTAL 56 Ftr Wg	124	31	8	164	19	4	1504	1802	260	245
		Hq & Hq Sq 56 Ftr Wg	13	0	0	11	0	0	71	55	b/ 260	6
		Hq 56 Ftr Gp	9	1	1	17	0	1	29	29		
		61 Ftr Sq	25	1	1	25	0	0	104	123		
		62 Ftr Sq	25	1	1	35	0	0	104	126		
		63 Ftr Sq	25	1	1	26	0	0	104	120		
		56 Maint & Supply Gp	12	0	2	14	0	2	314	337		80
		56 Airdrome Gp	15	0	2	16	0	1	715	949		148
		56 Station Med Gp	0	27	0	0	19	0	63	63		11
BIGGS	BAF	TOTAL 97 Bomb Wg	245	22	0	244	3	5	1582	1585		
		Hq & Hq Sq 97 Bomb Wg	21	0	0	28	0	0	61	63		
		Hq 97 Bomb Gp	17	1	0	18	0	1	31	23		
		340 Bomb Sq	49	1	0	52	0	0	195	193		
		341 Bomb Sq	49	1	0	52	0	0	195	189		
		342 Bomb Sq	49	1	0	53	0	0	195	190		
		97 Maint & Supply Gp	27	0	0	17	0	3	299	302		
		97 Air Base Gp	33	0	0	24	0	1	545	607		
		97 Station Med Gp	0	18	0	0	3	0	61	18		
CARSWELL	BAF	TOTAL 7 Bomb Wg	309	31	2	369	26	6	2611	3966	302	290
		Hq & Hq Sq 7 Bomb Wg	26	0	0	30	1	0	96	124	7	16
		Hq 7 Bomb Gp	17	1	0	31	2	1	33	22		
		9 Bomb Sq	60	1	0	65	0	0	300	404		
		436 Bomb Sq	60	1	0	77	0	1	300	422		
		492 Bomb Sq	60	1	0	62	0	1	300	385		
		7 Maint & Supply Gp	37	0	1	29	0	1	578	651	132	122
		7 Airdrome Gp	49	0	1	74	0	2	939	1841	125	125
		7 Station Med Gp	0	27	0	0	23	0	65	107	38	27
DAVIS-MONTHAN	BAF	TOTAL 43 Bomb Wg	302	30	2	381	24	9	2591	3140	298	284
		Hq & Hq Sq 43 Bomb Wg	25	0	0	31	0	0	94	115	7	19
		Hq 43 Bomb Gp	17	1	0	17	0	1	33	35		
		63 Bomb Sq	60	1	0	65	0	3	300	309		
		64 Bomb Sq	60	1	0	77	0	0	300	315		
		65 Bomb Sq	60	1	0	65	0	2	300	322		
		43 Maint & Supply Gp	37	0	1	30	0	3	582	528	135	111
		43 Air Base Gp	43	0	1	96	0	0	917	1423	122	122
		43 Station Med Gp	0	26	0	0	24	0	65	92	14	32

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
DAVIS MONTHAN	8AF	TOTAL 2 Bomb Wg	188	5	5	(3) 238	1	1	854	954		
		Hq & Hq Sq 2 Bomb Wg	1	0	0	1	0	0	1	1		
		Hq 2 Bomb Gp	12	1	2	21	0	1	31	42		
		20 Bomb Sq	53	1	1	68	0	0	195	224		
		49 Bomb Sq	53	1	1	67	0	0	195	241		
		96 Bomb Sq	53	1	1	66	0	0	195	235		
		2 Maint & Supply Gp	9	0	0	4	0	0	144	58		
		2 Air Base Gp	7	0	0	11	0	0	92	152		
		2 Station Med Gp	0	1	0	0	1	0	1	1		
KEARNEY	8AF	TOTAL 27 Ftr Wg	184	39	11	206	18	2	1573	1543	215	190
		Hq & Hq Sq 27 Ftr Wg	7	0	1	9	0	0	66	75	b/ 215	20
		Hq 27 Ftr Gp	6	1	0	9	0	1	29	25		
		522 Ftr Sq	50	1	1	45	0	0	129	133		
		523 Ftr Sq	50	1	1	38	0	0	129	123		
		524 Ftr Sq	50	1	1	39	0	0	129	115		
		27 Maint & Supply Gp	9	0	3	20	0	1	322	292		54
		27 Airdrome Gp	12	0	4	46	0	0	689	717		96
		27 Station Med Gp	0	26	0	0	18	0	80	63		20
WALKER	8AF	TOTAL 509 Bomb Wg	302	30	2	350	18	10	2594	3410	307	291
		Hq & Hq Sq 509 Bomb Wg	25	0	0	56	0	0	95	154	6	11
		Hq 509 Bomb Gp	17	1	0	22	0	0	33	37		
		393 Bomb Sq	60	1	0	64	0	1	300	454		
		715 Bomb Sq	60	1	0	66	0	0	300	420		
		830 Bomb Sq	60	1	0	71	0	1	300	426		
		509 Maint & Supply Gp	37	0	1	18	0	4	583	521	121	118
		509 Airdrome Gp	43	0	1	53	0	4	915	1300	149	135
		509 Station Med Gp	0	26	0	0	18	0	68	98	31	27
WALKER	8AF	TOTAL 33 Ftr Wg	98	5	5	116	1	0	488	532		
		Hq & Hq Sq 33 Wg	1	0	0	1	0	0	1	1		
		Hq 33 Ftr Gp	9	1	1	13	0	0	29	30		
		58 Ftr Sq	25	1	1	29	0	0	100	132		
		59 Ftr Sq	25	1	1	32	0	0	100	118		
		60 Ftr Sq	25	1	1	30	0	0	100	129		
		33 Maint & Supply Gp	6	0	1	4	0	0	113	93		
		33 Airdrome Gp	7	0	0	7	0	0	44	28		
		33 Station Med Gp	0	1	0	0	1	0	1	1		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASSIGNT	UNIT	OFFICERS				ASSIGNED				ENLISTED		CIVILIANS	
			MARKING CEILING											
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MARKING CEILING	ASGD	MARKING CEILING	IN-PLACED
CASTLE	15AF	TOTAL 93 Bomb Wg	205	15	6	154	15	3	1523	1511	356	249
		Hq & Hq Sq 93 Bomb Wg	8	-	-	20	-	-	66	115	15	6
		Hq 93 Bomb Gp	8	-	-	14	-	-	28	22		
		328 Bomb Sq	52	-	-	42	-	-	195	189		
		329 Bomb Sq	52	-	-	42	-	-	196	189		
		330 Bomb Sq	52	-	-	42	-	-	195	184		
		93 Maint & Supply Gp	14	-	-	13	-	3	293	278	134	134
		93 Air Base Gp	19	-	-	20	-	-	488	472	92	95
		93 Station Hosp Gp	0	12	-	-	15	-	65	62	13	14
RAPID CITY	15AF	TOTAL 28 Bomb Wg	222	31	6	253	19	4	1888	2315	302	275
		Hq & Hq Sq 28 Bomb Wg	13	-	-	33	-	-	75	70 b/	302 b/	10
		Hq 28 Bomb Gp	13	-	-	15	-	-	31	32		
		77 Bomb Sq	53	-	-	47	-	-	195	248		
		717 Bomb Sq	53	-	-	52	-	-	195	268		
		718 Bomb Sq	53	-	-	45	-	-	195	254		
		28 Maint & Supply Gp	57	-	-	33	-	-	382	376		130
		28 Air Base Gp	21	-	-	36	-	-	752	969		114
		28 Station Hosp Gp	0	27	-	-	19	-	63	98		21
SHEPPARD	15AF	TOTAL 301 Bomb Wg	228	31	6	287	20	2	1983	2995	302	298
		Hq & Hq Sq 301 Bomb Wg	14	-	-	22	-	-	74	91 a/	302 a/	11
		Hq 301 Bomb Gp	13	-	-	20	-	-	31	26		
		32 Bomb Sq	53	-	-	47	-	-	195	234		
		352 Bomb Sq	53	-	-	52	-	-	195	220		
		353 Bomb Sq	53	-	-	45	-	-	195	194		154
		301 Maint & Supply Gp	57	-	-	33	-	-	385	369		108
		301 Airdrome Gp	21	-	-	36	-	-	832	1773		25
		301 Station Hosp Gp	0	27	-	-	20	-	75	88		
SHEPPARD	15 AF	TOTAL 22 Bomb Gp	236	4	-	110	-	-	608	517		
		Hq 22 Bomb Gp	26	-	-	17	-	-	50	36		
		2 Bomb Sq	70	-	-	30	-	-	185	162		
		19 Bomb Sq	70	-	-	33	-	-	185	165		
		33 Bomb Sq	70	-	-	31	-	-	185	164		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AGENCY	UNIT	OFFICERS					ENLISTED			CIVILIANS	
			MANNING CEILING			AUTHORIZED		MANNING CEILING	AUTH	MANNING CEILING	EX-PLOYED
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O			
SPOKANE	15AF	TOTAL 92 Bomb Wg	217	32	6	(1) 334	23	8	1979	3839	429	499
		Hq & Hq Sq 92 Bomb Wg	35	0	0	37	0	0	97	94	429	15
		Hq 92 Bomb Gp	33	1	0	25	0	0	31	39		
		325 Bomb Sq	53	1	1	42	0	0	195	235		
		326 Bomb Sq	53	1	1	45	0	0	195	236		
		327 Bomb Sq	53	1	1	45	0	0	195	248		117
		92 Maint & Supply Gp	17	0	0	35	0	0	395	615		228
		92 Air Base Gp	24	0	0	84	0	4	780	1245		49
		92 Station Med Gp	0	28	0		23	1	83	122		
SPOKANE	15AF	TOTAL 24 Bomb Wg	188	5	5	(1) 177	1	2	854	848		
		Hq & Hq Sq 24 Bomb Wg	1	0	0	1	0	0	1	1		
		Hq 24 Bomb Gp	33	1	1	39	0	0	31	40		
		343 Bomb Sq	53	1	1	34	0	0	195	244		
		344 Bomb Sq	53	1	1	44	0	0	195	246		
		345 Bomb Sq	53	1	1	45	0	0	195	251		
		24 Maint & Supply Gp	9	0	0	6	0	0	195	110		
		24 Air Base Gp	7	0	0	8	0	0	82	12		
		24 Station Med Gp	0	1	0	0	1	0	0	1		
TOTAL 92, SAC, 15 AF		Bomb & Ftr Wings	1958	411	92	4294	269	151	28795	35241	4507	4115
TOPEKA	SAC	TOTAL 310 Air Div Hqs	428	7	8	401	2	14	2021	2377	822	842
		Hq Wing Sq 310 Air Div Hqs	33	0	0	34	0	0	35	41	10	4
		Hq Wing Sq 310th Strategic Hqs Sq	0	0	0	10	0	0	0	40		5
		Hq 55 Strategic Recn Wg	14	0	0	15	0	0	90	33		
		1st Combat Evaln Tech Det	0	0	0	0	0	0	0	43		
		7 Combat Crew Tng Sq	154	0	0	28	0	0	539	313		
		12 Photo Tech Sq	0	0	0	0	0	0	0	44		
		343 Strategic Recn Sq Med	54	0	0	35	0	0	395	410		
		55 Maint & Supply Gp	0	0	0	0	0	0	0	251		44
		55 Air Base Gp	0	0	0	20	0	0	0	268		90
		55 Photo Tech Det	28	0	0	0	0	0	0	21		2
(Selfridge AF Base)		55 Photo Tech Sq	34	0	0	48	0	4	313	363		
(Washington D.C.)		55 AF Sec	28	0	0	25	0	0	90	95	155	158
WCAFB		15 Photo Recn Sq (Special)	83	0	0	86	0	0	334	404		
		11 Photo Tech Det	0	0	0	4	0	0	90	44		
		Hq 91 Recn Gp	0	0	0	1	0	0	1	1		
		324 Recn Sq	0	0	0	15	0	0	0	58		
(Wright-Patterson)		5 Photo Tech Det	2	0	0	2	0	0	90	50		
(Long Island N.Y.)		AF 1st Motion Picture Det	24	0	0	10	0	2	163	107	57	39

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
CAMPBELL	8AF	276 AF BU	2	0	0	5	0	0	18	25	16	10
CARSWELL	SAC	263 AF BU	22	0	1	20	0	1	118	107	2	3
CLOVIS	8AF	234 AF BU	2	0	0	3	0	0	0	0	50	50
WENDOVER	15AF	216 AF BU	22	5	1	25	0	3	242	363	90	85
CAMP HOOD	8AF	275 AF BU	0	0	0	2	0	0	0	11		
CARSWELL	8AF	18 Comm Sq	5	0	0	5	0	0	72	80		
ANDREWS	SAC	30 Comm Sq	7	0	1	7	0	0	153	156		
COLO SPRINGS	15AF	33 Comm Sq	6	0	0	4	0	2	84	76		
CARSWELL	8AF	1st Strategic Support Ut	54	0	0	38	0	0	281	282		
MACDILL	SAC	1st Aviation Sq	3	0	0	4	0	0	94	95		
CARSWELL	8AF	2d Aviation Sq	3	0	0	3	0	0	94	95		
CARSWELL	8AF	1st Ordnance Sq Avn	26	0	0	24	0	0	276	202		
SELFRIDGE	SAC	464 Sig Hv Cons Co (Avn)	7	0	0	3	0	0	149	132		
MACDILL	SAC	Hq & Hq Sv Co 937 Engr Avn Go	13	0	0	14	1	0	62	75		
		838 Engr Avn Bn	27	3	0	30	0	2	592	987		
		1862 Engr Avn Bn	44	1	0	32	0	0	592	614		
		2173 Engr Maint Co Avn	6	0	0	6	0	0	146	147		
		881 Chemical Co AC	4	0	0	2	0	0	130	19		
CARSWELL	8AF	585 AF Band	0	0	1	0	0	1	28	32		
WALKER	8AF	611 AF Band (TDY GRENIER)	0	0	1	0	0	1	28	25		
RAPID CITY	15AF	612 AF Band	0	0	1	0	0	1	28	22		
ANDREWS	SAC	702 AF Band	0	0	1	0	0	1	28	28		
MACDILL	SAC	740 AF Band	0	0	1	0	0	1	28	28		
SMOKY HILL	15AF	745 AF Band	0	0	1	0	0	0	28	26		
DAVIS-MONTHAN	8AF	775 AF Band (TDY KEARNEY)	0	0	1	0	0	1	28	25		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
MCGUIRE	SAC		2	0	0				6		44	31
AVON PARK	SAC	Assigned Military Personnel	2	0	0				0		28	26
SHORAN PROJ	SAC	are included in Base Unit	0	0	0				0		8	0
OSCODA	SAC	or Airdrome Totals	2	0	0				0		30	28
CASPER	15AF		4	0	0				3		53	50
MOUNTAIN HOME	15AF		2	0	0				2		44	43
POCATELLO	15AF		2	0	0				2		30	31
TONOPAH	15AF		2	0	0				2		30	31
		1-0-1 Strength each Unit c										
ANDREWS	SAC	Hq & Hq Sq 58 Air Div Bomb	1			1			1	1		
		44 Bomb Gp	1			1			1	1		
		90 Bomb Gp	1			1			1	1		
		303 Bomb Gp	1			1			1	1		
		305 Bomb Gp	1			1			1	1		
		306 Bomb Gp	1			0			1	1		
		69 Air Sv Gp	1			1			1	1		
		73 Air Sv Gp	1			1			1	1		
		86 Air Sv Gp	1			1			1	1		
		87 Air Sv Gp	1			1			1	0		
		439 Air Sv Gp	1			1			1	1		
		475 Air Sv Gp	1			1			1	1		
		907 Chemical Co, AG	1			1			1	1		
SELFRIDGE	SAC	468 Sig Hv Cons Co (Avn)	1			1			1	0		

NOTE: Excludes Detachment of Patients

a Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

b Breakdown not available

c 1-0-1 Strength Units at Andrews Field are not included in the 60th AF BU totals.

SOURCE: AF-SC-P2, AF-SC-P68 AND COMPTROLLER

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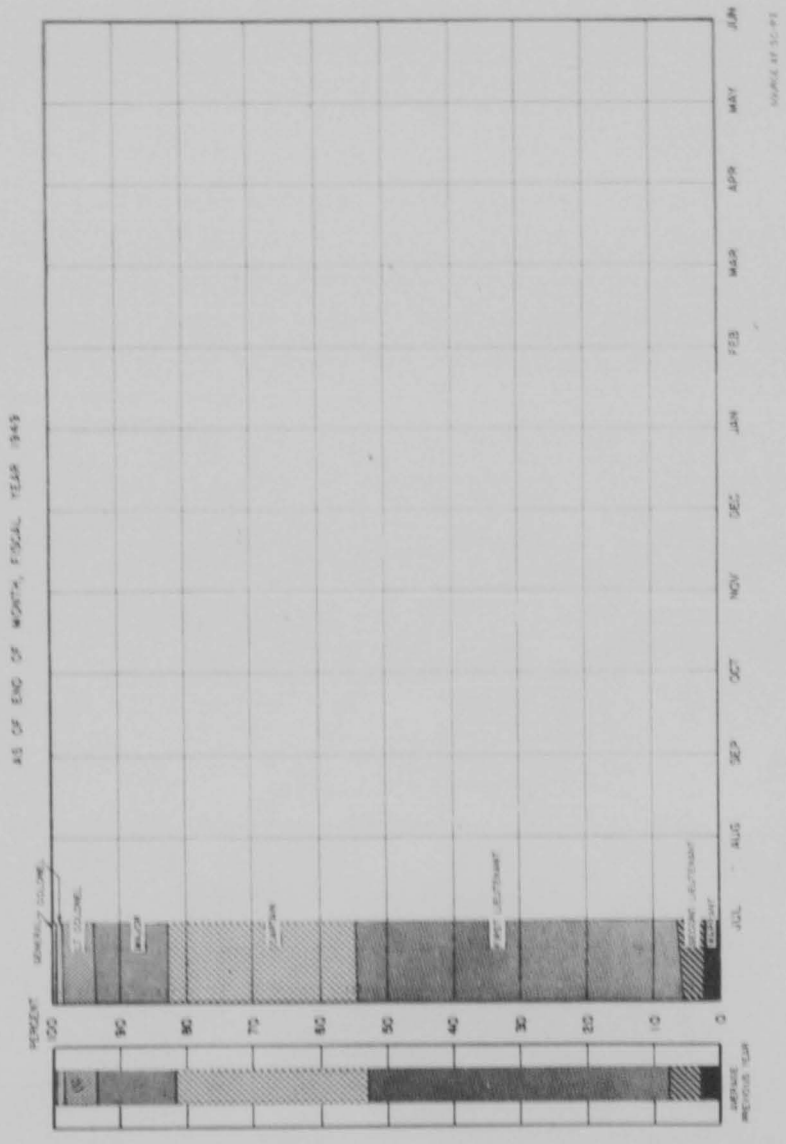
TOTAL SAC OFFICER PERSONEL BY RANK

AS OF END OF MONTH, FISCAL YEAR 1969



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SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF END OF MONTH, FISCAL YEAR 1949

AS OF 31 JULY 1948

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	W O	TOTAL
UNITED STATES AIR FORCE	9	64	203	346	600	575	84	12	1893
UNITED STATES AIR FORCE RESERVE		1	23	162	700	1755	185	5	2811
AIR FORCE UNITED STATES					5	24	4	108	141
REGULAR ARMY		8	14	35	42	17			116
ORGANIZED RESERVE CORPS		1	9	21	113	118	8		270
ARMY UNITED STATES			2	2	44	90		4	144
PHILIPPINE SCOUTS						1			1
TOTAL OFFICERS	9	74	251	566	1504	2580	281	129	5336
PERCENT BY GRADE	2	1.4	4.7	11.0	28.2	48.3	5.8	2.4	1000

NOTE: INCLUDES DETACHMENTS OF PATIENTS AND SENATEES. CHART DOES NOT INCLUDE PHILIPPINE SCOUTS.
PERCENT OF OFFICERS ASSIGNED 31 JULY ARE FEMALE OFFICERS

SOURCE AF-AG-PM

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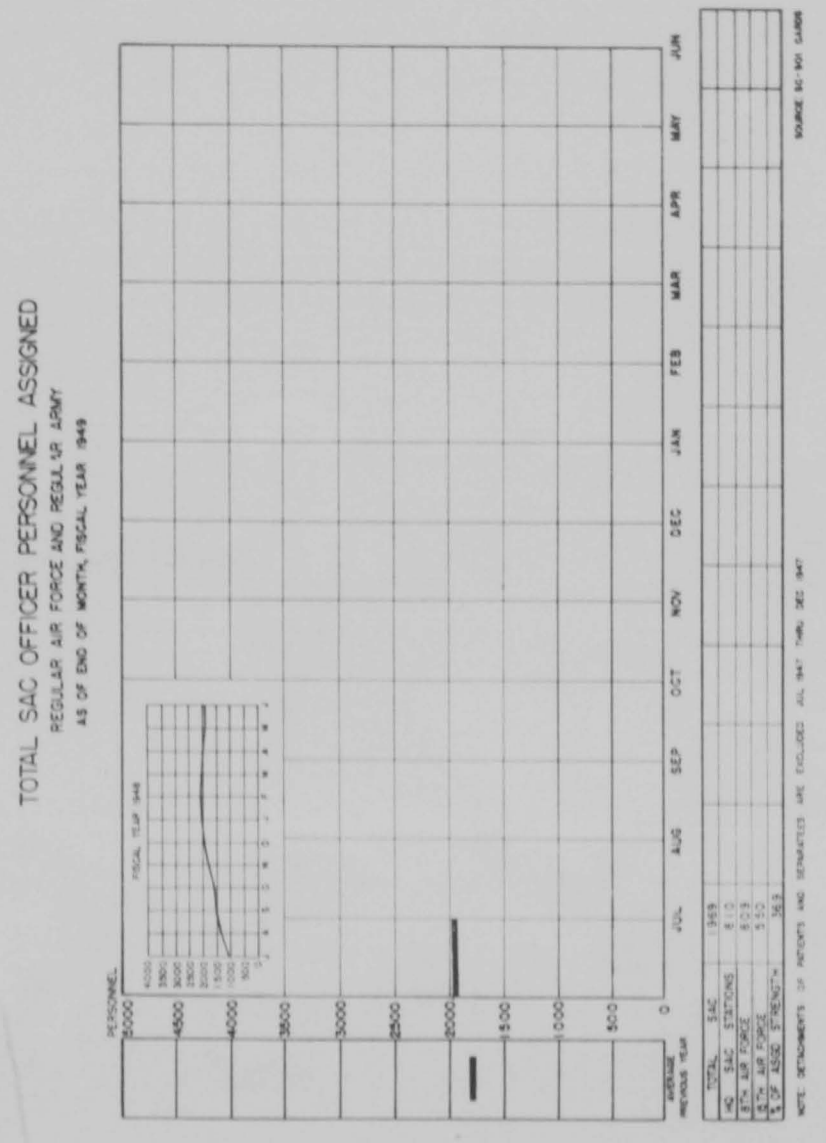

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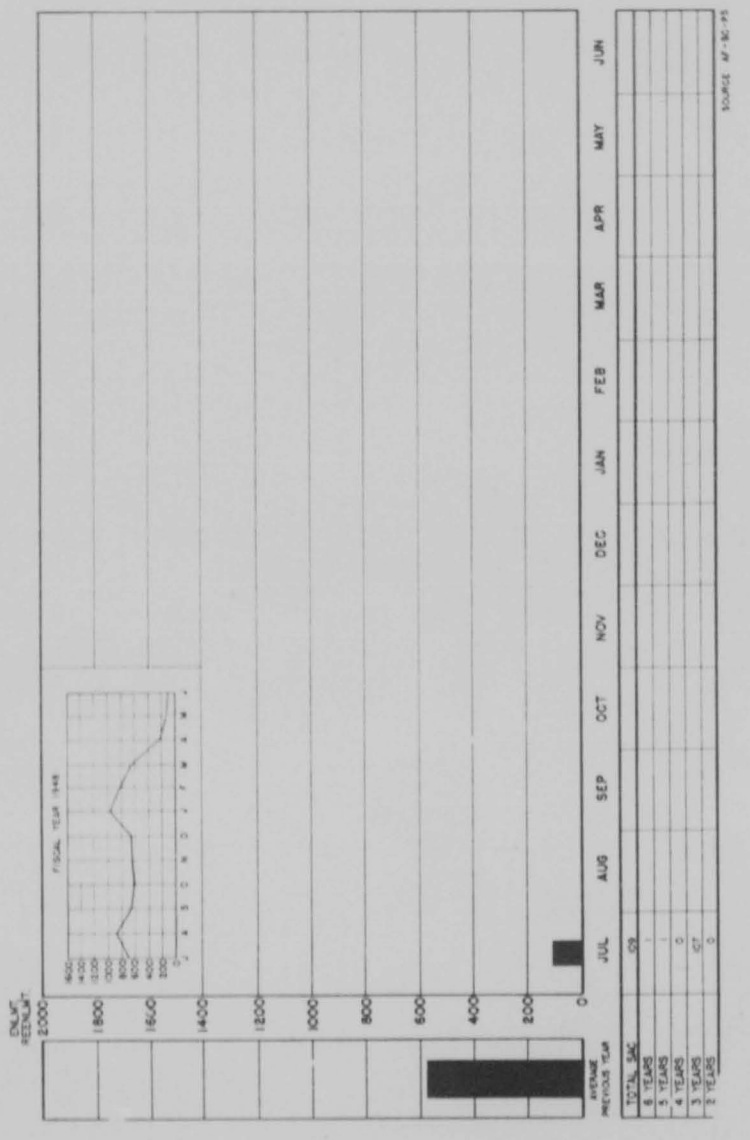
TOTAL SAC ENLISTMENTS AND REENLISTMENTS

BY MONTH, FISCAL YEAR 1949



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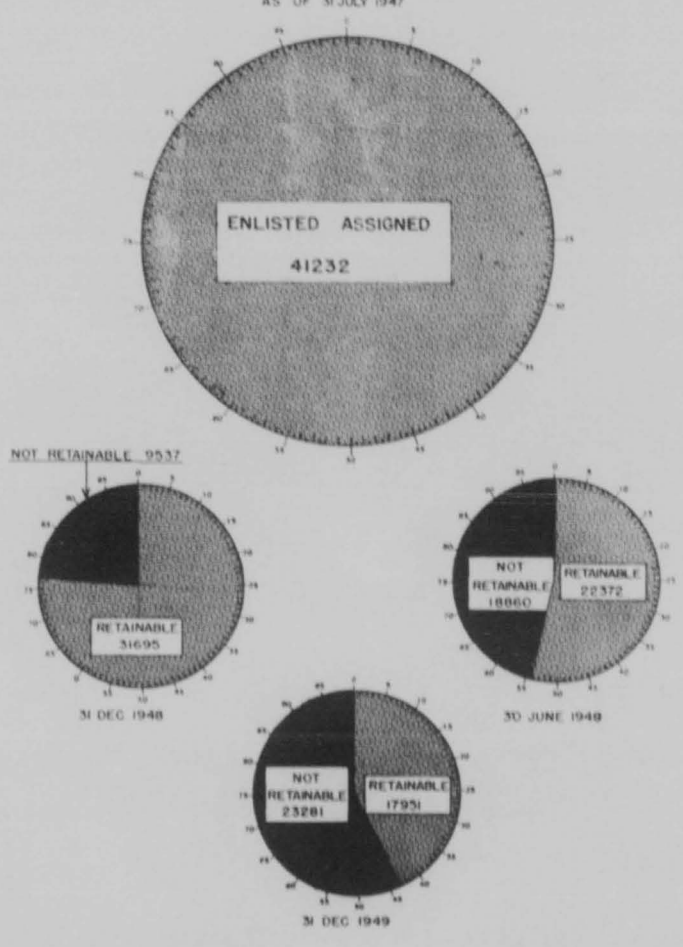
TOTAL SAC ENLISTED PERSONNEL BY RETAINABILITY THRU SELECTED DATES

PERCENTAGE OF ENLISTED PERSONNEL RETAINABLE BASED ON ASSIGNED STRENGTH



NOTE: DETACHMENT OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF-SC-P2

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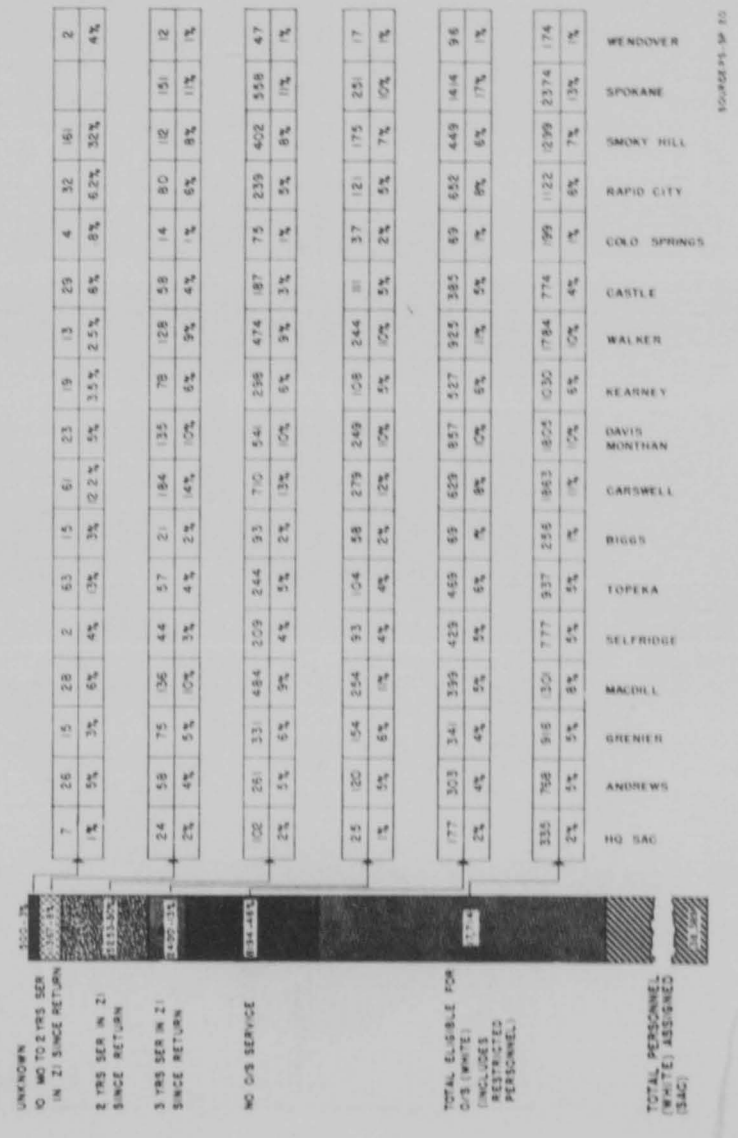
ELIGIBILITY OF ENLISTED PERSONNEL FOR OVERSEAS DUTY

AS OF 30 JUNE 1948



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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

AS OF 31 JULY 1948

SSN	004	043	047	187	201	212	215	237	243	284	368	275	279	282	286
MANNING CEILING	88	33	19	23	54	49	25	187	34	17	26	247	25	39	74
ASSIGNED	43	15	4	11	37	14	11	87	34	8	11	130	6	17	12
RETAINABLE AFTER 31 DECEMBER 1948	38	7	2	10	27	9	8	73	26	6	10	102	4	13	8
RETAINABLE AFTER 30 JUNE 1949	37	4	2	6	22	5	6	50	7	5	8	47	2	7	5

SSN	319	381	528	555	575	580	612	646	647	648	6842	8348	6845	686	687
MANNING CEILING	51	19	160	555	164	433	840	21	144	193	2131	95	24	225	224
ASSIGNED	4	4	102	404	79	341	796	17	65	58	1039	11	17	151	173
RETAINABLE AFTER 31 DECEMBER 1948	3	3	81	326	65	229	664	15	48	51	847	11	14	97	116
RETAINABLE AFTER 30 JUNE 1949	2	3	68	221	45	110	542	14	13	35	611	9	13	42	65

SSN	737	766	792	801	805	862	867	868	911	941	955	957	958	1685	2756
MANNING CEILING	514	188	42	8	142	30	542	6	915	274	194	167	93	492	569
ASSIGNED	424	107	17	4	79	6	502	1	638	113	108	22	37	292	521
RETAINABLE AFTER 31 DECEMBER 1948	295	95	15	4	51	6	466	1	450	93	88	11	22	197	325
RETAINABLE AFTER 30 JUNE 1949	171	67	1	3	32	5	178	1	300	35	33	5	12	117	178

NOTE: CRITERIA FOR DETERMINING CRITICAL SSN'S ARE:
A. IF THE SSN CONSIDERED THE ASSIGNED STRENGTH IS UNDERNEATH LESS THAN THE MANNING CEILING
B. THE SSN IS NOT TRAINABLE AT BASE LEVEL WITHIN 90 DAYS
C. THE SSN IS NECESSARY FOR THE SUCCESSFUL COMPLETION OF THE UNIT MISSION
D. THE PERSONNEL HOLDING THE SSN ARE NOT SPREAD EVENLY OVER THE COMMAND TO PERFORM NECESSARY DUTY ASSIGNED AND RETAINABLE STRENGTH ARE BY PRIMARY SSN AND INCLUDE ONLY USAF PERMANENT PARTY WHITE PERSONNEL.

SOURCE AF 50-PE AND DC OF S, PERS AND ADM

SSN	004	043	047	187	201	212	215	237	243	284	368	275	279	282	286
PHOTOGRAMMETRIST															
CAMERAMAN, MOTION PICTURE															
DENTAL LABORATORY TECHNICIAN															
REPLETEMAN, TELEPHONE															
SHEET METAL WORKER															
STATISTICAL CLERK															
STENOGRAPHER															
TELETYPE OPERATOR															
GENERAL COMPUTER															
RADIO-CODE TECHNICIAN															
RECRUITANT															
CLASSIFICATION SPECIALIST															
LEGAL CLERK															
OFFICE MACHINE SERVICEMAN															
MOTION PICTURE TECHNICIAN															

SSN	319	381	528	555	575	580	612	646	647	648	6842	8348	6845	686	687
CONSTRUCTION EQUIPMENT MECH.															
WATCHMAKER															
AIRPLANE HYDRAULIC MECHANIC															
AIRPLANE SHEET METAL WORKER															
REMOTE CONTROL TURRET REPAIRMAN															
REMOTE CONTROL TURRET MECH-TRAINER															
AIRPLANE ARMORER-GUNNER															
T AND T EQUIPMENT REPAIRMAN															
RADIO REPAIRMAN, AIRCRAFT EQUIPMENT															
RADIO REPAIRMAN															
AIRPLANE POWER PLANT MECHANIC, RADIAL															
AIRPLANE POWER PLANT MECHANIC, IN LINE															
AIRPLANE POWER PLANT MECHANIC, JET															
AIRPLANE INSTRUMENT MECHANIC															
AIRPLANE PROPELLER MECHANIC															

SSN	737	766	792	801	805	862	867	868	911	941	955	957	958	1685	2756
FLIGHT ENGINEER															
RADIO OPERATOR HIGH SPEED MANUAL															
RADIO REPAIRMAN, SINGLE CHANNEL TELETYPE															
CRYPTOGRAPHIC REPAIRMAN															
CRYPTOGRAPHIC TECHNICIAN															
RADAR MECHANIC, IFF															
RADAR MECHANIC, BOMBARDMENT															
RADIO TELETYPE MECHANIC															
ARMORER - MECHANIC															
CAMERA TECHNICIAN															
RADAR REPAIRMAN, AIRBORNE EQUIPMENT															
AIRPLANE ELECTRICAL INSTRUMENT MECHANIC															
AIRPLANE AND ENGINE ELECT-MECH REPAIRMAN															
AIRPLANE ELECTRICAL MECHANIC, GUNNER															
RADIO OPERATOR AND MECHANIC															

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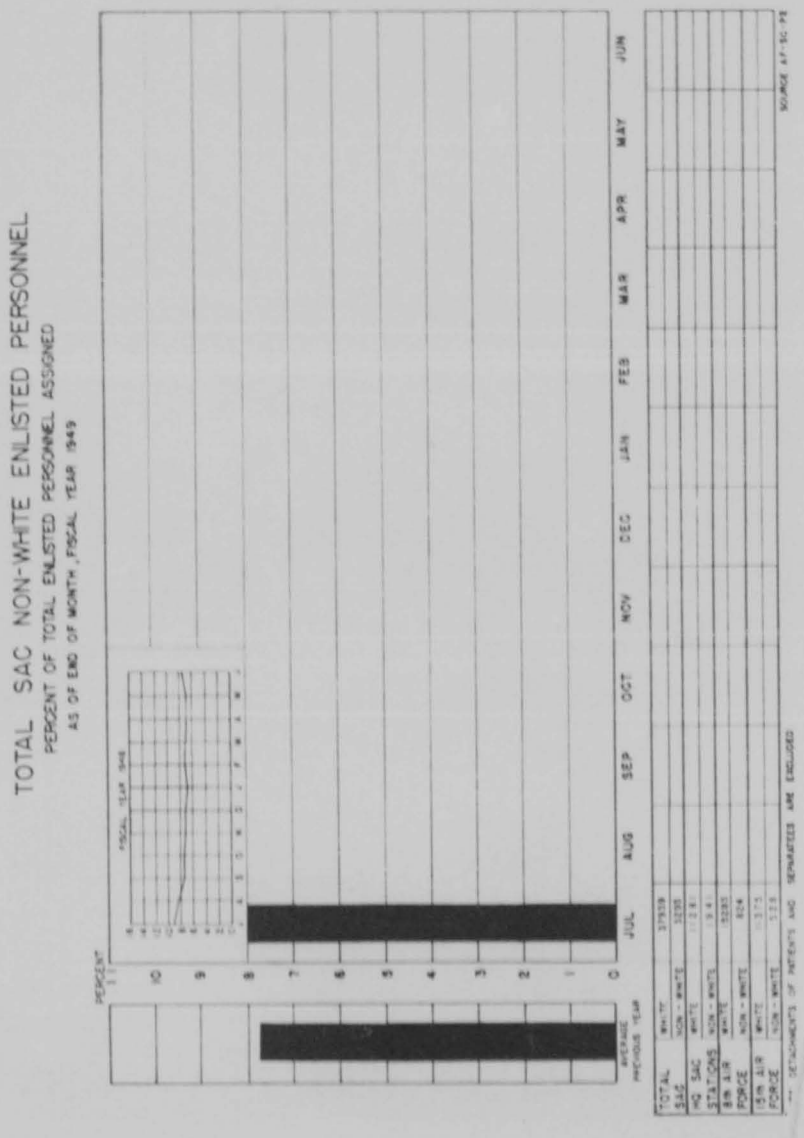

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TOTAL SAC COURTS MARTIAL RATE

BY MONTH, FISCAL YEAR 1949

RATE PER 1,000 PERSONNEL

		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	SUMMARY	145	3.8																						
	SPECIAL	79	2.1																						
	GENERAL	3	.1																						
42 SAC STATIONS	SUMMARY	43	3.7																						
	SPECIAL	6	.5																						
	GENERAL	0	0																						
8th AIR FORCE	SUMMARY	34	3.5																						
	SPECIAL	3	.3																						
	GENERAL	0	0																						
15th AIR FORCE	SUMMARY	64	4.0																						
	SPECIAL	30	1.9																						
	GENERAL	2	.1																						

SOURCE AF WD-17

1984

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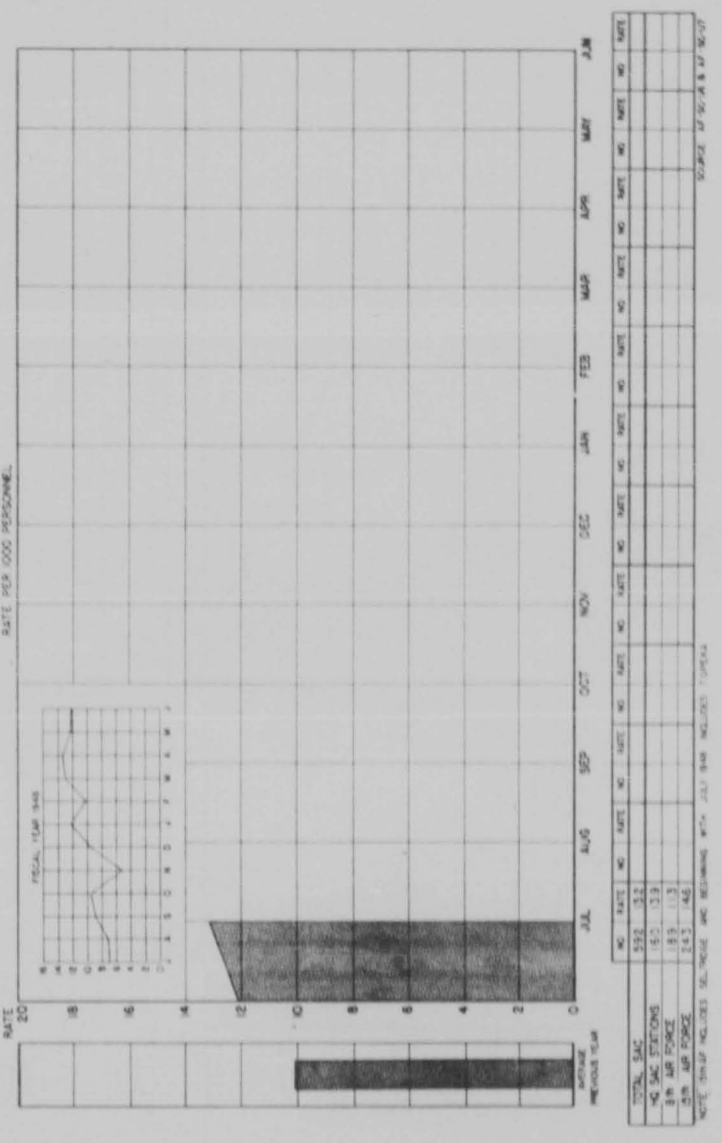
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH, FISCAL YEAR 1949



	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	592	33																						
14 SAC STATIONS	180	33																						
8th AIR FORCE	183	13																						
15th AIR FORCE	245	46																						

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1985

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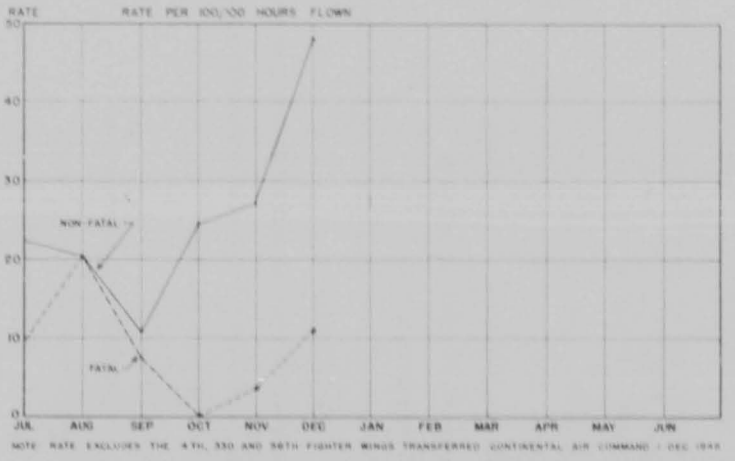
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

FATAL AND NON-FATAL

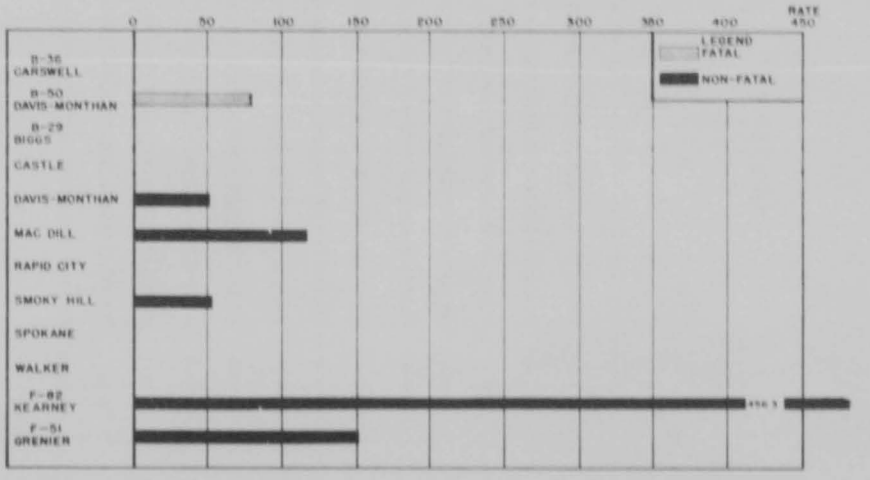
FISCAL YEAR 1949



NOTE: RATE EXCLUDES THE 47TH, 330 AND 56TH FIGHTER WINGS TRANSFERRED CONTINENTAL AIR COMMAND 1 DEC 1948

AIR FORCE BASE COMPARISON

DECEMBER 1948



SOURCE: AF-SC-AI AND AFCAI-22

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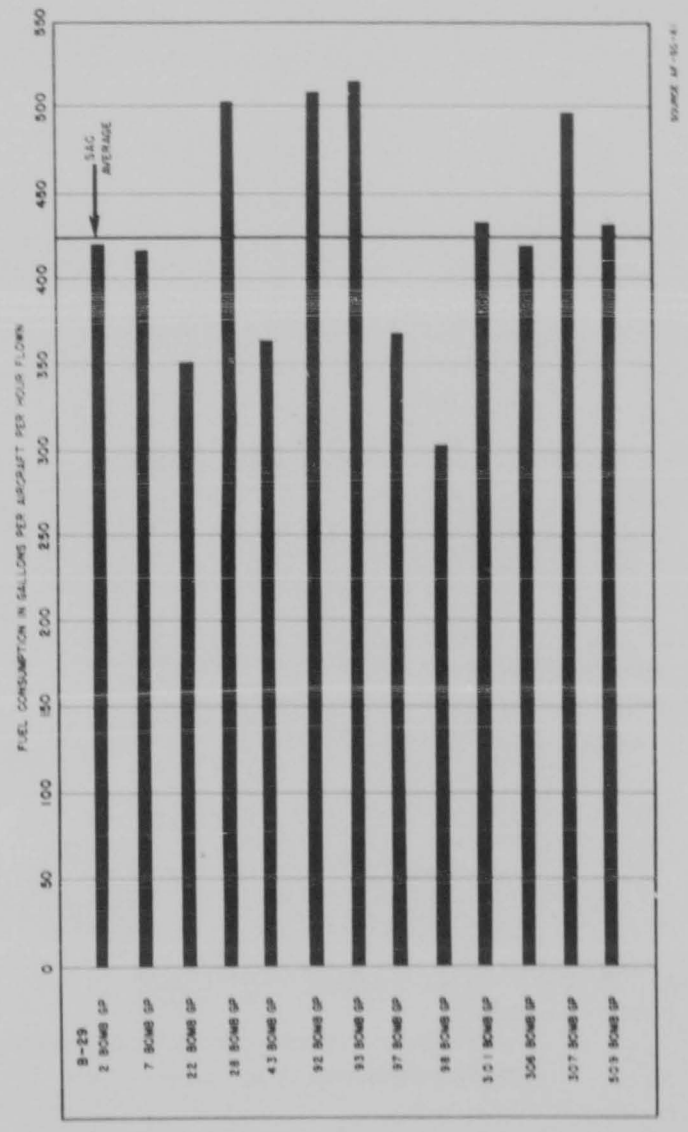
AVIATION FUEL CONSUMPTION PER HOUR FLOWN

FOR B-29'S

DECEMBER 1948



30

1987

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Materiel

Section III

1988

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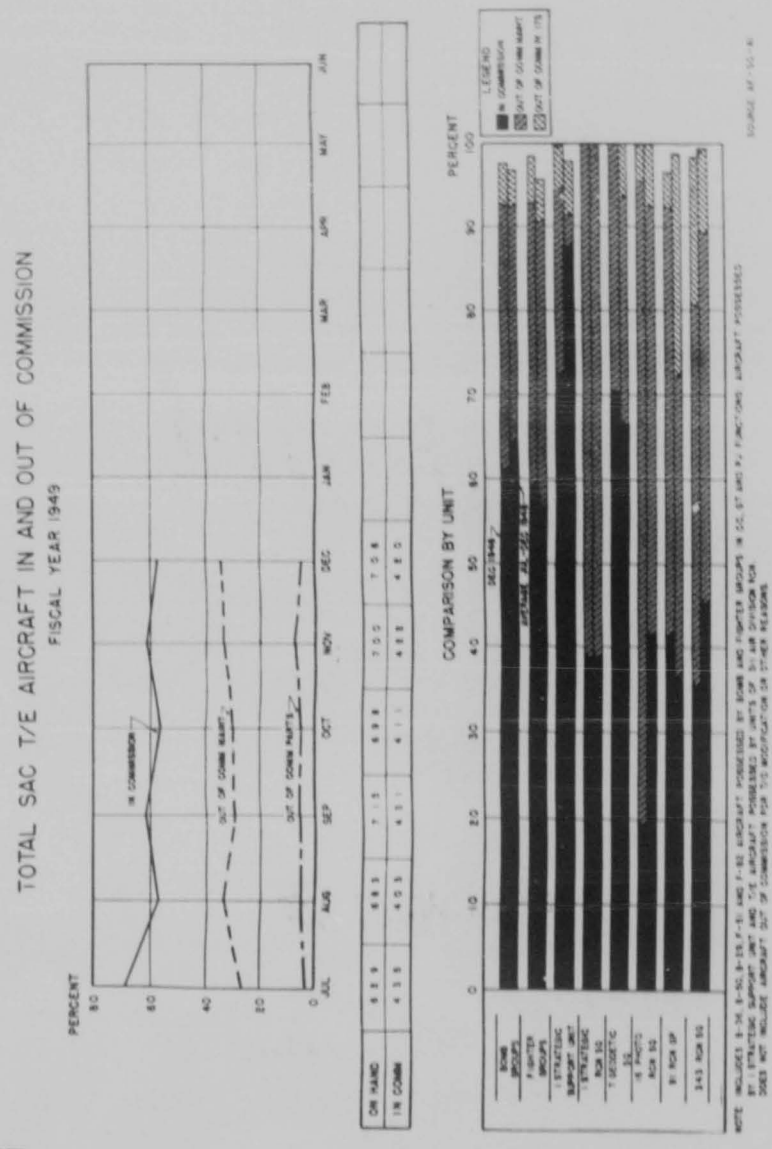

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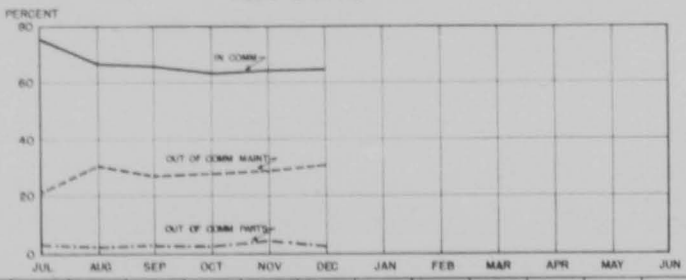
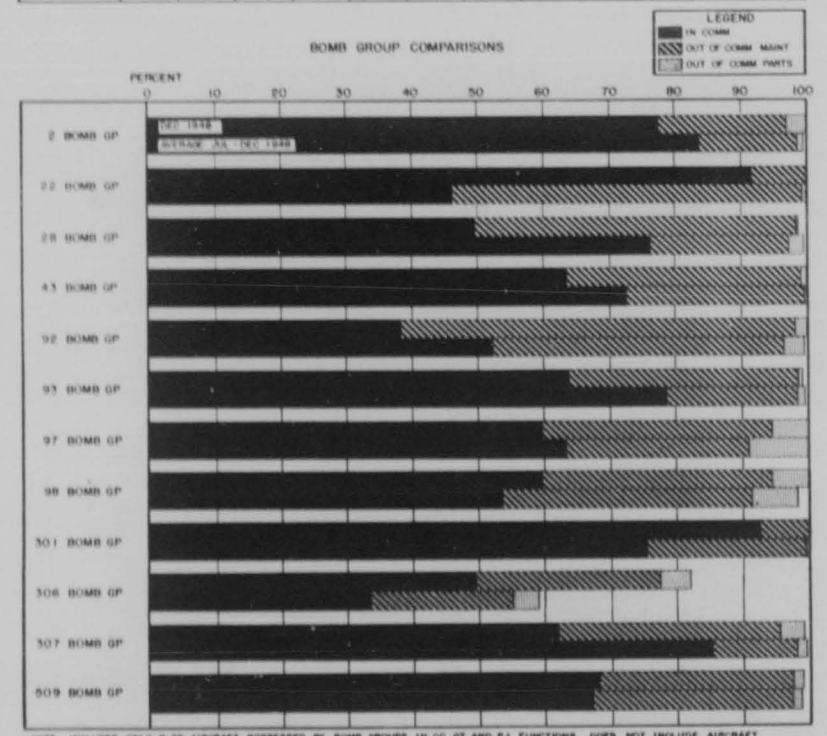
TOTAL B-29 AIRCRAFT IN COMMISSION AND OUT OF COMMISSION

FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	346	350	380	382	387	413						
IN COMM	260	234	251	242	250	267						

BOMB GROUP COMPARISONS



NOTE: INCLUDES ONLY B-29 AIRCRAFT POSSESSED BY BOMB GROUPS IN OO, GT AND PJ FUNCTIONS. DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS.

SOURCE: AF-90-A1

1990

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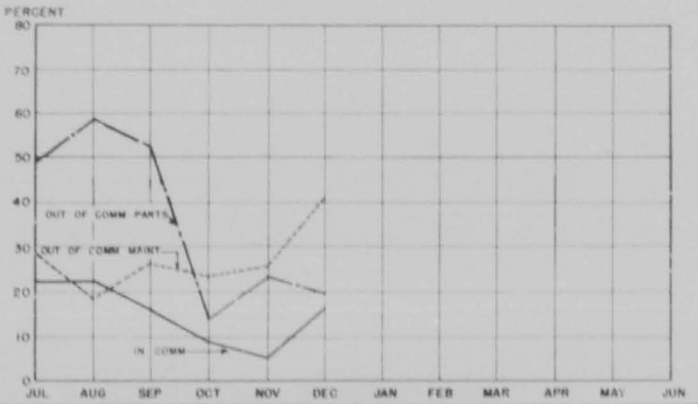
B-36 AIRCRAFT IN AND OUT OF COMMISSION

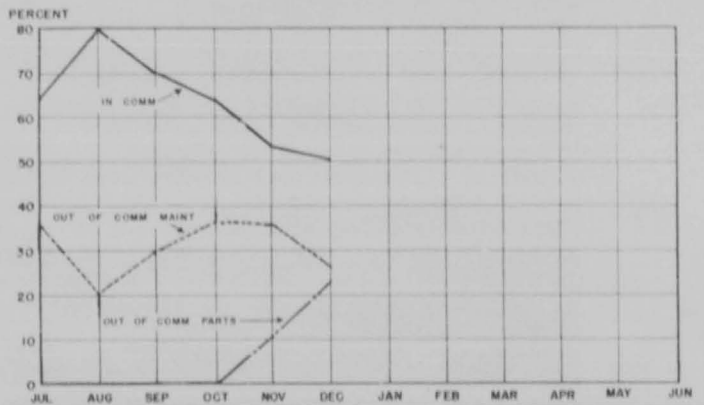
7 BOMB GROUP
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	4	10	14	17	18	21						
IN COMM	1	2	2	2	1	11						

B-50 AIRCRAFT IN AND OUT OF COMMISSION

43 BOMB GROUP
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	1	4	4	3	12	21						
IN COMM	1	3	3	2	7	11						

NOTE: DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS.

SOURCE: AF-SC-AI

1991

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Section 3

AIRCRAFT *and* MAINTENANCE

1992

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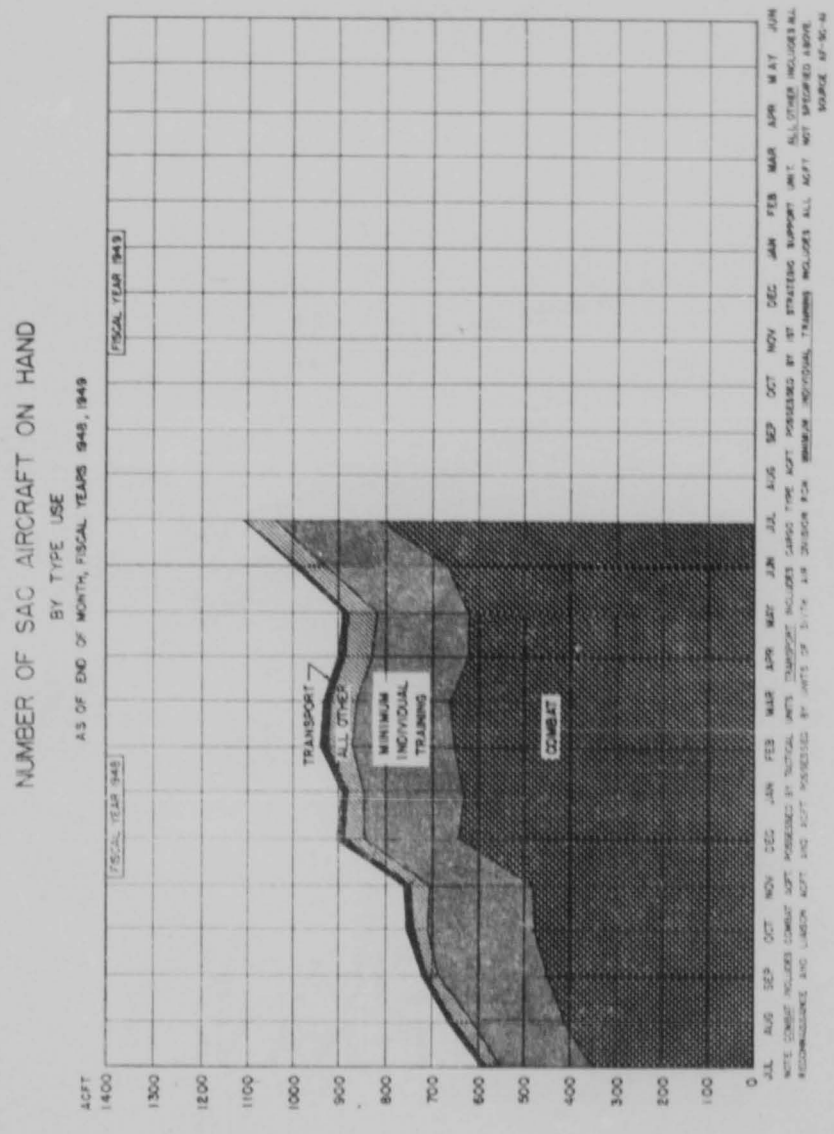

1993

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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT
AS OF 31 JULY 1948

STATION AND UNIT	TOTAL			BOMBER																		FIGHTER										RCN AND LIAISON												TRANSPORT												TRAINER		
	ASG	SAC	OCCUPIED BY 1/	B-36(B-50)		B-29(B-29A-79-25A-5-17)		B-29(-75-85-95)		B-29(-70-80)		OCCUPIED BY	TOTAL									F-61	F-80	F-82	F-84		OCCUPIED BY	TOTAL														OCCUPIED BY	TOTAL												T-6	OCCUPIED BY	TOTAL
HQ SAC STATIONS	628	428	200		1	57	5	11	3	11		56	144									119	150				56	325													26	68												23	93	116
ANDREWS 4 FTR GP	77	77								2			2										72					72																													
4 M/S GP	75	7	68									2	2										6				69	75													5	5														
4 AIRDROME GP	11	11																																																					
60 BASE UNIT	21	21			1	5	2	5					13																																									
GREENER 93 FTR GP	127	127																				127					127																												
93 M/S GP	42	5	37									3	3									2					27	29													1	1												1	5	6
RE AIRDROME GP	2	2																																																				
MARCH 307 BOMB GP	30	30				30						30																																									
307 M/S GP	50	7	43			5						5	6									1	1					3													16	17												3	4	7
307 AIR BASE GP	10	10						4	1				5																													2	2												1	3	4
16 PHOTO RCN SQ	12	12																																								9	9												2	2
MCCLELLAN FTR WING GP	64	64																				2	64					66																												
58 M/S GP	85	33	52									3	3									7	7					14													6	7	2	5			1					4	12	10	38	48
TOPEKA 7 GEODETIC SQ	8	8																																									1												1		1
343 STRATEGIC RCN SQ	28	28											1																														3	21	4														
EIGHTH AIR FORCE	449	449		6	1	23		17	2			145	96				72	73				241	3																		4	1	25	9												35	89		89
BIGGS 97 BOMB GP	26	26				26						26																																												
97 AIR BASE GP	5	5						4				4																																											
CARSWELL 7 BOMB GP	2	2		6		3						3																																											
7 M/S GP	12	12						3	1			4	2									2						2															5														
1 STRATEGIC SUPPORT UNIT	9	9																																										9												9		9
39 BASE UNIT	10	10						5	1			6																																4												4		
DAVIS-MONTHAN 2 BOMB GP	31					31						31																																											
43 BOMB GP	85	85			1	19						20																																										
43 M/S GP	12	12						2				2																																7												7		
KEARNEY 44 FTR GP	166	166																				88	69				157																														8		8
27 M/S GP	12	12																					5				5															2														4	1	5
WALKER 509 BOMB GP	32	32				32						32																																												
509 M/S GP	9	9						3				3																																5												5		
33 FTR GP	77	77											5					65				70																																		7		7
33 M/S GP	10	10											1					8				9																																				
FIFTEENTH AIR FORCE	250	236	14			186	1	17				204																																													
CASPER 321 BASE UNIT	1	1																																									1												1		
CASTLE 93 BOMB GP (VH)	31	31				31						31																																										
93 AIR BASE GP	8	8						2				2																																5												5		
COLORADO SPRINGS 120 BL	10	10						6				6																																3												3		
RAPID CITY 28 BOMB GP(VH)	30	30				30						30																																									
28 M/S GP	1	1																																																					
28 AIRDROME GP	6	6						3				3																																3												3		
SMOKY HILL 22 BOMB GP	32	32				32						32																																									
301 BOMB GP	33	33				33						33																																								
301 M/S GP	14	12	14					2				2																																7												8		14	14
SPOKANE 92 BOMB GP	25	25				25						25																																								
98 BOMB GP	35	35				35						35																																							
RE AIR BASE GP	14	14						3				3																																6	6												10		
WENDOVER 216 BASE UNIT	2	2																																																				
TOTAL ALL STATIONS	1327	113	214	6	2	346	4	45	5	11	419	215	150	72	73	56	564	5	23	14	2	1	1	1	26	73	13	79	11	1	1	1	14	119	43	127	150

1/ INCLUDES ACFT POSSESSED BY OTHER COMMANDS WHICH ARE LOCATED AT SAC STATIONS AND FOR WHICH SAC STATIONS HAVE MAINTENANCE RESPONSIBILITY; THEY PARTICULARLY INCLUDE ACFT BELONGING TO AIR NATIONAL GUARD, AIR FORCE RESERVE, AIR SEA RESCUE AND FLIGHT SERVICE.

SOURCE: AF-SC-A1

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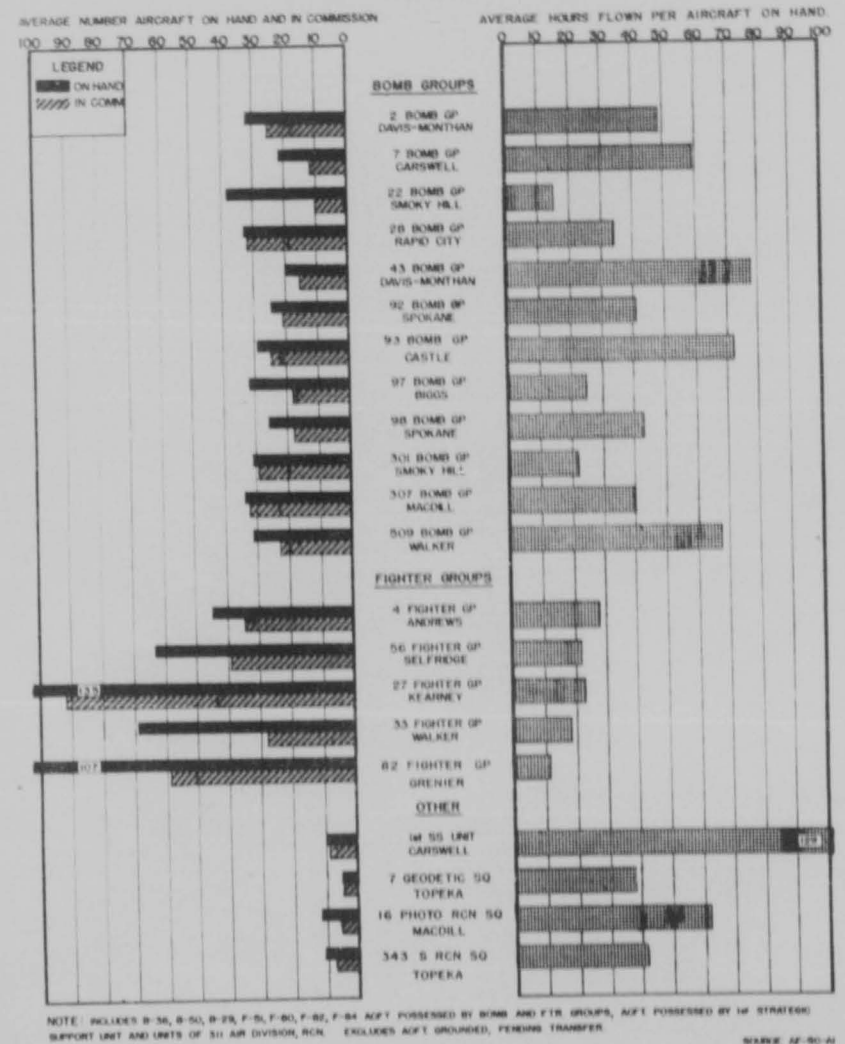
SAC AIRCRAFT ON HAND AND HOURS FLOWN

JULY 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-80, F-82, F-84 ACFT POSSESSED BY BOMB AND FTR GROUPS, ACFT POSSESSED BY 1st STRATEGIC SUPPORT UNIT AND UNITS OF 311 AIR DIVISION, RCN. EXCLUDES ACFT GROUNDED, PENDING TRANSFER.

SOURCE AF-60-A1

1995

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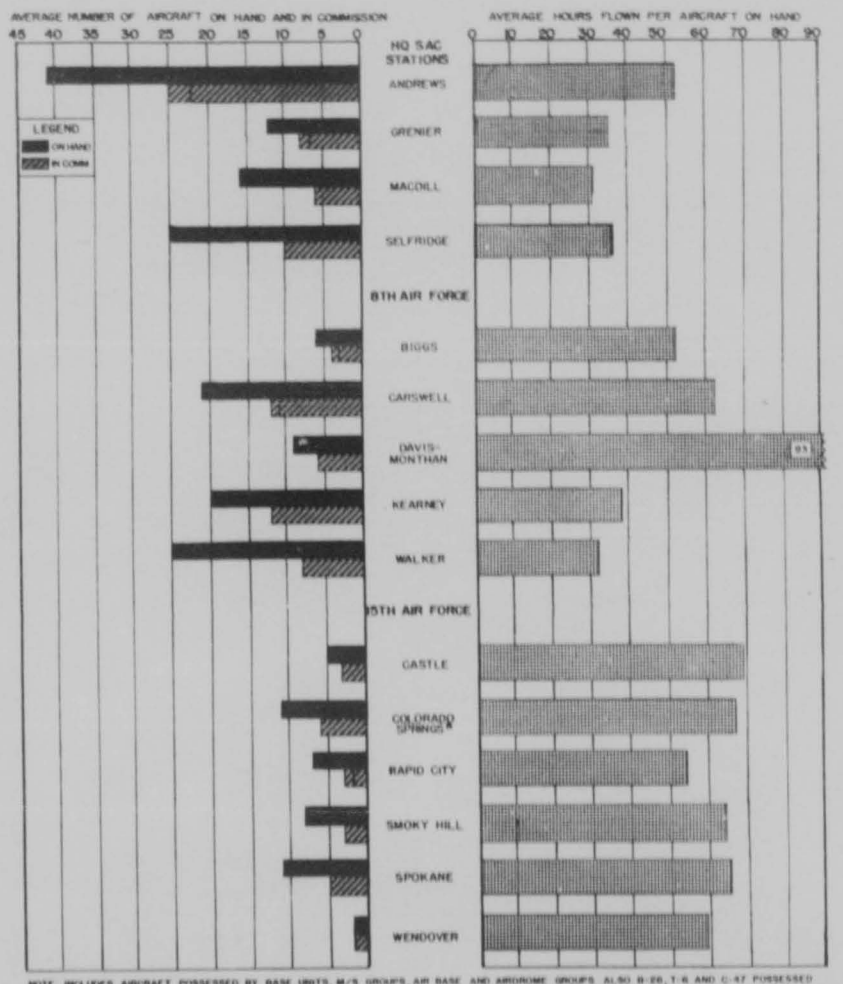
SAC AIRCRAFT ON HAND AND HOURS FLOWN

JULY 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY BASE UNITS, M/S GROUPS, AIR BASE AND AIRDROME GROUPS. ALSO B-26, T-6 AND C-47 POSSESSED BY FIGHTER GROUPS.
EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT AIRCRAFT.
K COLORADO SPRINGS INCLUDES SQUADRON STATIONS.

SOURCE: AF-SC-AI

1996

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TOTAL SAC AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949

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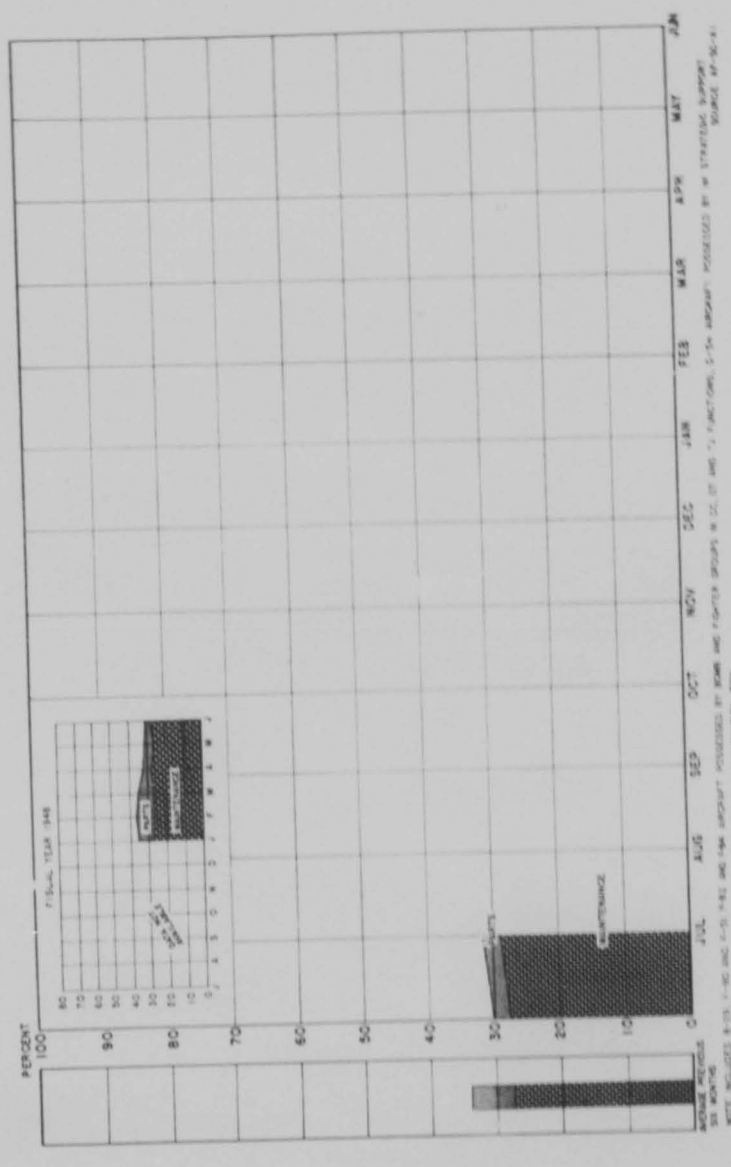
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



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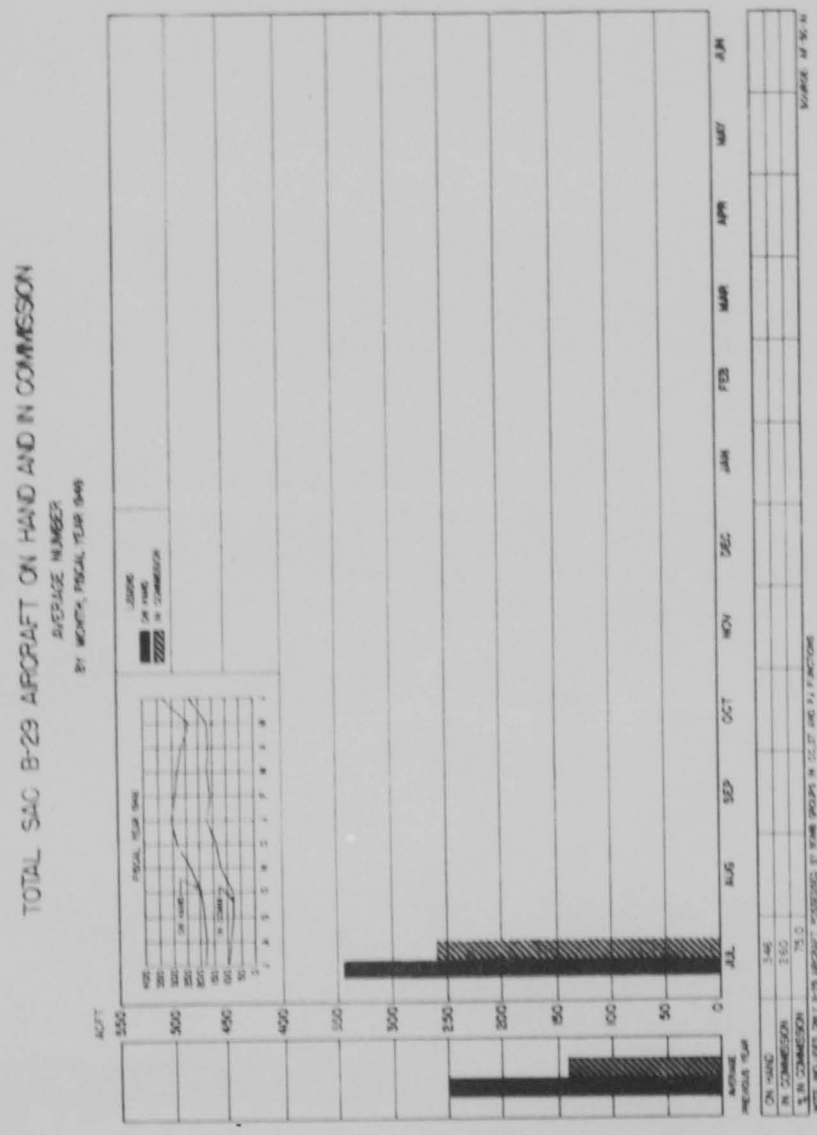

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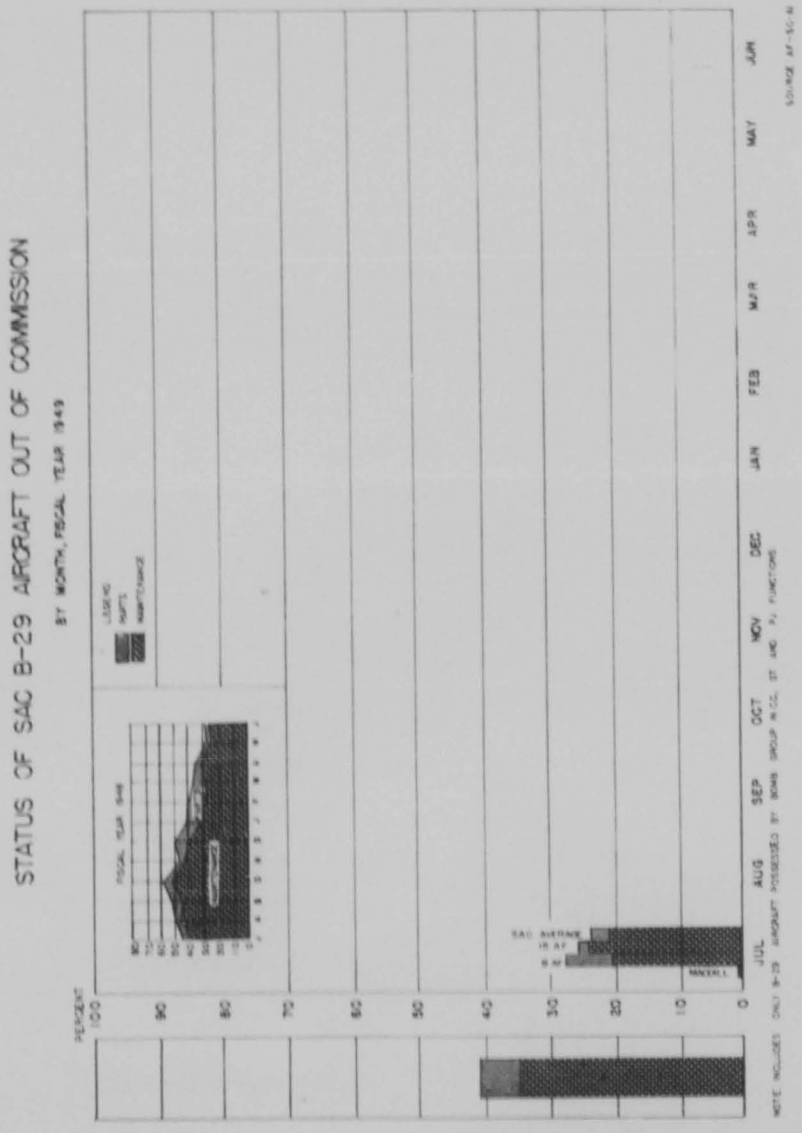

37

2000

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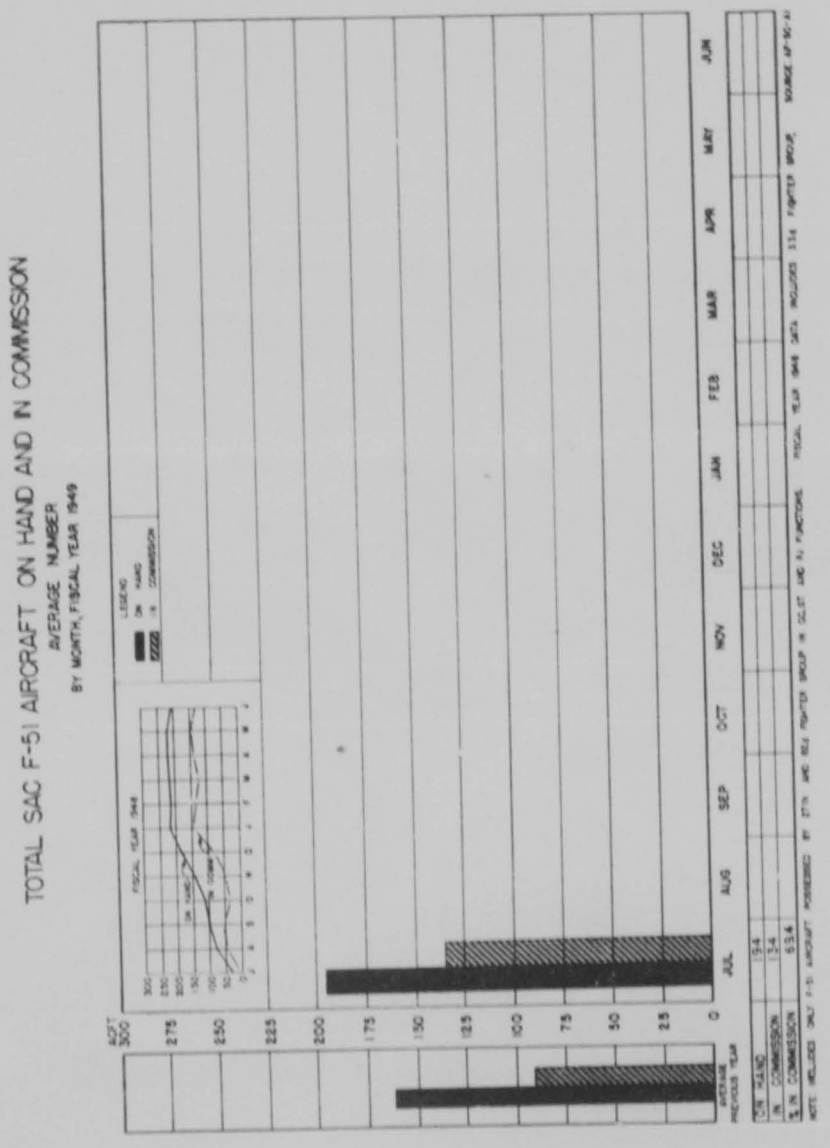
TOTAL SAC F-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



2001

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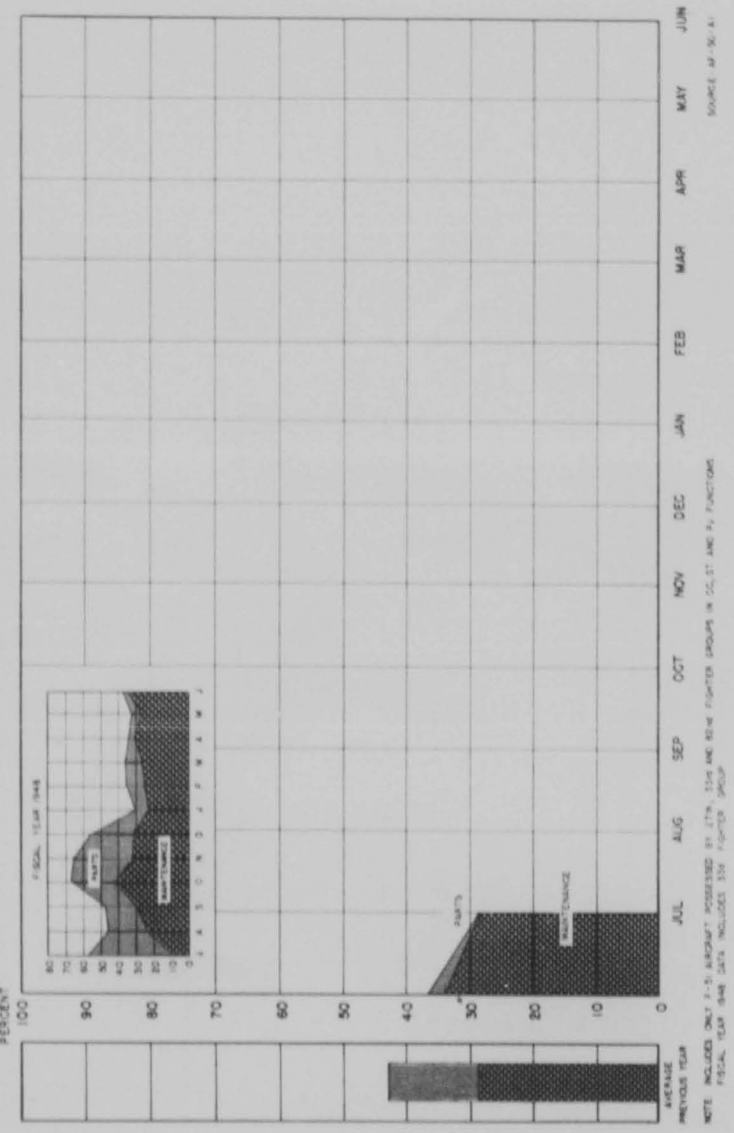
STATUS OF F-5I AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



2002

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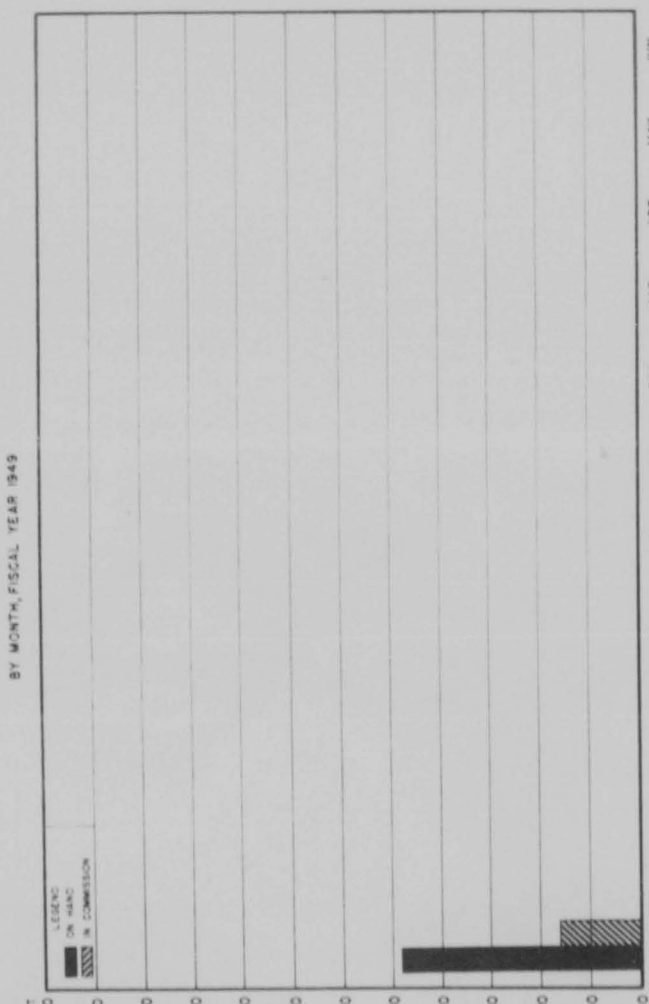
TOTAL SAC F-82 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	48											
IN COMMISSION	16											
% IN COMMISSION	33.3											

NOTE: INCLUDES ONLY F-82 AIRCRAFT POSSESSED BY 27TH FIGHTER GROUP IN CC, ST AND FA FUNCTIONS

SOURCE AF-SC-A

2003

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STATUS OF SAC F-82 AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949

41

2004

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TOTAL SAC F-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH, FISCAL YEAR 1949

2005

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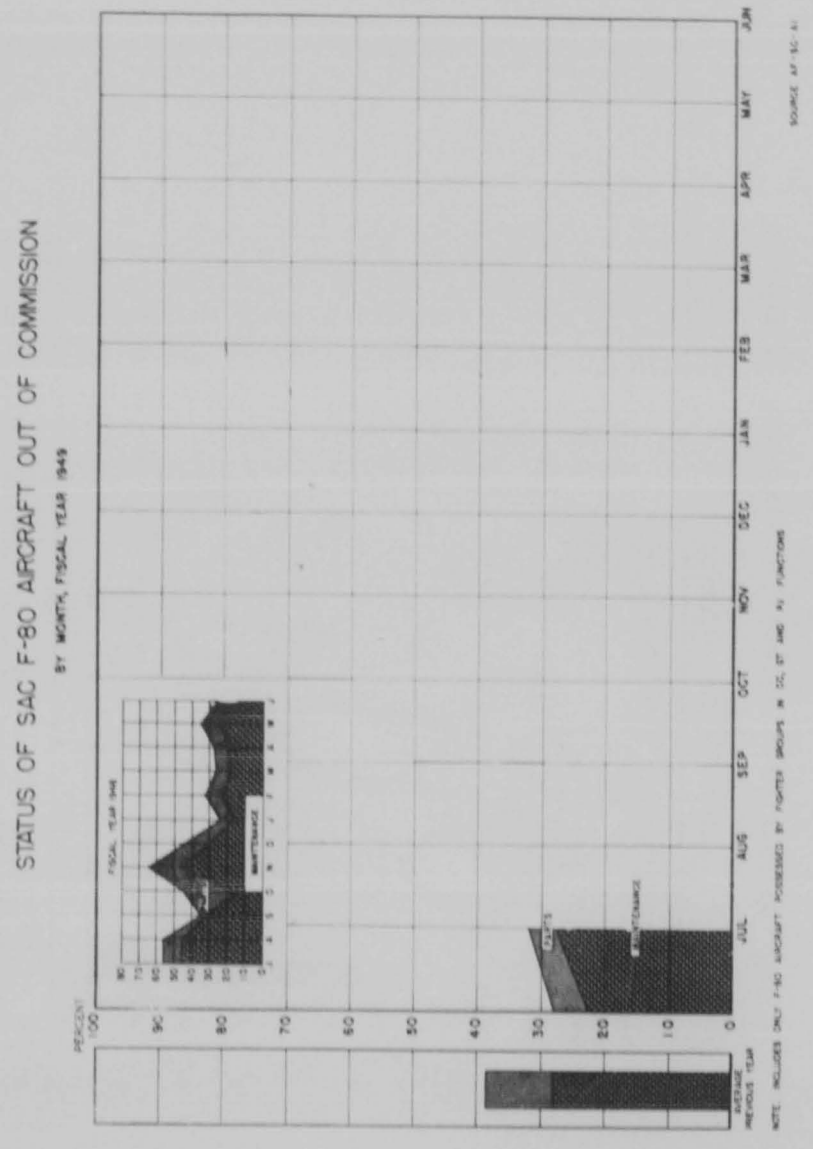

2006

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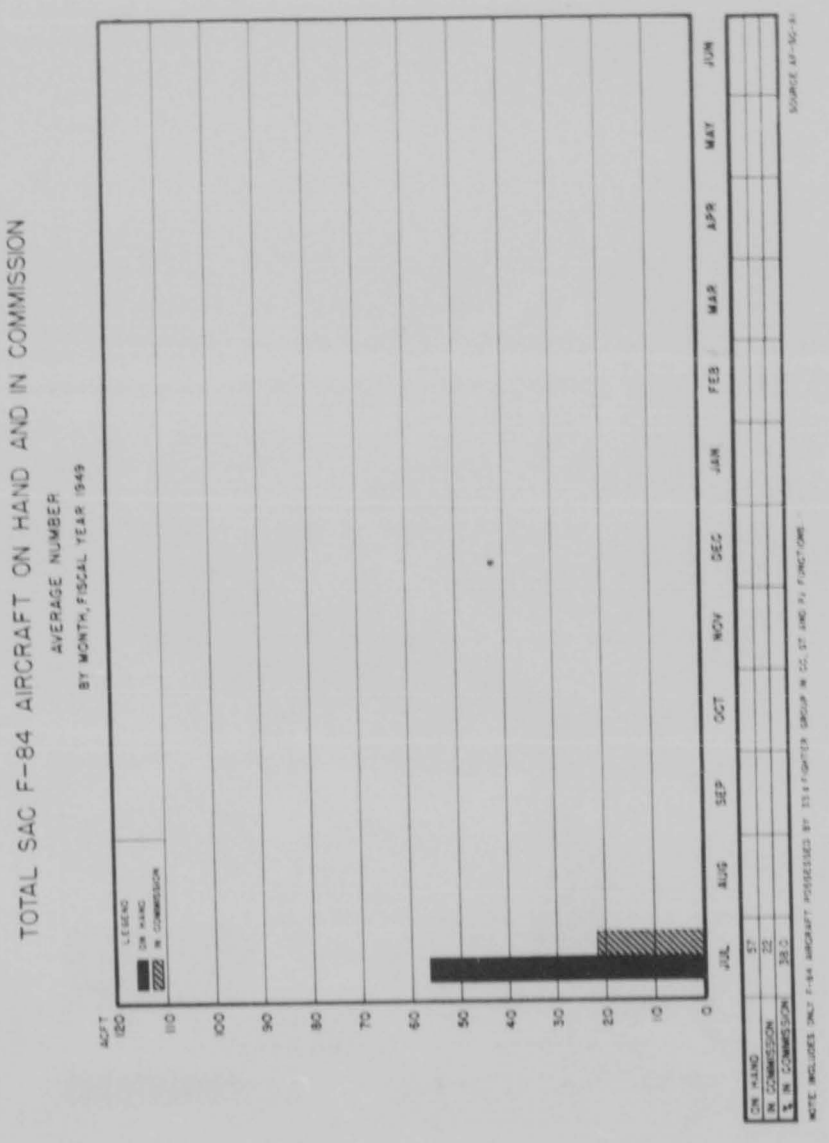

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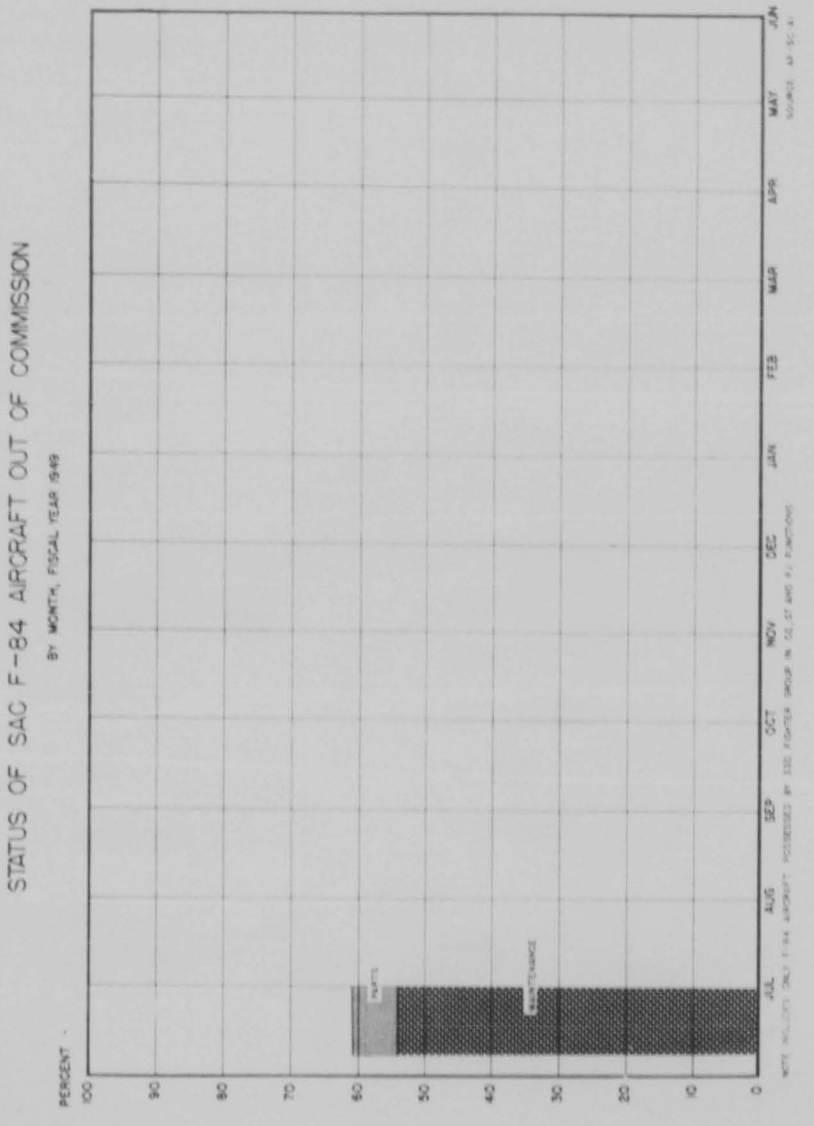

2008

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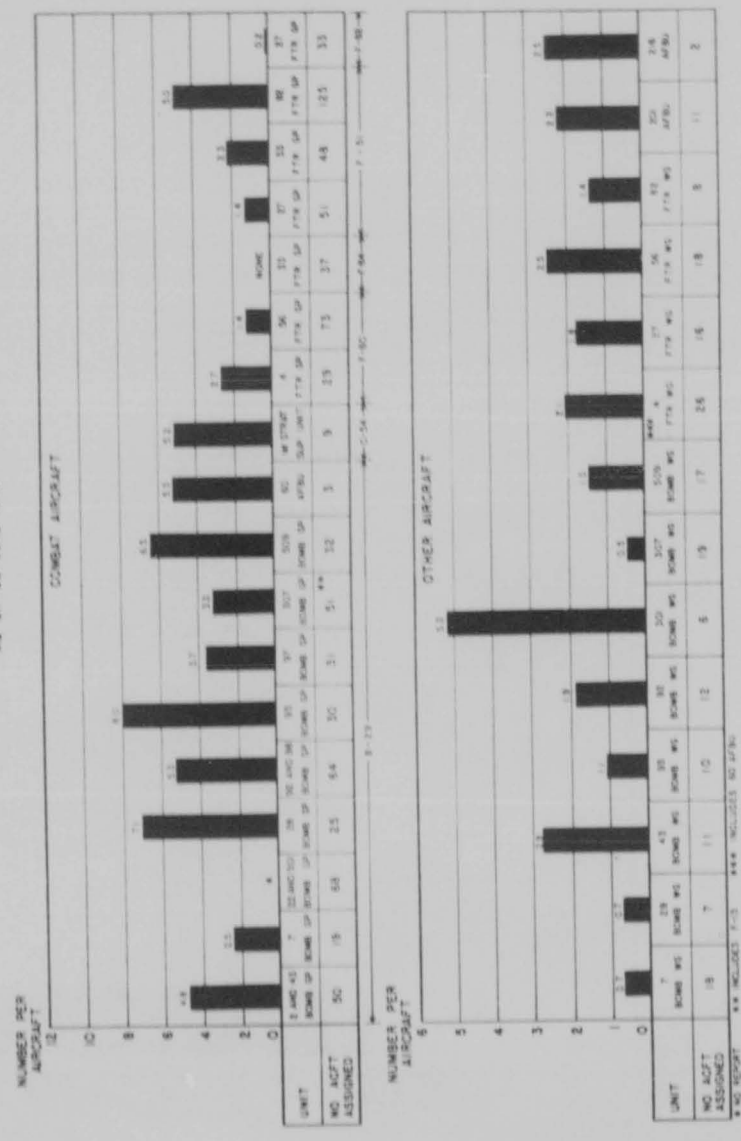
STATUS OF TECHNICAL ORDERS ON SAC AIRCRAFT

COMPLIANCES OUTSTANDING PER ASSIGNED AIRCRAFT

AS OF 30 JUNE 1948



2009

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STATUS OF SAC GENERAL PURPOSE VEHICLES OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949

47

2010

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STATUS OF SAC SPECIAL PURPOSE VEHICLES OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949

2011

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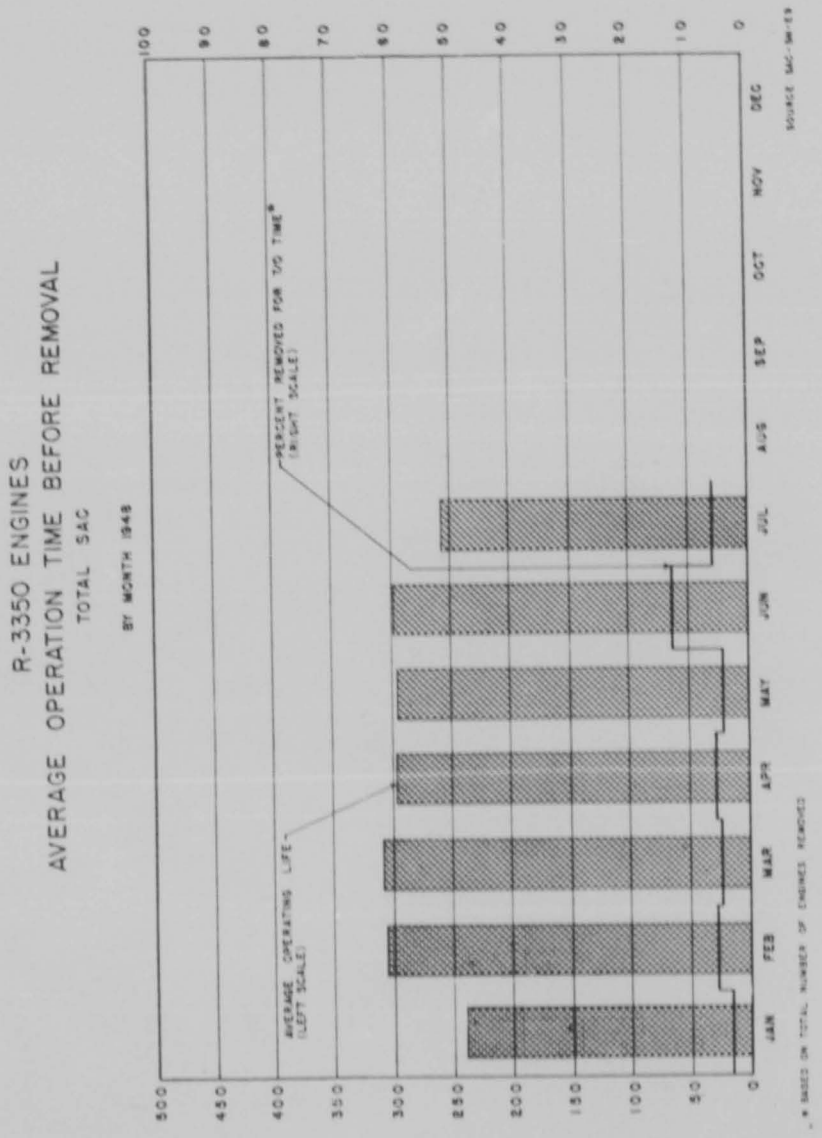

2012

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R-3350 ENGINES

CYLINDER REMOVALS AND AVERAGE LIFE AT TIME OF REMOVAL

TOTAL SAC
BY MONTH 1948

CYLINDER NUMBER	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED
REAR ROW (average)	265		263		283		290		272		289		224											
1	246	32	256	51	291	74	296	61	234	86	211	67	209	56										
3	241	41	246	77	290	93	286	74	288	96	217	73	235	77										
5	265	18	328	24	307	39	273	26	228	45	253	31	289	24										
7	227	35	272	52	277	47	246	51	264	66	217	55	195	56										
9	222	20	293	31	329	27	343	20	257	47	272	26	195	28										
11	302	20	254	29	289	36	296	35	282	48	214	37	235	27										
13	283	32	233	35	287	36	303	45	254	47	275	36	248	28										
15	309	20	275	27	306	30	309	29	346	56	270	36	230	27										
17	325	25	247	28	277	32	296	42	301	48	235	39	232	22										
FRONT ROW (average)	235		268		283		299		266		276		282											
2	286	21	304	37	309	40	315	43	281	44	242	40	248	31										
4	258	8	245	15	257	19	332	22	263	31	283	25	277	25										
6	286	8	264	21	285	19	285	20	288	37	236	12	259	21										
8	376	3	295	13	236	7	289	12	294	21	265	12	284	12										
10	450	2	249	9	276	10	338	10	268	25	290	17	251	8										
12	328	5	264	11	317	15	312	12	255	14	258	13	322	8										
14	317	2	296	14	316	10	282	4	225	13	242	10	255	5										
16	192	4	270	14	282	10	299	11	287	12	284	8	334	8										
18	326	7	261	18	223	18	245	17	298	14	285	18	342	11										

NOTE: AVERAGE LIFE IS IN HOURS

SOURCE SAC-38-19

2013

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Section 4

TRAINING *and* OPERATIONS

2014

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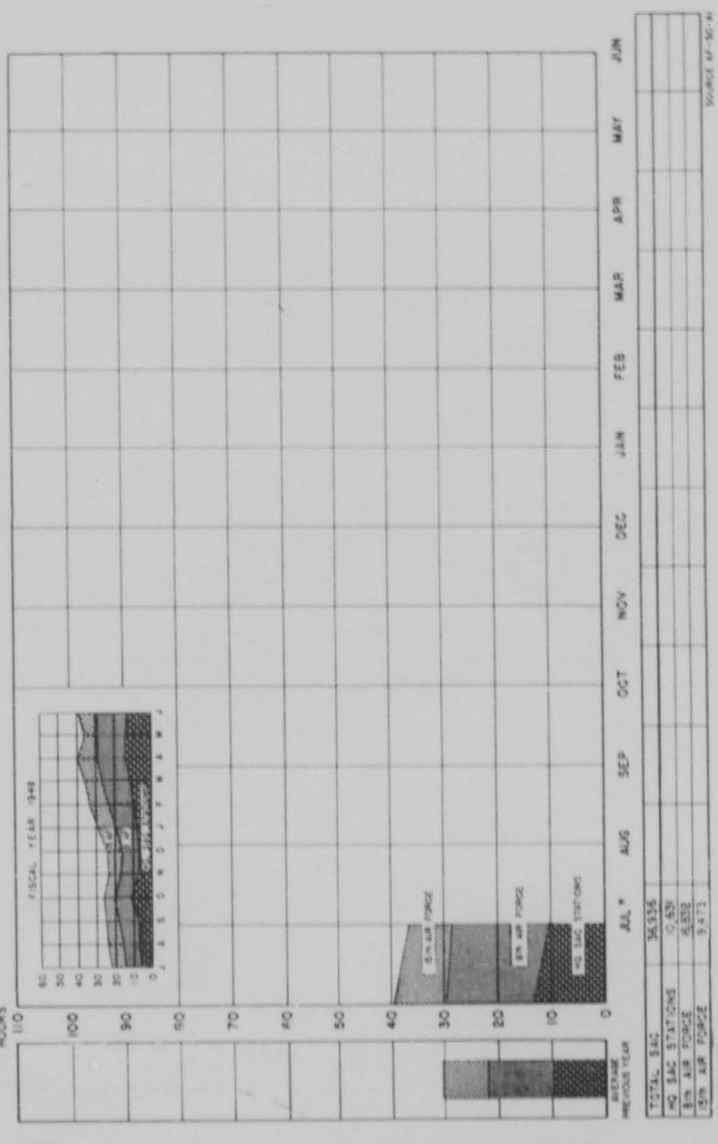
TOTAL SAC AIRCRAFT HOURS FLOWN

BY MONTH, FISCAL YEAR 1949



SOURCE AF-SC-A1

2015

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TOTAL SAC AIRCRAFT HOURS FLOWN

BY STATION AND TYPE OF FLYING

JULY 1948

STATION	TYPE OF FLYING				
	CREW (CC) TRAINING	FLYING (CI) PROFICIENCY	TRANSPORT (CT) TROOPS OR CARGO	ALL OTHERS	TOTAL
HQ SAC STATIONS	7032	3459		140	10631
ANDREWS	1511	1814		136	3461
GRENIER	1370	273		4	1647
MACDILL	2063	481			2544
SELFRIDGE	1436	891			2327
TOPEKA	652				652
8th AIR FORCE	11511	3967	1342	12	16832
BIGGS	811	312			1123
CARSWELL	1246	1244	1342	10	3842
DAVIS-MONTHAN	3089	835			3924
KEARNEY	3079	770		2	3851
WALKER	3286	806			4092
15th AIR FORCE	6645	2607	187	34	9473
CASPER		65			65
CASTLE	11	334			345
(93d BOMB GP TDY OVERSEAS)	2077				2077
COLORADO SPRINGS		673			673
RAPID CITY *	1137	370		8	1515
SMOKY HILL	1253	514			1767
SPOKANE	2167	607	113	26	2913
WENDOVER		44	74		118
TOTAL SAC	25188	10033	1529	186	36936

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE
* RAPID CITY INCLUDES 28th BOMB GP TDY OVERSEAS

SOURCE: AF-SC-A1

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH, FISCAL YEAR 1949

MONTH	AIRCRAFT INVENTORY		FLYING HOURS OF ACTIVE INVENTORY		
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
JUL	1040	986	1189	1.21	37.4
AUG					
SEP					
OCT					
NOV					
DEC					
JAN					
FEB					
MAR					
APR					
MAY					
JUN					

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT

SOURCE AF-55-41

2017

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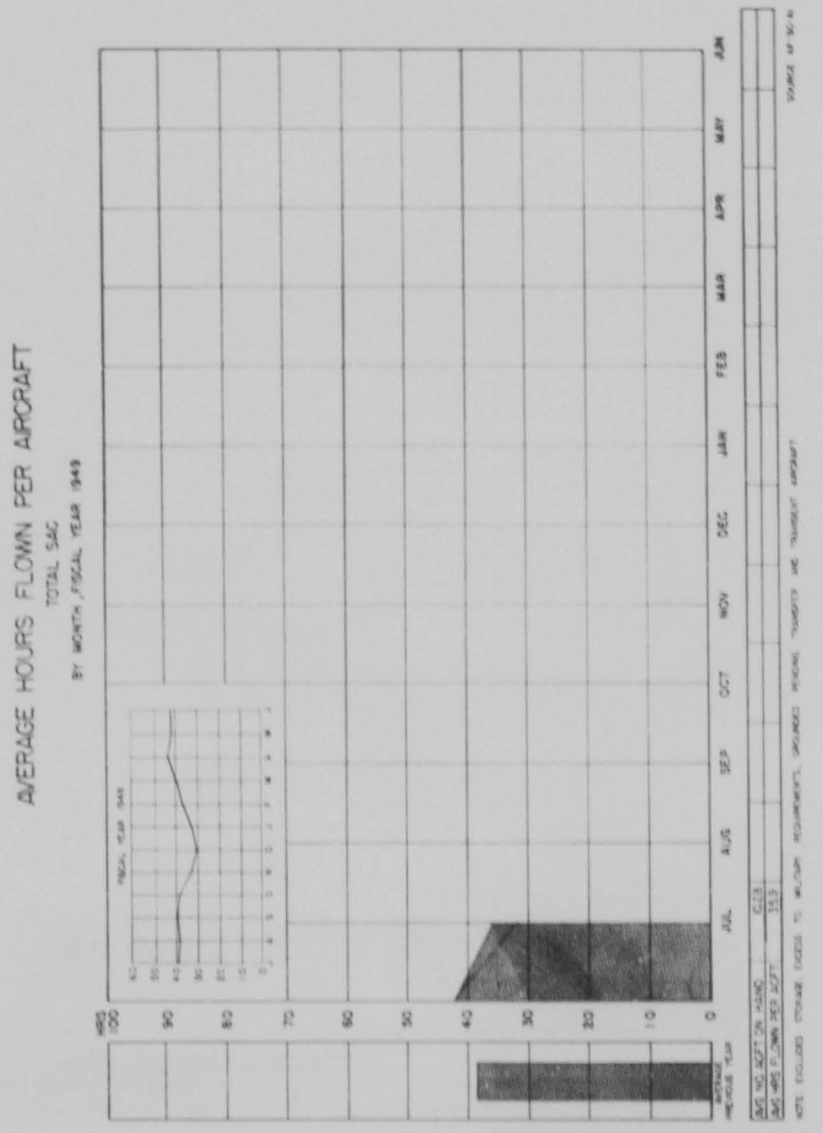

2018

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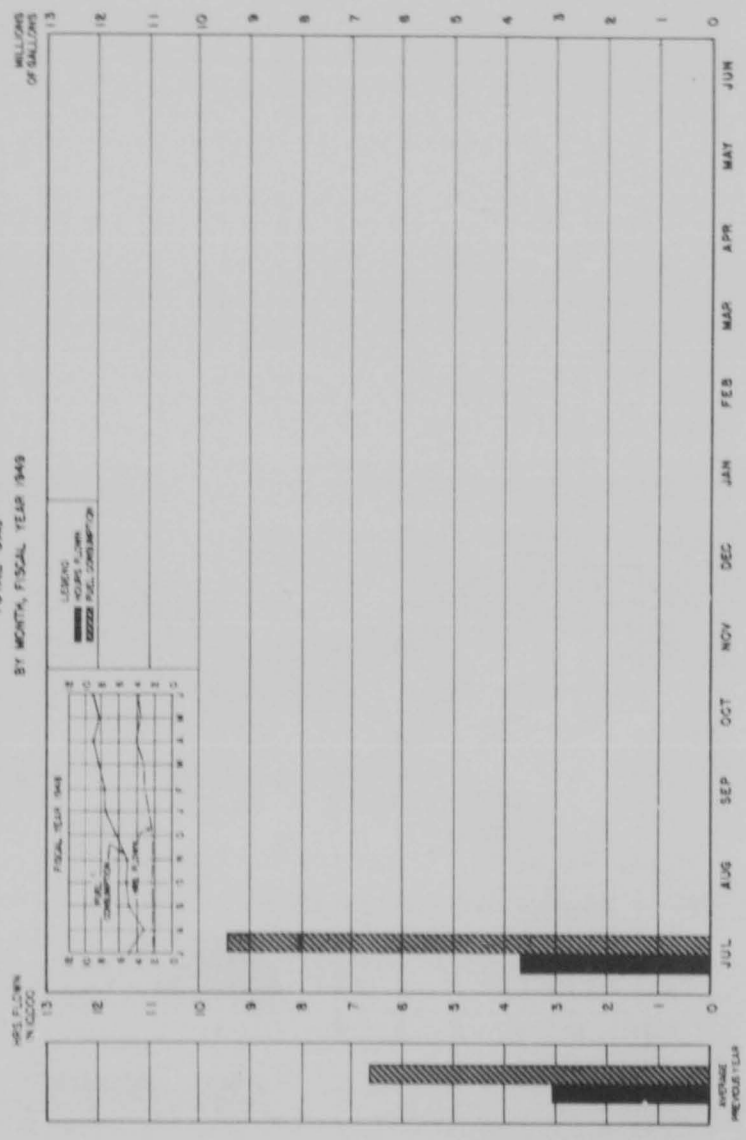
AIRCRAFT HOURS FLOWN AND AVIATION FUEL CONSUMPTION

TOTAL SAC

BY MONTH, FISCAL YEAR 1949



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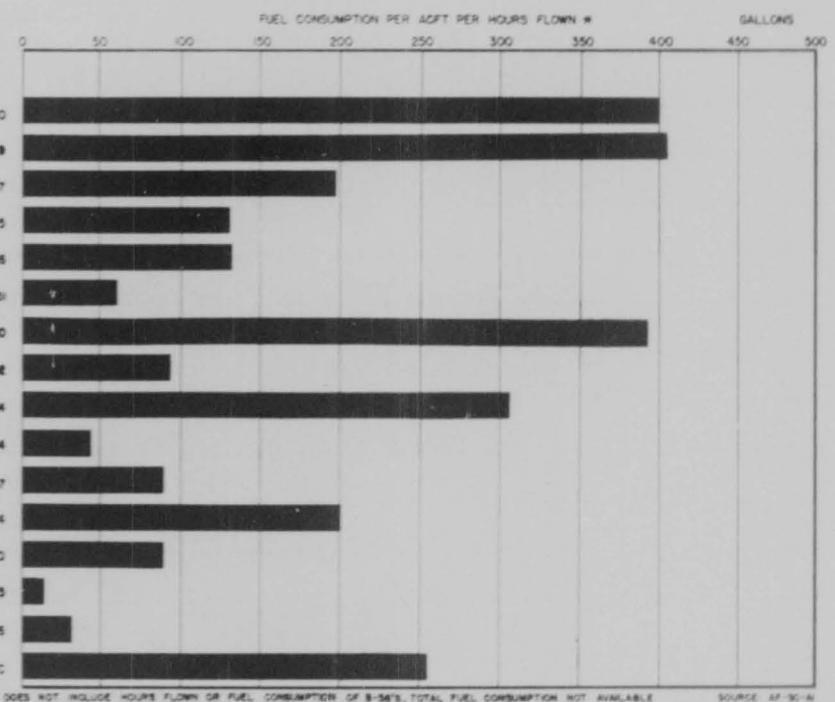
TOTAL SAC AIRCRAFT HOURS FLOWN AND FUEL CONSUMPTION

BY MODEL

JULY 1948

HOURS FLOWN	FUEL CONSUMPTION IN GALLONS	
49	19,534	B-50
15,848	6,423,361	B-29, RB-29
692	135,966	B-17, RB-17
2,121	280,443	B-25
212	28,105	B-26
3,739	227,872	F-51
2,644	1,038,387	F-80
835	78,579	F-82
1,046	321,104	F-84
891	40,507	C-54, RC-54
5,879	528,301	C-47
1,401	281,849	C-54
7	630	A-10
10	150	L-5
1,481	47,005	T-6
36,855	9,432,813	TOTAL SAC



* INCLUDES TAXI AND PREFLIGHT TIME

DOES NOT INCLUDE HOURS FLOWN OR FUEL CONSUMPTION OF B-36'S, TOTAL FUEL CONSUMPTION NOT AVAILABLE

SOURCE: AF-50-A1

2020

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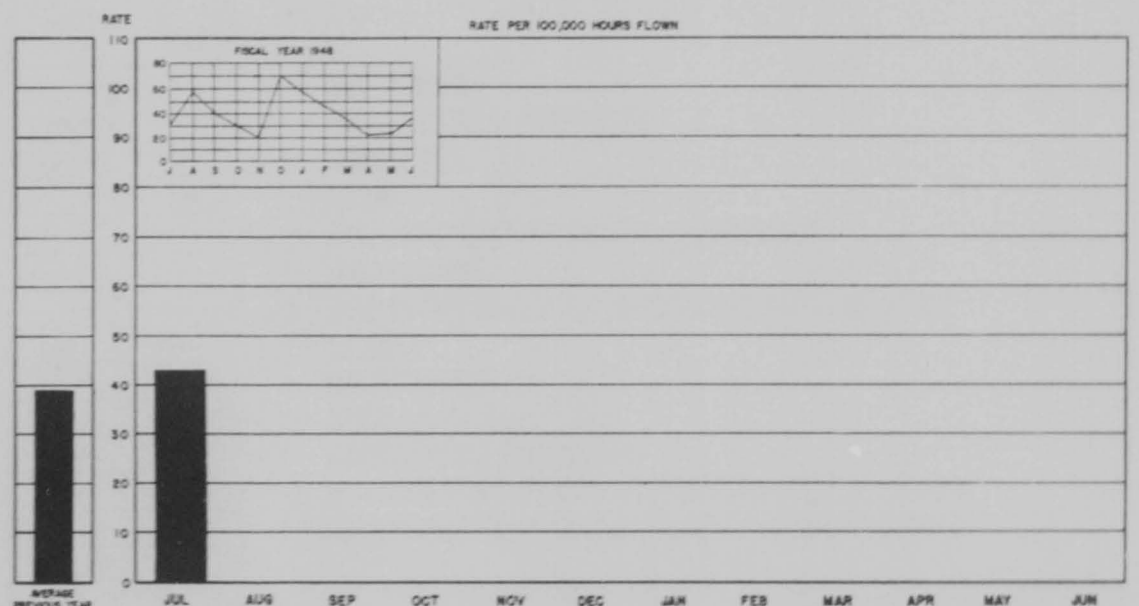
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

BY MONTH, FISCAL YEAR 1949



	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	16	43.3																						
HQ SAC STATIONS	5	47.0																						
8TH AIR FORCE	9	53.5																						
15TH AIR FORCE	2	21.1																						

SOURCE: AF-SC-A1 AND AF GA1-E2

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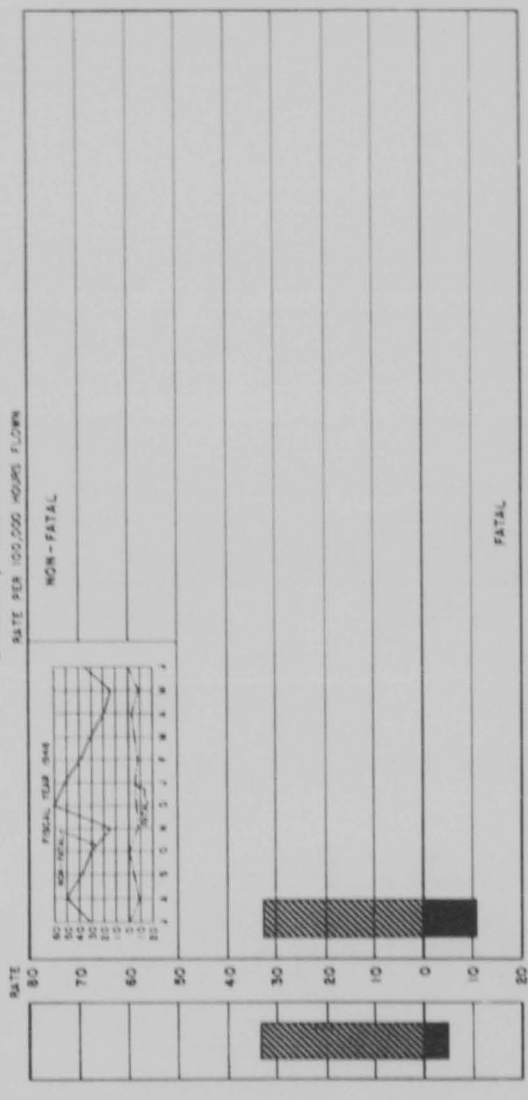
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

FATAL AND NON-FATAL

BY MONTH, FISCAL YEAR 1949

RATE PER 100,000 HOURS FLOWN



		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	TOTAL	4	6.3																						
	NON-FATAL	2	12.3																						
HQ SAC	TOTAL		3.4																						
STATIONS	NON-FATAL	4	27.4																						
8th AIR FORCE	TOTAL	2	3.5																						
	NON-FATAL	2	14.0																						
9th AIR FORCE	TOTAL	2	6.8																						
	NON-FATAL																								
15th AIR FORCE	TOTAL		3.4																						
	NON-FATAL																								

2022

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SAC AIR TRAINING REPORT

PERIOD COVERED FROM 1 JULY TO 31 JULY 1948

2023

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SAC BOMBING DATA
BY BOMB GROUP
JULY 1948

No. Bomb Releases	2d	7th	43d	97th	509th	22d	28th	92d	93d*	98th	301st*	307th*
a. 15,000-25,000												
(1) Visual												
No. Releases	56	133	88	76	385	0	38	56		46		
Av. Cir. Error	302	399	258	324	353	0	200	259		**		
(2) Radar												
No. Releases	69	0	15	5	81	0	0	20		25		
Av. Cir. Error	858	0	1895	1320	1194	0	0	1435		**		
b. Above 25,000												
(1) Visual												
No. Releases	12	47	3	20	0	0	0	0		0		
Av. Cir. Error	241	778	225	275	0	0	0	0		0		
(2) Radar												
No. Releases	30	32	67	0	24	0	25	0		3		
Av. Cir. Error	1102	1063	1340	0	1000	0	655	0		**		
SCR 584 Runs												
a. 15,000-25,000												
(1) No. Runs	15	92	25	0	232	0	0	15		10		
(2) Av. Cir. Error	2764	3043	2130	0	2659	0	0	8190		3265		
b. Above 25,000												
(1) No. Runs	28	2	49	40	20	0	0	0		2		
(2) Av. Cir. Error	4247	1630	1993	4031	5763	0	0	0		3900		

* No. Report Bomb Groups TDY Overseas
** Not Scored

SOURCE: SAC-OT-7130

2024

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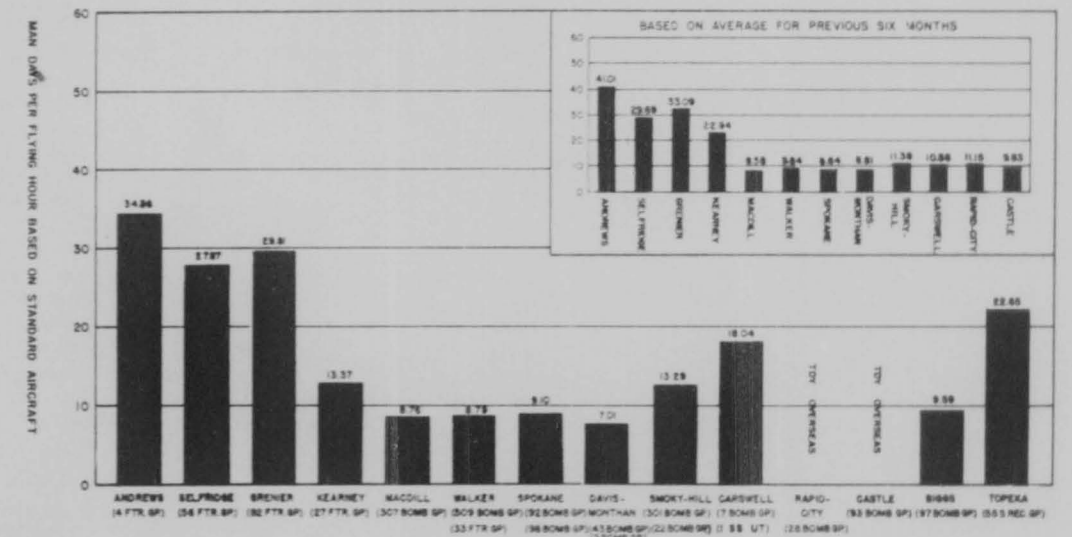
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
JULY 1948



	ANDREWS	SELFRIDGE	GRENIER	KEARNEY	MACDILL	WALKER	SPOKANE	DAVIS-MONTHAN	SMOKY-HILL	CARSWELL	RAPID-CITY	CASTLE	BIGGS	TOPEKA
COMBAT AIRCRAFT	72	66	107	157	41	102	60	51	32	60	30	31	26	27
OTHER	44	33	11	21	18	25	14	10	43	22	7	6	5	9
TOTAL AIRCRAFT	116	99	118	178	59	127	74	61	75	52	37	37	31	36

NOTE INCLUDES A-10 AND C-54

SOURCE AF-SC-A1 AND MORNING REPORT

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Section 5

COST ANALYSIS

2026

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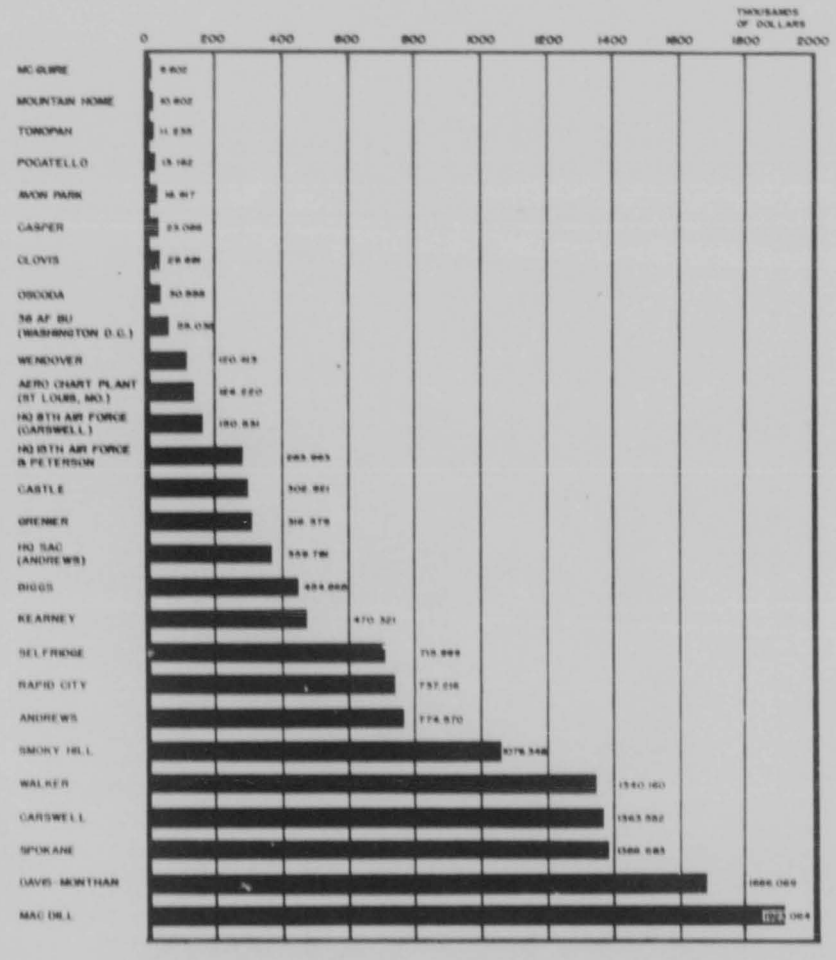
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS

JUNE 1948



SOURCE AF-FO-FEE A

2027

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HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND, BY FUNCTIONAL GROUP

JUNE 1948

$ 1.00
90
80
70
60
50
40
30
20
10
0
HOSPITAL GP
ADMINISTRATION AND SERVICES
AIRDROME GP
PAYROLL COST
MAINTENANCE AND SUPPLY GP
COMBAT GP
$33
$13
$13
$20
$14
$18
$18
$23
$33
$13
$13
$20
$14
$18
$18
$23
$33
$13
$13
$20
$14
$18
$18
$23

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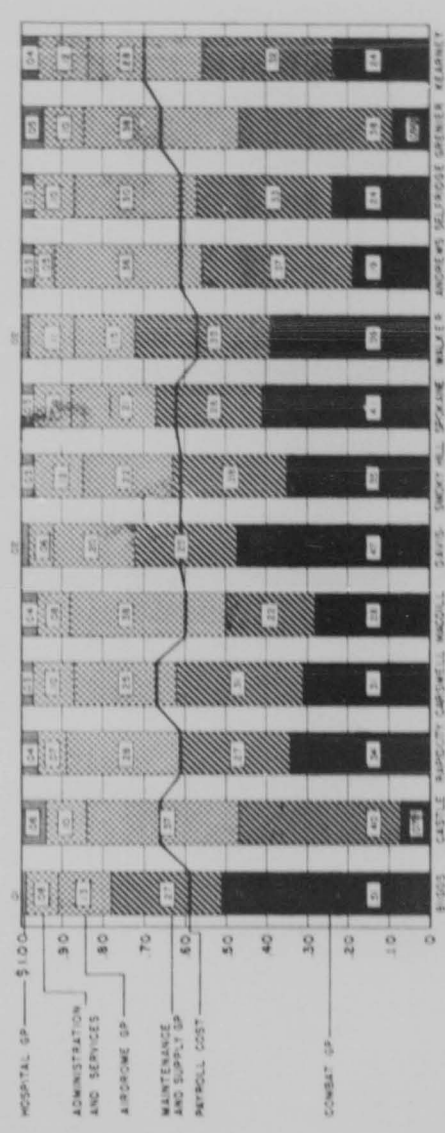
HOW A SAC DOLLAR IS SPENT

BY STATION, BY FUNCTIONAL GROUP

JUNE 1948



HOSPITAL GP	$ 2,310	$ 5,856	$ 15,943	$ 36,959	$ 55,834	$ 29,616	$ 37,547	$ 39,373	$ 37,872	$ 8,280	$ 9,054	$ 6,376	$ 9,832
ADMINISTRATION & SERVICES	37,276	55,419	53,197	73,346	128,532	89,804	75,877	72,305	145,600	33,583	6,457	29,728	56,599
AIRBORNE GP	37,504	59,215	154,477	237,038	496,518	304,624	334,875	288,789	326,845	247,238	88,356	17,185	29,748
MAINTENANCE & SUPPLY GP	20,962	93,337	194,459	343,866	288,999	179,794	234,544	345,737	446,505	257,435	252,802	16,008	92,648
COMBAT GP	229,28	2,512	252,369	345,986	349,485	754,204	364,585	556,111	514,358	227,86	15,307	28,752	111,819
TOTAL FUNCTIONAL GROUPS	446,340	216,275	730,609	1,036,195	1,303,368	1,356,839	1,054,345	1,302,315	1,340,284	684,300	372,776	1,098,005	470,235
OTHER COSTS*	7,380	8,646	8,807	87,257	69,774	79,230	2,403	16,348	1,134	96,275	93,221	8,570	84
STATION TOTAL	454,848	302,93	737,2 4	1,383,551	1,373,564	1,436,069	1,056,748	1,318,663	1,341,418	774,575	775,999	1,106,575	470,320

*OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS. THEY ARE NOT INCLUDED IN THE CHART

2020 BOMB GROUP FOR ALASKA

2065 NOT INCLUDE COST OF 100 BOMB GROUP FOR GERMANY

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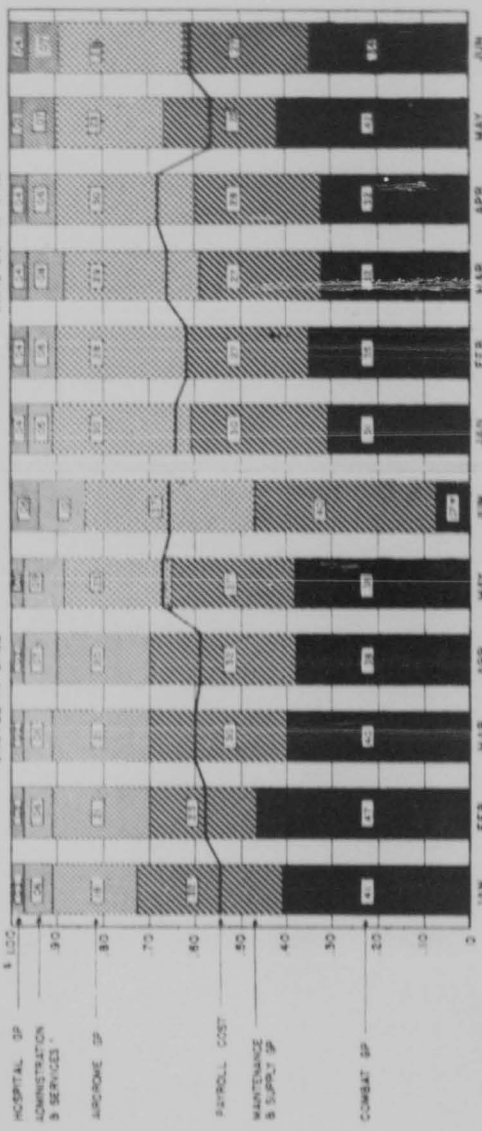
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
HOSPITAL SP	$ 24,368	$ 24,981	$ 24,648	$ 22,80	$ 18,833	$ 13,896	$ 28,725	$ 27,186	$ 27,523	$ 29,048	$ 27,136		$ 276,345
ADMINISTRATION & SERVICES	51,445	48,845	46,272	49,290	49,439	30,419	53,196	43,119	59,771	47,212	55,211		52,932
AIRBORNE SP	50,512	48,485	58,320	44,311	32,215	28,015	96,277	97,462	29,283	28,564	9,003		226,671
MAINTENANCE & SUPPLY SP	259,868	277,754	220,349	22,388	40,774	19,237	220,804	49,354	251,318	258,220	259,360		96,419
COMBAT SP	350,874	367,774	293,231	265,034	99,403	2,512	237,404	249,279	235,254	230,407	234,805		239,369
TOTAL FUNCTIONAL GROUPS	$ 736,586	779,561	742,960	703,824	39,582	294,273	846,239	776,399	743,149	731,351	83,1,965		730,859
OTHER COSTS*	2,265	8,543	4,449	4,342	1,918	6,844	10,256	9,288	6,406	9,224	9,111		6,807
STATION TOTAL	83,851	786,104	747,409	707,847	33,500	$ 301,117	$ 856,495	785,687	749,555	740,575	840,076		737,666

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS. THEY ARE NOT INCLUDED IN THE CHARTS. * DOES NOT INCLUDE COST OF AIR

2030

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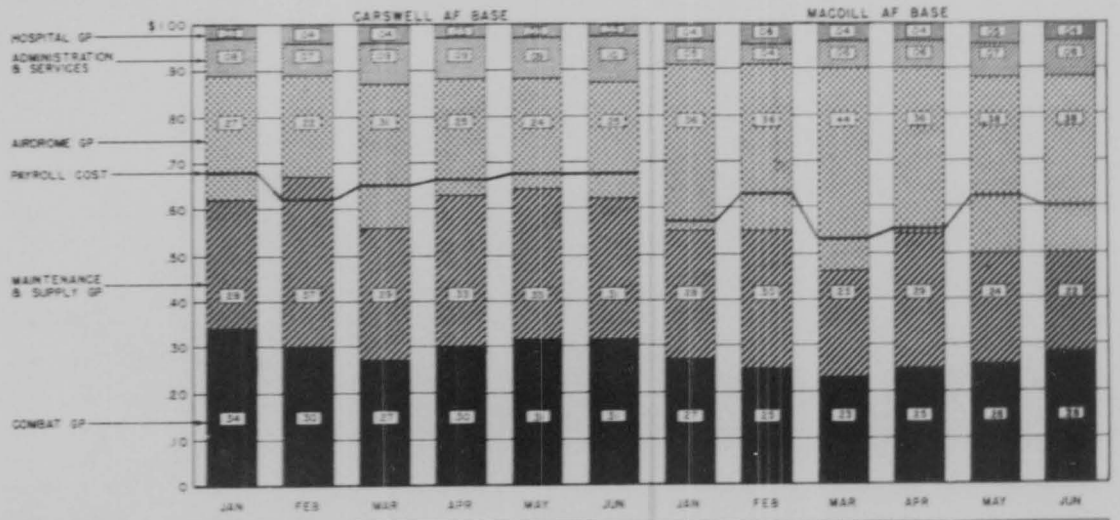
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 41,292	$ 41,968	$ 44,532	$ 40,296	$ 40,951	$ 35,939	$ 59,767	$ 58,070	$ 62,028	$ 65,340	$ 61,146	$ 55,834
ADMINISTRATION & SERVICES	86,255	91,578	98,586	103,974	97,788	113,346	65,046	58,022	88,319	84,177	82,714	108,552
AIRDROME GP	[illegible],999	277,876	347,809	304,097	276,601	297,038	501,901	451,044	670,013	528,984	479,881	491,518
MAINTENANCE & SUPPLY GP	316,450	459,855	321,475	394,495	374,119	362,986	385,389	370,054	347,847	434,629	296,333	288,999
COMBAT GP	382,558	378,101	301,362	365,920	353,022	366,986	376,846	315,489	346,365	368,111	328,563	358,425
TOTAL FUNCTIONAL GROUPS	1,127,554	1,249,378	1,113,764	1,208,782	1,142,481	1,176,295	1,388,949	1,252,679	1,514,572	1,481,241	1,248,637	1,303,328
OTHER COSTS *	131,434	140,156	178,511	202,516	207,536	187,257	543,143	602,421	857,720	697,491	637,447	619,736
STATION TOTAL	1,258,988	1,389,534	1,292,275	1,411,298	1,350,017	1,363,552	1,932,092	1,855,100	2,372,292	2,178,732	1,886,084	1,923,064

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE AF-PG-F22A

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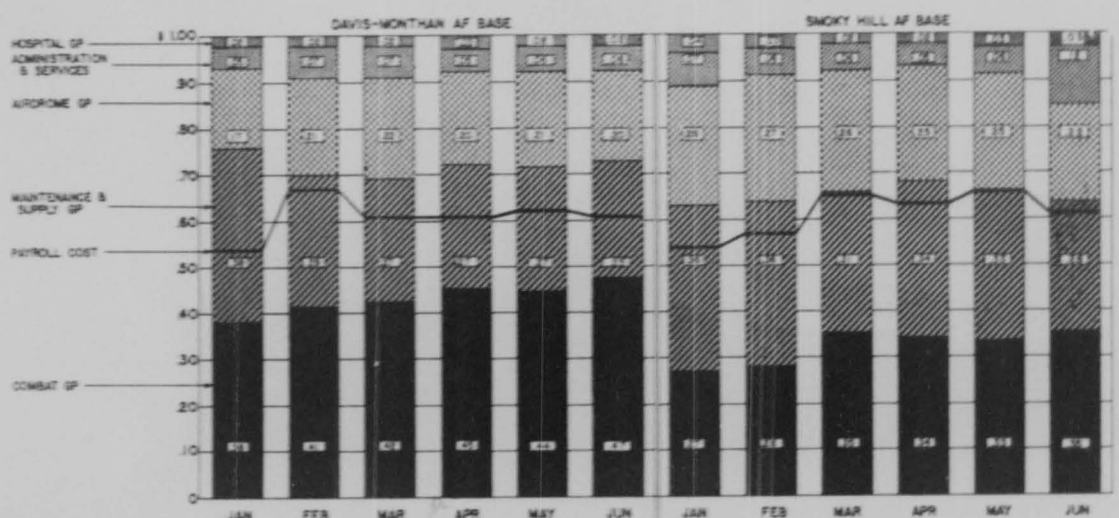
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 39,583	$ 34,449	$ 37,637	$ 42,337	$ 31,206	$ 29,616	$ 37,961	$ 30,681	$ 35,348	$ 33,861	$ 32,376	$ 27,547
ADMINISTRATION & SERVICES	81,037	90,513	104,849	81,765	79,405	89,424	68,554	58,500	78,536	62,896	82,666	131,877
AIRDROME GP	256,716	276,514	330,500	303,128	312,914	304,041	257,449	280,425	368,901	343,087	319,888	234,870
MAINTENANCE & SUPPLY GP	570,497	392,604	409,150	410,870	401,334	379,724	348,774	370,787	445,167	478,475	427,336	296,066
COMBAT GP	569,437	551,085	630,042	677,004	649,809	704,034	261,465	284,977	500,622	471,796	421,476	364,585
TOTAL FUNCTIONAL GROUPS	1,517,270	1,345,165	1,512,178	1,515,104	1,474,668	1,506,839	974,203	1,025,370	1,428,574	1,390,115	1,283,742	1,054,945
OTHER COSTS *	136,884	136,415	146,782	313,672	127,545	179,230	13,658	29,377	18,814	17,211	19,450	21,403
STATION TOTAL	1,654,154	1,481,580	1,658,960	1,828,776	1,602,213	1,686,069	987,861	1,054,747	1,447,388	1,407,326	1,303,192	1,076,348

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS.

SOURCE AF-FO-F22A

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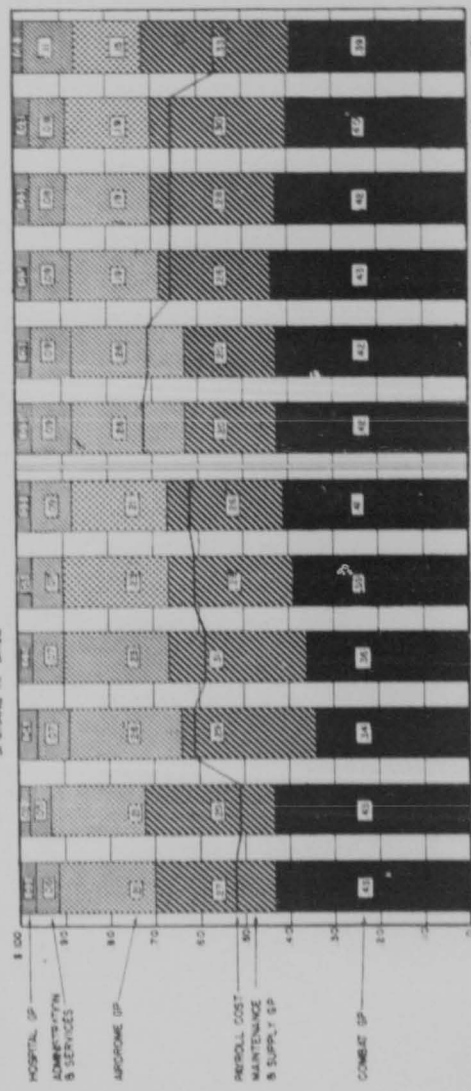
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 46,952	$ 43,968	$ 52,332	$ 47,879	$ 45,080	$ 39,373	$ 54,660	$ 54,548	$ 51,581	$ 50,549	$ 50,364	$ 27,672
ADMINISTRATION & SERVICES	9,208	8,456	89,967	36,931	60,283	22,305	99,279	98,441	97,502	106,582	69,588	145,600
AIRDROME GP	306,212	339,877	348,869	312,885	347,933	284,789	29,256	287,206	225,325	238,594	222,589	206,865
MAINTENANCE & SUPPLY GP	387,444	470,253	379,854	433,602	385,302	345,737	256,848	230,395	255,060	346,376	363,218	441,959
COMBAT GP	63,382	79,326	455,071	359,849	544,960	334,[illegible]	446,367	478,340	507,872	506,215	482,879	516,338
TOTAL FUNCTIONAL GROUPS	843,048	894,588	1,334,543	1,140,346	1,383,558	1,060,402	1,012,315	1,147,030	1,136,540	1,248,316	1,190,638	1,339,024
OTHER COSTS *	1,369	1,459	1,448	1,440	1,443	1,443	34,348	1,155	5,889	1,864	5,560	1,721	1,134
STATION TOTAL	844,417	896,047	1,335,991	1,141,786	1,385,001	1,061,845	1,046,663	1,148,185	1,142,429	1,250,180	1,196,198	1,340,158

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS. THESE ARE NOT INCLUDED IN THE CHARTS

SOURCE AF FORM 1

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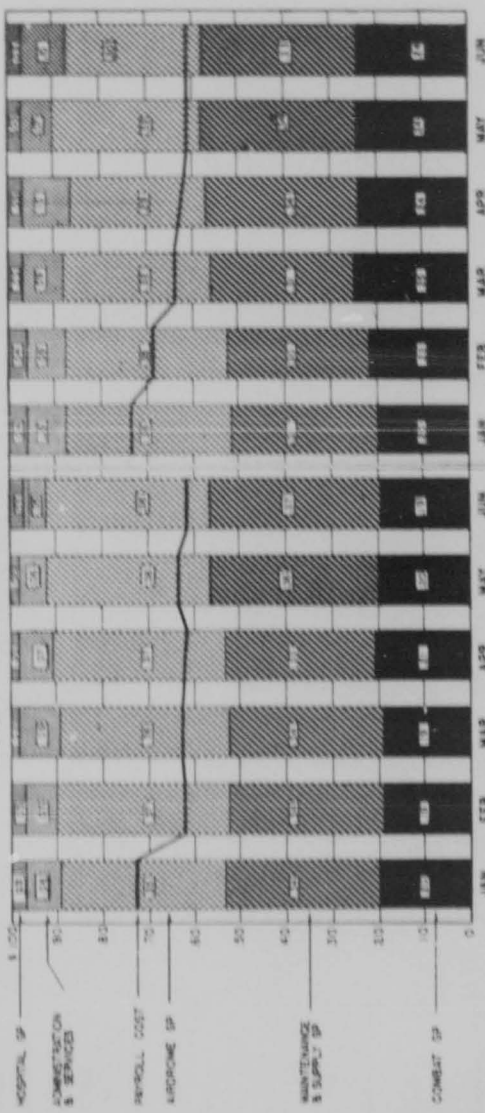
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP
BY MONTH 1949



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
HOSPITAL GP	$ 3,394	$ 3,394	$ 3,446	$ 3,459	$ 1,685	$ 3,280	$ 22,379	$ 2,382	$ 3,933	$ 22,772	$ 19,307	$ 19,604	
ADMINISTRATION & SERVICES	4,493	47,554	43,871	43,779	74,963	33,583	42,795	47,966	55,103	62,854	42,446	61,457	
AIRDROME GP	80,134	236,465	243,049	241,377	234,405	247,235	66,995	77,375	87,723	84,553	80,990	88,206	
MAINTENANCE & SUPPLY GP	177,552	215,345	229,395	219,257	233,779	237,430	44,736	82,475	80,783	212,304	209,380	228,802	
COMBAT GP	61,444	87,880	89,159	90,346	87,86		94,844	129,398	95,442	98,723	96,178	119,307	
TOTAL FUNCTIONAL GROUP	326,837	634,778	644,817	658,873	649,859	664,303	447,143	508,343	587,933	632,562	631,257	622,776	
OTHER COSTS *	60,403	78,966	83,697	84,493	84,300	90,270	73,50	73,135	75,394	76,275	82,780	93,223	
STATION TOTAL	387,240	713,744	728,34	743,68	734,159	774,573	537,644	581,734	663,327	708,852	726,037	715,999	

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

SOURCE: AFF 7711

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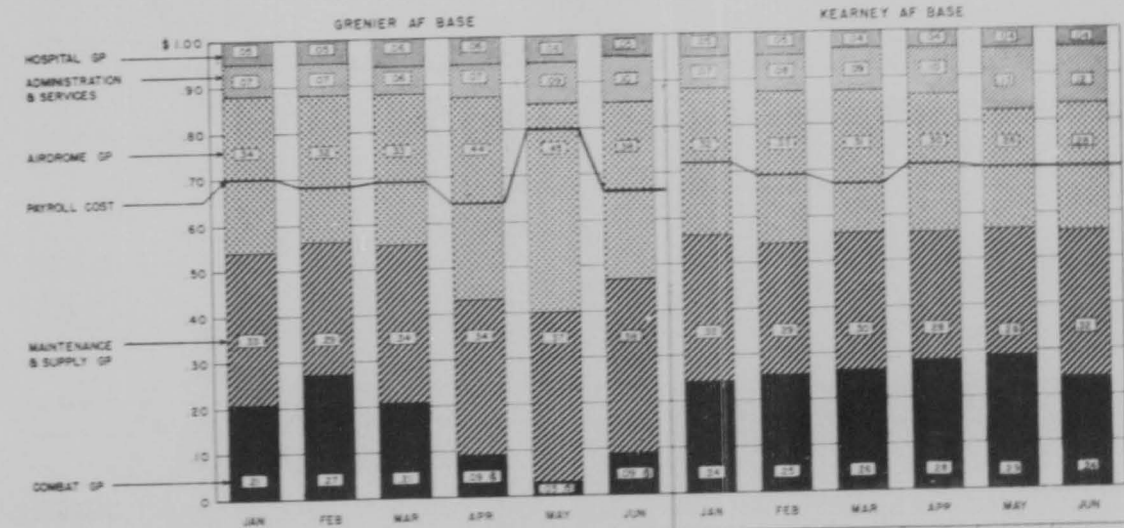
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	JAN	FEB	MAR	APR	MAY	JUN	JAN	FEB	MAR	APR	MAY	JUN
HOSPITAL GP	$ 21,314	$ 22,146	$ 25,038	$ 18,792	-$ 17,779	$ 16,378	$ 22,862	$ 24,011	$ 24,356	$ 22,333	$ 20,653	$ 19,822
ADMINISTRATION & SERVICES	27,092	32,744	28,242	23,389	26,268	29,728	34,315	39,858	48,489	51,030	66,553	56,398
AIRDROME GP	142,589	142,996	143,602	142,285	126,210	117,185	153,567	173,191	175,797	156,585	136,256	129,748
MAINTENANCE & SUPPLY GP	137,778	126,037	150,238	109,323	103,061	116,012	153,081	151,810	169,842	147,185	146,428	152,448
COMBAT GP	86,262	117,871	94,699	27,114	8,799	28,702	114,427	126,469	143,667	148,004	155,388	111,819
TOTAL FUNCTIONAL GROUPS	415,035	441,794	441,819	320,903	282,117	308,005	478,252	515,339	562,151	525,137	525,278	470,235
OTHER COSTS *	4,853	4,215	6,103	6,510	10,993	8,570	615	5,887	3,785	16	15	86
STATION TOTAL	419,888	446,009	447,922	327,413	293,110	316,575	478,867	521,226	565,936	525,153	525,293	470,321

* OTHER COSTS ARE THOSE COSTS NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS, THEY ARE NOT INCLUDED IN THE CHARTS

& DECREASE DUE TO 82d FIGHTER GROUP TDY ALASKA

SOURCE AF FORM 722A

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STRATEGIC AIR COMMAND

FUNCTIONAL PAYROLL COMPARISON OF WING ORGANIZATIONS 1948

WING ACTIVITY	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			INDIRECT PAYROLL PER DOLLAR OF DIRECT PAYROLL			PAYROLL PER PER FLYING HOUR FOR COMBAT ACFT		
	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN
BASE, 8TH AIR FORCE			825			96,681			117			0.23			273
CARSWELL, 7 BOMB WG	484	4486	4485	147,708	844,364	850,410	43	44	44	0.32	0.32	0.30	636	534	453
DAVIS-MONTHAN, 12 BOMB WG (L)	2352	9413	198	374,299	1,350,179	8,844	160	144	62	0.35	0.33	0.45	406	1,003	[illegible]
DAVIS-MONTHAN, 2 BOMB WG	544	3311	3029	89,536	814,675	803,902	83	83	87	0.28	0.35	0.25	342	332	286
MACDILL, 307 BOMB WG	3036	3838	347	589,609	741,794	94,475	84	82	90	0.38	0.37	0.37	389	434	339
SHORT HILL, 19 BOMB WG (L)	3964	5164	3949	807,779	975,790	946,575	96	95	48	0.38	0.33	0.35	343	348	350
SPOKANE, 92 BOMB WG	583	5228	4837	79,236	786,359	82,250	46	51	53	0.50	0.28	0.28	96	333	257
WALKER, 23 FTR WG	514	4934	4760	72,640	896,542	877,213	59	54	43	0.28	0.28	0.25	88	227	19
TEMPO OFFICE, 28 BOMB WG	3328	3943	274	466,206	602,640	47,049	98	94	43	0.30	0.31	0.32	48	403	43
WORKING, 4 BOMB WG	256	2628	2488	37,248	381,362	376,116	49	44	50	0.33	0.31	0.30	852	392	423
SPENCER, 82 BOMB WG (L)	449	4457	366	9,739	96,410	89,604	3	35	38	0.63	0.54	0.5	[illegible]	[illegible]	[illegible]
KEARNEY, 27 BOMB WG	2500	2408	966	330,883	325,036	289,856	34	35	45	0.40	0.42	0.43	43	117	99
SELFRIDGE, 94 BOMB WG	858	2530	249	363,299	362,590	348,859	39	39	40	0.38	0.36	0.38	18	238	187

OPERATIONS AND TRAINING PRIMARY MISSION	TOTAL PERSONNEL			TOTAL PAYROLL			AVERAGE MONTHLY SALARY			SUPPORT PAYROLL PER DOLLAR OF OPERATIONS & TRAINING PAYROLL			SUPPORT PAYROLL PER MAN ASSIGNED TO OPERATIONS & TRAINING		
	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN	APR	MAY	JUN
BASE, 8TH AIR FORCE			76			12,729			167			0.16			151
CARSWELL, 7 BOMB WG	440	3180	368	254,807	339,229	256,305	178	171	173	1.89	1.74	1.78	500	396	303
DAVIS-MONTHAN, 12 BOMB WG (L)	757	73	22	47,56	41,282	3,965	96	195	49	1.55	1.52	1.60.28	508	257	89.54
DAVIS-MONTHAN, 2 BOMB WG	2259	2180	2035	407,827	402,965	394,834	180	180	188	1.03	1.02	1.03	190	189	194
MACDILL, 307 BOMB WG	1007	1012	949	89,376	83,336	82,509	89	83	88	2.31	2.27	2.20	398	394	418
SHORT HILL, 19 BOMB WG (L)	975	1317	1287	894,948	386,998	253,044	182	293	197	1.83	1.71	1.20	333	323	444
SPOKANE, 92 BOMB WG	180	696	84	298,337	377,542	348,235	165	179	173	1.38	1.33	1.33	156	239	229
WALKER, 23 FTR WG	1054	2503	887	30,140	323,655	342,202	58	62	64	1.20	1.15	1.18	89	85	94
TEMPO OFFICE, 28 BOMB WG	904	828	180	82,830	39,504	56,336	89	98	93	1.59	2.01	1.96	340	339	324
WORKING, 4 BOMB WG	57	523	315	36,29	86,459	80,54	457	165	165	1.38	3.40	3.39	553	564	546
SPENCER, 82 BOMB WG (L)	45	44	14	6,73	4,819	10,372	137	142	140	3.50	27.72	0.13	429	3950	249
KEARNEY, 27 BOMB WG	649	863	696	04,289	06,370	94,398	96	160	174	1.22	2.06	2.38	387	130	144
SELFRIDGE, 94 BOMB WG	506	483	471	8,245	78,225	75,07	96	162	159	1.47	3.15	3.63	557	568	579

NOTE: INCLUDES ALL ACCIDENTS IN TOTAL OPERATIONS EXCEPT WEEKEND PLANE ACCIDENTS. SEE 8 BOMB THE FOLLOWING ACCIDENTS ARE EXCLUDED: 28 MAR 1948 STORM DAMAGE

1. ONLY THE FLYING TIME OF COMBAT ACFT POSSESSED BY COMBAT GROUP IS USED.
2. NOT DATA DOES NOT INCLUDE AIRCRAFT HOURS FLOWN OF 8TH BOMB OR WHOLE TOP DIVISION
3. ANC DATA DOES NOT INCLUDE PERSONNEL AND PAYROLL OF 8TH BOMB OR TOP DIVISION

1. INCLUDES ALL PERSONNEL AND PAYROLL OF 8TH AIR FORCE HQ AND ITS TOP ALASKAN AIR COMMAND
2. INCLUDES PERSONNEL AND PAYROLL AND AIRCRAFT HOURS FLOWN OF 8TH BOMB GROUP

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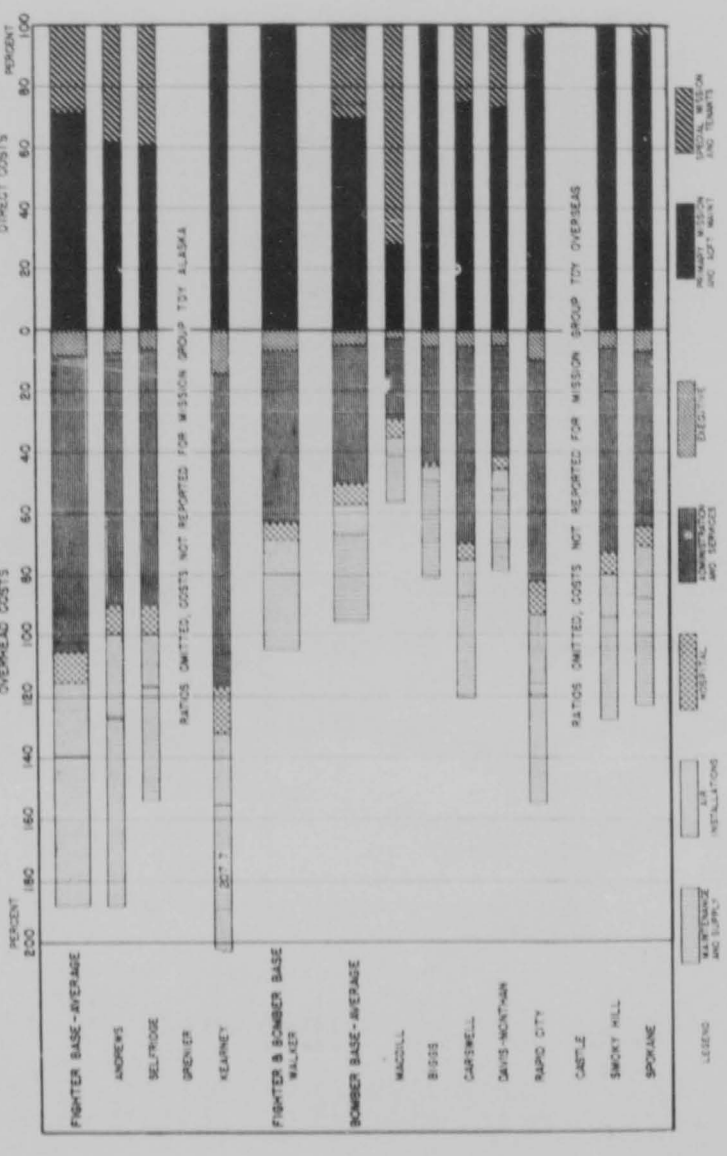
COMPARISON OF RATIOS OF OVERHEAD PAYROLL COSTS TO DIRECT PAYROLL COSTS

BY SAC STATION FOR MONTH OF JUNE 1948



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COMPARISON OF RATIOS OF OVERHEAD PAYROLL COST TO DIRECT PAYROLL COSTS

(CONTINUED)

	MAINTENANCE & SUPPLY		AIR INSTALLATION		HOSPITAL		ADMINISTRATION & SERVICES		EGRESSIVE		PRIMARY MISSIONS & AIRCRAFT MAINT	SPECIAL MISSIONS & TENANTS	TOTAL DIRECT PAYROLLS	TOTAL PAYROLLS
	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	AMOUNT
FIGHTER BASES AVERAGE	$ 73442	48.8	$ 35158	23.4	$ 15280	10.1	$ 132304	87.8	$ 13924	9.2	$ 106750	$ 43896	$ 150647	$ 420754
ANDREWS	101877	61.2	46875	28.2	14974	9.0	135140	81.7	14636	8.8	103883	62712	166595	481198
SELFRIDGE	42369	38.4	34324	19.3	14961	8.4	148520	83.6	11378	6.4	108704	68977	177681	449883
GRENIER *														
EDWARDS	55475	51.5	24473	22.7	15905	14.8	112253	104.3	15458	14.4	107664	0	107664	331231
FIGHTER AND BOMBER BASE														
WALKER	108270	29.4	39463	10.7	21107	5.7	208645	56.1	24518	6.7	367257	867	368124	768167
BOMBER BASES AVERAGE	109815	28.0	40684	10.2	24028	6.1	182091	45.4	18880	4.8	275104	117183	392256	767044
MACDILL	130137	17.1	46775	6.2	43210	5.7	301116	39.5	21610	2.8	211721	547227	758948	1201796
BIGGS	48311	32.2	5993	4.0	2310	1.5	56123	37.4	9092	6.1	148170	1797	149877	271706
CARSWELL	139038	33.0	46704	11.6	25886	6.7	258950	64.1	21626	5.4	301352	102332	403694	890896
DAVIS-MONTHAN	157990	27.0	38899	6.6	22951	3.9	217181	37.1	25472	4.4	435594	149555	585150	1047643
RAPID CITY	68594	38.8	40727	23.0	20438	11.5	130666	73.9	14204	8.0	171495	5200	176695	451286
CASTLE *														
SHORT HILL	99550	34.0	40427	13.8	21175	7.2	193885	66.1	15819	5.7	288548	3584	292532	654389
SPOKANE	131586	34.6	60926	16.1	31353	8.2	216095	57.0	23337	6.2	368436	10460	378896	841593

* Ratios Omitted For Greenier, Costs Not Reported For Mission Group-TDY Alaska, And For Castle TDY Overseas

SOURCE: AF/PD-P32A

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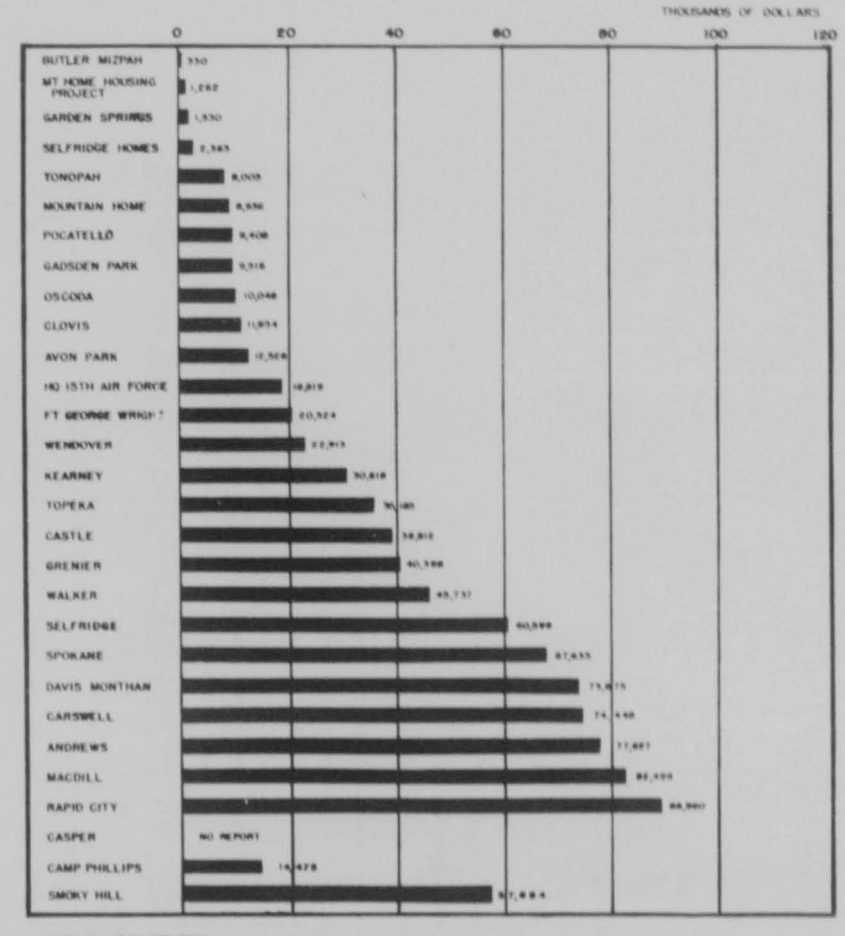
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

JULY 1948



NOTE: EXCLUDES NEW WORK.
REPORTS FROM SMOKY HILL AND CAMP PHILLIPS RECEIVED LATE

SOURCE: AF-MO-F 33

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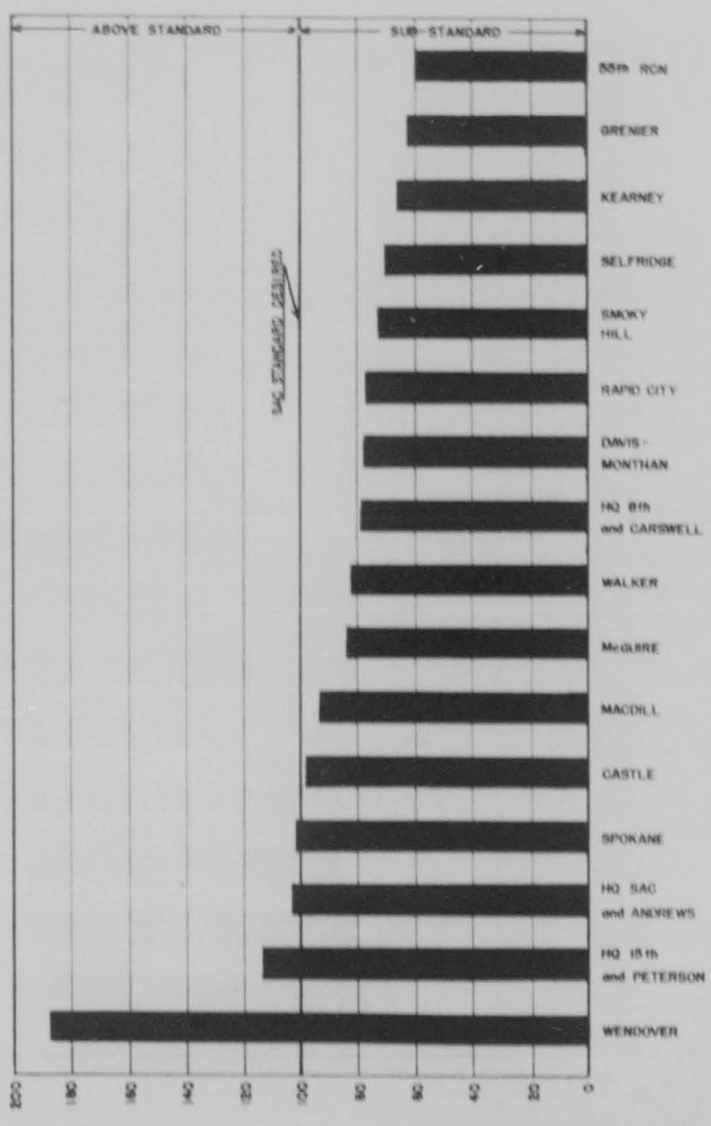
PERFORMANCE INDEXES FOR THE COST OF SAC FOOD SUPERVISOR SECTIONS

1st QUARTER 1948



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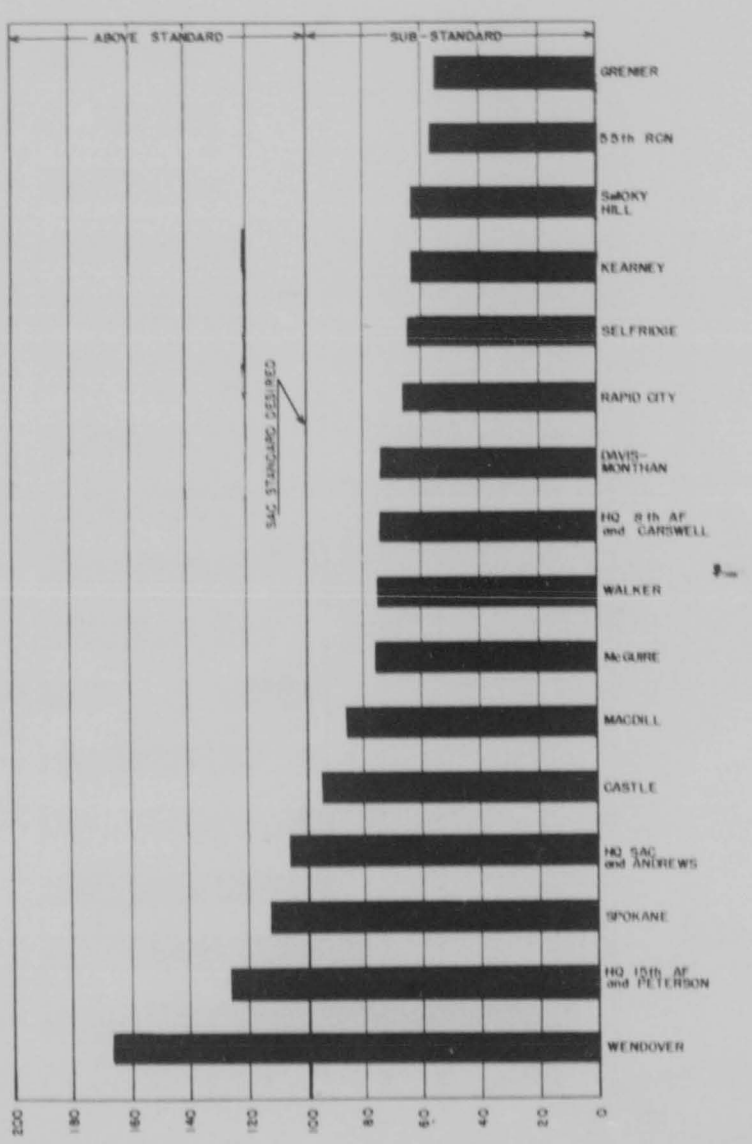
PERFORMANCE INDEXES FOR THE SIZE OF STAFF OF SAC FOOD SUPERVISOR SECTIONS

1st QUARTER 1948



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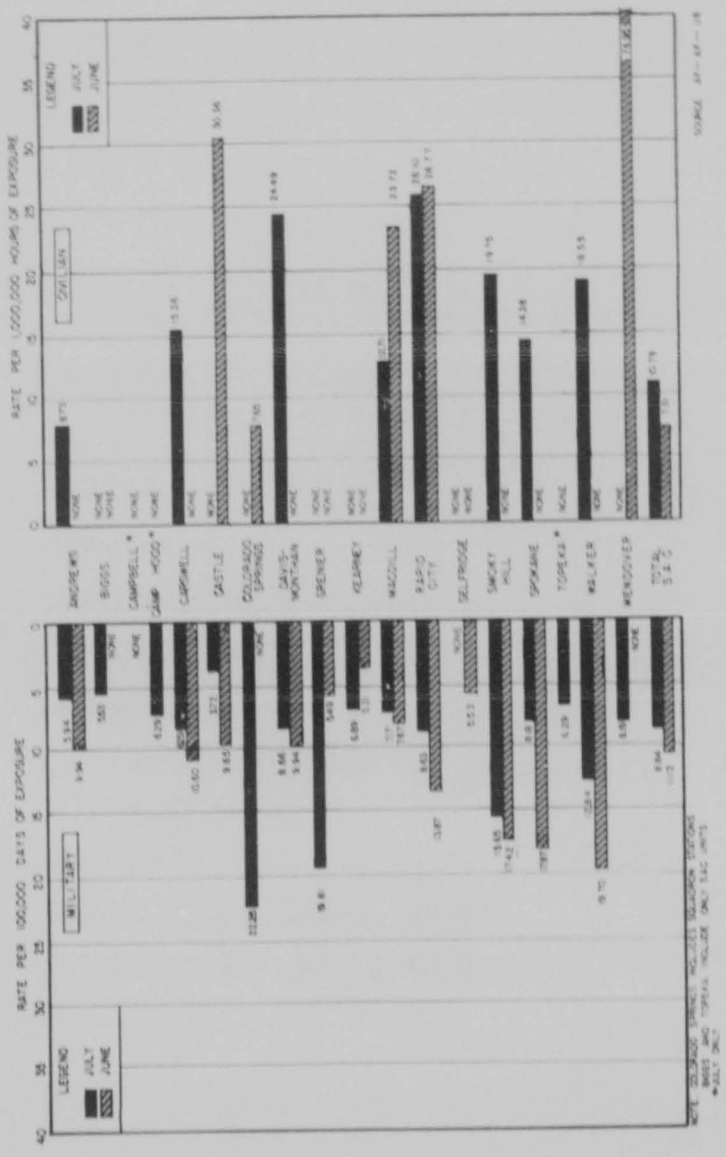
MILITARY AND CIVILIAN GROUND ACCIDENT RATE

BY STATION

JUNE AND JULY 1948



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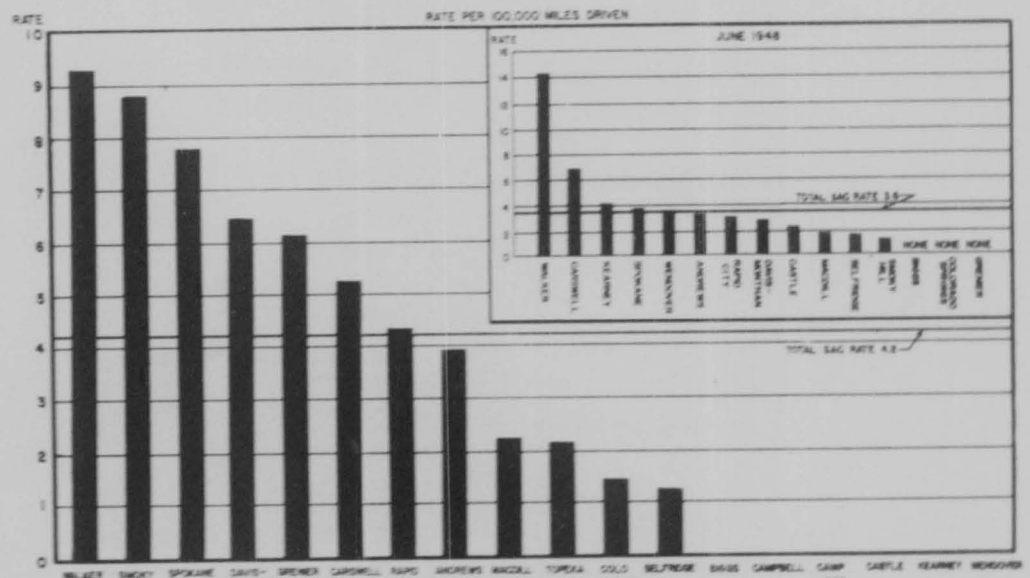
SAC MOTOR VEHICLE ACCIDENT RATE

BY STATION

JULY 1948



TOTAL NUMBER OF ACCIDENTS		9	9	15	10	3	6	3	9	7	3	1	1	0	0	0	0	0	0
TOTAL COST OF ACCIDENTS	$	88	1068	1255	688	76	40	857	930	23	8596	150	83	0	0	0	0	0	0
AVERAGE COST PER ACCIDENT	$	10	119	84	69	25	7	286	103	3	2865	150	83	0	0	0	0	0	0

NOTE: COLORADO SPRINGS INCLUDES SQUADRON STATIONS. SPECIAL PURPOSE VEHICLE EXPERIENCE HAS BEEN EXCLUDED ONLY FROM ACCIDENT RATE. BIGGS AND TOPEKA INCLUDE ONLY SAC UNITS.

SOURCE: AF-AP-UB

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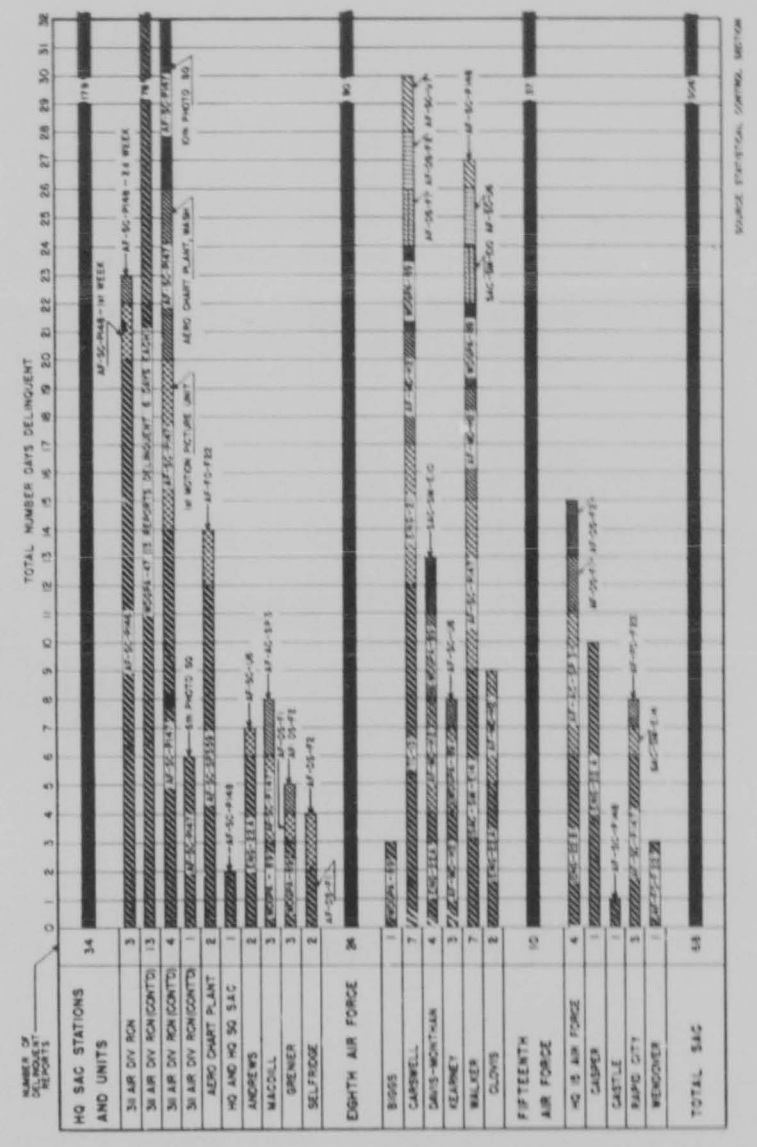
STRATEGIC AIR COMMAND DELINQUENT REPORTS

PERIOD COVERED 1 JULY 1948 TO 31 JULY 1948



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REPORTS REQUIRED OF SAC

JULY 1948

	REPORTS / COMMAND	AIRCRAFT	EQUIPMENT	FUNDS	HOUSING	MEDICAL	ORGANIZATIONAL	PERSONNEL	TRAINING & OPERATIONS	UNCLASSIFIED	TOTAL
						RECURRING					
NUMBER OF REPORTS IN EFFECT BEGINNING OF MONTH	NATIONAL DEFENSE		23	28	1	15	5	10	7	23	122
	HQ USAF	7	10	5	3	2	3	27	5	13	70
	HQ SAC	5	7		1			4	5	3	29
	HQ AMC	5	11			1		1		1	19
	HQ ADC							1		1	2
	TOTAL	17	61	33	5	19	8	43	18	41	244
ADDITIONAL NUMBER OF REPORTS CLEARED AND NUMBERED	NATIONAL DEFENSE		1			1					2
	HQ USAF			2				1		4	7
	HQ SAC	2	1							1	4
	HQ AMC										
	HQ ADC										
	TOTAL	2	2	2		1		1		5	13
NUMBER OF REPORTS ELIMINATED	NATIONAL DEFENSE			1		1				8	10
	HQ USAF									1	1
	HQ SAC	1									1
	HQ AMC										
	HQ ADC										
	TOTAL	1		1		1				9	19
NUMBER OF REPORTS IN EFFECT END OF MONTH	NATIONAL DEFENSE		24	27	1	15	5	10	7	15	114
	HQ USAF	7	10	7	3	2	3	28	5	18	81
	HQ SAC	6	8		1			4	5	5	29
	HQ AMC	5	11			1		1		1	19
	HQ ADC							1		1	2
	TOTAL	18	53	34	5	18	8	44	18	37	245
						SPECIAL					
NUMBER OF REPORTS CLEARED	NATIONAL DEFENSE										
	HQ USAF		1					1		7	9
	HQ SAC	1	5	1				2	4	8	22
	HQ AMC									1	1
	HQ ADC										
	TOTAL	1	7	1				3	4	16	32

SOURCE: STATISTICAL CONTROL SECTION

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Historical Branch	2
Hq Commandant's Section	1
Deputy Chief of Staff, Personnel and Administration	6
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Deputy Chief of Staff, Intelligence	1
Deputy Chief of Staff, Operations	4
Electronics Section	1
Deputy Chief of Staff, Material	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Comptroller	6
Statistical Control Section	2
Operations Analysis Section	1
Chief of Staff, United States Air Force, Washington 25, D.C.	5
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. Comptroller.	5
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. The Air Inspector.	1
Deputy The Air Inspector for Field Operations, Langley Air force Base, Langley Field, Verginia	1
Air Training Command, Barksdale Air Force Base, Barksdale Louisiana	2
Air University, Maxwell Air Force Base, Alabama Attn. Statistical Control Section, Office of the Comptroller	1
Andrews Air Force Base, Washington 20, D.C.	3
MacDill Air Force Base, MacDill Field, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Selfridge Field Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.	10
Fifteenth Air Force, Colorado Springs, Colorado	10
311th Air Division, Reconnaissance, Topeka Air Force Base, Topeka Kansas	1
All Other Active Stations	3 ea

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COMMAND SUMMARY

strategic air command

september 1948

sac technical pamphlet 122-1

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prepared by comptroller

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STATISTICS AS OF 31 AUGUST 1948

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 10 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train, and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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Section 1

ORGANIZATION

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STRATEGIC AIR COMMAND ORGANIZATION

31 AUGUST 1948

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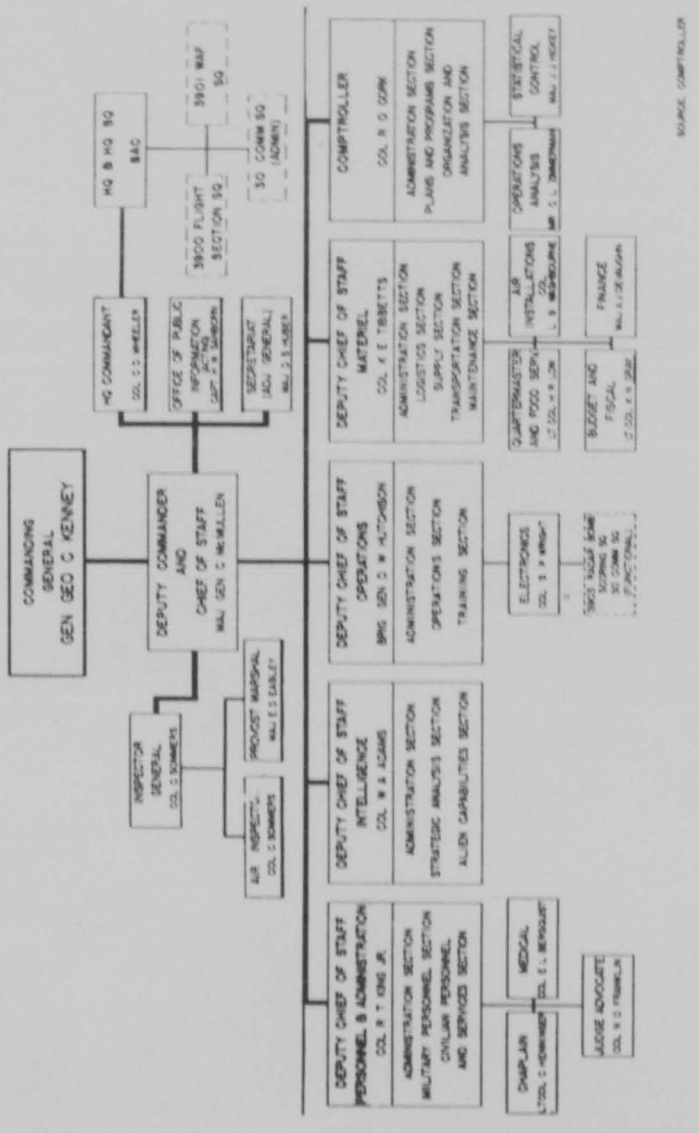
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

1 SEPTEMBER 1948



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ROSTER OF SAC KEY PERSONNEL

AS OF 31 AUGUST 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE
COMMANDING GENERAL	GEN GEO C KENNEY	MAJ GEN R M RAMEY	COL L G MULZER
DEPUTY COMMANDER and/or CHIEF OF STAFF	MAJ GEN C McMULLEN	BRIG GEN R W BURNS	COL I A RENDLE
DEPUTY CHIEF OF STAFF PERSONNEL AND ADMINISTRATION	COL R T KING	COL P D GLASSFORD	COL J S HARDY
DEPUTY CHIEF OF STAFF INTELLIGENCE	COL W A ADAMS	MAJ E M KIRTON	MAJ J L RYAN
DEPUTY CHIEF OF STAFF OPERATIONS	BRIG GEN D W HUTCHISON	COL W H BLANCHARD	COL W P BRETT
DEPUTY CHIEF OF STAFF MATERIEL	COL K E TIBBETTS	COL F G JAMISON	COL C J BONDLEY Jr
COMPTROLLER	COL R O CORK	LT COL R A ERTS Jr	LT COL W D PRENTISS

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL A D CLARK	97 th BOMB WING	COL G L ROBINSON	4 th FTR WING	BRIG GEN T M TAYLOR
28 th BOMB WING	COL A T WILSON	301st BOMB WING	LT COL J P GREGG (ACTING)	27 th FTR WING	COL A B PADGARD
40 th BOMB WING	COL J C SELSER Jr	307 th BOMB WING	BRIG GEN D R HUTCHINSON	56th FTR WING	COL W T HUDNELL
92 nd BOMB WING	COL J E BRIGGS	509th BOMB WING	COL J D RYAN	82 nd FTR WING	COL H VIGGELLIO
93 rd BOMB WING	COL R H TERRILL	311th AIR DIV HQ	BRIG GEN P T CULLEN	55th STRAT RCN WING	COL A KALBERER

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Section 2

PERSONNEL

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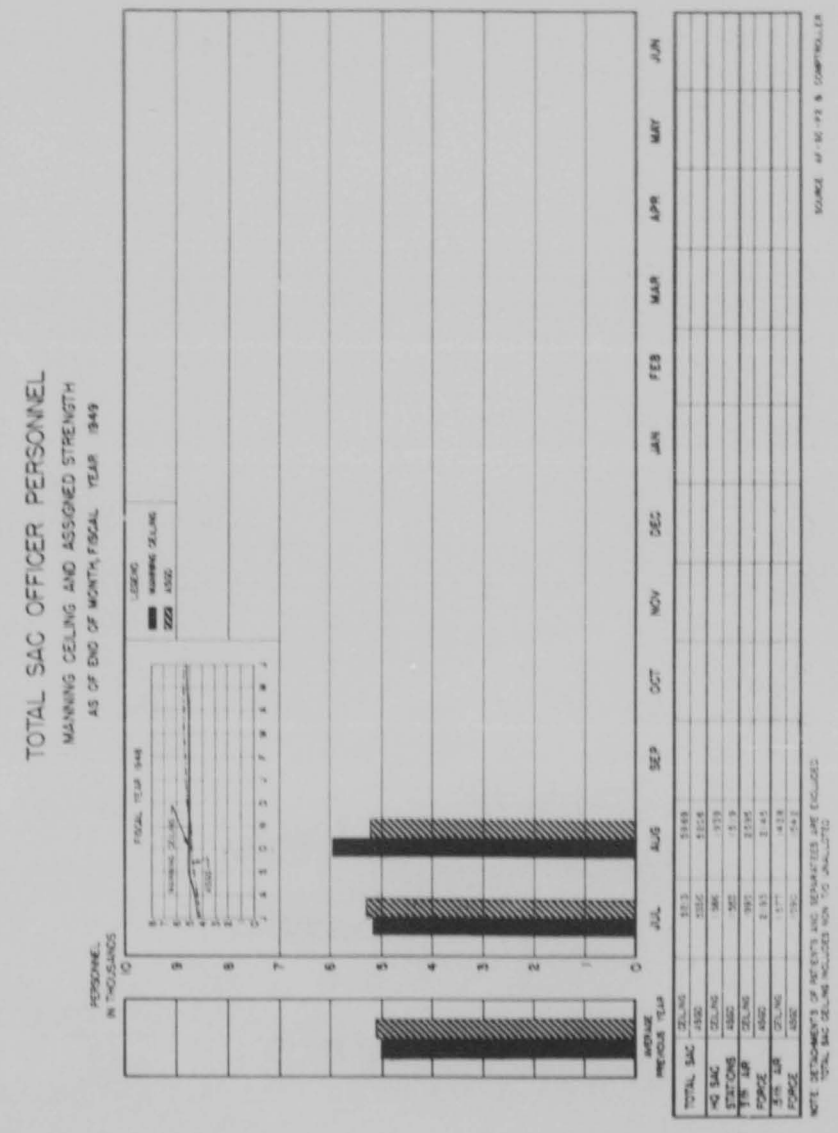

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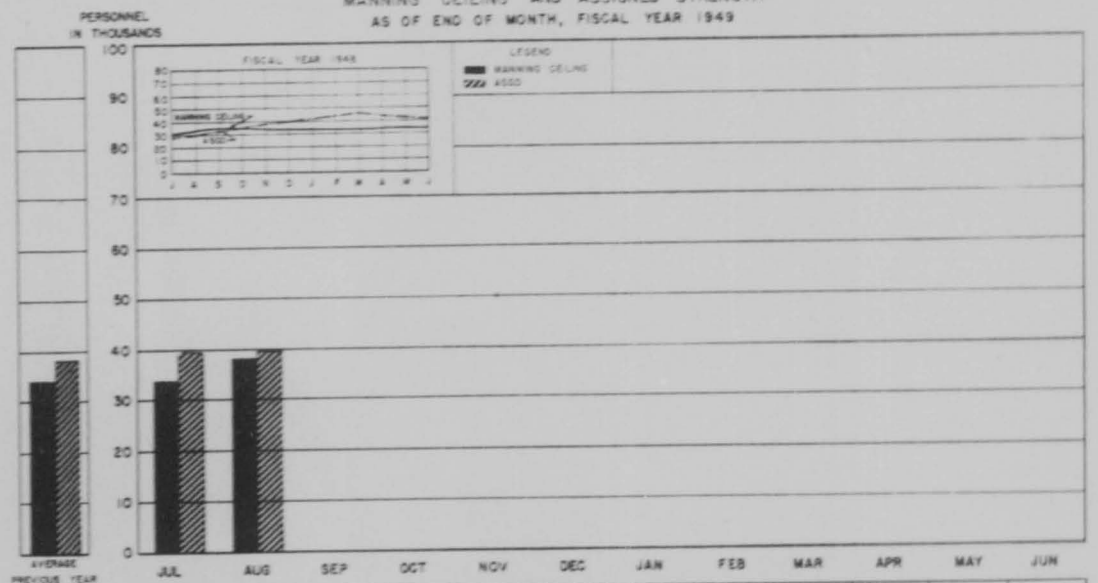
TOTAL SAC ENLISTED PERSONNEL

MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL SAC	CEILING	34,122	38,187
	ASGD	39,540	39,937
HQ SAC STATIONS	CEILING	11,254	13,406
	ASGD	12,882	13,211
8th AIR FORCE	CEILING	13,338	14,855
	ASGD	15,283	15,351
15th AIR FORCE	CEILING	9,520	9,922
	ASGD	11,375	11,375

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED. TOTAL SAC CEILING INCLUDES NON T/O UNALLOTTED.

SOURCE: AF-SC-P2 & COMPTROLLER

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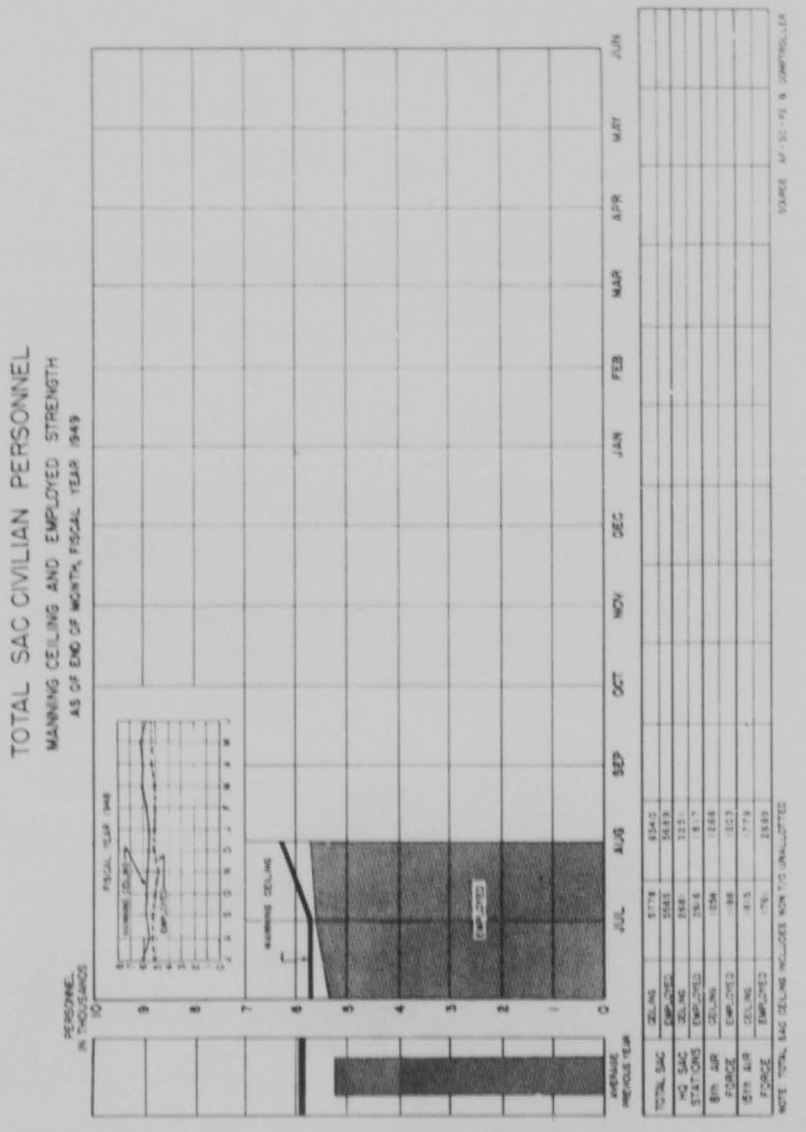

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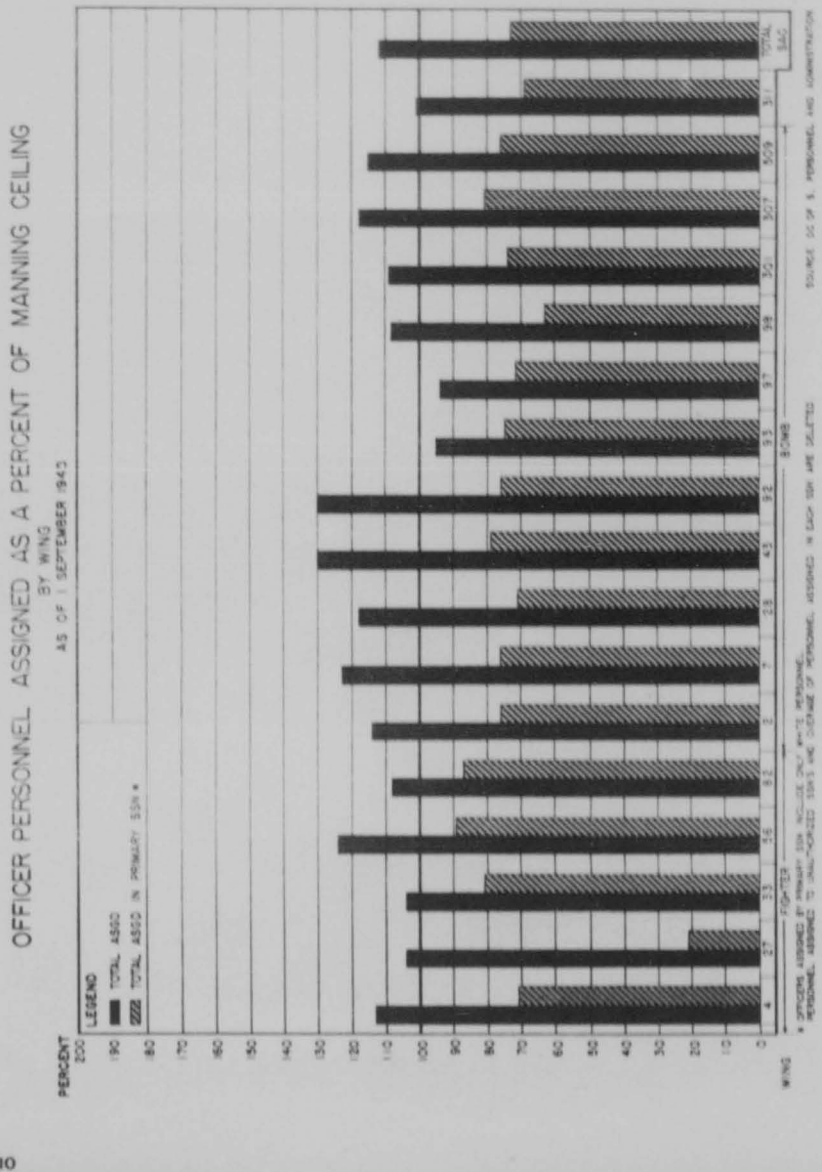

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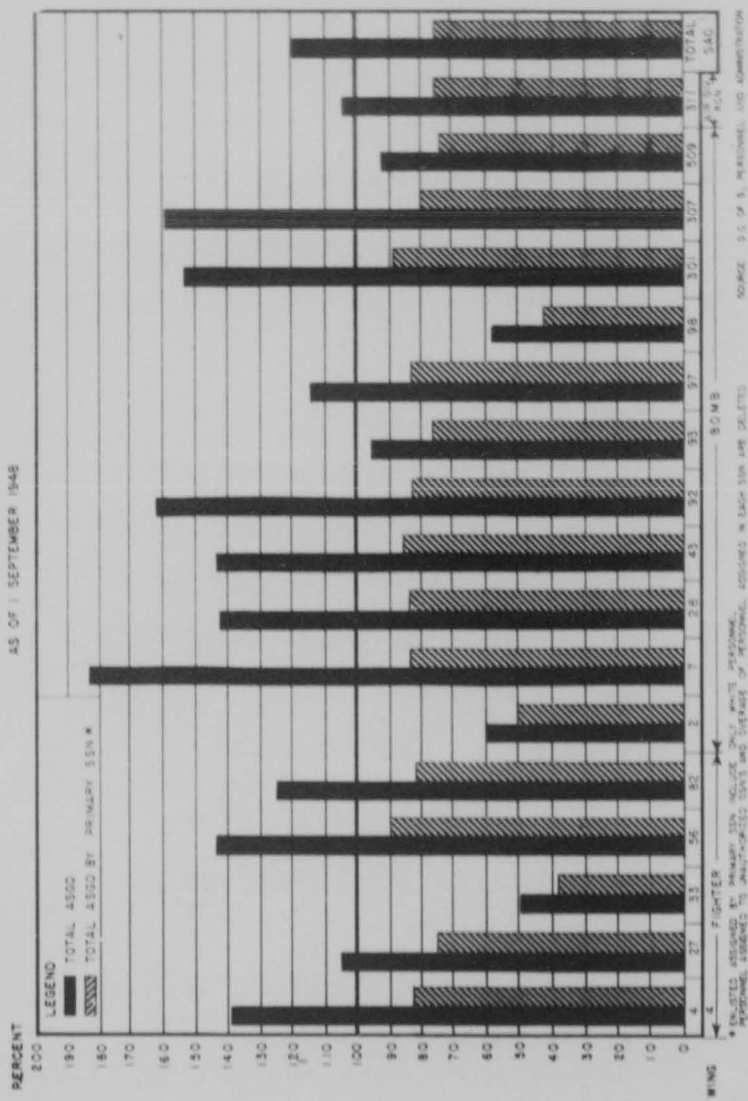
ENLISTED PERSONNEL ASSIGNED AS A PERCENT OF MANNING CEILING

BY WING

AS OF 1 SEPTEMBER 1948



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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 31 AUGUST 1948

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
ANDREWS	SAC	Hq & Hq Sq SAC	180	7	9	153	4	8	384	381	353	292
CARSWELL	8 AF	Hq & Hq Sq 8 AF	88	2	0	70	2	7	250	249	75	72
COLO SPRINGS	15 AF	Hq & Hq Sq 15 AF	91	6	0	94	7	7	302	334	279	269
ANDREWS	SAC	TOTAL 4 Ftr Wg	137	16	0	(2) 158	8	4	1458	1681	451	431
		Hq & Hq Sq 4 Ftr Wg	16	0	0	18	0	0	62	62	13	13
		Hq 4 Ftr Gp	9	2	0	11	0	1	25	23		
		334 Ftr Sq Jet	26	0	0	26	0	0	105	107		
		335 Ftr Sq Jet	26	0	0	28	0	0	105	104		
		336 Ftr Sq Jet	26	0	0	26	0	0	105	106		
		4 Maint & Supply Gp	15	0	0	18	0	2	287	365	194	221
		4 Air Base Gp	19	0	0	31	0	1	704	861	225	181
		4 Station Med Gp	0	14	0	0	8	0	65	53	19	16
MACDILL	SAC	TOTAL 307 Bomb Wg	227	44	6	(1) 243	45	9	2425	2751	498	497
		Hq & Hq Sq 307 Bomb Wg W	30	0	2	50	0	0	79	84	32	33
		Hq 307 Bomb Gp W	12	2	0	14	0	2	28	31		
		370 Bomb Sq W	44	0	0	38	0	1	198	227		
		371 Bomb Sq W	44	0	0	48	0	0	198	230		
		372 Bomb Sq W	44	0	0	50	0	0	198	230		
		307 Maint & Supply Gp	20	0	0	19	0	2	492	546	267	195
		307 Air Base Gp	33	0	4	24	0	3	1056	1279	141	211
		307 Station Med Gp	0	42	0	0	45	1	176	124	58	58
MACDILL	SAC	TOTAL 306 Bomb Gp	144	2	0	3	0	0	622	27		
		Hq 306 Bomb Gp	12	2	0	2	0	0	28	15		
		367 Bomb Sq	44	0	0	1	0	0	198	12		
		368 Bomb Sq	44	0	0	0	0	0	198	0		
		369 Bomb Sq	44	0	0	0	0	0	198	0		

a/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ARMY	UNIT	OFFICERS				ENLISTED		CIVILIANS	
			MARKING CEILING		ASSIGNED		MARKING CEILING	ASGD	MARKING CEILING	SU-PLOTTED
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	OTHER THAN MEDICAL DEPT 1/	MEDICAL DEPT	W/O			
GREENLEE	SAC	TOTAL 83 Ftr Wg	136	15	126	9	7	1306	1413	266	198
		Hq & Hq Sq 83 Ftr Wg	14	0	13	0	0	61	61	10	8
		83 Ftr Sq	9	0	9	0	0	33	36		
		84 Ftr Sq	26	0	21	0	0	106	110		
		85 Ftr Sq	26	0	24	0	0	104	110		
		97 Ftr Sq	26	0	21	0	0	104	105		
		83 Maint & Supply Gp	13	0	12	0	4	238	265	89	66
		83 Air Base Gp	20	0	20	0	0	563	644	83	77
		83 Station Med Gp	0	14	0	9	0	63	67	19	17
SELFRIDGE	SAC	TOTAL 56 Ftr Wg	136	22	135	17	4	1418	1743	266	243
		Hq & Hq Sq 56 Ftr Wg	14	0	17	0	0	51	58	7	6
		61 Ftr Sq	9	0	14	0	0	25	29		
		62 Ftr Sq Jet	26	0	26	0	0	105	121		
		63 Ftr Sq Jet	26	0	29	0	0	104	134		
		64 Ftr Sq Jet	26	0	27	0	0	105	119		
		56 Maint & Supply Gp	14	0	12	0	2	306	331	86	80
		56 Air Base Gp	19	0	10	0	0	662	919	154	144
		56 Station Med Gp	0	20	0	17	0	65	62	13	11
SELFRIDGE	ANG	TOTAL 127 Bomb Wg	238	6	237	3	5	1553	1864	5	
		Hq & Hq Sq 127 Bomb Wg	25	0	30	0	0	51	73	5	
		107 Bomb Gp H	113	0	110	0	0	198	213		
		340 Bomb Sq H	49	0	50	0	0	198	219		
		341 Bomb Sq H	49	0	51	0	0	198	211		
		342 Bomb Sq H	49	0	51	0	0	198	196		
		127 Maint & Supply Gp	21	0	13	0	0	265	321		
		127 Air Base Gp	33	0	23	0	0	891	725		
		127 Station Med Gp	0	6	0	3	0	34	33		
CARSWELL	8 AF	TOTAL 7 Bomb Wg	285	30	5	24	6	2272	3897	305	264
		Hq & Hq Sq 7 Bomb Wg H	25	0	(3) 364	0	0	65	122	15	15
		7 Bomb Gp H	14	0	345	0	0	28	33		
		9 Bomb Sq H	62	0	27	0	0	272	398		
		436 Bomb Sq H	62	0	64	0	0	272	428		
		492 Bomb Sq H	62	0	74	0	0	272	403		
		7 Maint & Supply Gp	25	0	59	0	1	433	642	124	122
		7 Air Base Gp	35	0	30	0	2	814	1773	137	128
		7 Station Med Gp	0	30	0	24	2	116	108	29	29

1/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AIRDIC	UNIT	OFFICERS								ENLISTED		CIVILIANS		
			WARNING CEILING			ASSIGNED					WARNING CEILING	ASSIGNED	WARNING CEILING	ASSIGNED	EX-PLOYEES
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O							
DAVIS-MONTHAN	8 AF	TOTAL 43 Bomb Wg	692	27	6	(4) 415	21	9			3191	3203	395	393	
		Hq & Hq Sq 43 Bomb Wg M	34	0	1	33	0	0			92	111	20	33	
		Hq 43 Bomb Gp M	24	0	0	20	0	1			49	33			
		43 Air Refueling Sq M	133	0	0	50	0	0			315	54			
		63 Bomb Sq M	117	0	0	72	0	0			374	304			
		64 Bomb Sq M	117	0	0	55	0	0			374	319			
		65 Bomb Sq M	117	0	0	30	0	0			374	319			
		43 Maint & Supply Gp	137	0	1	115	0	3			908	906	112	104	
		43 Air Base Gp	54	0	4	0	0	0			1013	1452	132	134	
		43 Station Med Gp	0	27	0		21	0			92	95	31	33	
DAVIS-MONTHAN	8 AF	TOTAL 2 Bomb Wg	197	5	0	212	1	1			1187	928			
		Hq & Hq Sq 2 Bomb Wg M	13	0	0	11	0	0			3	1			
		Hq 2 Bomb Gp M	44	0	0	19	0	1			28	38			
		20 Bomb Sq M	44	0	0	57	0	0			198	219			
		49 Bomb Sq M	44	0	0	57	0	0			198	237			
		96 Bomb Sq M	44	0	0	64	0	0			198	221			
		2 Maint & Supply Gp	11	0	0	5	0	0			209	130			
		2 Air Base Gp	0	0	0	0	0	0			329	91			
		2 Station Med Gp	0	4	0	0	0	1			24	1			
DUGWAY	8 AF	TOTAL 27 Ftr Wg	197	21	4	194	18	2			1409	1423	212	199	
		Hq & Hq Sq 27 Ftr Wg M	9	0	2	9	0	0			57	72	18	18	
		Hq 27 Ftr Gp	6	0	0	9	0	1			25	24			
		522 Ftr Sq TT	51	0	0	44	0	0			135	132			
		523 Ftr Sq TT	51	0	0	36	0	0			135	110			
		524 Ftr Sq TT	51	0	0	36	0	0			135	112			
		27 Maint & Supply Gp	11	0	1	18	0	1			283	267	56	58	
		27 Air Base Gp	18	0	1	42	0	0			569	646	116	102	
		27 Station Med Gp	0	19	0	0	18	0			61	60	22	21	
MALMSTR	8 AF	TOTAL 509 Bomb Wg	634	21	6	358	0	11			3270	3354	307	292	
		Hq & Hq Sq 509 Bomb Wg M	36	0	1	54	0	0			87	183	19	13	
		Hq 509 Bomb Gp M	24	0	0	22	0	0			49	34			
		393 Air Refueling Sq M	133	0	0	1	0	0			315	24			
		715 Bomb Sq M	117	0	0	61	0	0			374	428			
		830 Bomb Sq M	117	0	0	66	0	0			374	411			
		509 Maint & Supply Gp	137	0	1	17	0	4			905	414			
		509 Air Base Gp	54	0	4	54	0	5			1023	479	123	119	
		509 Station Med Gp	0	21	0	15	0	0			68	1280	138	133	
												101	27	27	

1/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AIRCRAFT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED			MANNING CEILING	ASSIGNED	MANNING EXCEEDING CEILING	PLOTTED
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O				
WALKER	B 47	TOTAL 33 Ftr Wg	110	6	0	113	1	0	794	573	573	
		Hq & Hq Sq 33 Ftr Wg	3	0	0	1	0	0	3	1	1	
		Hq 33 Ftr Gp	9	0	0	11	0	0	25	31	31	
		58 Ftr Bq Sqt	28	0	0	28	0	0	105	122	122	
		59 Ftr Bq Sqt	28	0	0	31	0	0	105	125	125	
		60 Ftr Bq Sqt	28	0	0	29	0	0	105	131	131	
		33 Maint & Supply Gp	11	0	0	8	0	0	264	135	135	
		33 Air Base Gp	9	4	0	8	1	0	223	27	27	
		33 Station Med Gp	0	4	0	0	1	0	24	1	1	
CASTLE	15 A7	TOTAL 93 Bomb Wg	195 *	21 *	5 *	197	14	3	1523 *	1570	249 *	249
		Hq & Hq Sq 93 Bomb Wg *	*	*		111	0	0	*	158		15
		Hq 93 Bomb Gp *	*	*		10	0	0	*	22		
		328 Bomb Sq *	44			45	0	0	198	189		
		329 Bomb Sq *	44			43	0	0	198	188		
		330 Bomb Sq *	44			43	0	0	198	185		133
		93 Maint & Supply Gp	*			13	0	0	*	266		87
		93 Air Base Gp	*			34	1	0	*	498		14
		93 Station Med Gp	*			0	14	0	*	63		
MARCH CITY	15 A7	TOTAL 28 Bomb Wg	203	27	5	248	21	4	1901	2315	361	281
		Hq & Hq Sq 28 Bomb Wg *	16	0	0	17	0	0	51	67	17	13
		Hq 28 Bomb Gp *	12	0	0	15	0	1	28	31		
		77 Bomb Sq *	44	0	0	49	0	0	198	241		
		717 Bomb Sq *	44	0	0	53	0	0	198	264		
		718 Bomb Sq *	44	0	0	45	0	0	198	257		
		28 Maint & Supply Gp	19	0	0	22	0	1	370	380	134	130
		28 Air Base Gp	24	0	0	37	0	0	764	976	129	115
		28 Station Med Gp	0	25	0	0	21	0	94	106	21	23
SWEET HILL	15 A7	TOTAL 301 Bomb Wg	204	28	5	243	20	1	1696	2582	302	296
		Hq & Hq Sq 301 Bomb Wg *	20	0	0	20	0	0	51	92	13	11
		Hq 301 Bomb Gp *	13	0	0	18	0	0	28	38		
		32 Bomb Sq *	44	0	0	50	0	0	198	210		
		352 Bomb Sq *	44	0	0	46	0	0	198	210		
		353 Bomb Sq *	44	0	0	50	0	0	198	194		153
		301 Maint & Supply Gp	18	0	0	19	0	0	299	395	154	104
		301 Air Bases Gp	24	0	0	40	0	1	632	1570	111	24
		301 Station Med Gp	0	24	0	0	20	0	92	83	25	

* Complete breakdown of total manning ceiling for 93 Bomb Wing is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	AIRCOM	UNIT	OFFICERS						ENLISTED		CIVILIANS		
			MANNING CEILING			ASSIGNED			MANNING CEILING	AGGD	MANNING CEILING		RE-PLOYED
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O					
BIGGS AFLD	15 AF	TOTAL 22 Bomb Wg	167	6	0	134	1	0	1187	979			
		Hq & Hq Sq 22 Bomb Wg H	3	0	0	1	0	0	3	2			
		Hq 22 Bomb Gp H	12	0	0	14	0	0	28	68			
		2 Bomb Sq H	44	0	0	40	0	0	198	193			
		19 Bomb Sq H	44	0	0	33	0	0	198	183			
		33 Bomb Sq H	44	0	0	37	0	0	198	175			
		22 Maint & Supply Gp	11	0	0	3	0	0	209	171			
		22 Air Base Gp	9	0	0	7	0	0	329	185			
		22 Station Med Gp	0	4	0	0	1	0	24	2			
SPOKANE	15 AF	TOTAL 92 Bomb Wg	206	35	5	(2) 287	23	7	1721	3642	429	410	
		Hq & Hq Sq 92 Bomb Wg H	20	0	0	33	0	0	58	101	15	14	
		Hq 92 Bomb Gp H	12	0	0	17	0	0	28	43			
		325 Bomb Sq H	44	0	0	40	0	0	198	190			
		326 Bomb Sq H	44	0	0	37	0	0	198	195			
		327 Bomb Sq H	44	0	0	35	0	0	198	212			
		92 Maint & Supply Gp	18	0	3	26	0	3	302	626	129	118	
		92 Air Base Gp	24	0	1	98	0	3	622	1167	233	231	
		92 Station Med Gp	0	33	0	0	23	1	117	108	51	47	
SPOKANE	15 AF	TOTAL 99 Bomb Wg	167	6	0	(1) 192	1	2	1187	905			
		Hq & Hq Sq 99 Bomb Wg H	3	0	0	1	0	0	3	1			
		Hq 99 Bomb Gp H	12	2	0	13	0	0	28	31			
		343 Bomb Sq H	44	0	0	59	0	0	198	262			
		344 Bomb Sq H	44	0	0	54	0	0	198	262			
		345 Bomb Sq H	44	0	0	52	0	0	198	276			
		99 Maint & Supply Gp	11	0	0	4	0	0	209	57			
		99 Air Base Gp	9	0	0	7	0	1	329	14			
		99 Station Med Gp	0	4	0	0	1	0	24	1			
TOTAL 4g SAC Bm & Ftr Wings			4546	385	64	4198	236	97	31041	34775	4522	4306	
TOPEKA	SAC	TOTAL 311 Air Div Bm	661	21	12	400	8	14	3629	2757	1429	1051	
		Hq & Hq Sq 311 Air Div Bm	33	3	0	23	0	0	56	48	10	4	
		Hq Wng Sq 55 Strategic Rcn Wg	15	0	0	14	0	0	51	43	6	6	
		Hq 55 Strategic Recn Gp	0	0	0	0	0	0	0	0			
		1 Communication Tech Sq	12	0	0	4	0	0	101	38	5	5	
		12 Cadastral Sq	80	0	0	32	0	1	227	217			
		13 Photo Tech Sq	2	0	0	4	0	0	50	52			
		343 Strategic Recn Sq Map	77	0	0	106	0	1	272	439			

1/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available

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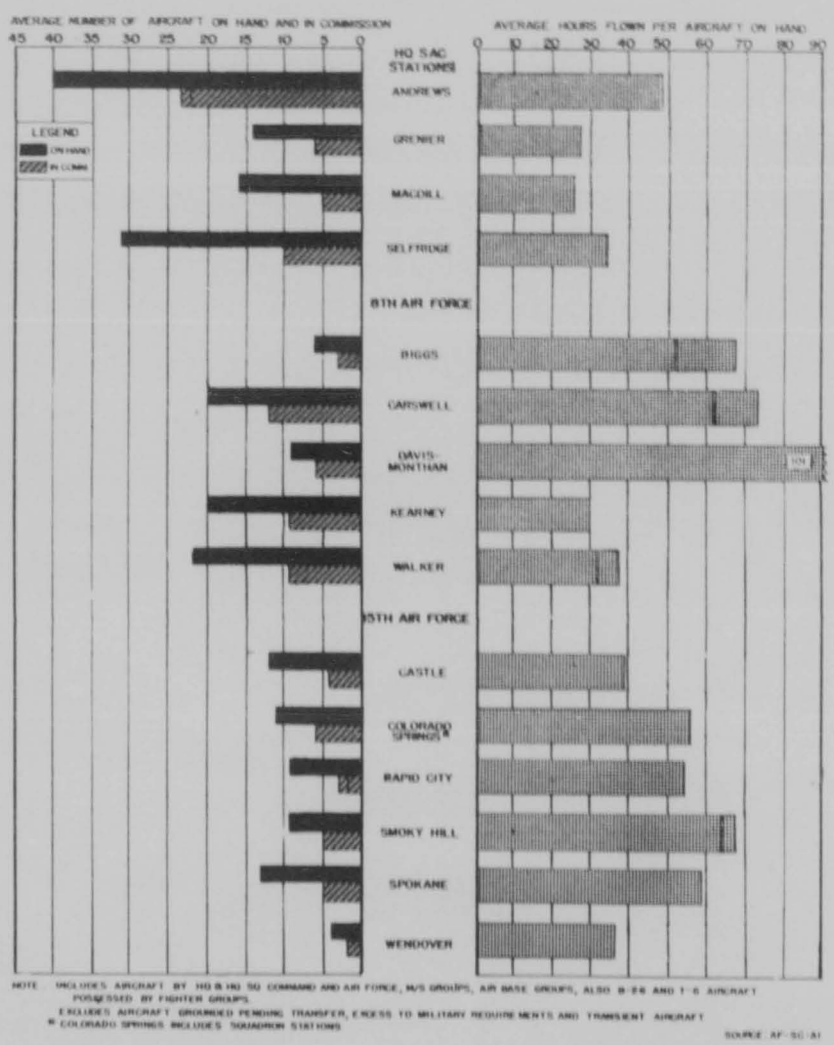
SAC AIRCRAFT ON HAND AND HOURS FLOWN

AUGUST 1948



NOTE: INCLUDES AIRCRAFT BY HQ & HQ SQ COMMAND AND AIR FORCE, M/S GROUPS, AIR BASE GROUPS, ALSO B-29 AND T-6 AIRCRAFT POSSESSED BY FIGHTER GROUPS.
EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT AIRCRAFT
* COLORADO SPRINGS INCLUDES SQUADRON STATIONS

SOURCE: AF-SC-A1

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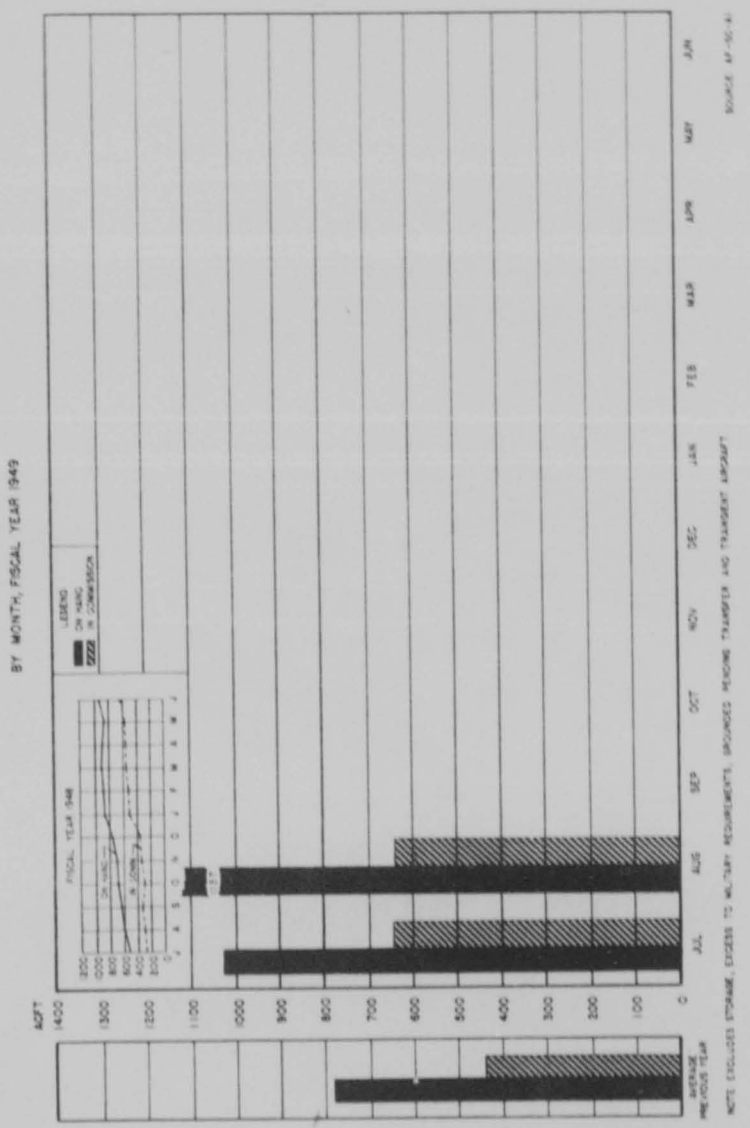
TOTAL SAC AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT

SOURCE AF-OC-A

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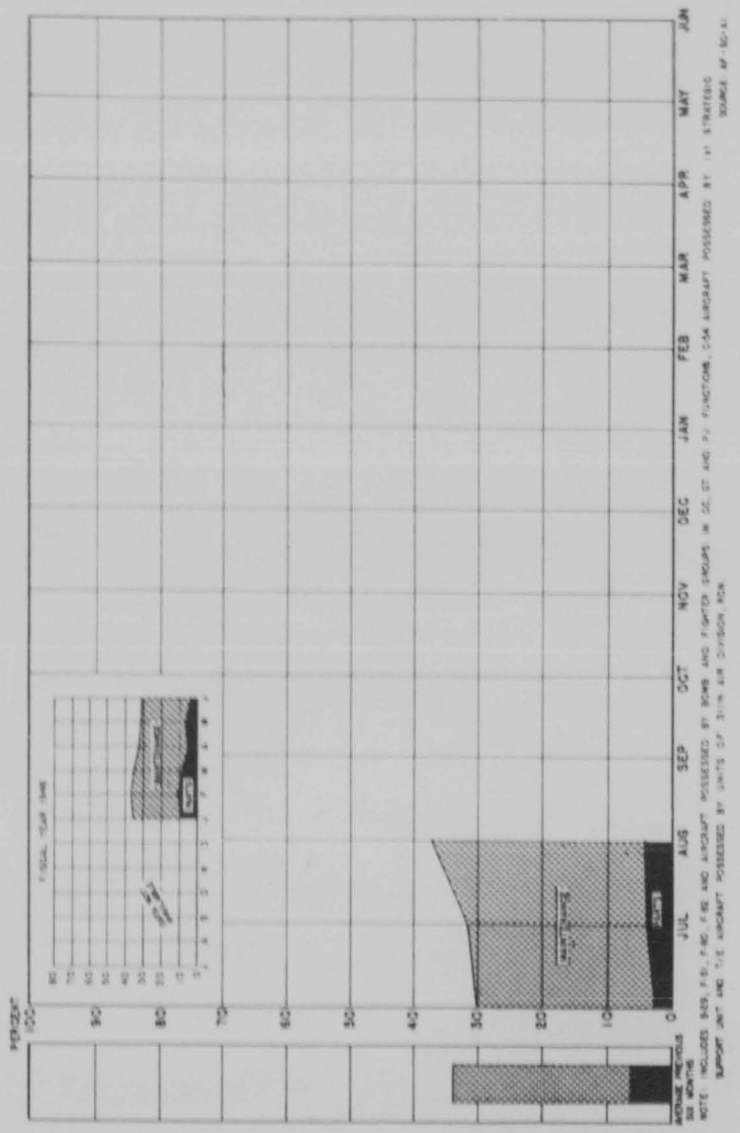
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1969



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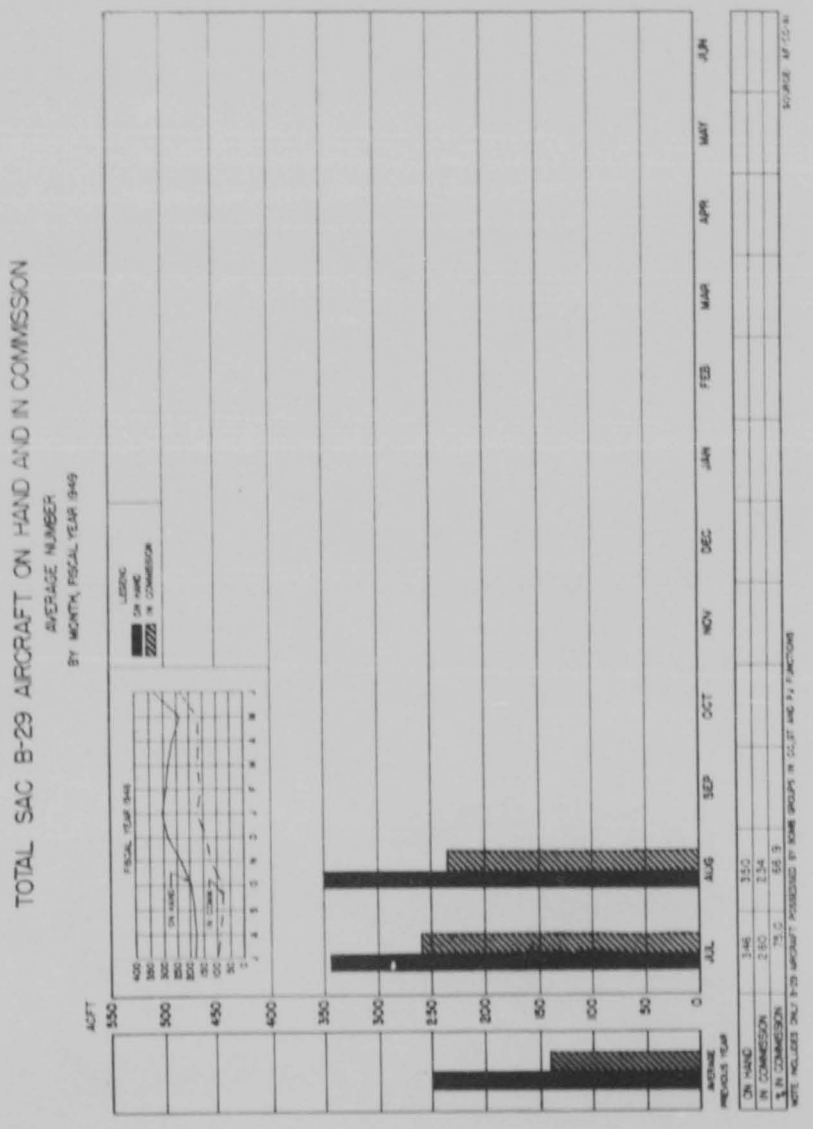

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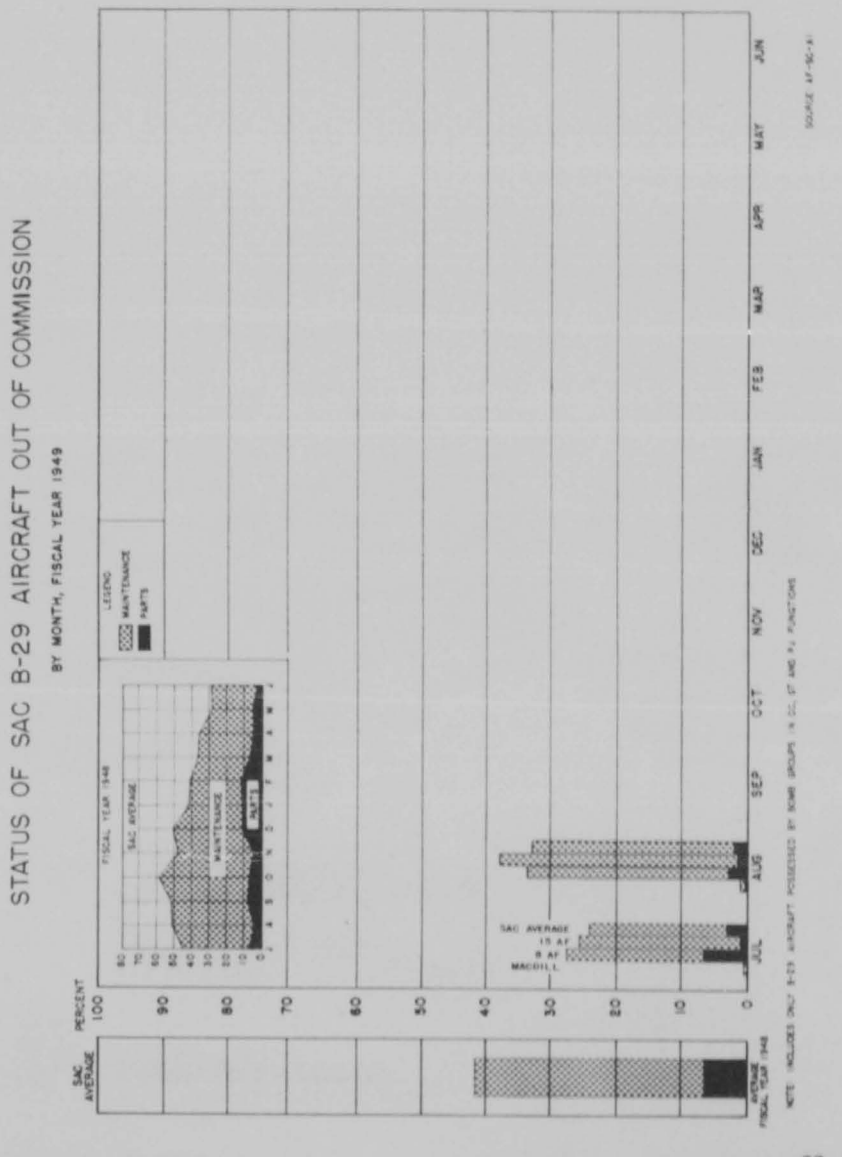

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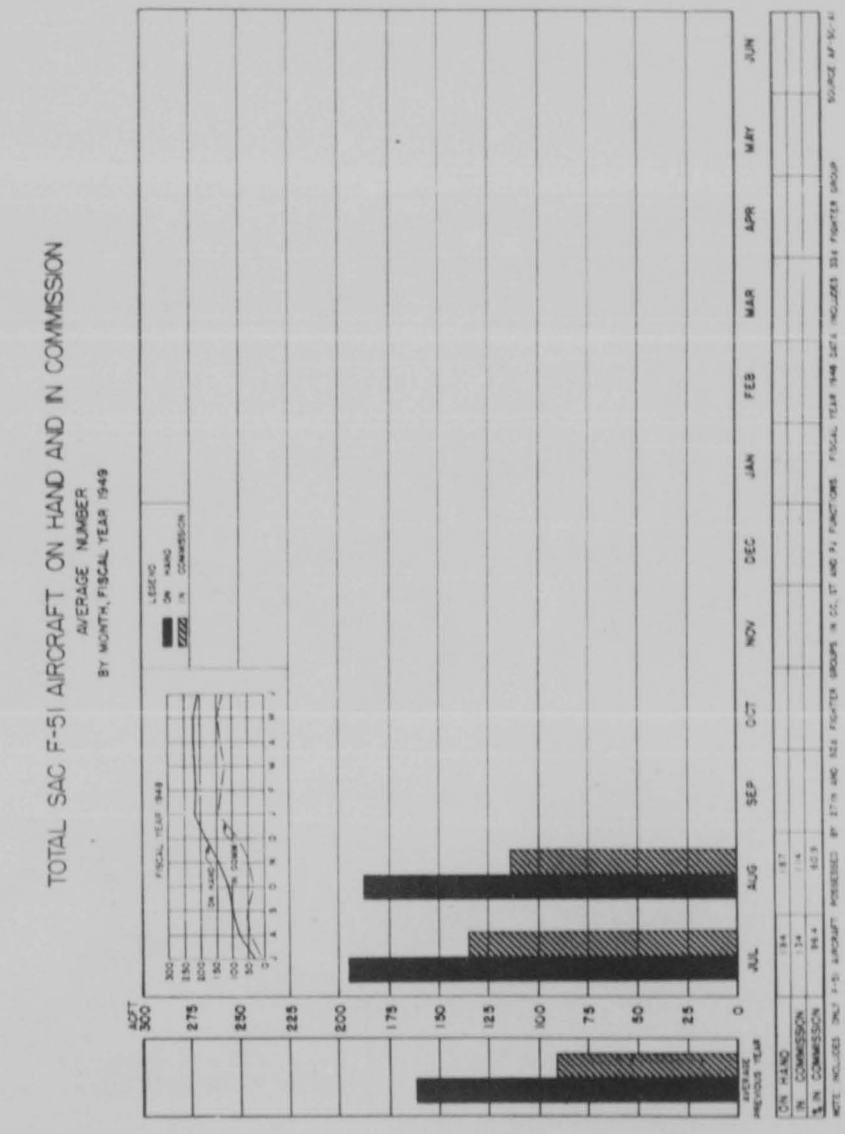

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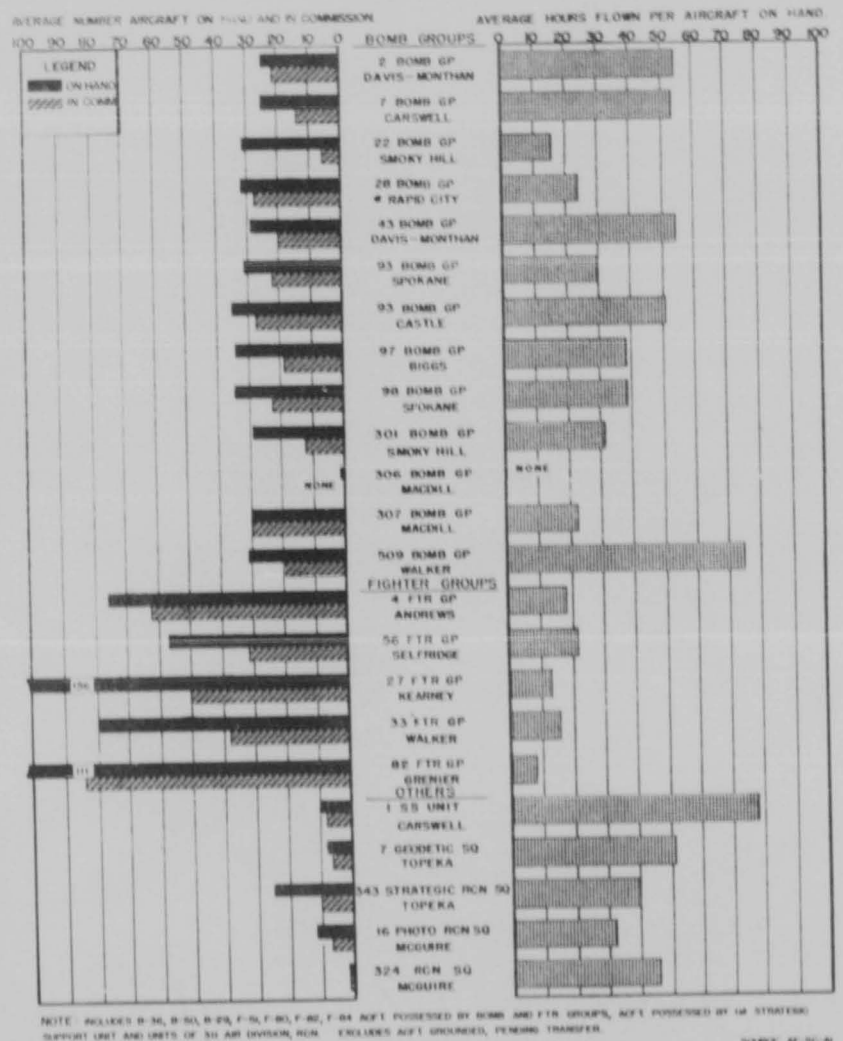
SAC AIRCRAFT ON HAND AND HOURS FLOWN

AUGUST 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-80, F-82, F-84 ACFT POSSESSED BY BOMB AND FTR GROUPS, ACFT POSSESSED BY 1st STRATEGIC SUPPORT UNIT AND UNITS OF 311 AIR DIVISION, RCN. EXCLUDES ACFT GROUNDED, PENDING TRANSFER.

SOURCE: AF-SC-N

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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

31 AUGUST 1948

STATION AND UNIT	TOTAL	BOMBER	FIGHTER	RCN AND LIAISON	TRANSPORT	TRAINER
HQ SAC STATIONS						
EIGHTH AIR FORCE						
FIFTEENTH AIR FORCE						
TOTAL ALL STATIONS						

1/ INCLUDES ACFT POSSESSED BY OTHER COMMANDS WHICH ARE LOCATED AT SAC STATIONS AND FOR WHICH SAC STATIONS HAS MAINTENANCE RESPONSIBILITY, THEY PARTICULARLY INCLUDE ACFT BELONGING TO AIR NATIONAL GUARD, AIR FORCE RESERVE, AIR SEA RESCUE AND FLIGHT SERVICE

SOURCE AF-SO-A

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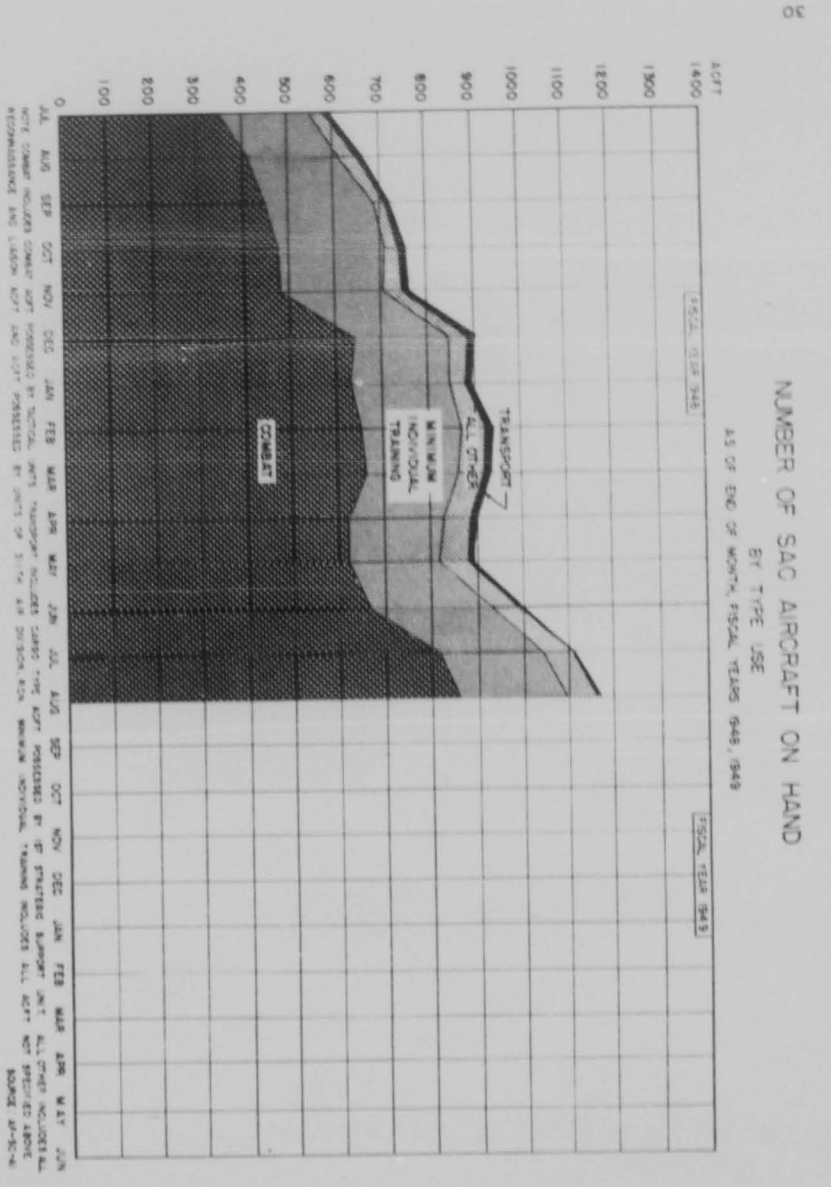

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AIRCRAFT and MAINTENANCE

Section 3

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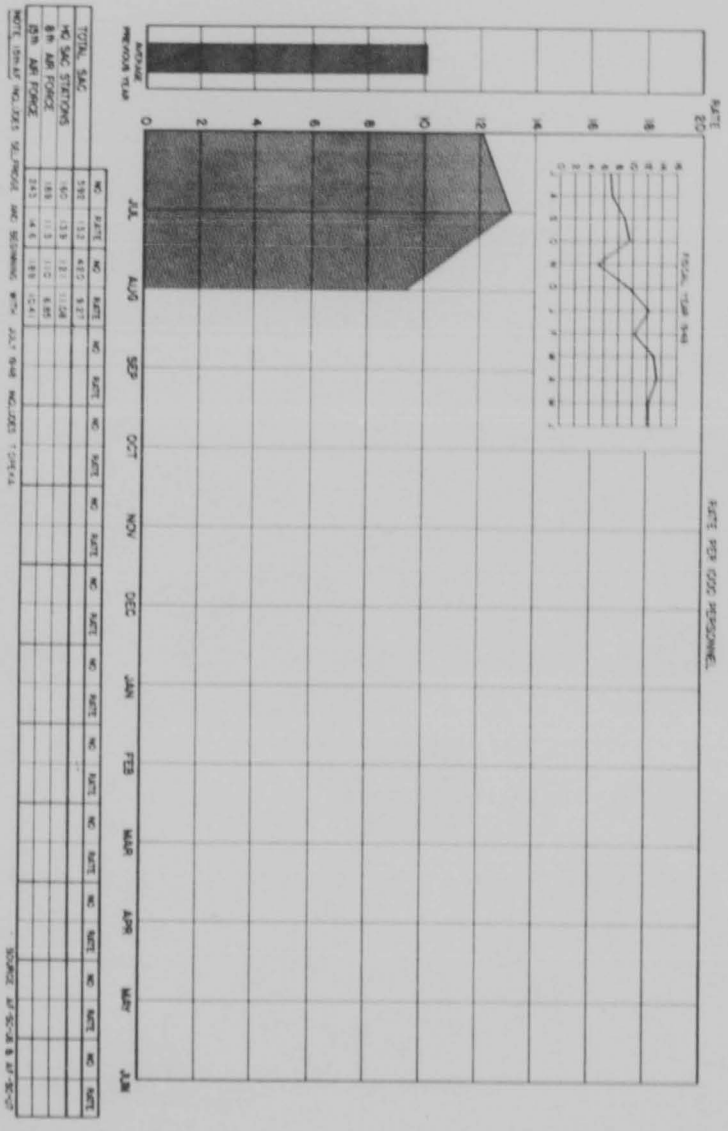

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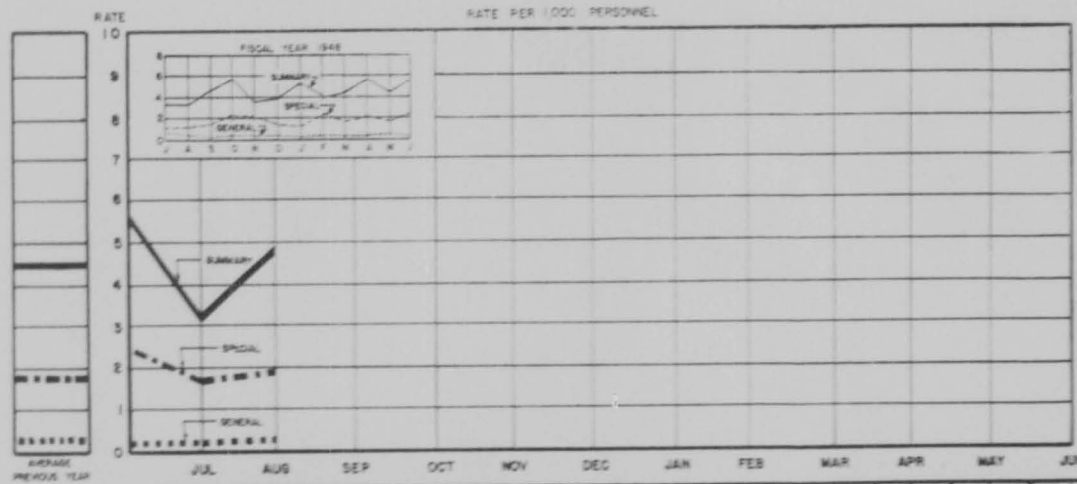
TOTAL SAC COURTS MARTIAL RATE

BY MONTH, FISCAL YEAR 1949

RATE PER 1,000 PERSONNEL



		JUL NO	JUL RATE	AUG NO	AUG RATE	SEP NO	SEP RATE	OCT NO	OCT RATE	NOV NO	NOV RATE	DEC NO	DEC RATE	JAN NO	JAN RATE	FEB NO	FEB RATE	MAR NO	MAR RATE	APR NO	APR RATE	MAY NO	MAY RATE	JUN NO	JUN RATE
TOTAL SAC	SUMMARY	145	3.2	224	4.94																				
	SPECIAL	76	1.7	86	1.90																				
	GENERAL	1	0	11	0.24																				
HQ SAC STATIONS	SUMMARY	43	3.7	65	5.85																				
	SPECIAL	15	1.3	21	1.89																				
	GENERAL	0	0	3	0.27																				
8th AIR FORCE	SUMMARY	36	2.2	60	3.74																				
	SPECIAL	31	1.9	20	1.25																				
	GENERAL	0	0	1	0.06																				
15th AIR FORCE	SUMMARY	66	4.0	99	5.45																				
	SPECIAL	30	1.8	45	2.48																				
	GENERAL	1	0.1	7	0.39																				

SOURCE AF-SC-17

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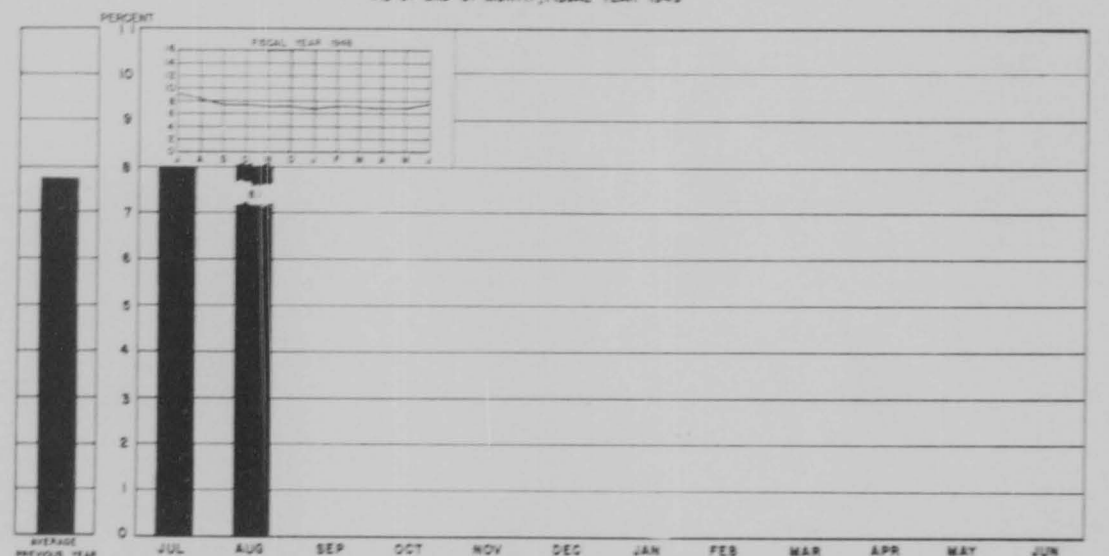
TOTAL SAC NON-WHITE ENLISTED PERSONNEL

PERCENT OF TOTAL ENLISTED PERSONNEL ASSIGNED

AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL SAC	WHITE	37[illegible]39	38179
	NON - WHITE	3293	3386
HQ SAC STATIONS	WHITE	112[illegible]	11453
	NON - WHITE	19[illegible]	2184
8th AIR FORCE	WHITE	15283	15351
	NON - WHITE	824	751
15th AIR FORCE	WHITE	11375	11375
	NON - WHITE	528	451

NOTE DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE AF-SC-PS

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

31 AUGUST 1948

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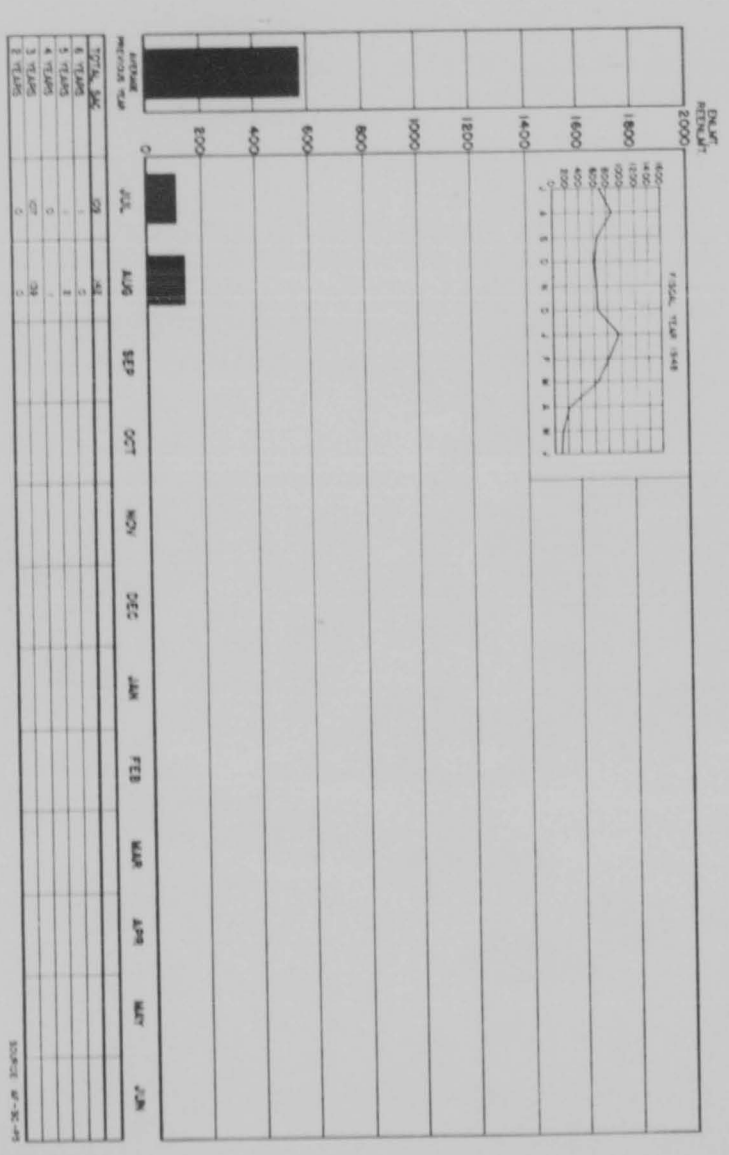
TOTAL SAC ENLISTMENTS AND REENLISTMENTS

BY MONTH, FISCAL YEAR 1949



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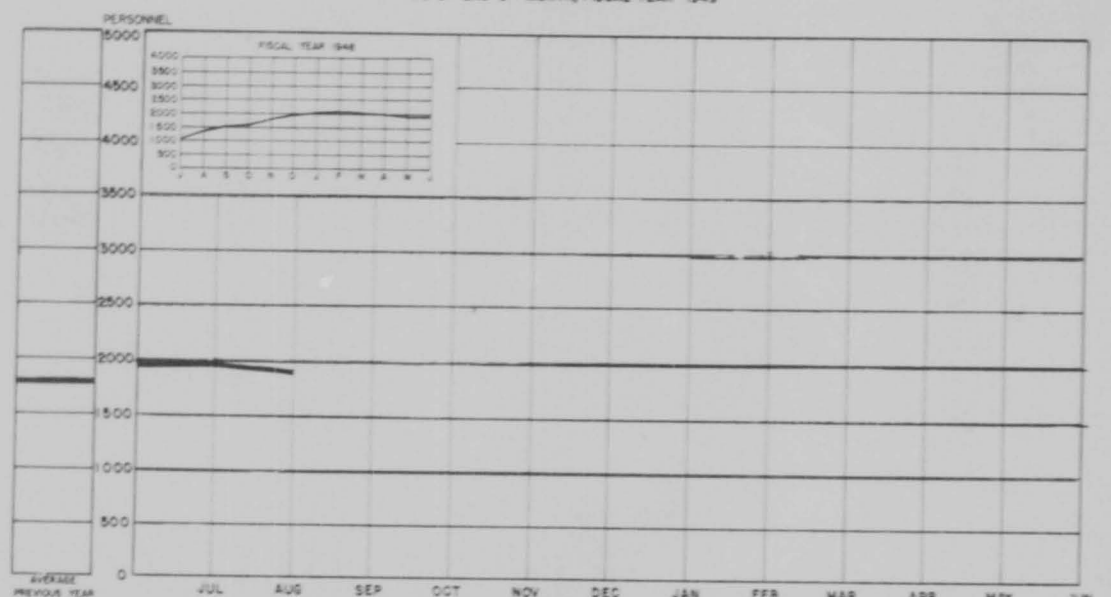
TOTAL SAC OFFICER PERSONNEL ASSIGNED

REGULAR AIR FORCE AND REGULAR ARMY

AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL SAC	1969	1895
HQ SAC STATIONS	610	570
8TH AIR FORCE	809	789
15th AIR FORCE	550	536
% OF ASGD STRENGTH	36.9	36.4

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED JUL 1947 THRU DEC 1947

SOURCE: SC-901 CARDS

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SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF END OF MONTH, FISCAL YEAR 1949

AS OF 31 AUGUST 1949

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	W O	TOTAL
UNITED STATES AIR FORCE	9	116	484	1,115	1,777	581	88	1	1,588
UNITED STATES AIR FORCE RESERVE		1	33	448	1,254	1,139	183	8	3,076
AIR FORCE UNITED STATES				4	14	14	8	108	138
REGULAR ARMY		8	18	48	45	15	7		141
ORGANIZED RESERVE CORPS			1			1			2
ARMY UNITED STATES			2	38	66	22	4	14	126
TOTAL OFFICERS	9	125	514	1,653	3,156	1,772	290	131	8,610
PERCENT BY GRADE	0.1	1.5	6.0	19.2	36.7	20.6	3.4	1.5	

NOTE: INCLUDES DETACHMENT OF PATIENTS AND SEPARATEES
1.5 PERCENT OF ASSIGNED OFFICERS 5 AUG ARE FEMALE

ROOSCE AF-SAC-110

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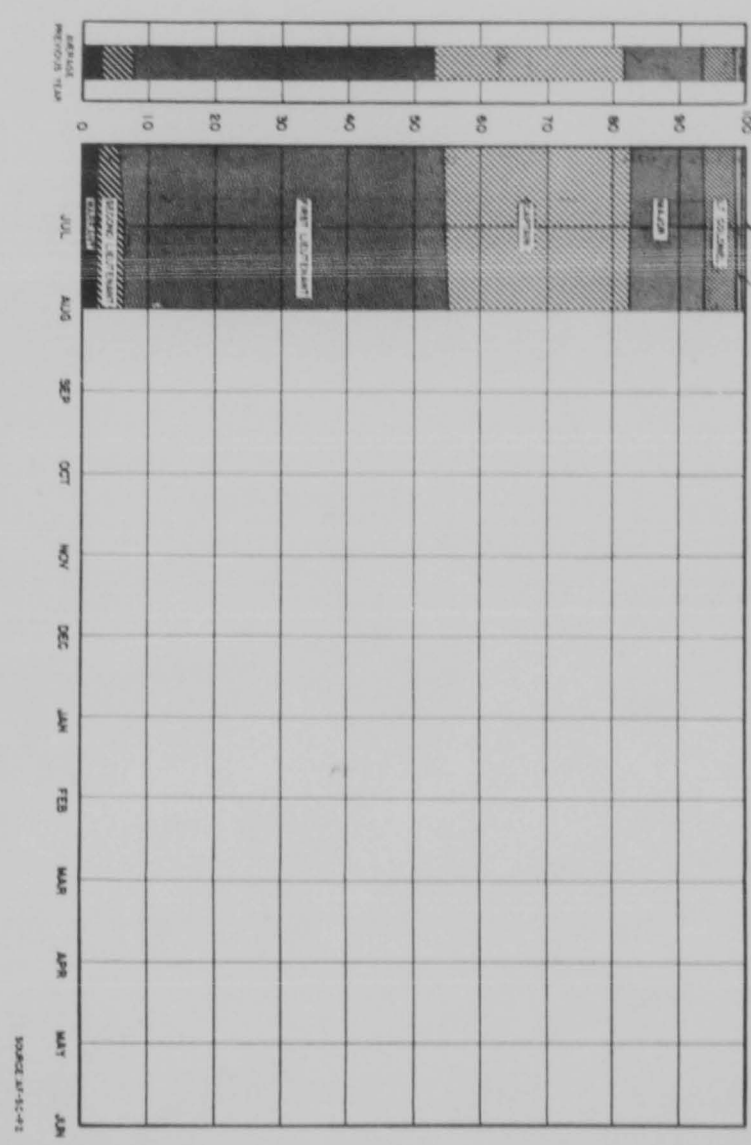

TOTAL SAC OFFICER PERSONNEL BY RANK

AS OF END OF MONTH, FISCAL YEAR 1969

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
MACDILL	SAC	Hq & Hq SV Co 937 Engr Avn Gp	13	0	0	13	1	0	62	83		
		838 Engr Avn Bn	27	3	0	31	0	2	592	1149		
		812 Engr Avn Bn	44	1	0	31	0	0	592	609		
		621 Engr Maint Co Avn	6	0	0	6	0	0	146	160		
		811 Chemical Co AO	4	0	0	2	0	0	130	21		
CARSWELL	8 AF	585 AF Band	0		1	0	0	1	34	31		
WALKER	8 AF	611 AF Band TDY Grenier	0		1	0	0	1	34	24		
RAPID CITY	15 AF	612 AF Band	0		1	0	0	1	34	22		
ANDREWS	SAC	702 AF Band	0		1	0	0	1	34	28		
MACDILL	SAC	740 AF Band	0		1	0	0	1	34	23		
SMOKY HILL	15 AF	745 AF Band	0		1	0	0	0	34	27		
DAVIS-MONTHAN	8 AF	775 AF Band	0		1	0	0	1	34	25		
		1-6-1 Strength each Unit										
ANDREWS	SAC	Hq & Hq Sq 58 Air Div Bomb	1			1			1	1		
		44 Bomb Gp	1			1			1	1		
		95 Bomb Gp	1			1			1	1		
		303 Bomb Gp	1			1			1	1		
		305 Bomb Gp	1			1			1	1		
		907 Chemical Co AO	1			1			1	1		
SELFRIDGE	SAC	468 Sig Hv Cons Co (Avn)	1			1			1	0		

SOURCE: AF-SC-P2, AF-SC-P68 and Comptroller

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASSMT	UNIT	OFFICERS MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS MANNING CEILING: MEDICAL DEPT	OFFICERS MANNING CEILING: W.O.	OFFICERS ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS ASSIGNED: MEDICAL DEPT	OFFICERS ASSIGNED: W.O.	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EX-PLOYED
TOPEKA 4311 Air Div Rcn Camera Lab	SAC	145 Maint & Supply Sq	13	0	0	13	0	0	354	268	96	50
(Bolling AF Base) (Washington D.C.)	SAC	55 Station Hqt Sq	22	0	0	21	0	0	553	421	121	70
(Long Island City N.Y.) (Long Island City N.Y.) (Wright-Patterson) MCGUIRE	SAC	4203 Photo Tech Sq	34	0	0	40	0	0	50	31	5	2
	SAC	Rc Aero Chart Service	28	0	0	27	0	0	313	353	0	0
	SAC	6 4801 Motion Picture Sq	24	0	0	24	0	0	166	164	1065	814
		4202 Base Sv Sq	22	0	0	2	0	0	150	54	57	43
		4204 Base Sv Sq	24	0	0	2	0	0	150	0	0	0
		Rc 91 Jcm Gp	22	0	0	0	0	0	66	66	74	48
		323 Rcn Sq VLR Photo	24	0	0	0	0	0	66	46	0	0
		324 Rcn Sq VLR Photo Rcn	84	0	0	0	0	0	418	0	0	0
		11 Photo Rcn Sq (Special)	106	0	0	0	0	0	359	0	0	0
		16 Photo Tech Dt	63	2	0	0	0	0	354	0	0	0
CLOVIS	8 AF	4000 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
CAMP ROOD	8 AF	4001 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
CAMPBELL	15 AF	4062 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
MOUNTAIN HOME	15 AF	4101 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
POCATELLO	15 AF	4102 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
TORREJON	15 AF	4103 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
ANDERSEN	SAC	4104 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
DAKOTA	SAC	4000 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
WORCESTER	15 AF	4001 Base Sv Sq	4	0	0	4	0	0	50	46	0	0
ANDERSEN	SAC	4100 Manpower Base Sq	4	0	0	4	0	0	50	46	0	0
CAMPBELL	SAC	3900 Flight Section Sq	4	0	0	4	0	0	50	46	0	0
ANDERSEN	SAC	3903 Radar Bomb Scoring Sq	4	0	0	4	0	0	50	46	0	0
OPHEARE	15 AF	4105 Map Sq	4	0	0	4	0	0	50	46	0	0
CAMPBELL	SAC	38 Comm Sq	4	0	0	4	0	0	50	46	0	0
ANDERSEN	SAC	36 Comm Sq	4	0	0	4	0	0	50	46	0	0
COLO SPRINGS	15 AF	33 Comm Sq	4	0	0	4	0	0	50	46	0	0
CAMPBELL	8 AF	1st Strategic Support Dt	4	0	0	4	0	0	50	46	0	0
MACDILL	SAC	1st Aviation Sq	4	0	0	4	0	0	50	46	0	0
CAMPBELL	8 AF	2d Aviation Sq	4	0	0	4	0	0	50	46	0	0
CAMPBELL	8 AF	1st Ordnance Sq	4	0	0	4	0	0	50	46	0	0
SEWART	SAC	454 Tk Rc Cons Co (Arm)	4	0	0	4	0	0	50	46	0	0

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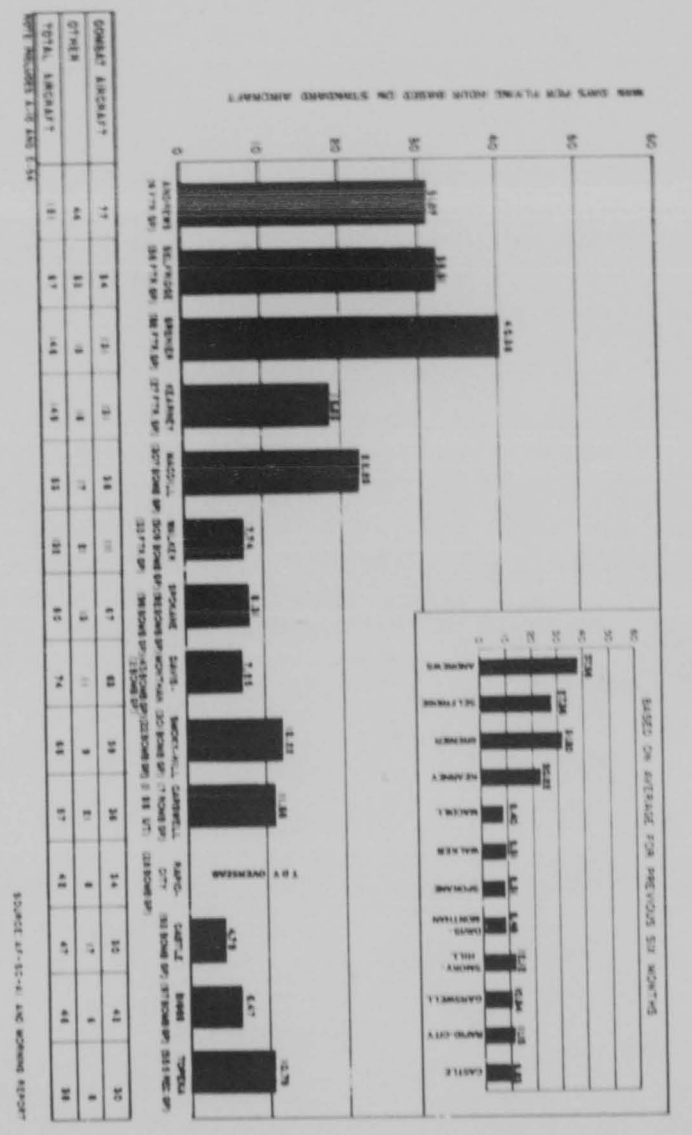
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR

FOR COMBAT TYPE AIRCRAFT

AUGUST 1944



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SAC BOMBING DATA

BY BOMB GROUP

AUGUST 1948

No. Bomb Releases	11th Bomb Gp	43d Bomb Gp	97th Bomb Gp	509th Bomb Gp	22d Bomb Gp	92d Bomb Gp	93d Bomb Gp	98th Bomb Gp	2d Bomb Gp *	28th Bomb Gp *	301st Bomb Gp *	307th Bomb Gp**
a. 15,000-25,000												
(1) Visual												
No. Releases	392	120	237	0	76	221	374	165				
Av. Cir. Error	353	287	309	0	299	127	387	423				
(2) Radar												
No. Releases	5	152	6	0	5	13	165	0				
Av. Cir. Error	1010	1317	1425	0	3500	2490	1828	0				
b. Above 25,000												
(1) Visual												
No. Releases	152	20	282	0	68	0	0	0				
Av. Cir. Error	434	277	299	0	317	0	0	0				
(2) Radar												
No. Releases	0	15	0	0	10	0	0	0				
Av. Cir. Error	0	876	0	0	560	0	0	0				
Scored 90% Runs												
a. 15,000-25,000												
(1) No. Runs	86	102	7	57	0	28	0	0				
(2) Av. Cir. Error	3469	2553	2544	2562	0	5409	0	0				
b. Above 25,000												
(1) No. Runs	0	0	0	0	20	14	0	0				
(2) Av. Cir. Error	0	0	3012	0	3490	4452	0	0				

* No reports on 2d, 28th, and 301st Bomb Groups -- Groups on TDY

** 307th Bomb Group not reported

SOURCE: SAC-OT-112

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SAC AIR TRAINING REPORT

AUGUST 1948

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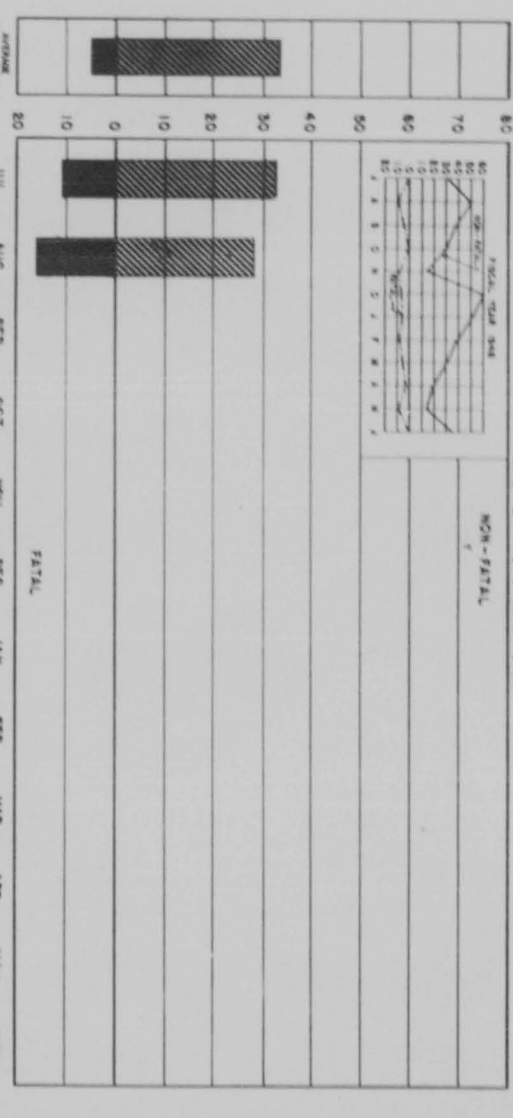
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

FATAL AND NON-FATAL

BY MONTH, FISCAL YEAR 1949

RATE PER 100,000 HOURS FLOWN



		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	FATAL	4	6.8	1	1.9																				
	NON-FATAL	3	10.3	0	0.0																				
HQ SAC & STATIONS	FATAL	1	3.4	1	3.5																				
	NON-FATAL	1	3.4	0	0.0																				
8th AIR FORCE	FATAL	3	11.9	0	0.0																				
	NON-FATAL	4	15.8	0	0.0																				
15th AIR FORCE	FATAL	1	10.8	0	0.0																				
	NON-FATAL	2	21.5	1	10.8																				

SOURCE: AF-SC-A and AFC-A-22

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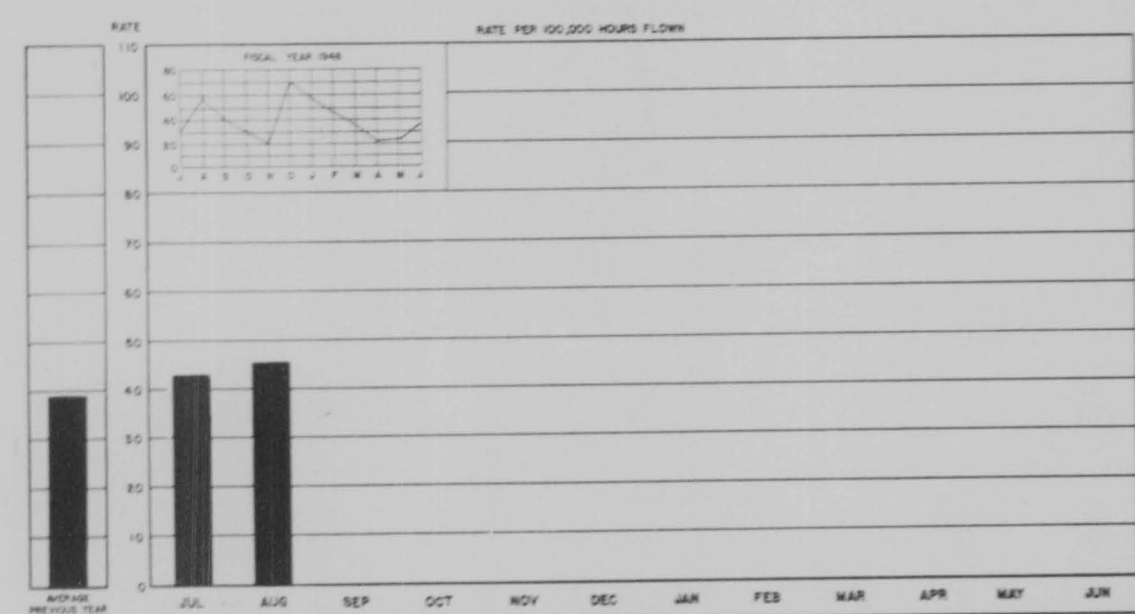
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

BY MONTH, FISCAL YEAR 1949



	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	16	[illegible]	16	[illegible]																				
HQ SAC STATIONS	5	[illegible]	10	[illegible]																				
8TH AIR FORCE	9	[illegible]	3	[illegible]																				
15TH AIR FORCE	2	[illegible]	3	[illegible]																				

SOURCE AF-SC-A1 AND AF CA1-E2

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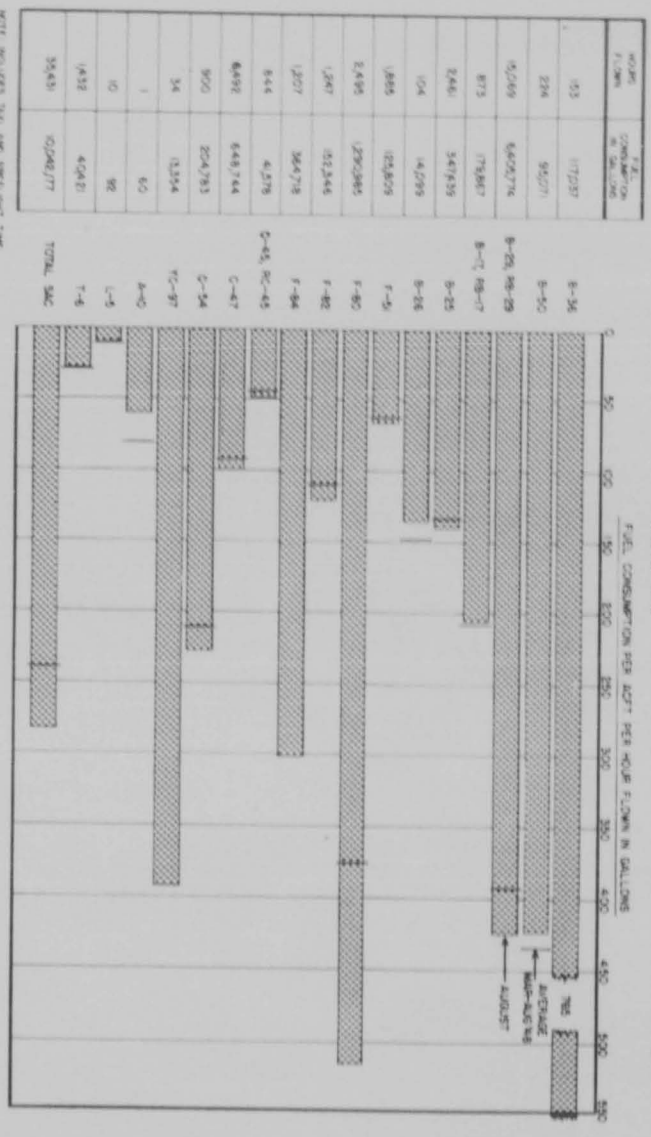
TOTAL SAC AIRCRAFT HOURS FLOWN AND FUEL CONSUMPTION

BY MODEL

AUGUST 1948



HOURS FLOWN	FUEL CONSUMPTION IN GALLONS
153	117237
224	95071
16,569	6,605,776
873	179,867
2,440	347,639
104	14,095
1,885	125,859
3,495	1,290,985
1,247	152,544
1,207	364,728
844	41,578
6,492	648,744
900	224,783
34	13,954
1	60
15	98
1,432	47,421
35,431	10,580,177

NOTE: INCLUDES TAXI AND FIRST FLIGHT TIME
DATA NOT AVAILABLE FOR B-36A, F-84A, AND YC-97A FOR AVERAGE MAR-AUG 1948
HIGH FUEL CONSUMPTION FOR F-80 DUE TO TRANSITION FLYING AND CHECKING OUT OF PILOTS BY 4TH FIGHTER GROUP

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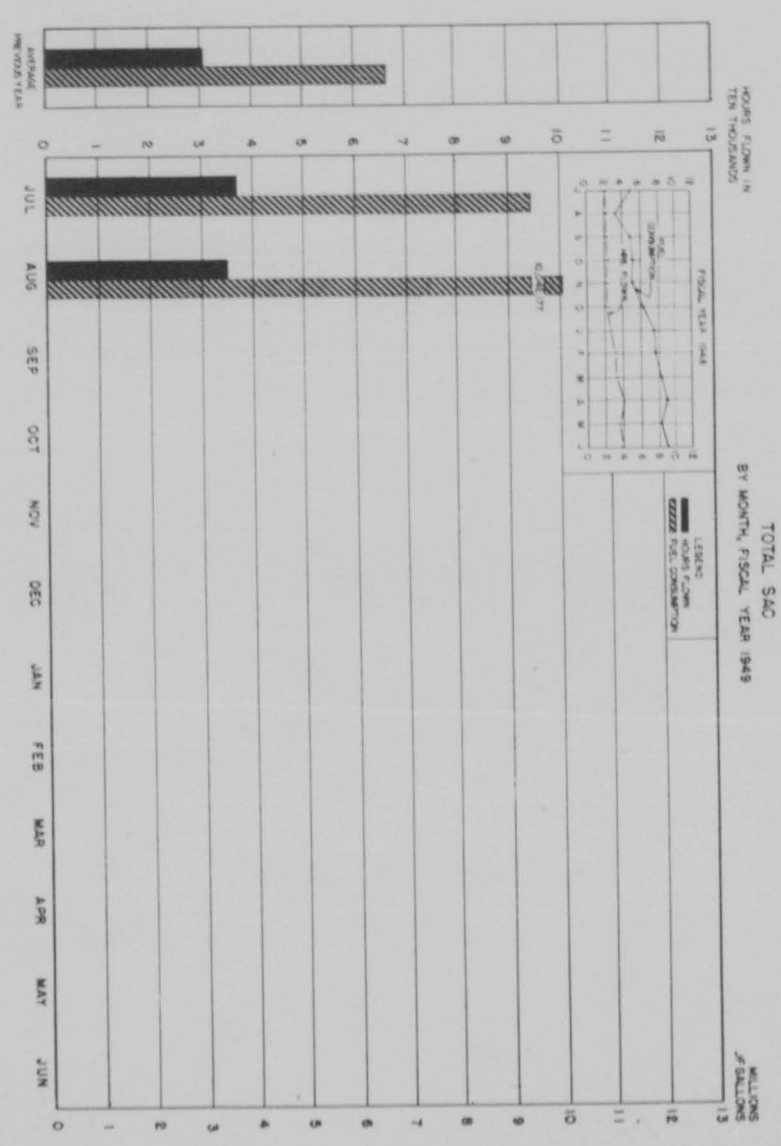
AIRCRAFT HOURS FLOWN AND AVIATION FUEL CONSUMPTION

TOTAL SAC

BY MONTH, FISCAL YEAR 1949



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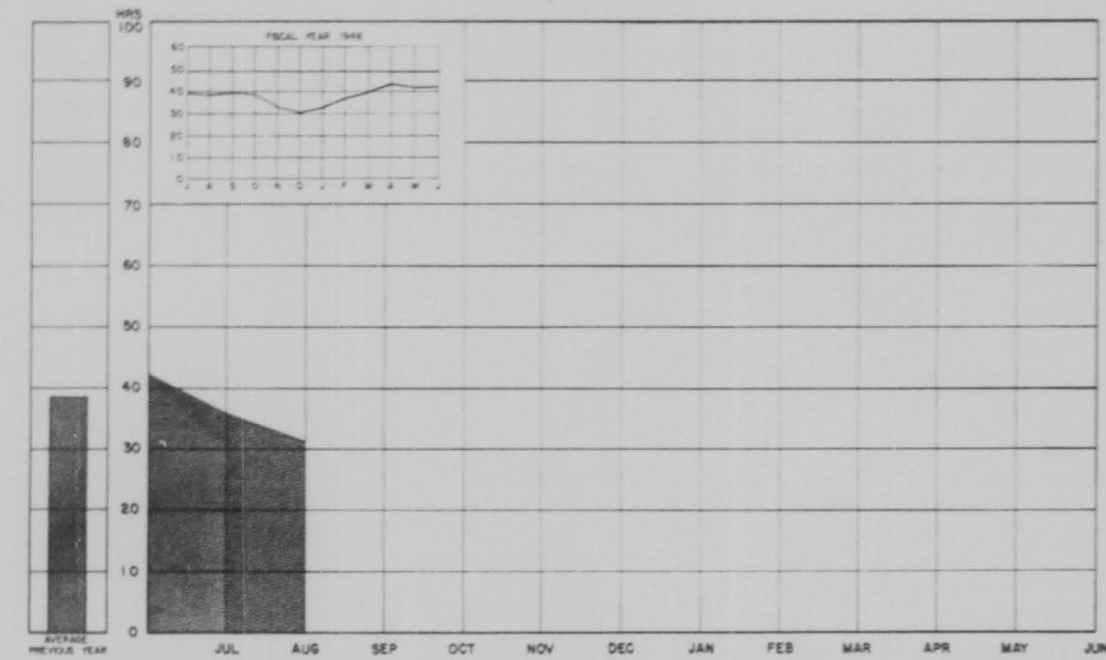
AVERAGE HOURS FLOWN PER AIRCRAFT

TOTAL SAC

BY MONTH, FISCAL YEAR 1949



AVG NO ACFT ON HAND	102.8	113.7										
AVG HRS FLOWN PER ACFT	35.9	31.1										

NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT

SOURCE: AF-SC-A1

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH, FISCAL YEAR 1949

MONTH	AIRCRAFT INVENTORY		FLYING HOURS OF ACTIVE INVENTORY				
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY		AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH	
				FISCAL YEAR 1948	FISCAL YEAR 1949	FISCAL YEAR 1949	FISCAL YEAR 1948
JUL	1040	986	1189	1.29	1.21	39.9	37.4
AUG	1170	1146	1138	1.28	.99	39.8	30.8
SEP				1.38		41.4	
OCT				1.36		42.1	
NOV				1.18		35.4	
DEC				1.03		31.9	
JAN				1.10		34.1	
FEB				1.33		38.6	
MAR				1.34		41.5	
APR				1.53		45.8	
MAY				1.40		43.6	
JUN				1.45		44.0	

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT

SOURCE AF-SS-41

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
TOPEKA	SAC	55 Maint & Supply Gp	12	0	4	13	0	3	256	208	96	50
(311 Air Div Rcn Contd)		55 Air Base Gp	22	0	1	21	0	1	572	421	121	89
		55 Station Med Gp	0	10	0	0	6	0	50	27	5	2
(Bolling AF Base)		4203 Photo Tech Sq	34	0	1	43	0	5	313	353		
(Washington D.C.)		Hq Aero Chart Service	38	0	0	27	0	1	0	0	1055	814
(Long Island City N.Y		4801 Motion Picture Sq	24	0	1	24	0	2	166	104	57	42
(Wright-Patterson)		6 Photo Tech Ut	2	0	1	2	0	0	50	54		
MCGUIRE		4202 Base Sv Sq	23	3	0	2	0	0	150	0	74	48
		4204 Base Sv Sq	2	0	0	0	0	0	64	98		
		Hq 91 Rcn Gp	20	2	0	6	2	0	60	46		
		323 Rcn Sq VLR Photo	84	1	0	0	0	0	418	0		
		324 Rcn Sq VLR Photo Rcn	106	1	0	17	0	0	389	147		
		16 Photo Rcn Sq (Special)	83	1	1	60	0	0	334	416		
		11 Photo Tech Ut	2	0	1	2	0	0	50	46		
CLOVIS	8 AF	4000 Base SV Sq	4	0	0	3	0	0	0	0	50	50
CAMP HOOD	8 AF	4001 Base SV Sq	2	0	0	2	0	0	18	14	0	0
CAMPBELL	8 AF	4002 Base SV Sq	5	0	0	6	0	0	25	25	16	13
CASPER	15 AF	4101 Base SV Sq	4	0	0	3	0	0	3	4	54	48
MOUNTAIN HOME	15 AF	4102 Base SV Sq	2	0	0	2	0	1	2	4	44	44
POCATELLO	15 AF	4103 Base SV Sq	2	0	0	1	0	0	2	0	31	29
TONOPAH	15 AF	4104 Base SV Sq	0	0	0	0	0	0	0	0	0	0
AVON PARK	SAC	4300 Base SV Sq	2	0	0	2	0	0	0	21	28	28
OSCODA	SAC	4301 Base SV Sq	2	0	0	2	0	0	0	1	30	30
WENDOVER	15 AF	4100 Maneuver Base Sq	22	4	1	15	4	3	242	350	90	87
ANDREWS	SAC	3900 Flight Section Sq	5	0	0	6	0	0	156	176	0	0
CARSWELL	SAC	3903 Radar Bomb Scoring Sq	22	0	1	19	0	1	118	107	2	3
ANDREWS	SAC	3901 WAF Sq	1	0	0	1	0	0	4	63		
SPOKANE	15 AF	4105 WAF Sq	1	0	0	1	0	0	4	17		
CARSWELL	8 AF	18 Comm Sq	5	0	0	4	0	0	72	80		
ANDREWS	SAC	30 Comm Sq	7	0	1	7	0	0	153	148		
COLO SPRINGS	15 AF	33 Comm Sq	6	0	0	3	0	2	84	74		
CARSWELL	8 AF	1st Strategic Support Ut	54	0	0	37	0	0	251	229		
MACDILL	SAC	1st Aviation Sq	3	0	0	2	0	0	94	90		
CARSWELL	8 AF	2d Aviation Sq	3	0	0	3	0	0	94	95		
CARSWELL	8 AF	1st Ordnance Sq	26	0	0	21	0	0	276	197		
SELFRIDGE	SAC	464 Sig Hv Cons Co (Avn)	6	0	0	3	0	0	148	130		

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
MACDILL	SAC	Hq & Hq SV Co 937 Engr Avn Gp	13	0	0	13	1	0	62	83		
		838 Engr Avn Bn	27	3	0	31	0	2	592	1149		
		812 Engr Avn Bn	44	1	0	31	0	0	592	609		
		621 Engr Maint Co Avn	6	0	0	6	0	0	146	160		
		811 Chemical Co AO	4	0	0	2	0	0	130	21		
CARSWELL	8 AF	585 AF Band	0		1	0	0	1	34	31		
WALKER	8 AF	611 AF Band TDY Grenier	0		1	0	0	1	34	24		
RAPID CITY	15 AF	612 AF Band	0		1	0	0	1	34	22		
ANDREWS	SAC	702 AF Band	0		1	0	0	1	34	28		
MACDILL	SAC	740 AF Band	0		1	0	0	1	34	23		
SMOKY HILL	15 AF	745 AF Band	0		1	0	0	0	34	27		
DAVIS-MONTHAN	8 AF	775 AF Band	0		1	0	0	1	34	25		
		1-0-1 Strength each Unit										
ANDREWS	SAC	Hq & Hq Sq 58 Air Div Bomb	1			1			1	1		
		44 Bomb Gp	1			1			1	1		
		90 Bomb Gp	1			1			1	1		
		303 Bomb Gp	1			1			1	1		
		305 Bomb Gp	1			1			1	1		
		907 Chemical Co AO	1			1			1	1		
SELFRIDGE	SAC	468 Sig Hv Cons Co (Avn)	1			1			1	0		

SOURCE: AF-SC-P2, AF-SC-P68 and Comptroller

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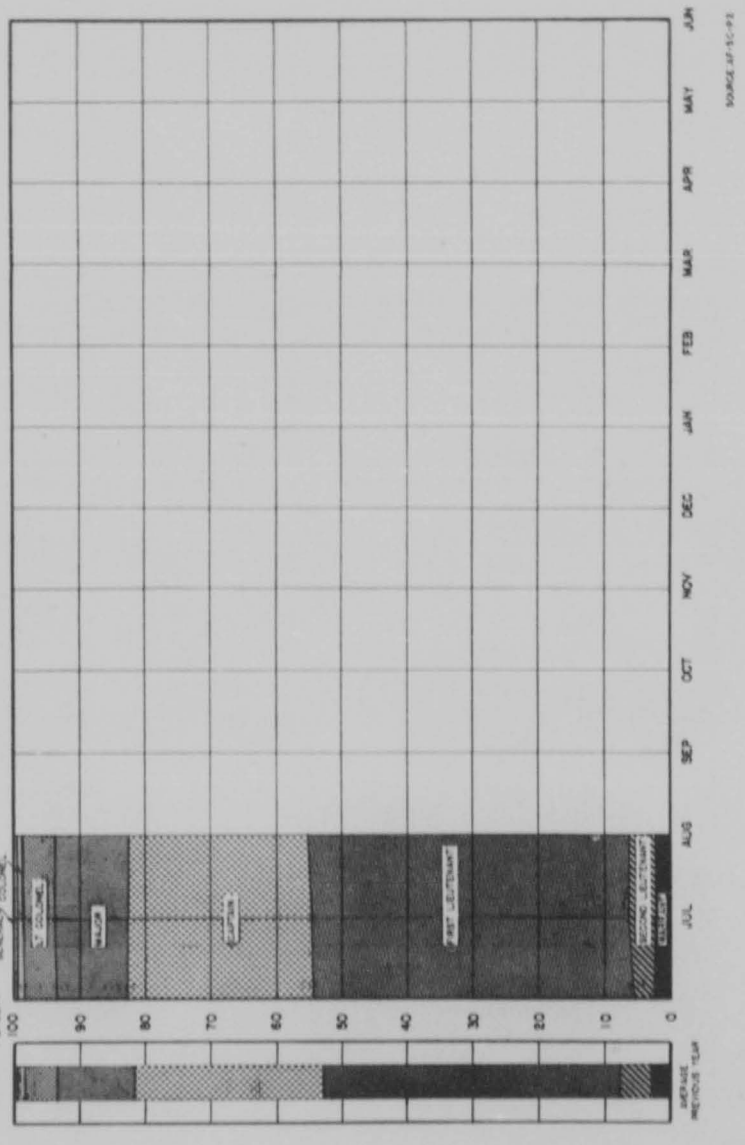
TOTAL SAC OFFICER PERSONNEL BY RANK

AS OF END OF MONTH, FISCAL YEAR 1949



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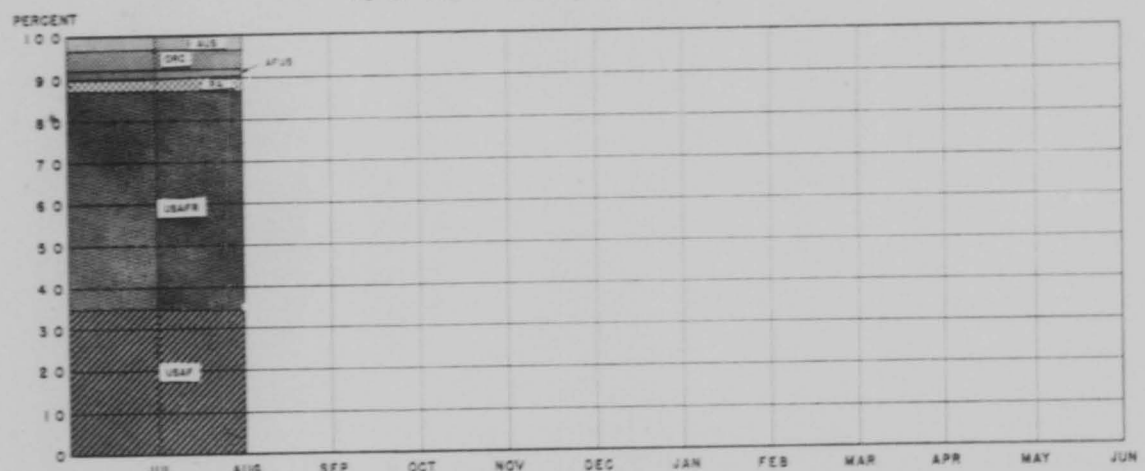
SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF END OF MONTH, FISCAL YEAR 1949



AS OF 31 AUGUST 1948

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	W O	TOTAL
UNITED STATES AIR FORCE	9	59	188	355	577	561	25	12	1769
UNITED STATES AIR FORCE RESERVE		2	23	148	704	1739	155	5	2776
AIR FORCE UNITED STATES					4	24	5	108	138
REGULAR ARMY		8	16	29	40	16			109
ORGANIZED RESERVE CORPS		1	8	21	111	115	7		263
ARMY UNITED STATES			2	1	39	88		4	134
TOTAL OFFICERS	9	70	237	554	1475	2543	192	129	5206
PERCENT BY GRADE	0.2	1.3	4.8	10.6	28.3	48.8	3.7	2.4	

NOTE: INCLUDES DETACHMENT OF PATIENTS AND SEPARATEES.
1.5 PERCENT OF ASSIGNED OFFICERS 31 AUG ARE FEMALE

SOURCE: AF-SC-P11

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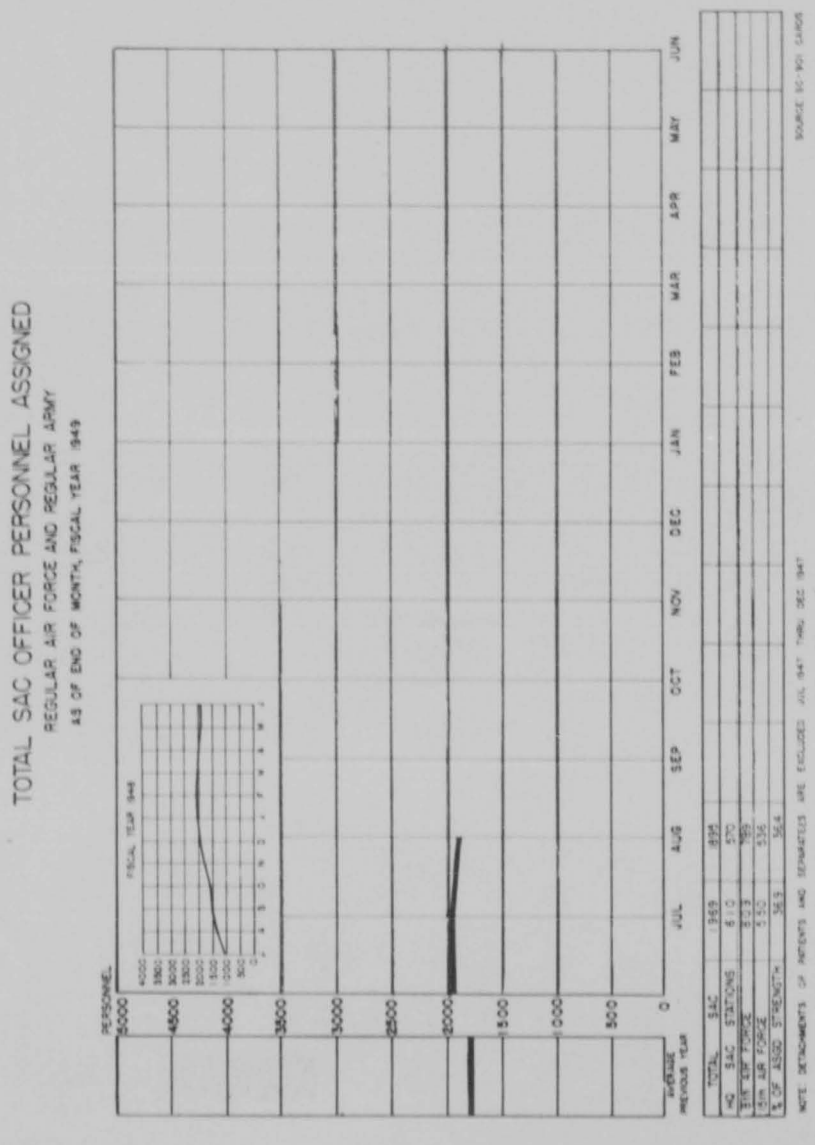

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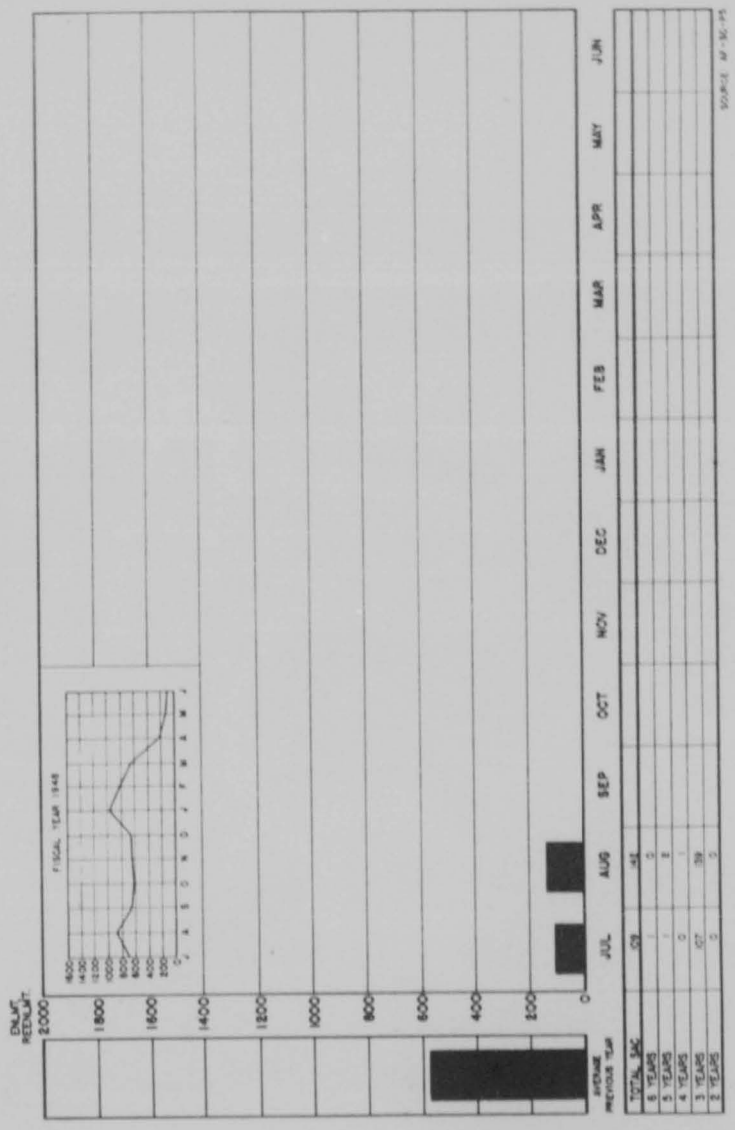
TOTAL SAC ENLISTMENTS AND REENLISTMENTS

BY MONTH, FISCAL YEAR 1949



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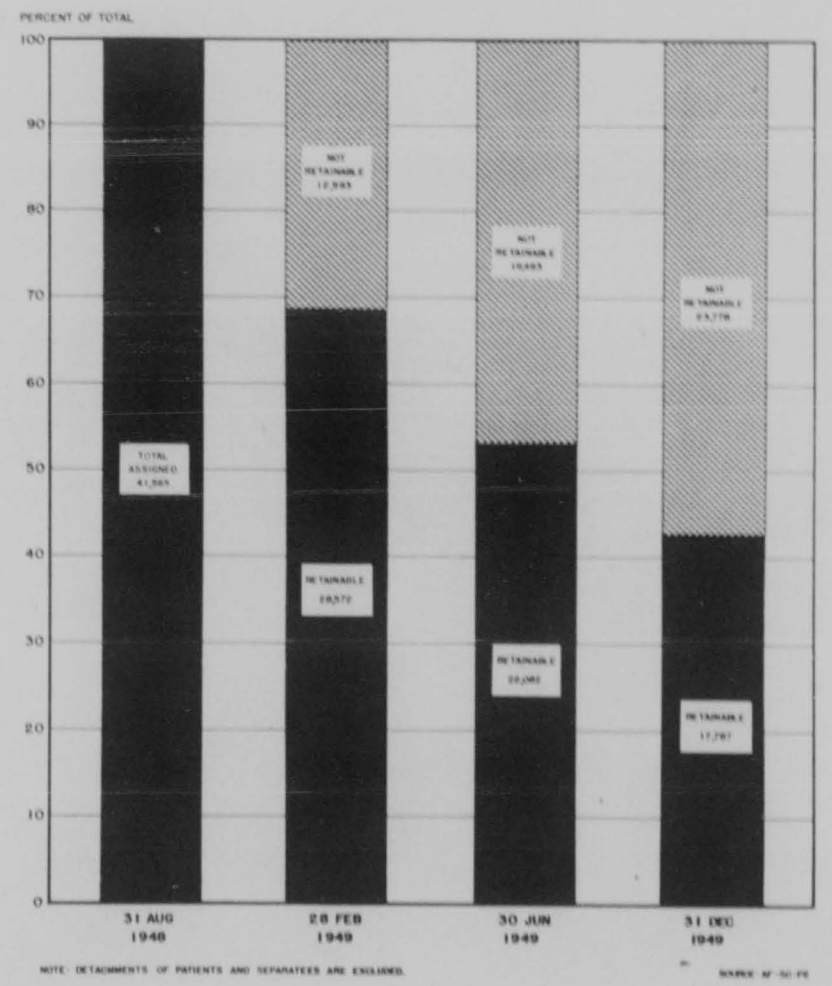
RETAINABILITY OF SAC ENLISTED PERSONNEL

THROUGH 31 DECEMBER 1949

31 AUGUST 1948



NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED.

SOURCE AF-50-FR

2-103

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

31 AUGUST 1948

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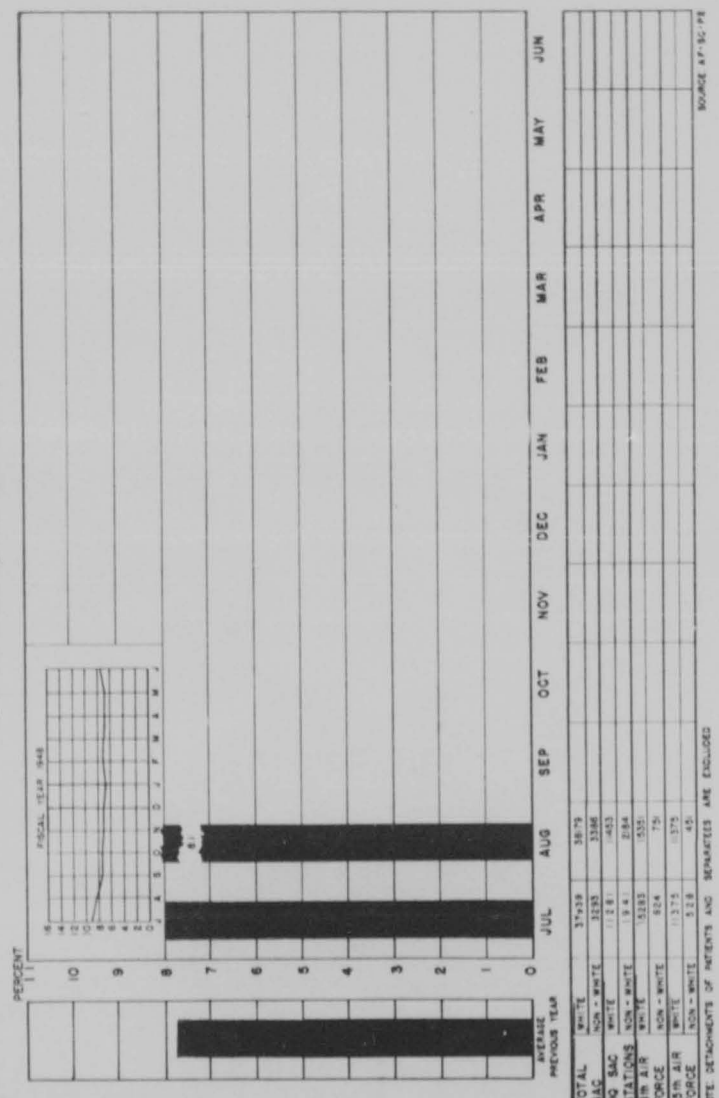
TOTAL SAC NON-WHITE ENLISTED PERSONNEL

PERCENT OF TOTAL ENLISTED PERSONNEL ASSIGNED
AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	WHITE	37939	38179										
	NON-WHITE	3283	3386										
HQ SAC	WHITE	1181	1453										
	NON-WHITE	194	284										
STATIONS 8th AIR FORCE	WHITE	15283	15551										
	NON-WHITE	824	751										
15th AIR FORCE	WHITE	11375	10975										
	NON-WHITE	518	451										

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

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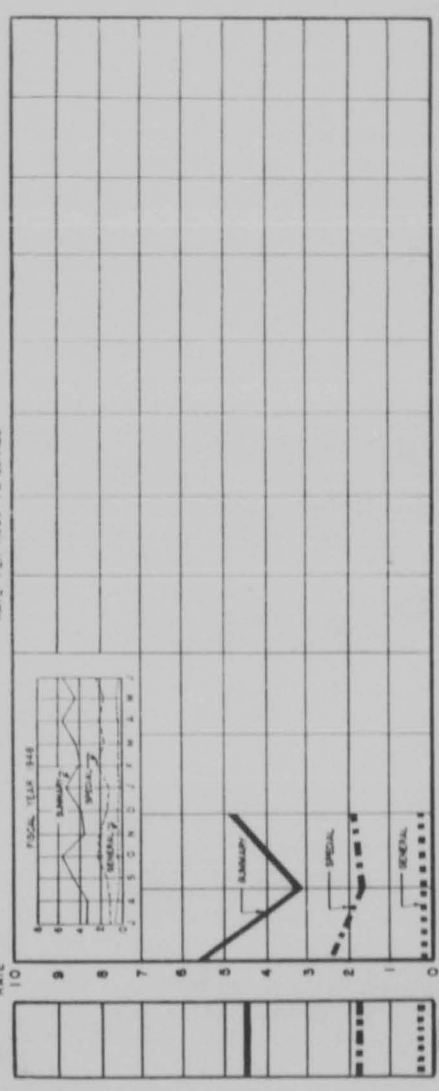
TOTAL SAC COURTS MARTIAL RATE

BY MONTH, FISCAL YEAR 1949

RATE PER 1000 PERSONNEL



		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	SUMMARY	145	3.2	224	4.94																				
	SPECIAL	78	1.7	84	1.85																				
	GENERAL	1	0	6	0.14																				
HQ SAC STATIONS	SUMMARY	43	3.7	65	5.65																				
	SPECIAL	15	1.3	21	1.83																				
	GENERAL	0	0	3	0.27																				
8th AIR FORCE	SUMMARY	36	2.2	60	3.74																				
	SPECIAL	15	.9	20	1.25																				
	GENERAL	0	0	1	0.06																				
15th AIR FORCE	SUMMARY	66	4.2	99	6.45																				
	SPECIAL	30	1.8	45	2.68																				
	GENERAL	1	0	2	0.13																				

SOURCE AF-50-17

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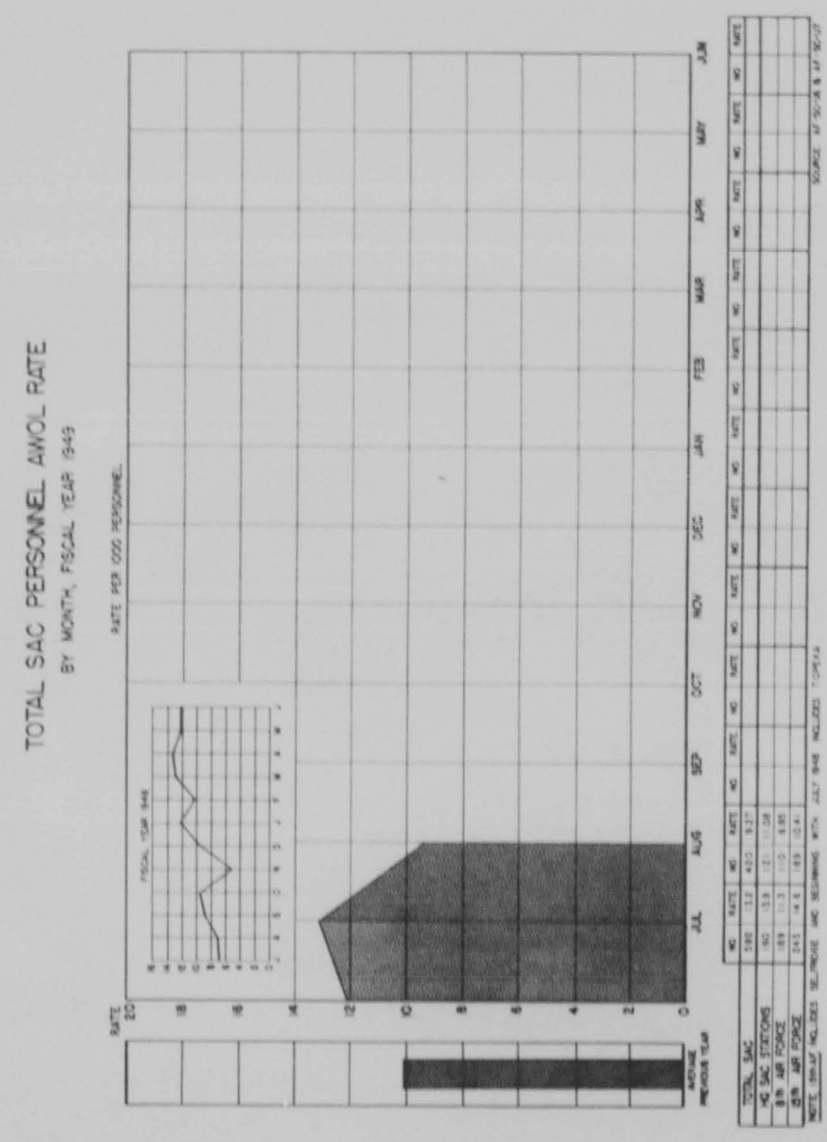

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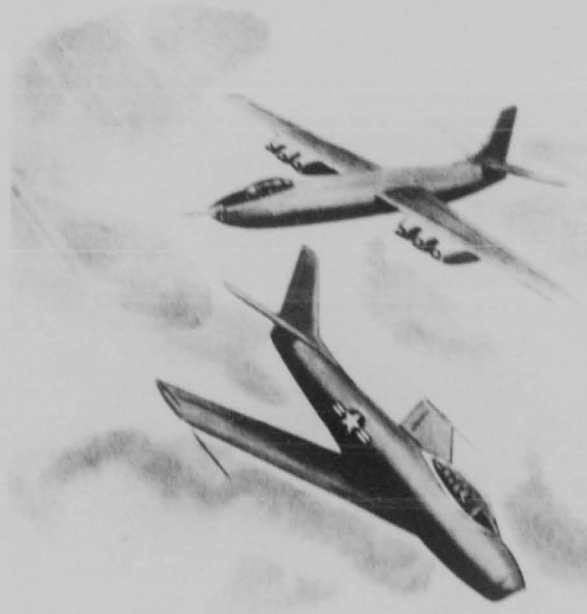
Section 3



AIRCRAFT *and* MAINTENANCE

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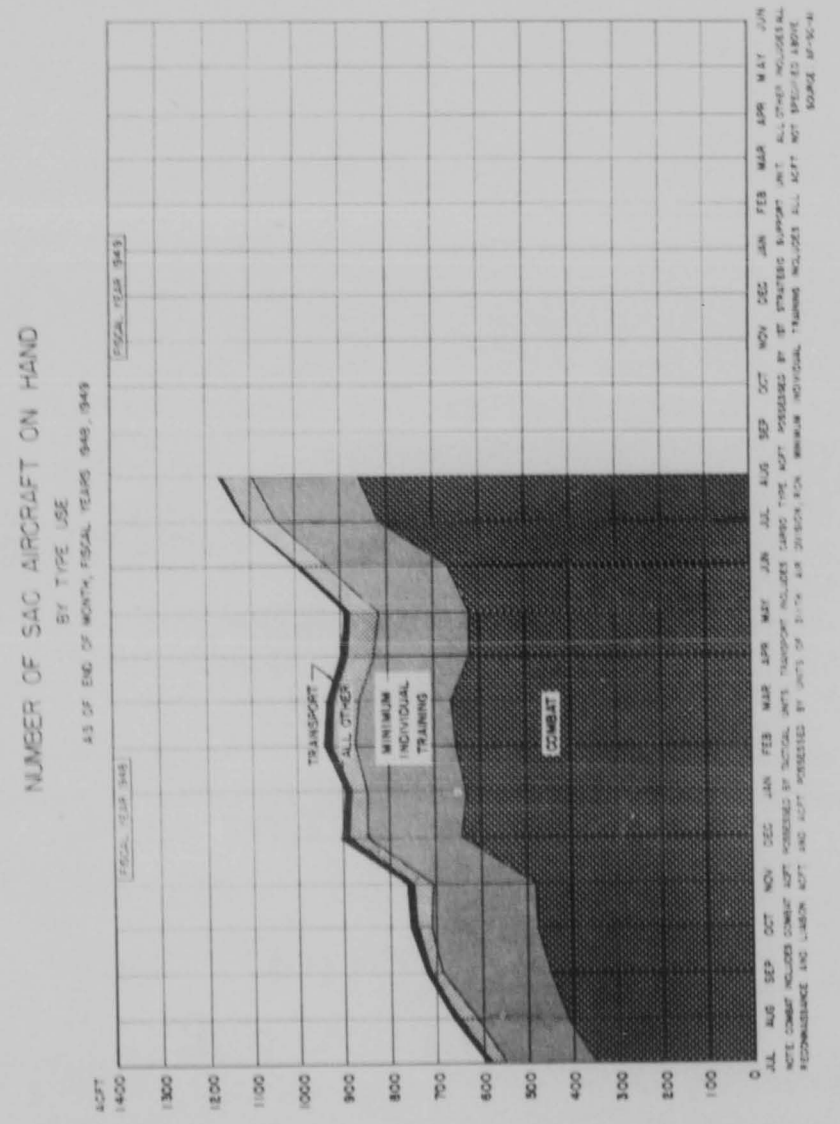

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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

31 AUGUST 1948

STATION AND UNIT	TOTAL	BOMBER	FIGHTER	RCM AND LIAISON	TRANSPORT	TRAINER
HQ SAC STATIONS						
EIGHTH AIR FORCE						
FIFTEENTH AIR FORCE						
TOTAL ALL STATIONS						

1/ INCLUDES NOT POSSESSED BY OTHER COMMANDS WHICH ARE LOCATED AT SAC STATIONS AND FOR WHICH SAC STATIONS HAVE MAINTENANCE RESPONSIBILITY, THEY PARTICULARLY INCLUDE ANY BELONGING TO AIR NATIONAL GUARD, AIR FORCE RESERVE, AIR SEA RESCUE AND FLIGHT SERVICE.

SOURCE AF-55-A

2110

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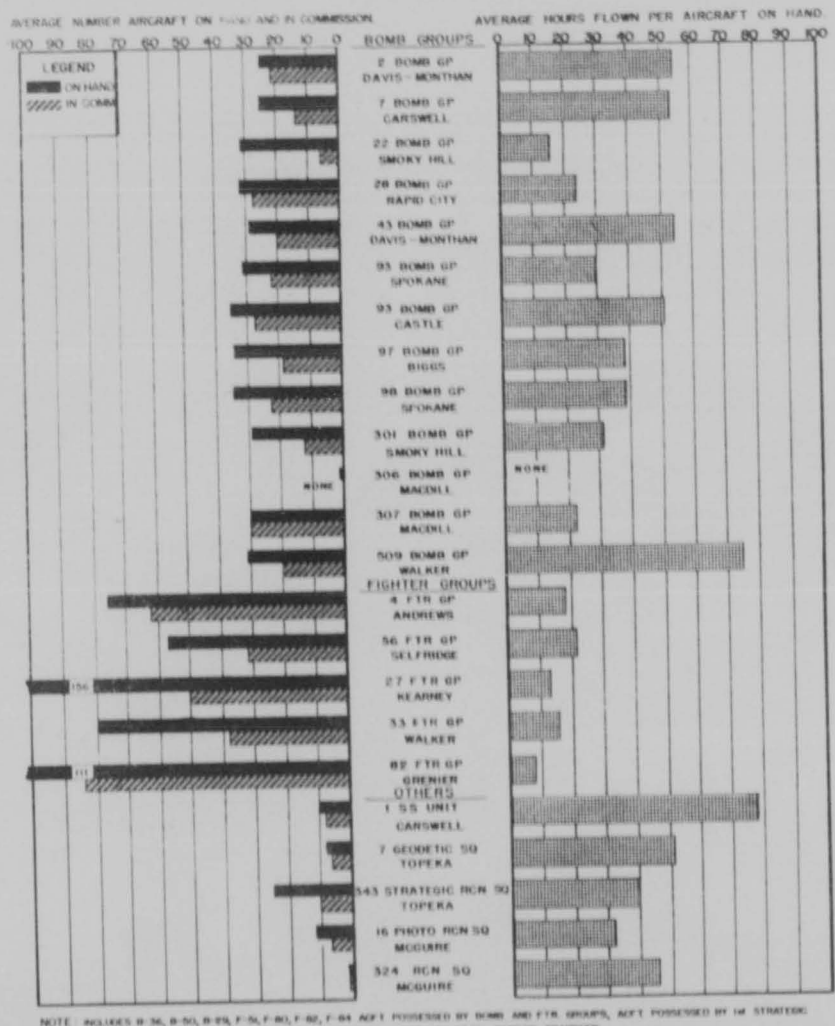
SAC AIRCRAFT ON HAND AND HOURS FLOWN

AUGUST 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-80, F-82, F-84 ACFT POSSESSED BY BOMB AND FTR. GROUPS, ACFT POSSESSED BY 1st STRATEGIC SUPPORT UNIT AND UNITS OF 5th AIR DIVISION, RCN. EXCLUDES ACFT GROUNDED, PENDING TRANSFER.

SOURCE: AF-SC-N

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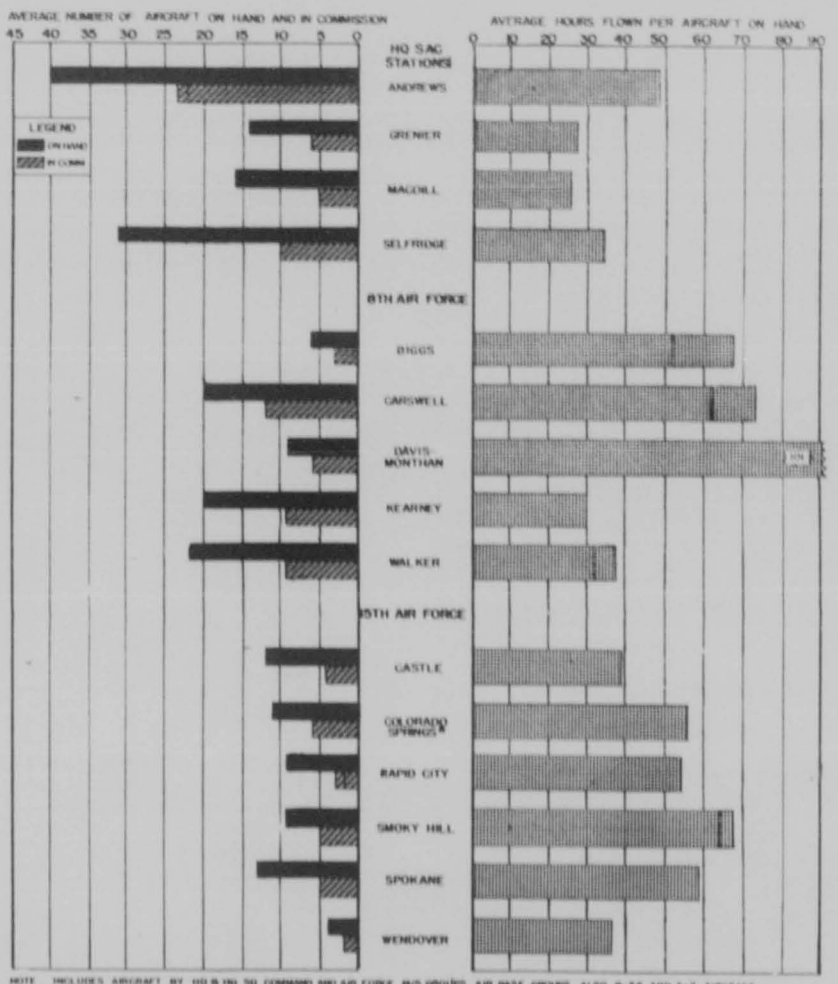
SAC AIRCRAFT ON HAND AND HOURS FLOWN

AUGUST 1948



NOTE: INCLUDES AIRCRAFT BY HQ & HQ SQ COMMAND AND AIR FORCE, M/S GROUPS, AIR BASE GROUPS, ALSO B-26 AND T-6 AIRCRAFT POSSESSED BY FIGHTER GROUPS.
EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT AIRCRAFT
* COLORADO SPRINGS INCLUDES SQUADRON STATIONS

SOURCE: AF-SC-A1

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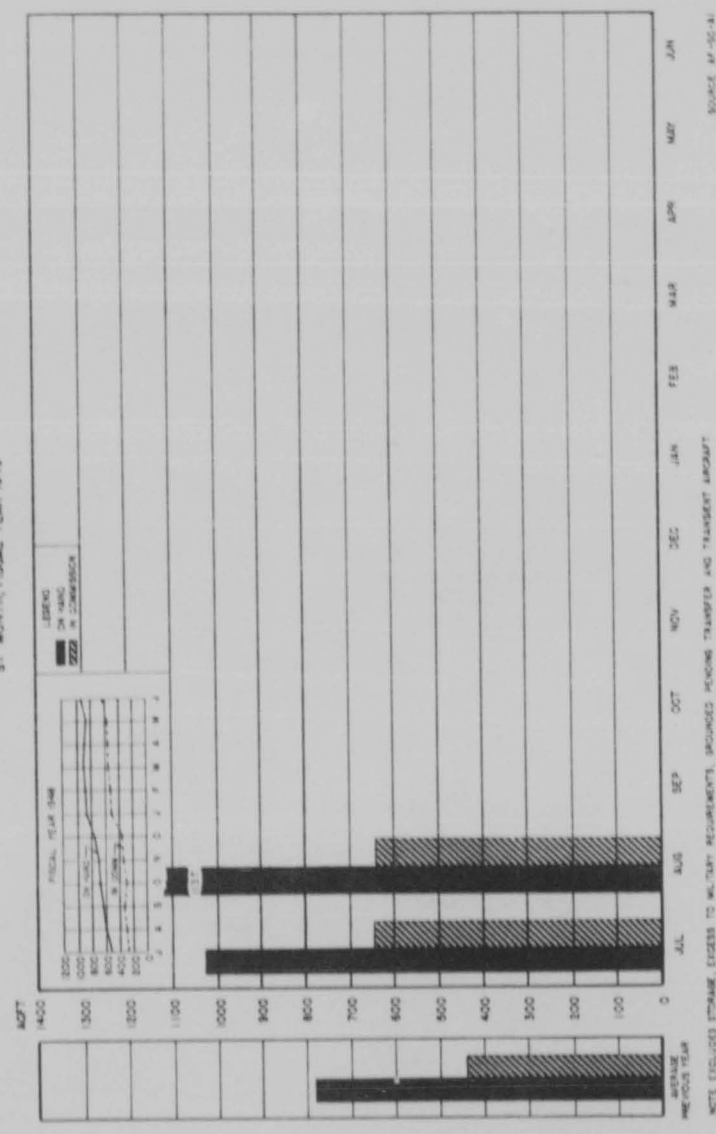
TOTAL SAC AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



NOTE: EXCLUDES STORAGE, EXCESS TO MILITARY REQUIREMENTS, GROUNDED PENDING TRANSFER AND TRANSIENT AIRCRAFT

SOURCE: AF-DC-M

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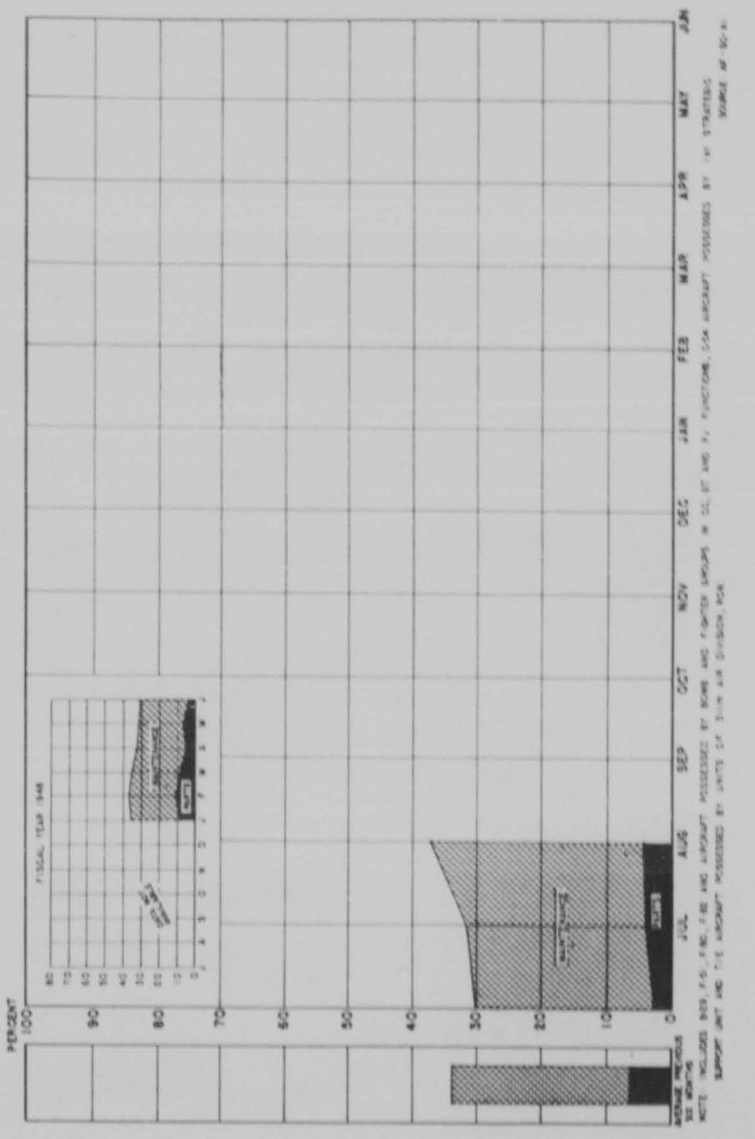
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



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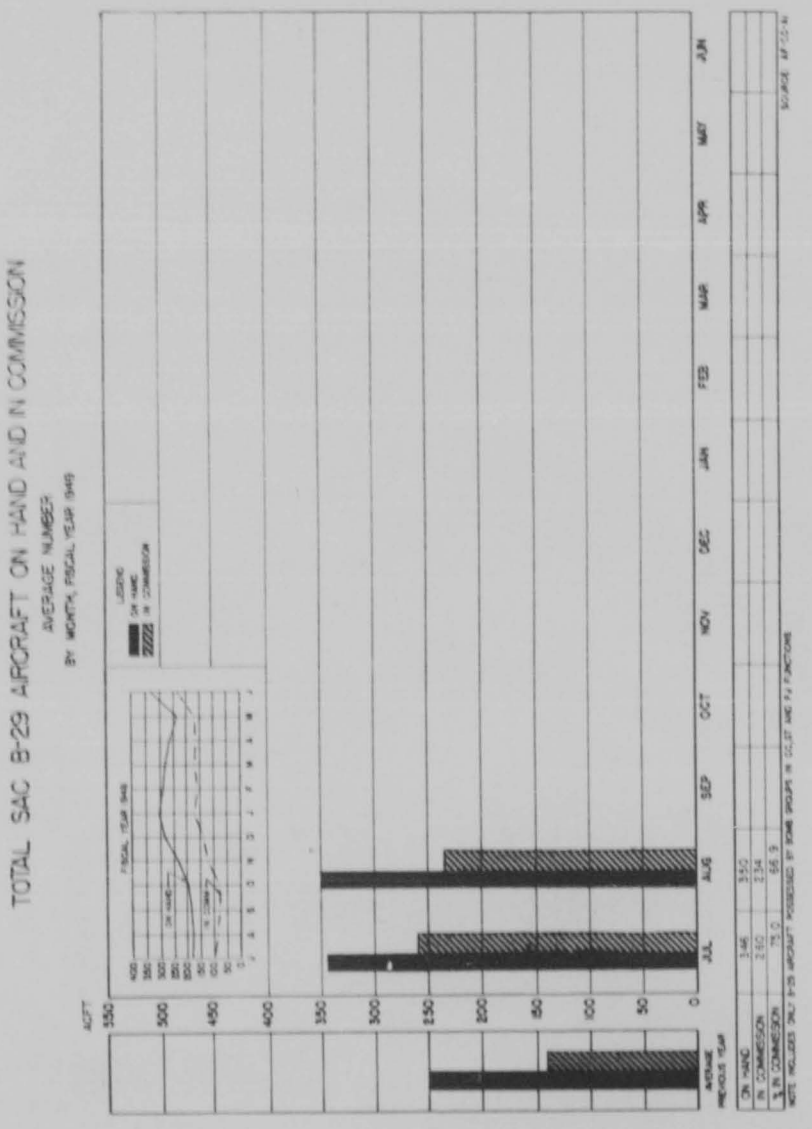

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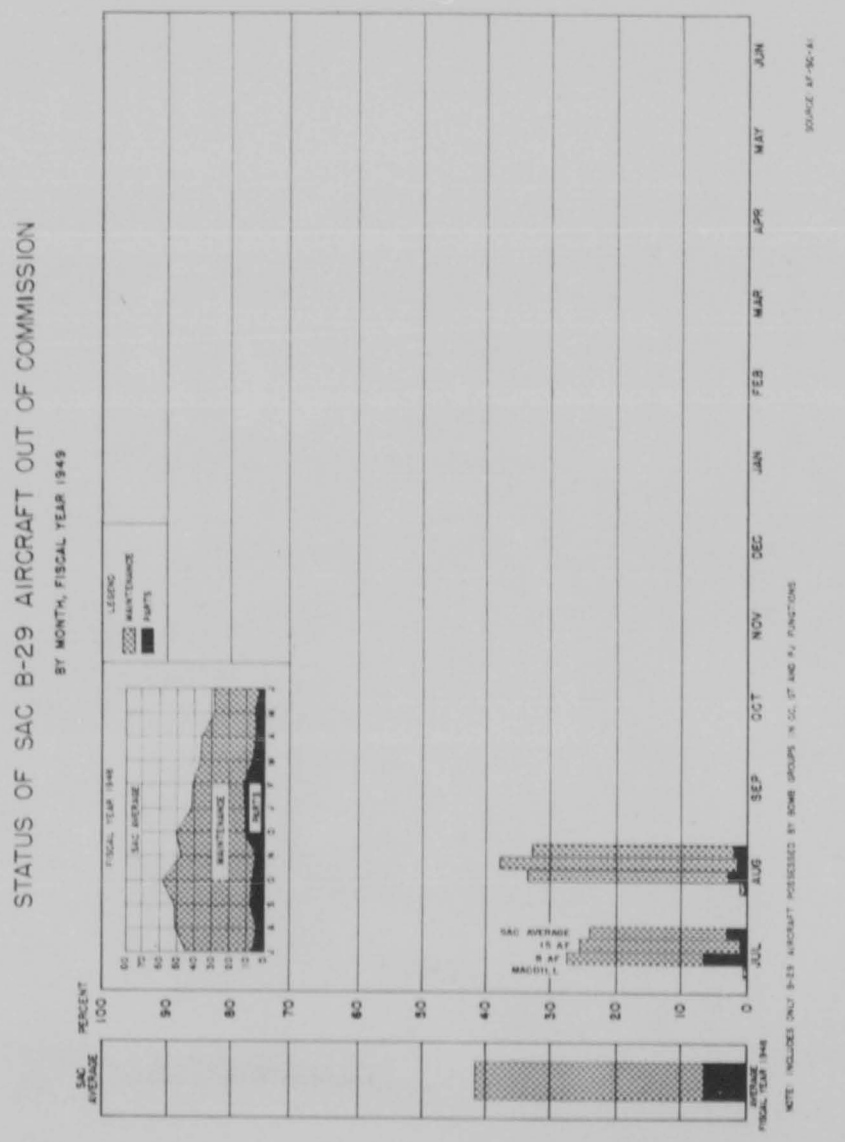

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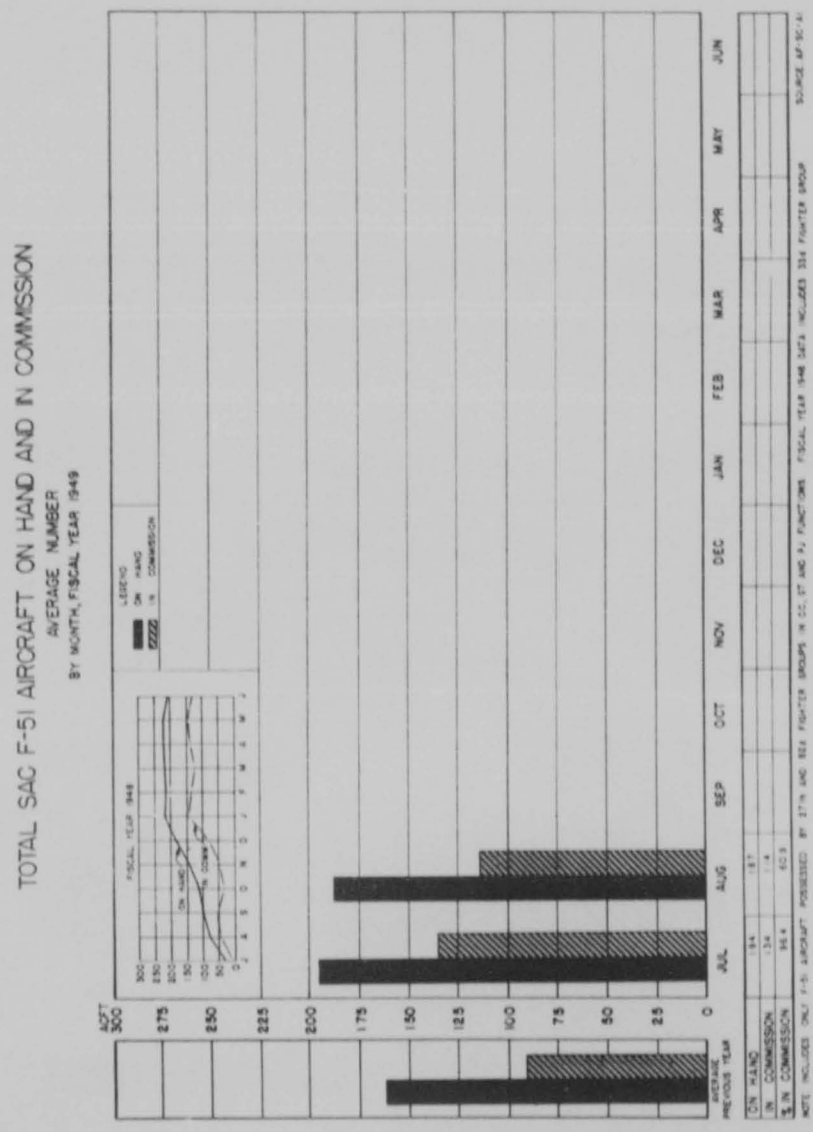

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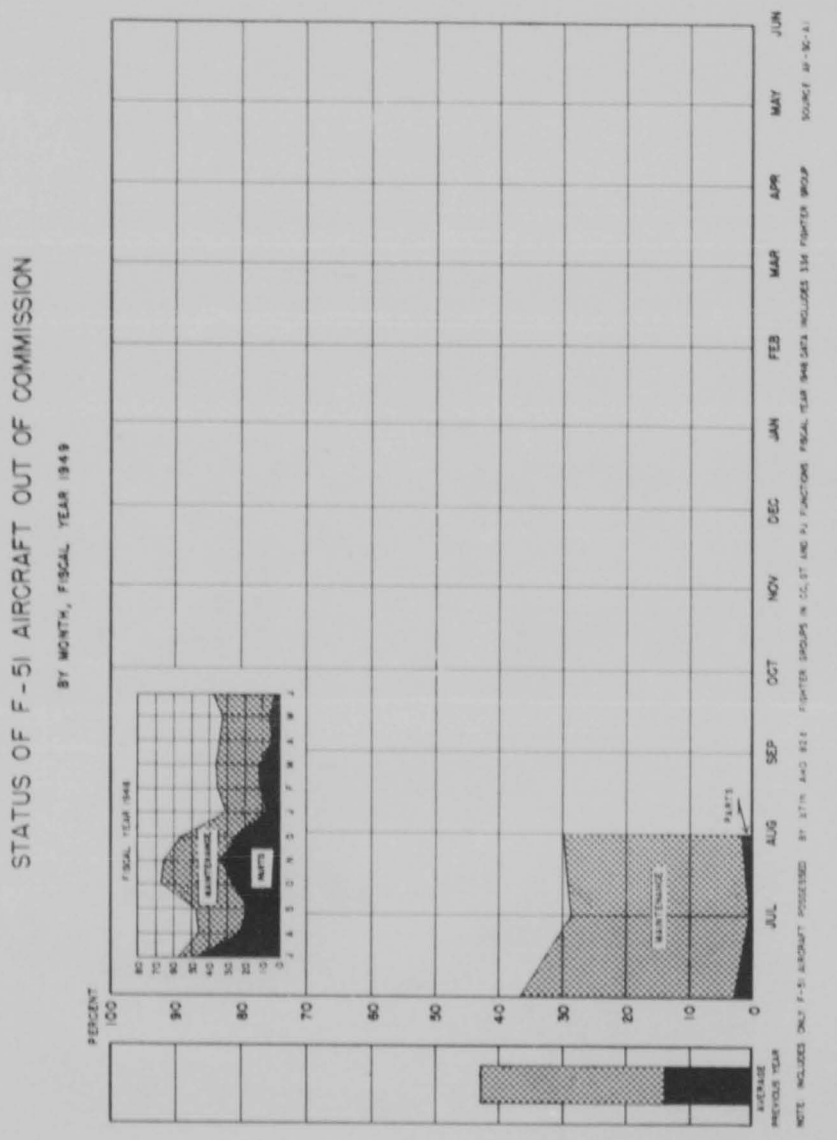

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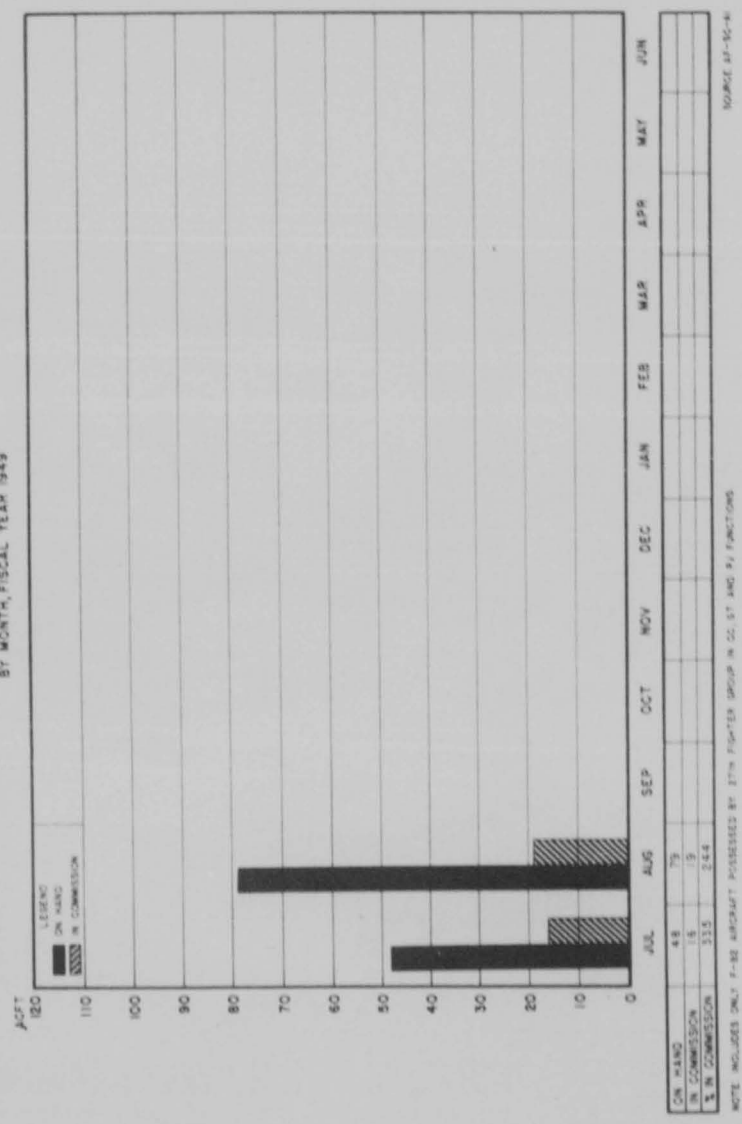
TOTAL SAC F-82 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	48	79										
IN COMMISSION	16	19										
% IN COMMISSION	333	244										

SOURCE AF-SC-4

NOTE INCLUDES ONLY F-82 AIRCRAFT POSSESSED BY 27TH FIGHTER GROUP IN CC ST AND FJ FUNCTIONS

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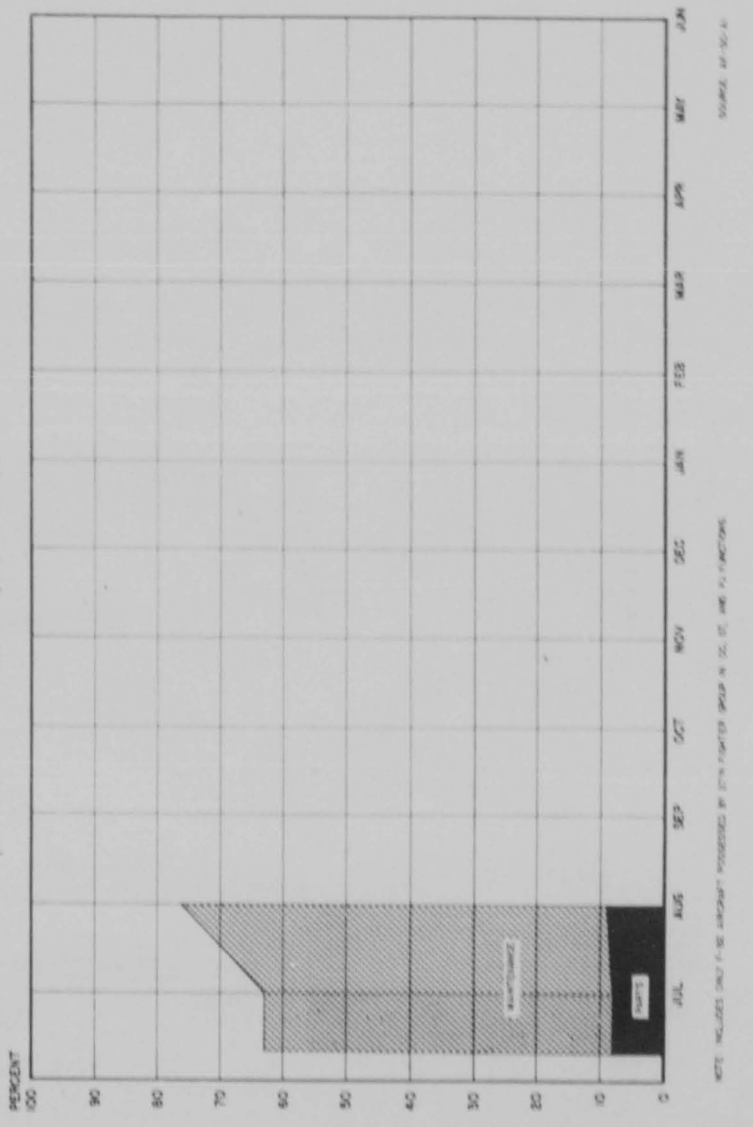
STATUS OF SAC F-82 AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



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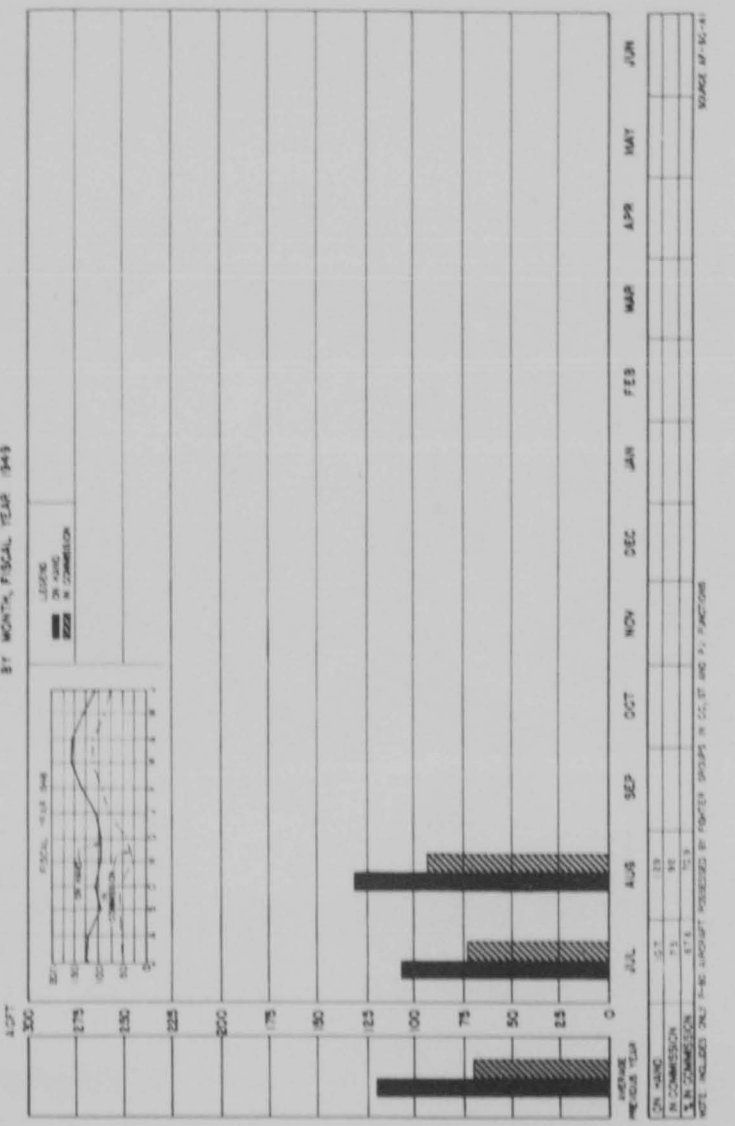
TOTAL SAC F-80 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER
BY MONTH, FISCAL YEAR 1949



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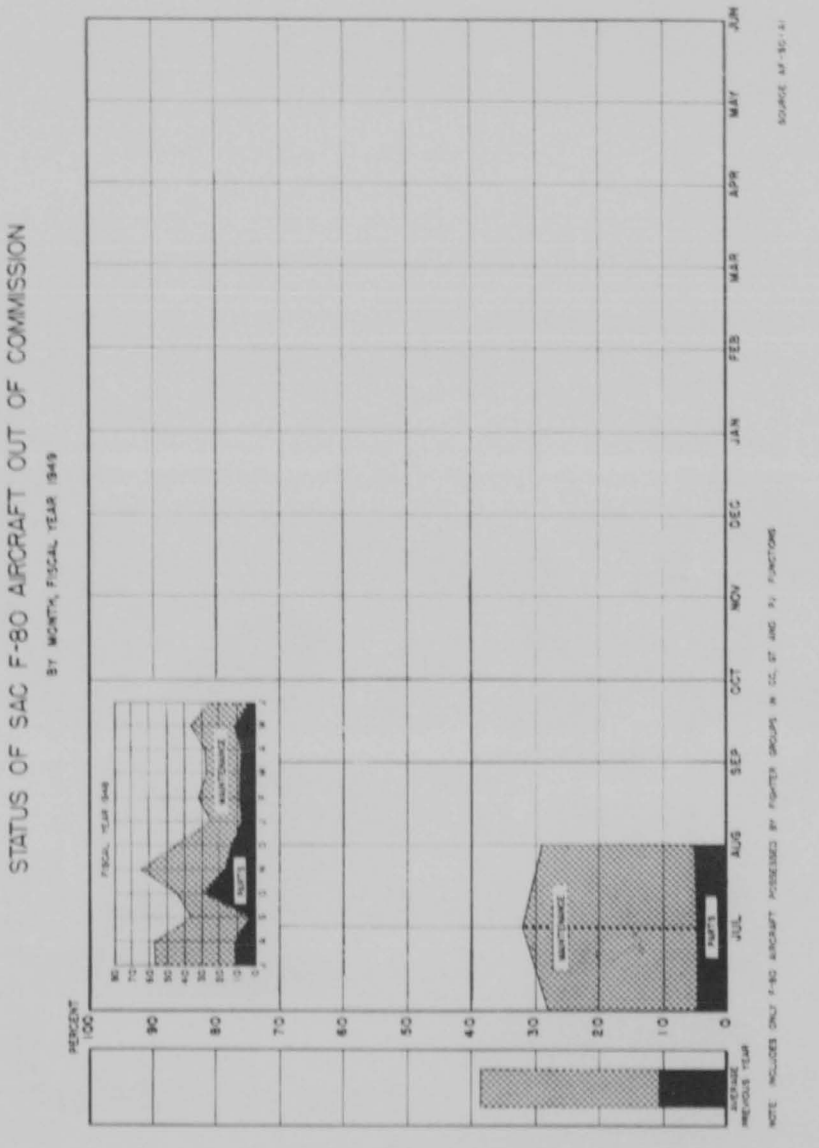

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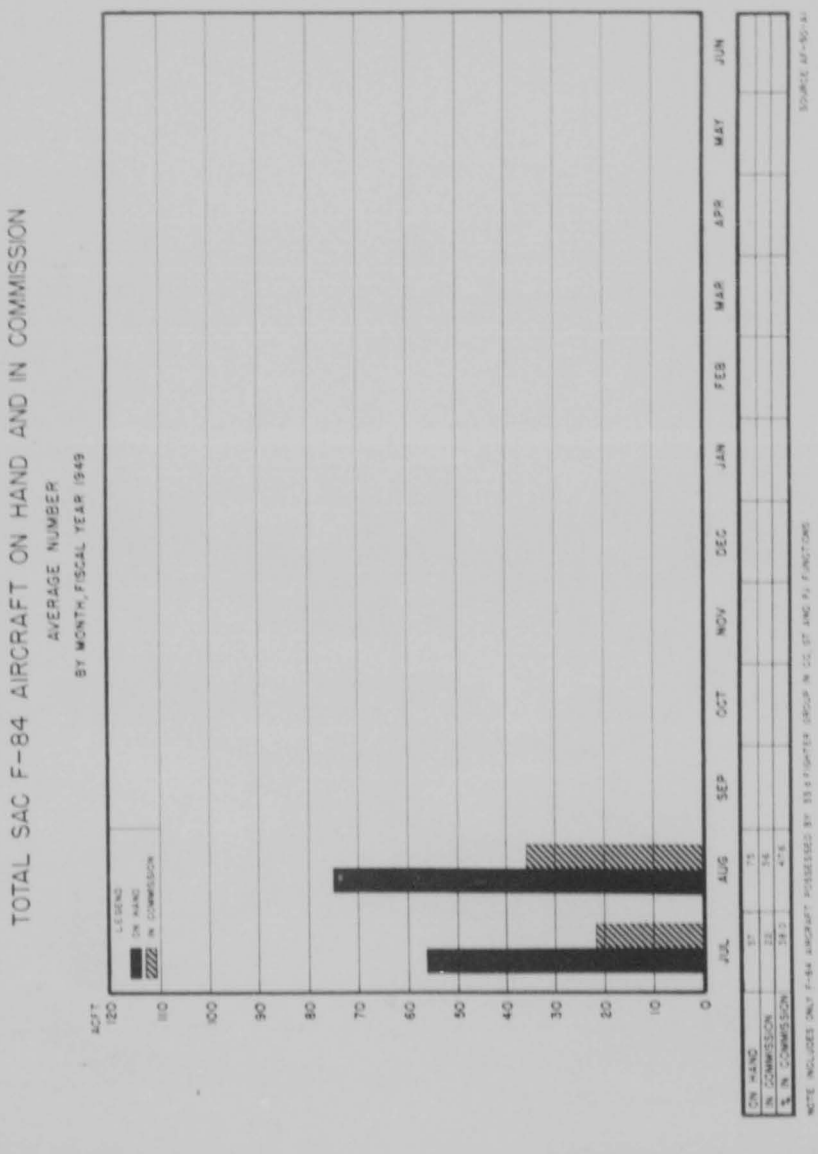

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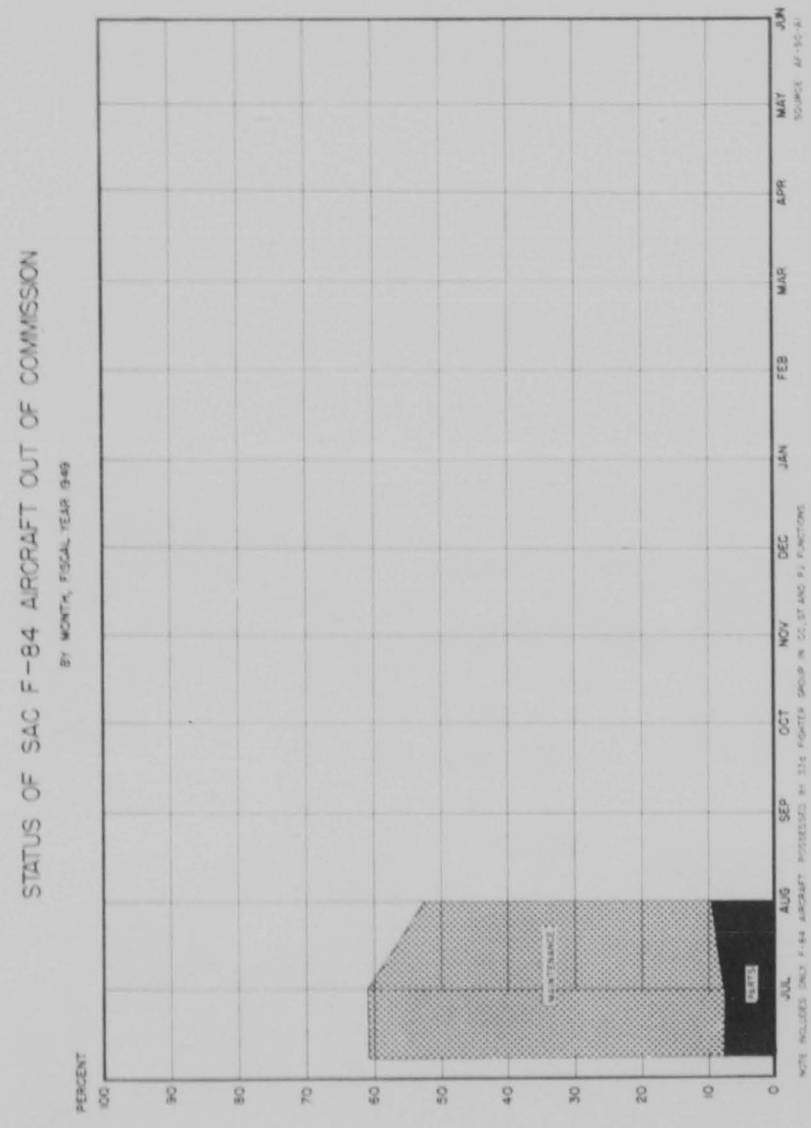

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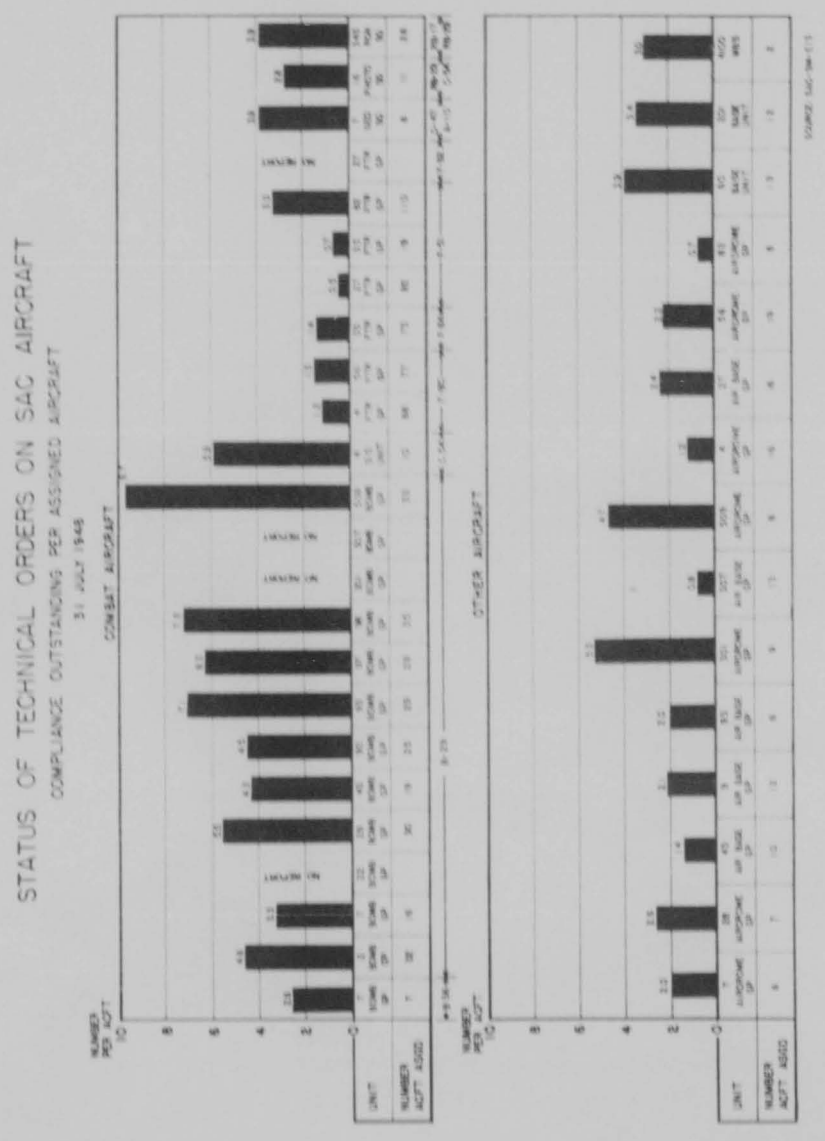

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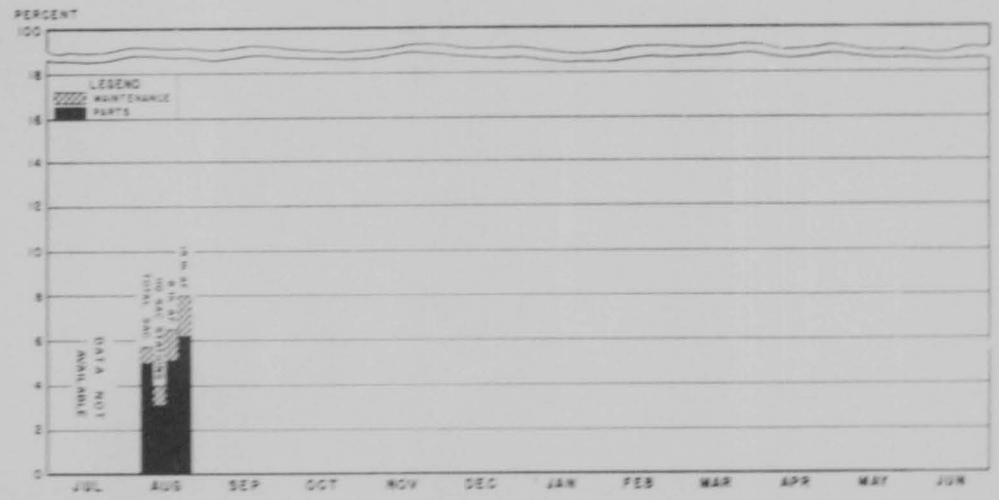
SAC GENERAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH, FISCAL YEAR 1949



NUMBER OF VEHICLE DAYS AVAILABLE (D.A.), DAYS OUT OF COMMISSION FOR MAINTENANCE (VOCM) AND AWAITING PARTS (VOCP)

TOTAL SAC	D.A.		[illegible]										
	VOCM		[illegible]										
	VOCP		[illegible]										
HQ SAC STATIONS	D.A.		[illegible]										
	VOCM		[illegible]										
	VOCP		[illegible]										
8th AIR FORCE	D.A.		[illegible]										
	VOCM		[illegible]										
	VOCP		[illegible]										
15th AIR FORCE	D.A.		[illegible]										
	VOCM		[illegible]										
	VOCP		[illegible]										

NOTE: 1. INCLUDES VEHICLE CODE [illegible]
2. VOCM AND VOCP IS BASED UPON 100% SERVICEABILITY OF VEHICLES ON HAND, EXCLUDING VEHICLES IN STORAGE
3. VOCM AND VOCP AS DEFINED IN SAC REGULATION 65-[illegible]

SOURCE: AF-SC-81A AND SAC-SM-[illegible]

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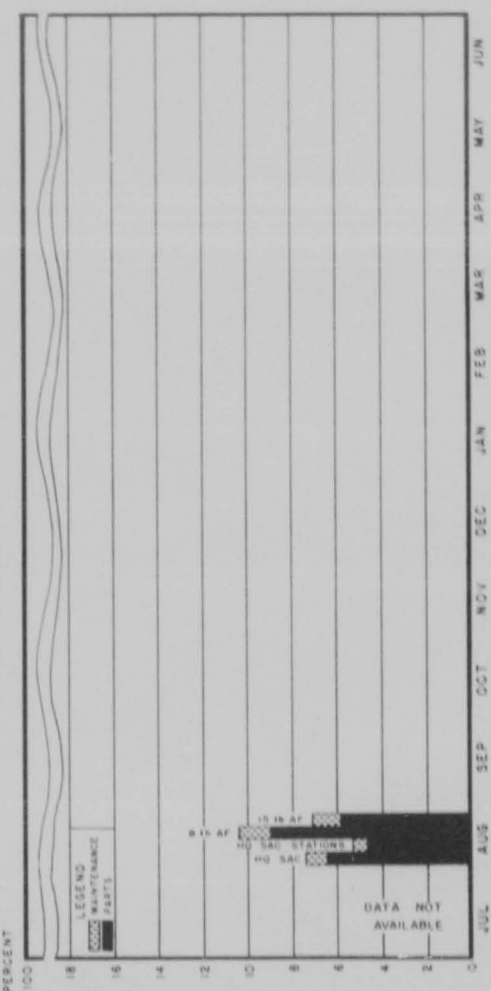
SAC SPECIAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH, FISCAL YEAR 1949



NUMBER OF VEHICLE DAYS AVAILABLE (DA) DAYS OUT OF COMMISSION FOR MAINTENANCE (OOM) AND AWAITING PARTS (OOP)

TOTAL SAC	DA	4,511	4,511	4,511	4,511	4,511	4,511	4,511	4,511	4,511	4,511	4,511	4,511
	OOM	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778
	OOP	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778	1,778
HQ SAC STATIONS	DA	23,765	23,765	23,765	23,765	23,765	23,765	23,765	23,765	23,765	23,765	23,765	23,765
	OOM	310	310	310	310	310	310	310	310	310	310	310	310
	OOP	310	310	310	310	310	310	310	310	310	310	310	310
8th AIR FORCE	DA	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862
	OOM	734	734	734	734	734	734	734	734	734	734	734	734
	OOP	734	734	734	734	734	734	734	734	734	734	734	734
15th AIR FORCE	DA	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862	8,862
	OOM	734	734	734	734	734	734	734	734	734	734	734	734
	OOP	734	734	734	734	734	734	734	734	734	734	734	734

NOTE 1 INCLUDES GROUP OF AIR ORDNANCE SPECIAL PURPOSE AND EQUIPMENT VEHICLE CODE 500-999 AND 1500-4999
2 WOOM AND WOOP IS BASED UPON 100% SERVICEABILITY OF VEHICLES ON HAND, EXCLUDING VEHICLES IN STORAGE
3 WOOM AND WOOP AS DEFINED IN SAC REGULATION 66-1

SOURCE AF SO FORM 4 AND SAC SM-5-4

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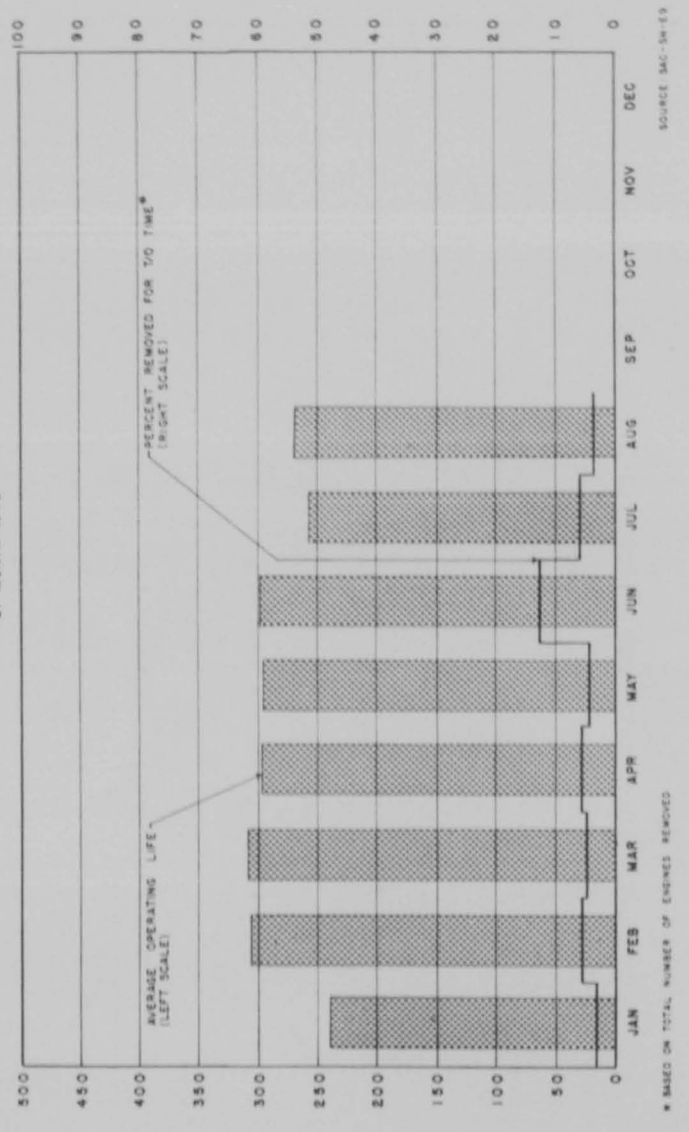
R-3350 ENGINES
AVERAGE OPERATION TIME BEFORE REMOVAL
TOTAL SAC

BY MONTH 1948



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R-3350 ENGINES

CYLINDER REMOVALS AND AVERAGE LIFE AT TIME OF REMOVAL

TOTAL SAC

BY MONTH 1948

CYLINDER NUMBER	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED	LIFE	NUMBER REMOVED
REAR ROW (AVERAGE)	265		263		293		290		272		269		224		240									
1	246	32	256	51	291	74	296	61	234	86	211	67	209	56	223	72								
3	241	41	246	77	290	93	286	74	288	96	217	73	235	77	226	86								
5	265	18	328	24	307	39	273	26	228	46	253	31	269	24	237	45								
7	227	35	272	52	277	47	246	51	264	66	217	55	195	56	240	49								
9	222	20	293	31	329	27	343	20	257	47	272	26	195	28	241	32								
11	302	20	254	29	289	36	296	35	282	48	214	37	235	27	235	35								
13	283	32	233	35	287	36	303	45	254	47	275	36	248	28	268	50								
15	309	20	275	27	306	30	309	29	346	56	270	36	230	27	241	47								
17	325	25	247	28	277	32	296	42	301	48	235	39	232	22	277	39								
FRONT ROW (AVERAGE)	295		268		283		299		266		276		282		265									
2	286	21	304	37	309	40	315	43	281	44	242	40	248	31	280	40								
4	258	8	245	15	257	19	332	22	263	31	283	25	277	25	273	26								
6	286	8	264	21	285	19	265	20	288	37	235	12	291	21	270	30								
8	376	3	195	13	236	7	269	12	194	21	265	12	284	12	211	14								
10	450	2	249	9	276	10	338	10	268	25	290	17	251	8	270	17								
12	326	5	264	11	317	15	312	12	255	14	258	13	322	8	289	9								
14	317	2	296	14	316	10	282	4	225	13	242	10	255	5	272	11								
16	192	4	270	14	282	10	299	11	287	12	284	8	334	8	240	18								
18	326	7	261	18	223	16	245	17	298	14	285	16	342	11	260	24								

NOTE: AVERAGE LIFE IS IN HOURS.

SOURCE: SAC-SN-E9

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TOTAL SAC AIRCRAFT HOURS FLOWN

BY STATION AND TYPE OF FLYING

AUGUST 1948

STATION	TYPE OF FLYING				
	CREW (CC) TRAINING	FLYING (CI) PROFICIENCY	TRANSPORT (CT) TROOPS OR CARGO	ALL OTHERS	TOTAL
HQ SAC STATION	5,990	3613		223	9,826
ANDREWS	1,404	1802		208	3,414
GRENIER	910	318		15	1,243
MACDILL	654	407			1,061
McGUIRE	429				429
SELFRIDGE	1,190	1067			2,257
TOPEKA	1,403	19			1,422
8th AIR FORCE	11,307	4,205	789	2	16,303
BIGGS	1,339	405			1,744
CARSWELL	1,328	1459	789		3,576
DAVIS-MONTHAN	2,931	906			3,837
KEARNEY	2,087	605		2	2,694
WALKER	3,622	830			4,452
15th AIR FORCE	6,252	2,958	190	2	9,302
CASPER		24			24
CASTLE	1,839	425			2,264
COLORADO SPRINGS		588			588
RAPID CITY *	712	483			1,195
SMOKY HILL	1,399	615			2,014
SPOKANE	2,302	666	103		3,071
WENDOVER		57	87	2	146
TOTAL SAC	23,549	10,676	979	227	35,431

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE.
* RAPID CITY INCLUDES OVERSEAS FLYING TIME OF 28TH BOMB SP

SOURCE AF-SC-A

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH, FISCAL YEAR 1949

MONTH	AIRCRAFT INVENTORY		1/ FLYING HOURS OF ACTIVE INVENTORY				
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY		AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH	
				FISCAL YEAR 1948	FISCAL YEAR 1949	FISCAL YEAR 1948	FISCAL YEAR 1949
JUL	1040	986	1189	1.29	1.21	39.9	37.4
AUG	1170	1146	1138	1.28	.99	39.8	30.8
SEP				1.38		41.4	
OCT				1.36		42.1	
NOV				1.18		35.4	
DEC				1.03		31.9	
JAN				1.10		34.1	
FEB				1.33		38.6	
MAR				1.34		41.5	
APR				1.53		45.8	
MAY				1.40		43.6	
JUN				1.45		44.0	

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT

SOURCE: AF-SC-A1

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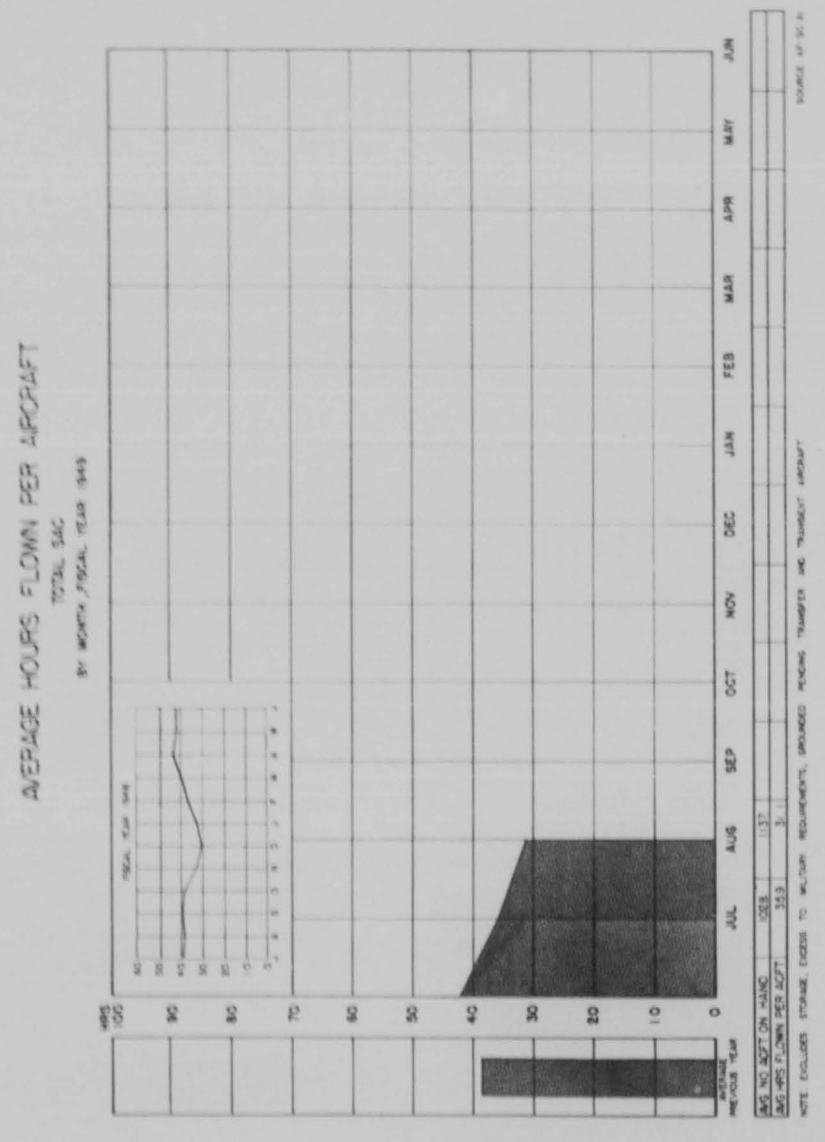

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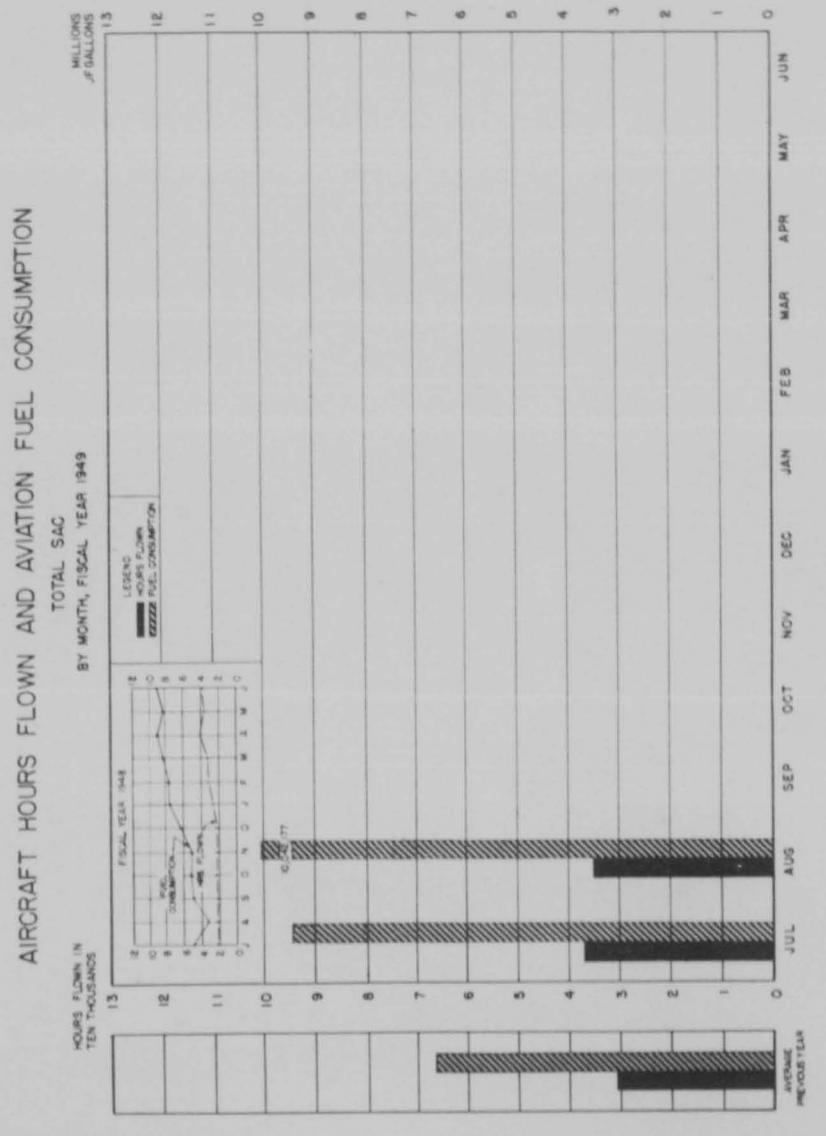

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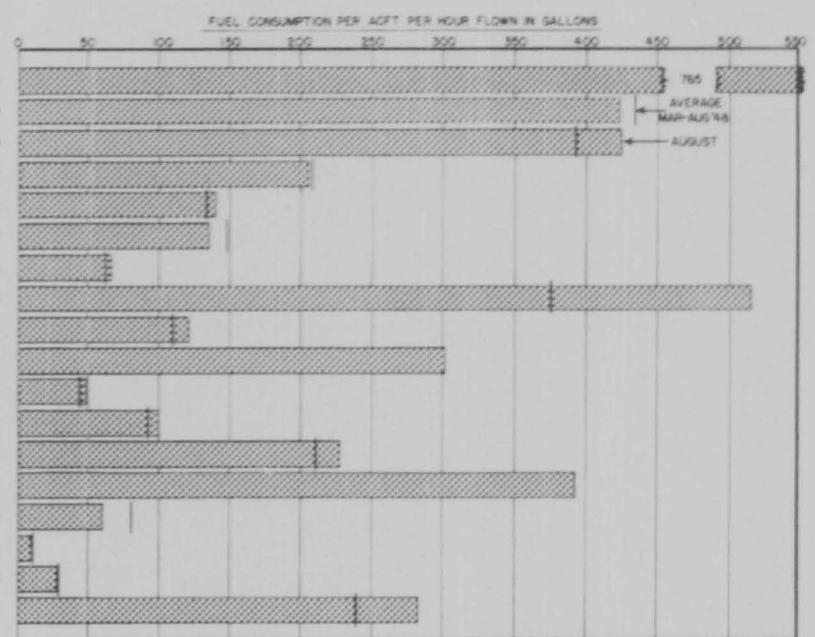
TOTAL SAC AIRCRAFT HOURS FLOWN AND FUEL CONSUMPTON

BY MODEL

AUGUST 1948

HOURS FLOWN	FUEL CONSUMPTION IN GALLONS	
153	117,037	B-36
224	95,071	B-50
15,069	6,405,774	B-29, RB-29
873	179,867	B-17, RB-17
2,461	347,439	B-25
104	14,099	B-26
1,885	125,809	F-51
2,495	1,290,985	F-80
1,247	152,346	F-82
1,207	364,718	F-84
844	41,578	C-45, RC-45
6,492	648,744	C-47
900	204,783	C-54
34	13,354	YC-97
1	60	A-10
10	92	L-5
1,432	40,421	T-6
35,431	10,042,177	TOTAL SAC



NOTE: INCLUDES TAXI AND PREFLIGHT TIME.
DATA NOT AVAILABLE FOR B-36's, F-84's, AND YC-97's FOR AVERAGE MAR-AUG 1948
HIGH FUEL CONSUMPTION FOR F-80 DUE TO TRANSITION FLYING AND CHECKING OUT OF PILOTS BY 4th FIGHTER GROUP

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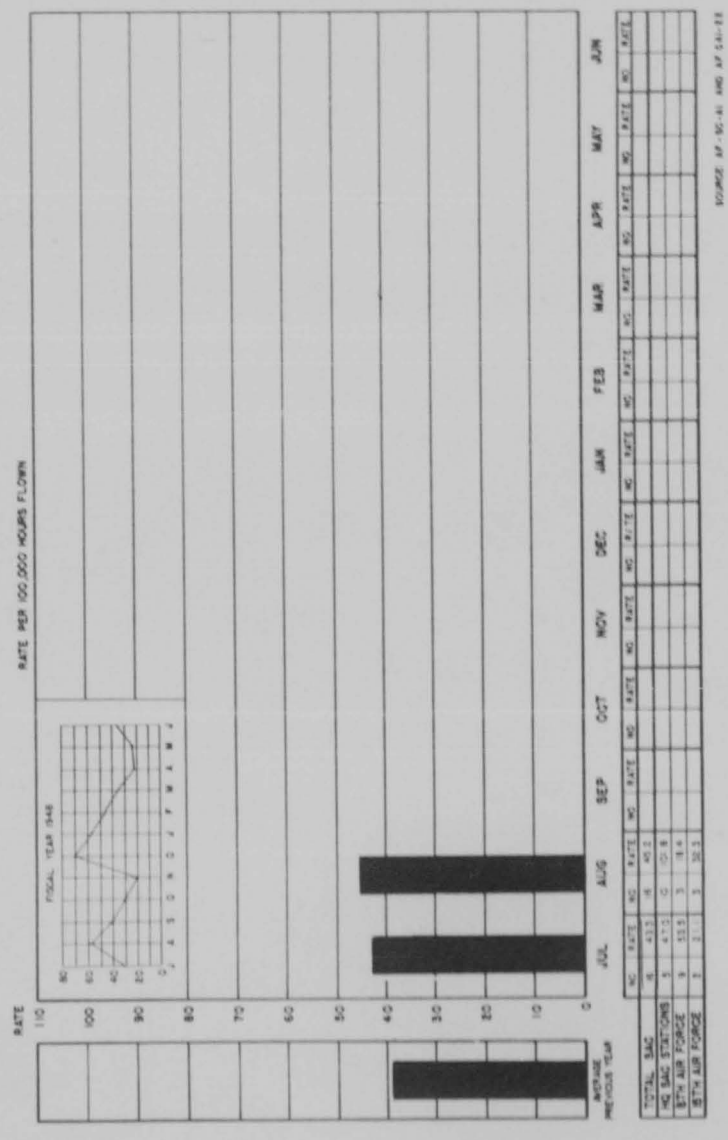
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

BY MONTH, FISCAL YEAR 1949



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TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

FATAL AND NON-FATAL

BY MONTH, FISCAL YEAR 1949

RATE PER 100,000 HOURS FLOWN

		JUL		AUG		SEP		OCT		NOV		DEC		JAN		FEB		MAR		APR		MAY		JUN	
		NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	FATAL	4	0.8	4	0.8																				
	NON-FATAL	8	18.3	5	13.2																				
HQ SAC	FATAL	1	8.4	1	30.3																				
	NON-FATAL	4	37.8	-	-																				
8th AIR FORCE	FATAL	2	1.3	1	0.6																				
	NON-FATAL	7	4.5	3	1.3																				
15th AIR FORCE	FATAL	1	0.6	2	1.3																				
	NON-FATAL	1	0.6	1	0.6																				

SOURCE AF-SC-A1 AND AFC A-33

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SAC AIR TRAINING REPORT

AUGUST 1948

	34 Bomb Gp	7th Bomb Gp	43d Bomb Gp	97th Bomb Gp	509th Bomb Gp	2d Bomb Gp	9th Bomb Gp	28th Bomb Gp	93d Bomb Gp	301st Bomb Gp	307th Bomb Gp *	4th Ftr Gp	27th Ftr Gp	33d Ftr Gp	56th Ftr Gp	82d Ftr Gp	71st Gen Sq	15th Photo Sq	343d Gen Sq
TOTAL TRAINING HOURS FLOWN	1409	1340	1437	1445	2449	557	922	347	1284	1287		1532	2093	1187	1359	974	139	265	1175
TOTAL NIGHT HRS OF FLTS FLOWN	332	36	11	111	173	122	79	81	5	60		154	154	148	98	30			
TOTAL INSTRUMENT HOURS FLOWN	792	205	349	347	583	77	247	77	221	307		139	53	115	111	210	24	37	161
TOTAL FLYING HRS AVAILABLE	1491	1507	2175	2031	3993	888	3488	1386	3734	2113		9537	3492	4488	3050	3793	1636	691	1394
TOTAL MAX LOAD TAKE-OFFS												5	349	0	542	0			
NO A3A-TO-A3A JUMBROUT MISS	14	3	8	0	9	2	5	18	5	0		117	0	0	93	0			
BOUNCE FIXED	10000	14000	9057	0	18000	9000	0	24750	0	0		1353	0	0	14803	0			
CAMERA FILM EXPOSED	0	0	0	0	0	0	0	0	0	0		1235	0	0	3264	0			
NO A3A-TO-ONE JUMBROUT MISS												31	13	0	223	45			
BOUNCE FIXED												2493	1500	0	24791	6493			
CAMERA FILM EXPOSED												73	0	0	350	806			
NO FIGHTER BOMBER MISSIONS		0	1	0	1	0	1	0	0	10	0	0	1	0	0	0			
BOUNCE FIXED		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CAMERA FILM EXPOSED		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL BOMBS DROPPED TOTAL *	35	694	231	595	0	200	253	15	283	0	0	346	0	0	134	91			
AVERAGE CIRCULAR ERROR	0	109	273	200	0	279	205	195	317	0	0	**	0	0	56	87			
TOTAL BOMBS DROPPED IN PERF & AVERAGE CIRCULAR ERROR	0	0	0	0	0	0	0	0	0	0	0								
	0	0	0	0	0	0	0	0	0	0	0								
TOTAL BOMBS DROPPED RADAR & AVERAGE CIRCULAR ERROR	0	5	175	4	0	15	33	0	159	0	0								
	0	1010	1042	1425	0	2030	2230	0	1854	0	0								
TOTAL SCR 584 BOMB & AVERAGE CIRCULAR ERROR	0	84	112	74	37	26	42	0	0	0	0								
	0	3499	2233	2111	3543	3456	7181												
NO RADAR MISSIONS																	0	0	0
NO PHOTOGRAPHIC MISSIONS																	0	8	14
NO PHOTO PROJECTS COMPLETED																	0	1	1

NOTE: * No reports received from 98th and 307th Bomb Grounds (TDY overseas)
** Not scored

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SAC BOMBING DATA

BY BOMB GROUP

AUGUST 1948

No. Bomb Releases	7th Bomb Gp	43d Bomb Gp	97th Bomb Gp	509th Bomb Gp	22d Bomb Gp	92d Bomb Gp	93d Bomb Gp	98th Bomb Gp	2d Bomb Gp *	28th Bomb Gp *	301st Bomb Gp *	307th Bomb Gp **
a. 15,000-25,000												
(1) Visual												
No. Releases	392	120	237	0	75	221	374	148				
Ar. Cir. Error	363	397	309	0	299	327	387	425				
(2) Radar												
No. Releases	5	152	6	0	5	13	166	0				
Ar. Cir. Error	1010	1317	1425	0	3500	2400	1824	0				
b. Above 25,000												
(1) Visual												
No. Releases	162	20	262	0	68	0	0	0				
Ar. Cir. Error	424	277	299	0	317	0	0	0				
(2) Radar												
No. Releases	0	15	0	0	10	0	0	0				
Ar. Cir. Error	0	874	0	0	560	0	0	0				
Scored RBS Runs												
a. 15,000-25,000												
(1) No. Runs	86	102	7	57	0	28	0	0				
(2) Av. Cir. Error	3499	2553	2546	3562	0	6405	0	0				
b. Above 25,000												
(1) No. Runs	0	0	67	0	20	14	0	0				
(2) Av. Cir. Error	0	0	3012	0	3400	4452	0	0				

* No reports on 2d, 28th, and 301st Bomb Groups -- Groups on TDY

** 307th Bomb Group not reported

SOURCE: SAC-OT-T120

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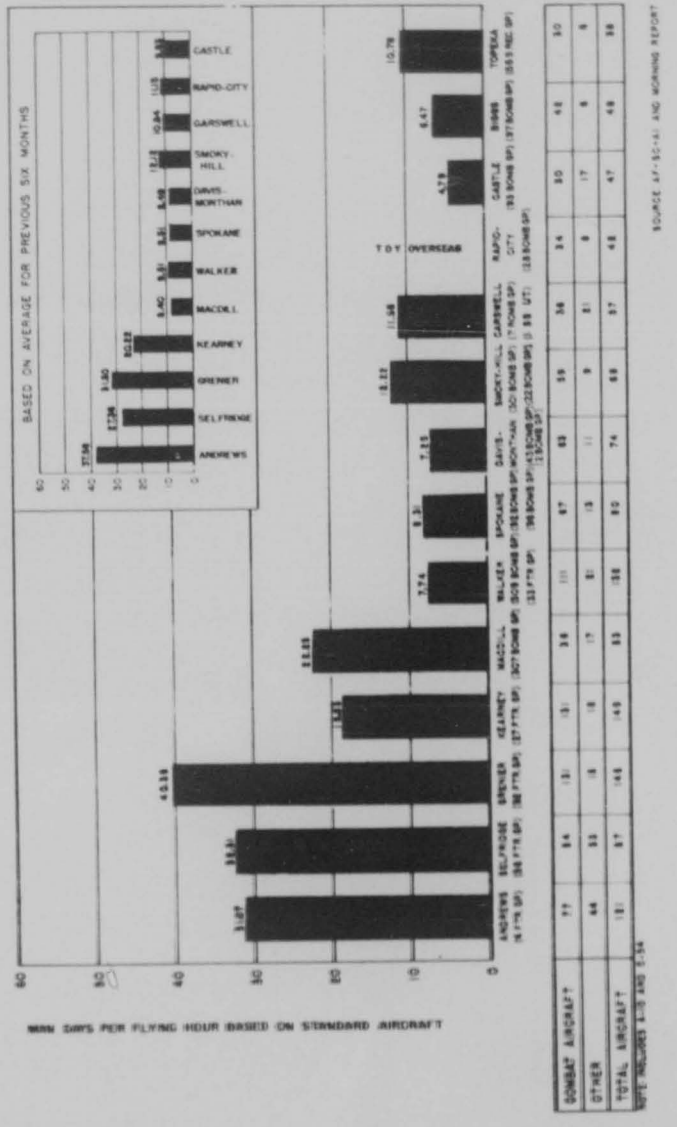
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
AUGUST 1948



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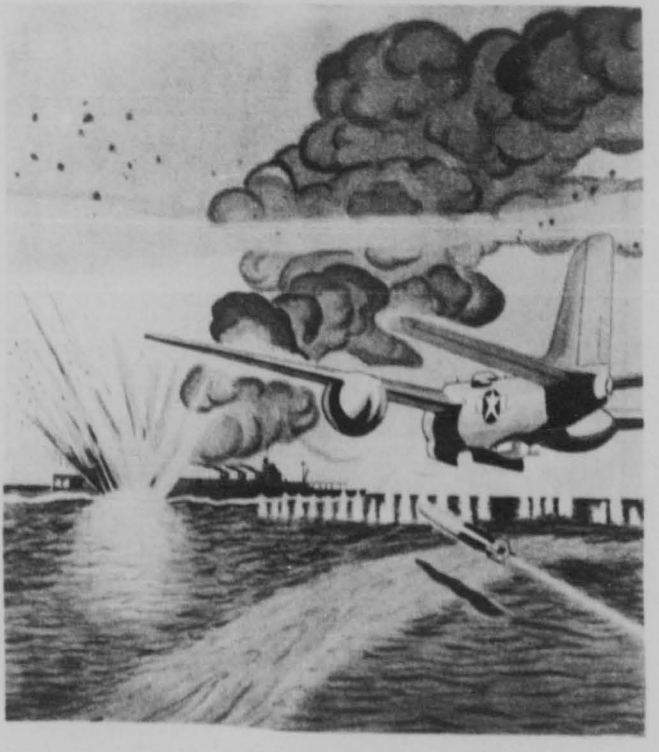
Section 4



TRAINING *and* OPERATIONS

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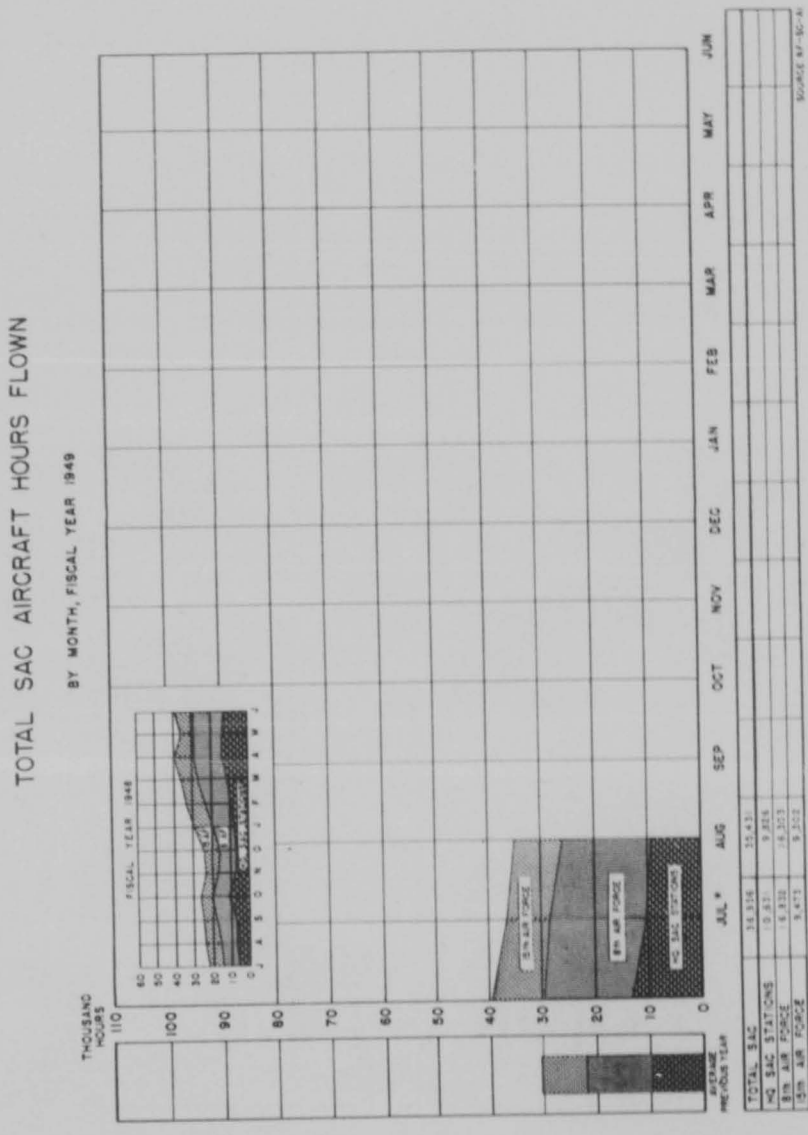

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Section 5

COST ANALYSIS

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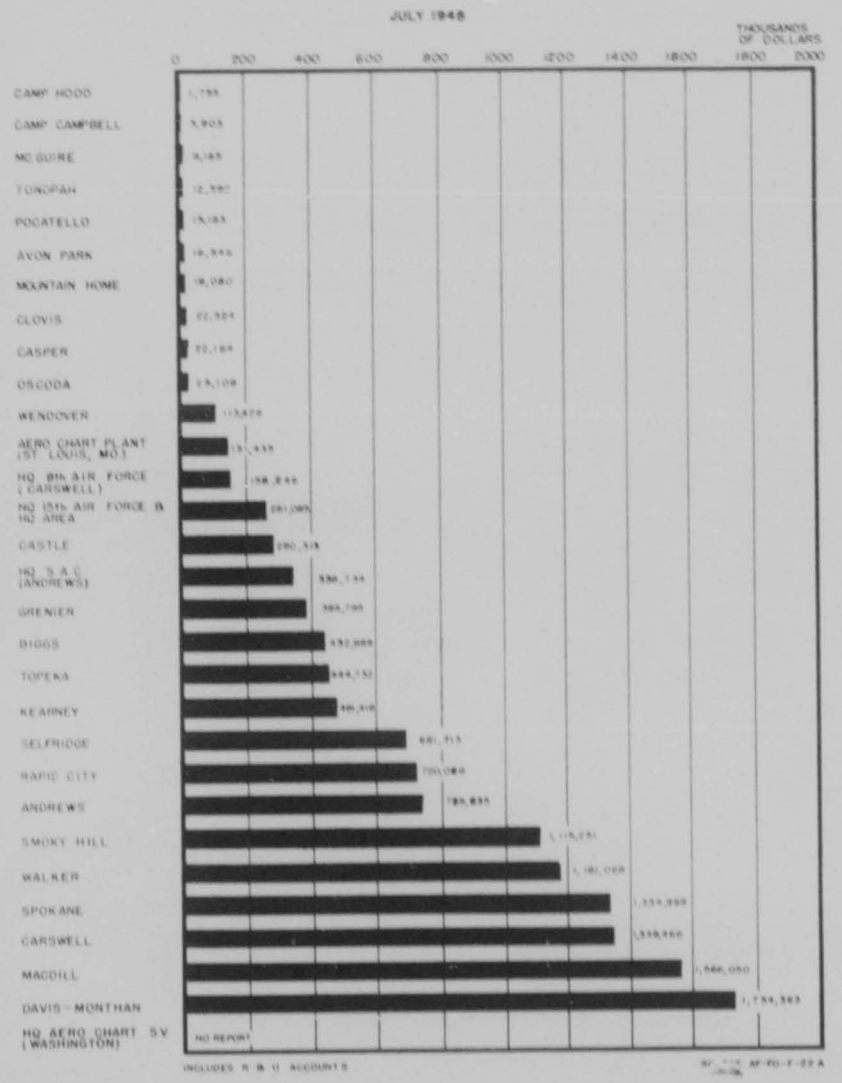
TOTAL COST OF OPERATION OF SAC INSTALLATIONS



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ACCOUNT CODES USED IN CHARTS ON HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

JULY 1948

HOSPITAL GROUP	PERSONNEL AND ADMINISTRATION	AIR BASE GROUP	MAINTENANCE AND SUPPLY GROUP	COMBAT GROUP	OTHER COSTS
03277	01002	01006	01010	01008	02137
	01004	02061	04102	07270	04119
	01012	02106	04104		04120
	01013	02108	04106		05108
	01014	02110	04108		05109
	01016	02112	04109		09106
	01018	02117	04112		09108
	01020	02124	04113		09109
	01049	02128	04118		09120
	02102	02130	08080		09121
	02104	02132	05102		09149
	02114	02134	05104		09261
	02116	02136	05106		12102
	02120	02138	05110		12103
	02122	02140	05112		12114
	02123	02141	05280		12118
	04114	02142	05450		12120
	09102	02144	12112		12122
	12105	02146	12116		12124
	12108	02261			12126
	12110	02361			14155
	12113	04110			
		04116			
		04122			
		09101			

NOTE: CREDITS REPORTED IN REMARKS SECTION ARE DEDUCTED FROM THE APPROPRIATE ACCOUNT

SOURCE: AF-FO-F22A

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HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND, BY FUNCTIONAL GROUP

JULY 1948

$1.00
90
80
70
60
50
40
30
20
10
0
HOSPITAL GP
PERSONNEL AND ADMINISTRATION
AIR BASE GP
PAYROLL COST
MAINTENANCE AND SUPPLY GP
COMBAT GP
C3
C4
C5
C1
C2
C3
C4
C5
C1
C2
C3
C4
C5
C1
C2

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HOW A SAC DOLLAR IS SPENT

BY STATION BY FUNCTIONAL GROUP

JULY 1948

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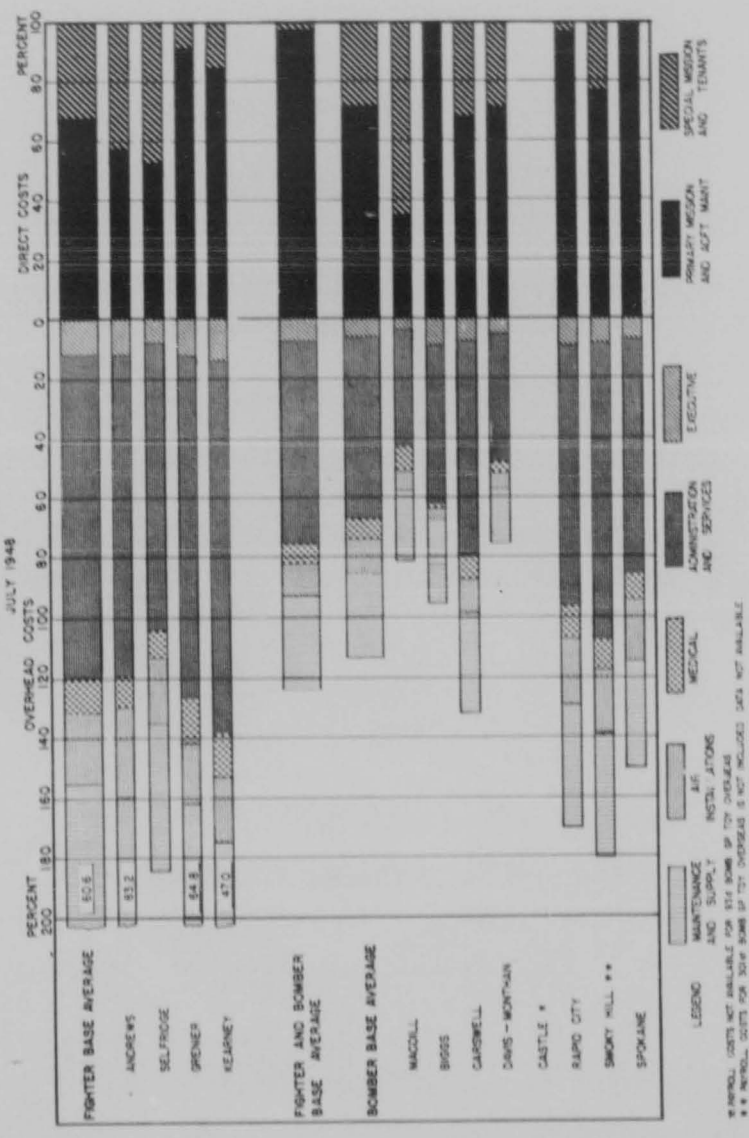
OVERHEAD PAYROLL COSTS AS A PERCENT OF DIRECT PAYROLL COSTS

BY STATION

JULY 1948



* PAYROLL COSTS NOT AVAILABLE FOR 93d BOMB SP TOY OVERSEAS
** PAYROLL COSTS FOR 30d BOMB SP TOY OVERSEAS IS NOT INCLUDED DATA NOT AVAILABLE

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OVERHEAD PAYROLL COSTS AS A PERCENT OF DIRECT PAYROLL COSTS

(CONTINUED)

SAC AIR FORCE BASE	OVERHEAD COSTS										DIRECT COSTS			TOTAL DIRECT PAYROLL	TOTAL PAYROLL
	MAINTENANCE & SUPPLY		AIR INSTALLATIONS		MEDICAL		ADMINISTRATIVE & SERVICES		DEDUCTIVE		PRIMARY MISSION & AIRCRAFT MAINT	SPECIAL MISSION & TENANTS			
	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	AMOUNT		AMOUNT	AMOUNT
FIGHTER BASE - AVERAGE	$ 73950	60.6	$ 29279	24.0	$ 14801	12.1	$ 132542	108.6	$ 12692	10.7	$ 83158	$ 38852		$ 122010	$ 385454
ANDREWS	115436	83.2	41734	30.1	14876	10.7	150188	108.2	15093	10.9	80532	58285		138817	476134
DELAFIELD	74223	47.3	35465	22.6	14812	9.4	150449	95.8	12315	7.8	83579	73422		156912	444194
GRIFFISS	57548	54.8	18050	20.3	13844	15.6	101416	114.3	10466	12.0	81430	7542		88972	295985
EDWARDS	48492	47.0	21938	21.2	15470	15.2	138195	134.1	14146	13.7	87103	14138		101260	331791
FIGHTER & BOMBER BASE															
WALKER	103155	30.9	35237	10.6	22095	6.6	226550	67.9	24431	7.3	226250	7319		233569	745037
BOMBER BASE - AVERAGE	93806	28.2	37078	11.2	21553	5.1	280991	90.4	19453	5.9	215201	97237		312438	797209
MACDILL	122089	23.5	35998	7.0	42508	8.2	266355	38.7	18656	3.6	184733	332710		517442	937048
BUCKLEY	42057	28.9	4983	3.4	2567	1.7	79332	54.3	12299	9.1	145633	0		145633	284637
CARSWELL	123894	32.6	44235	11.7	26425	7.0	276708	72.9	26571	6.7	258565	121062		379567	876540
DAVIS - MONTHAN	104734	17.5	32098	5.4	23759	4.0	261678	43.6	25617	4.3	427336	172546		599882	1047766
CASTLE *															
RAPID CITY	71905	41.7	37205	21.6	18600	10.8	151307	87.7	14406	8.4	167464	5977		173441	465862
SMOKY HILL **	78649	41.0	41354	21.7	19896	10.4	188428	99.0	15517	8.1	147330	43083		190413	533557
SPOKANE	113612	35.4	63771	19.8	30918	9.6	251696	78.2	23203	7.2	315648	6543		321991	805191

* Payroll cost not available for 93d Bomb Gp TDY overseas.

** Payroll cost for 381st Bomb Gp TDY overseas is not included. Data not available.

SOURCE: AF-PC-F22A

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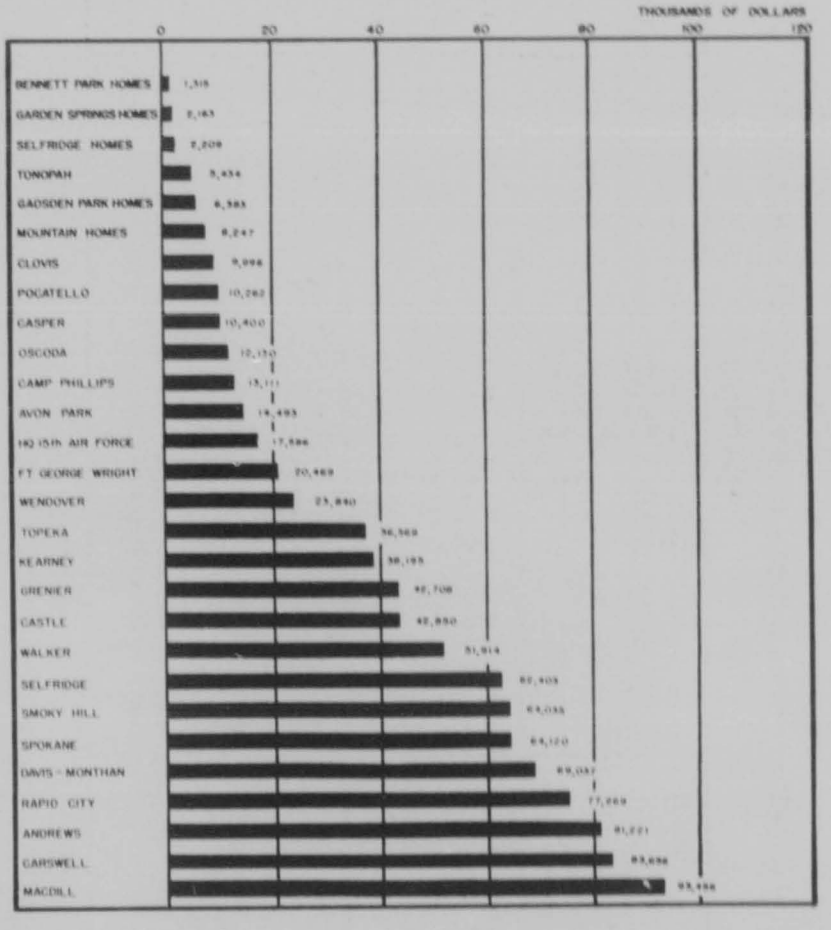
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

AUGUST 1948



NOTE: EXCLUDES MODIFICATION PROJECTS

SOURCE: AF-MO-F 33

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Section 6

OTHERS

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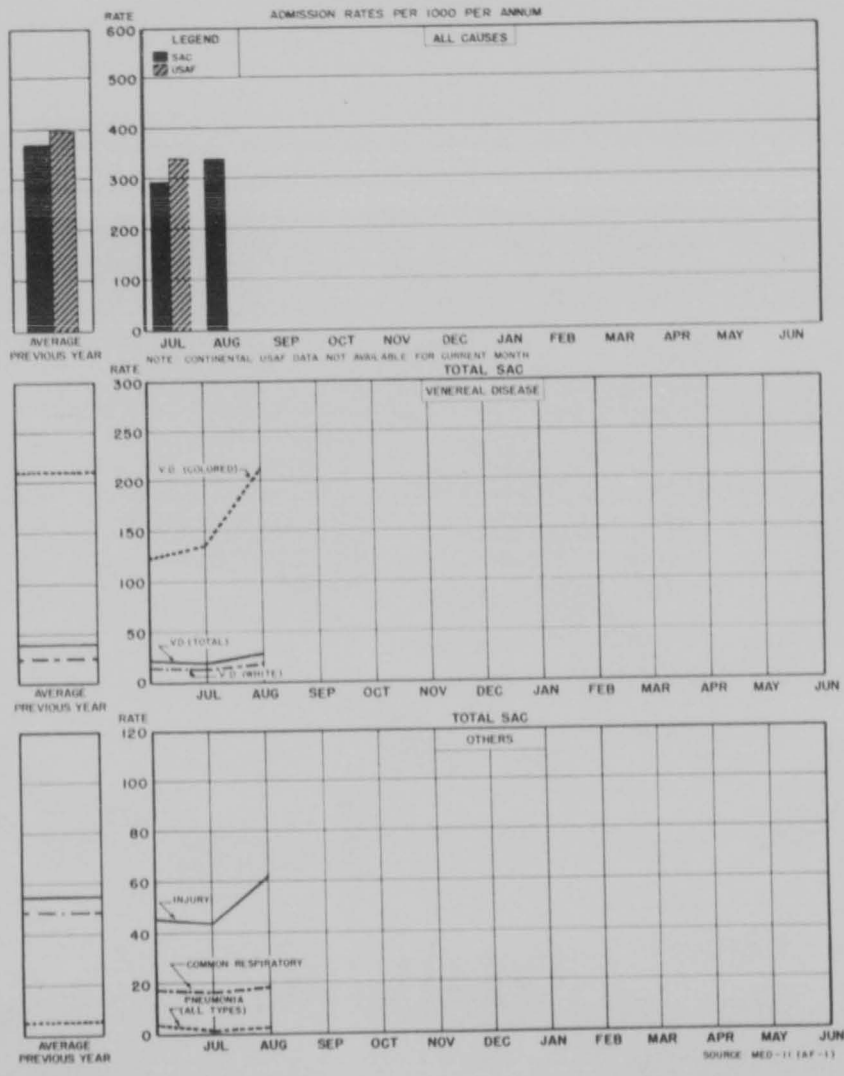
HOSPITAL ADMISSION RATES

BY MONTH, FISCAL YEAR 1949



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VENEREAL DISEASES BY STATION

AUGUST 1948

(4 Weeks 31 July to 27 August)

Admission Rates per 1000 per Annum

	WHITE AND COLORED						WHITE				COLORED			
	VD all Types		Gonorrhea		Syphilis		VD all Types		G	S	VD all Types		G	S
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases
	a 111	32	a 93	27	a 17	5	a 71	21	a 57	a 14	40	212	36	3
TOTAL SAC	55	60	49	54	5	5	19	22	16	3	35	440	33	2
HQ SAC STATIONS	5	18	4	14	1	4	5	19	4	1				
ANDREWS	3	23	3	23			3	23	3					
GRENIER	44	144	39	128	4	13	9	37	7	2	35	547	32	2
MACHTLL	3	15	3	15			2	10	2		1	118	1	
SELFRIDGE	4	37	3	28	1	9	4	37	3	1				
311TH AIR DIV HQ	4	37	3	28	1	9	4	37	3	1				
TOPEKA	b 35	23	b 29	19	b 6	4	b 32	22	b 27	b 5	3	43	2	1
TOTAL 8TH AF	4	30	4	30			4	30	4					
BIGGS	b 16	33	b 13	26	b 3	5	b 13	28	b 11	b 2	3	43	2	1
CARSWELL	d 10	27	7	18	3	9 d	10	29	d 7	3				
DAVIS-MONTHAN														
EDWARDS	5	14	5	14			5	15	5					
WALKER	c 17	18	12	13	c 5	4	c 16	16	11	c 5	1	27	1	
TOTAL 15TH AF	1	7	1	7			1	7	1					
CASTLE	1	23	1	23			1	23	1					
COLORADO SPRINGS	4	30	2	15	2	15	4	30	2	2				
RAPID CITY	9	30	7	23	2	7	8	30	6	2	1	27	1	
SHORT HILL	c 2	4	1	4	c 1		c 2	4	1	c 2				
SPOKANE														
WENDOVER														

(a) 3 Cases GC not included in rates not charged this Command. 2 Cases Syphilis not included in rates not charged this Command.
(b) 3 Cases GC white not included in rates not charged this Command. 1 Case Syphilis white not included in rates not charged this Command.
(c) 1 Case Syphilis white not included in rates not charged this Command.
(d) 1 Case GC white not included in rates not charged this Command.

SOURCE: WSD-11 (AF-1)

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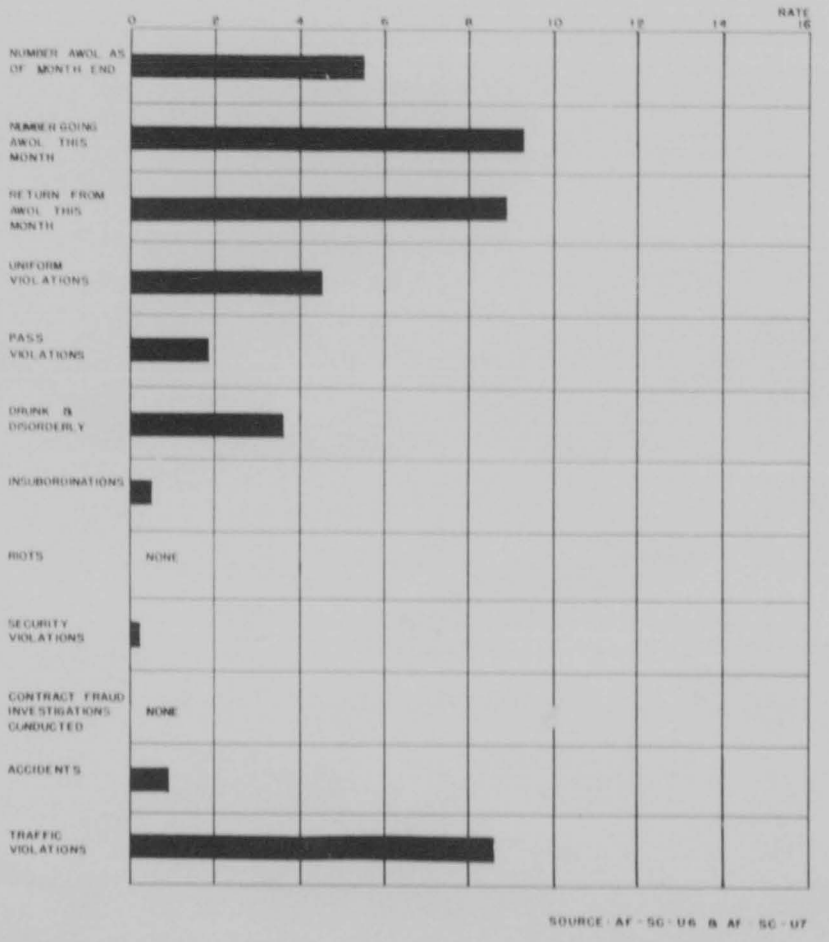
TOTAL OFFENSES AND CRIMINAL INVESTIGATIONS

JULY 1948

RATE PER 1000 PERSONNEL



SOURCE: AF - SC - U6 & AF - SC - U7

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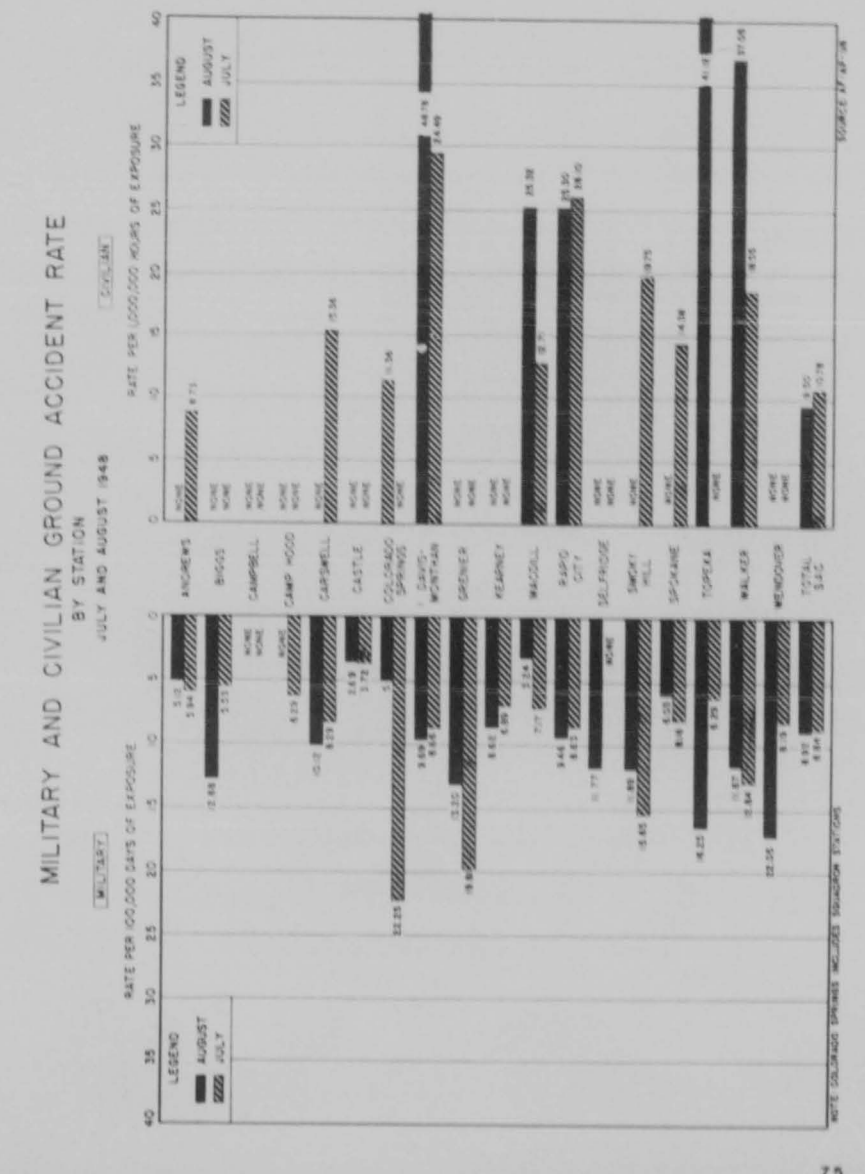

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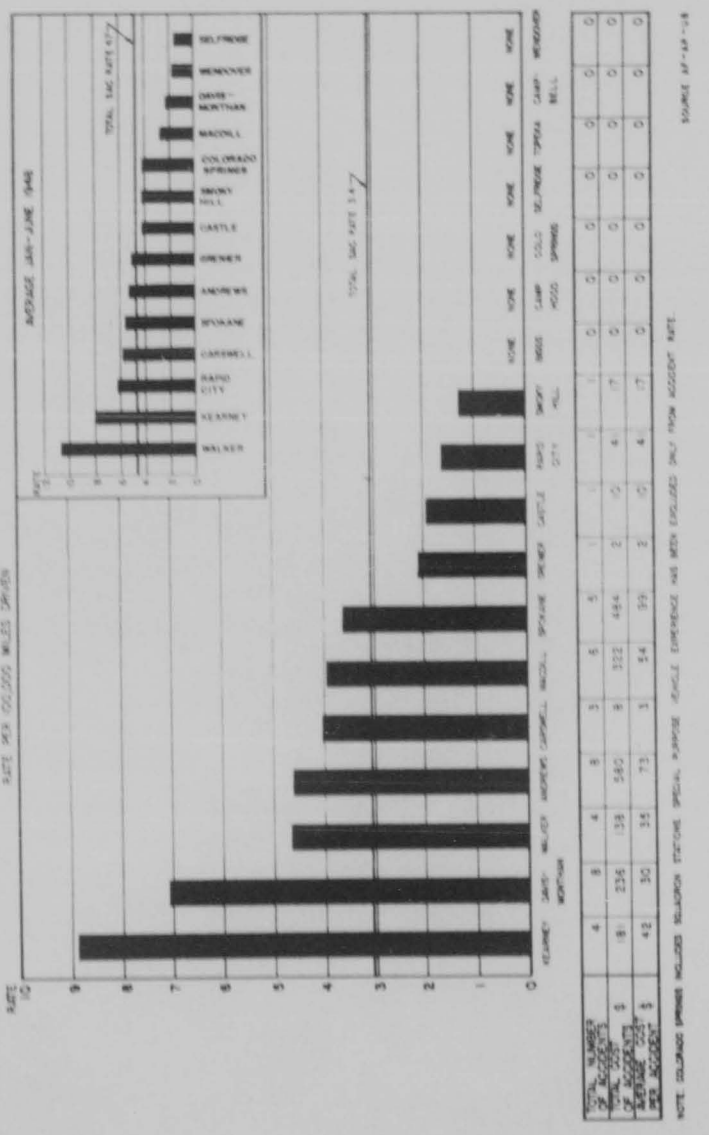
SAC MOTOR VEHICLE ACCIDENT RATE

BY STATION

AUGUST 1948



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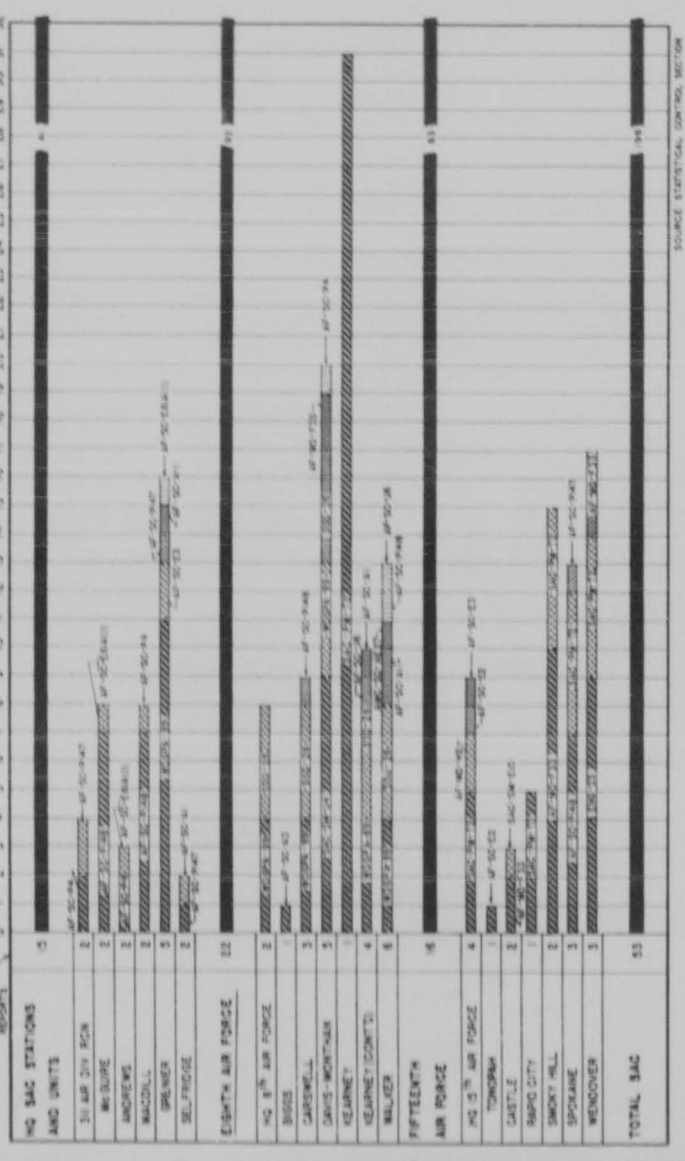
STRATEGIC AIR COMMAND DELINQUENT REPORTS

AUGUST 1948



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REPORTS REQUIRED OF SAC

AUGUST 1948

	REPORTS / COMMAND	AIRCRAFT	EQUIPMENT	FUNDS	HOUSING	MEDICAL	ORGANIZATIONAL	PERSONNEL	TRAINING & OPERATIONS	UNCLASSIFIED	TOTAL
	RECURRING										
NUMBER OF REPORTS IN EFFECT BEGINNING OF MONTH	NATIONAL DEFENSE		34	27	1	15	8	10	7	16	114
	HQ USAF	7	10	7	3	2	3	29	5	16	51
	HQ SAC	6	9		1			4	6	4	29
	HQ AMC	5	11			1		1		1	19
	HQ ADC							1		1	2
	TOTAL	18	63	34	5	18	8	44	18	37	248
ADDITIONAL NUMBER OF REPORTS CLEARED AND NUMBERED	NATIONAL DEFENSE			1						2	3
	HQ USAF						1			2	3
	HQ SAC		3						1		4
	HQ AMC		1								1
	HQ ADC								1		1
	TOTAL		4	1			1		2	4	12
NUMBER OF REPORTS ELIMINATED	NATIONAL DEFENSE									3	3
	HQ USAF										
	HQ SAC				1			1		1	3
	HQ AMC										
	HQ ADC							1	1	1	3
	TOTAL				1			2	1	5	9
NUMBER OF REPORTS IN EFFECT END OF MONTH	NATIONAL DEFENSE		34	28	1	15	5	10	7	14	114
	HQ USAF	7	10	7	3	2	4	29	5	18	84
	HQ SAC	6	11					3	7	3	30
	HQ AMC	5	12			1		1		1	20
	HQ ADC										
	TOTAL	18	67	36	4	18	9	42	19	36	248
	SPECIAL										
NUMBER OF REPORTS CLEARED	NATIONAL DEFENSE									1	1
	HQ USAF		1					1		1	3
	HQ SAC	1	8	1				4	1	3	18
	HQ AMC										
	HQ ADC										
	TOTAL	1	9	1				5	1	5	22

SOURCE: STATISTICAL CONTROL SECTION

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DISTRIBUTION FOR COMMAND SUMMARY

Commanding General SAC	1
Deputy Commander and Chief of Staff SAC	1
Inspector General	1
Provost Marshal Section	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Historical Branch	2
Hq Commandant's Section	1
Deputy Chief of Staff, Personnel and Administration	6
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Deputy Chief of Staff, Intelligence	1
Deputy Chief of Staff, Operations	4
Electronics Section	1
Deputy Chief of Staff, Material	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Comptroller	6
Statistical Control Section	2
Operations Analysis Section	1
Chief of Staff, United States Air Force, Washington 25, D.C.	8
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. Comptroller.	8
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. The Air Inspector.	1
Deputy The Air Inspector for Field Operations, Langley Air force Base, Langley Field, Virginia	1
Air Training Command, Barksdale Air Force Base, Barksdale Louisiana	2
Air University, Maxwell Air Force Base, Alabama Attn. Statistical Control Section, Office of the Comptroller	1
Andrews Air Force Base, Washington 20, D.C.	3
MacDill Air Force Base, MacDill Field, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Selfridge Field Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas.	10
Fifteenth Air Force, Colorado Springs, Colorado	10
311th Air Division, Reconnaissance, Topeka Air Force Base, Topeka Kansas	1
All Other Active Stations	3 ea

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Command Summary

Best Wishes
to
General George C. Kenney
and
Maj. Gen. Clements McMullen

OCTOBER 1948
SAC TECHNICAL PAMPHLET 122-1

PREPARED BY
COMPTROLLER

RESTRICTED

2-1076-PK

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STATISTICS AS OF 30 SEPTEMBER 1948

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for organizing command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the [illegible] which is maintained in the United States, and in such other areas as may be designated from time to time; for employment against objectives of air attack in any location on the globe and will conduct long range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute those plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train, and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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ORGANIZATION

Section I

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STRATEGIC AIR COMMAND ORGANIZATION

30 SEPTEMBER 1948

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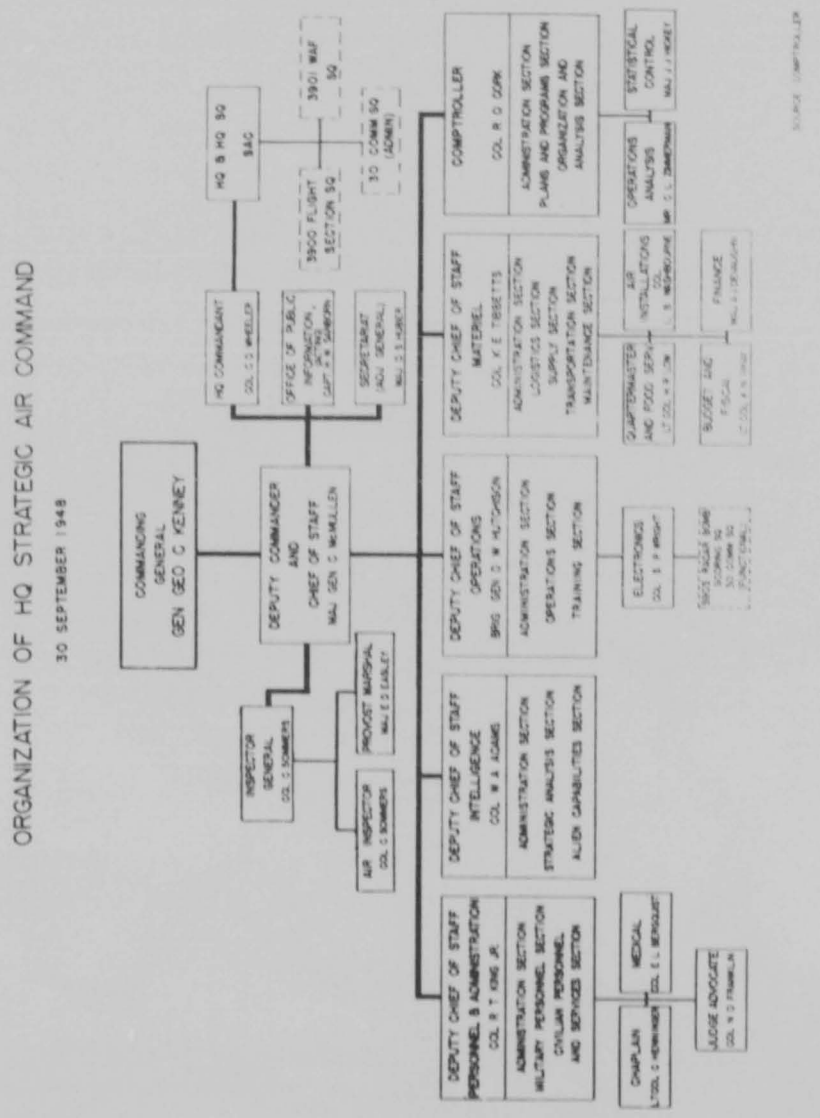

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ROSTER OF SAC KEY PERSONNEL

AS OF 30 SEPTEMBER 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE
COMMANDING GENERAL	GEN GEO C KENNEY	MAJ GEN R M RAMEY	COL L G MULZER (ACTING)
DEPUTY COMMANDER and/or CHIEF OF STAFF	MAJ GEN C McMULLEN	BRIG GEN R W BURNS	COL I A RENDLE
DEPUTY CHIEF OF STAFF PERSONNEL AND ADMINISTRATION	COL R T KING	COL P D GLASSFORD	COL J S HARDY
DEPUTY CHIEF OF STAFF INTELLIGENCE	COL W A ADAMS	MAJ E M KIRTON	LT COL P D WYNNE
DEPUTY CHIEF OF STAFF OPERATIONS	BRIG GEN D W HUTCHISON	COL W H BLANCHARD	COL W P BRETT
DEPUTY CHIEF OF STAFF MATERIEL	COL K E TIBBETTS	COL F G JAMISON	COL C J BONDLEY Jr
COMPTROLLER	COL R O CORK	LT COL J W ROBERTS	MAJ W S CONNERS

WING	WING COMMANDER	WING	WING COMMANDER	WING	WING COMMANDER
7 th BOMB WING	COL A D CLARK	97 th BOMB WING	COL G L ROBINSON	4 th FTR WING	BRIG GEN Y H TAYLOR
28 th BOMB WING	COL A T WILSON	301st BOMB WING	LT COL J P GREGG (ACTING)	27 th FTR WING	COL A B PACKARD
43 d BOMB WING	COL J C SELSER Jr	307 th BOMB WING	BRIG GEN C R HUTCHINSON	56th FTR WING	COL W T HUDNELL
92 d BOMB WING	COL J E BRIGGS	509th BOMB WING	COL C P IRVINE	82 d FTR WING	COL H VICCELLIO
93 d BOMB WING	COL R H TERRILL	311th AIR DIV RCN	BRIG GEN P T CULLEN	55th STRAT RCN WING	COL A KALBERER

SOURCE AF-SC-PR

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PERSONNEL

Section II

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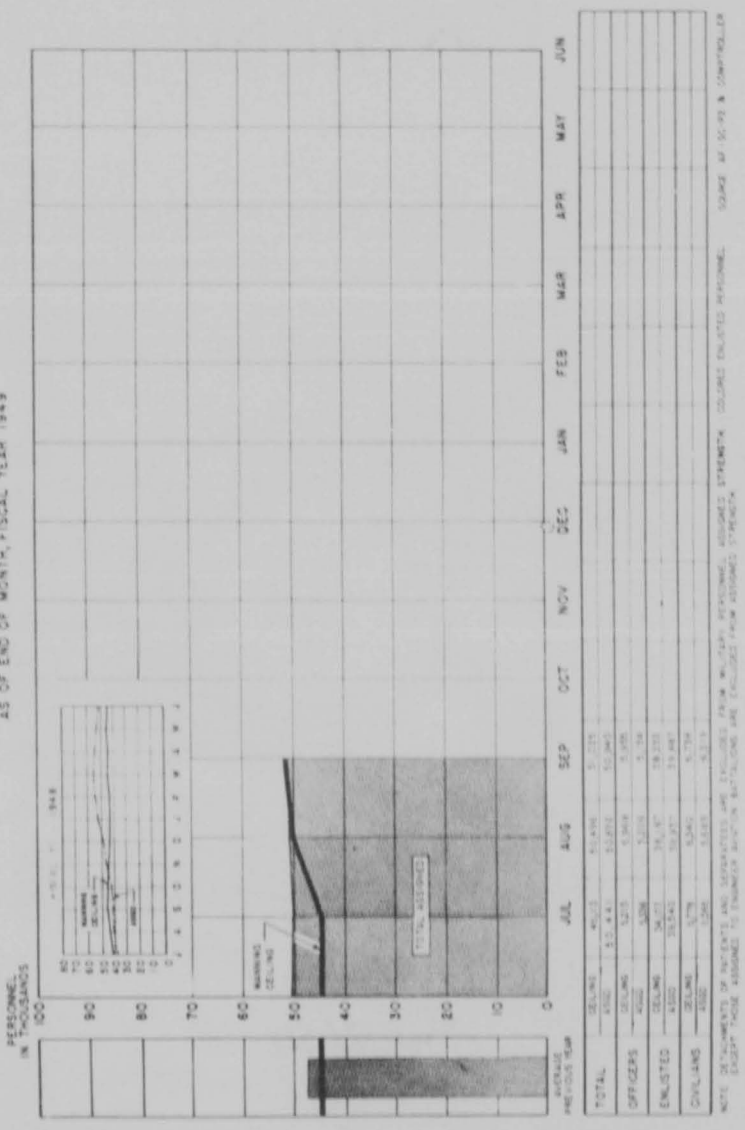
TOTAL SAC OFFICERS, ENLISTED AND CIVILIANS

MANNING CEILING AND ASSIGNED STRENGTH
AS OF END OF MONTH, FISCAL YEAR 1949



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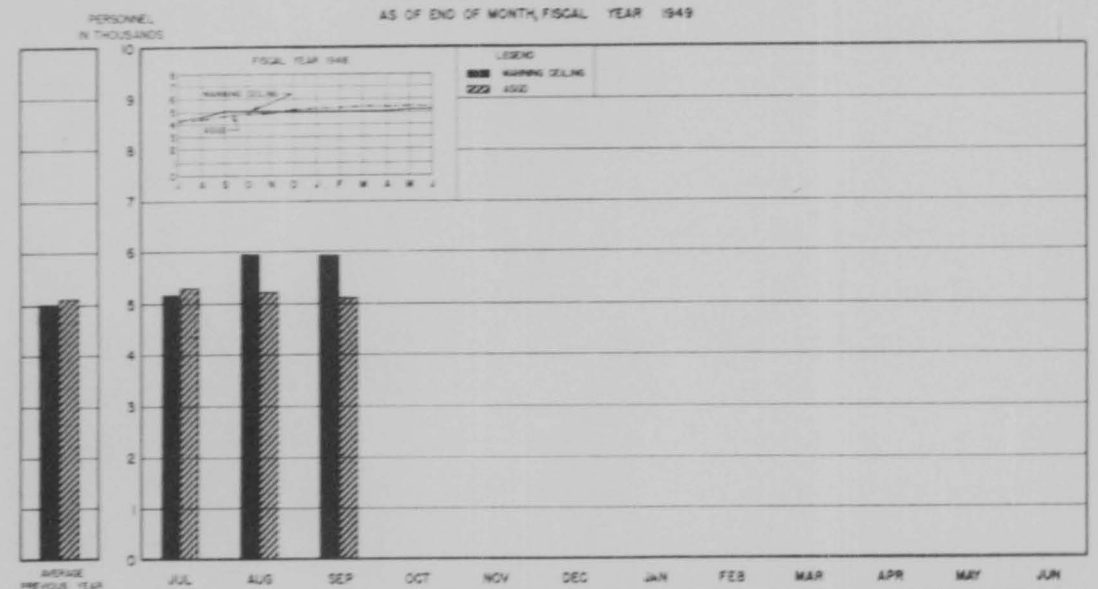
TOTAL SAC OFFICER PERSONNEL

MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL SAC	CEILING	[illegible]	[illegible]	5955									
	ASGD	[illegible]	[illegible]	5134									
HQ SAC STATIONS	CEILING	[illegible]	[illegible]	[illegible]									
	ASGD	[illegible]	[illegible]	[illegible]									
8th AIR FORCE	CEILING	[illegible]	[illegible]	[illegible]									
	ASGD	[illegible]	[illegible]	[illegible]									
15th AIR FORCE	CEILING	[illegible]	[illegible]	[illegible]									
	ASGD	[illegible]	[illegible]	[illegible]									

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED
TOTAL SAC CEILING INCLUDES NON TIG UNALLOTTED

SOURCE: AF-SC-PE & COMPTROLLER

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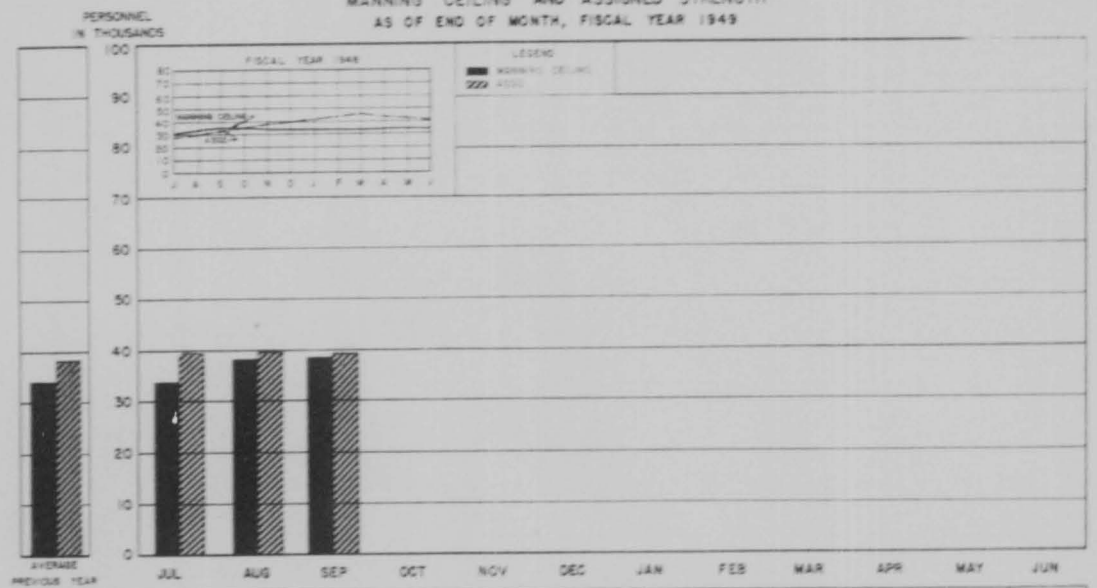
TOTAL SAC ENLISTED PERSONNEL

MANNING CEILING AND ASSIGNED STRENGTH

AS OF END OF MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	CEILING	34,122	38,187	38,332									
	ASSIGD	38,540	38,957	39,487									
HQ SAC STATIONS	CEILING	11,254	13,406	13,423									
	ASSIGD	12,883	13,211	13,229									
8th AIR FORCE	CEILING	13,338	14,855	15,197									
	ASSIGD	15,283	15,351	15,193									
15th AIR FORCE	CEILING	9,520	9,922	9,710									
	ASSIGD	11,375	11,375	10,965									

NOTE: COLORED PERSONNEL EXCEPT THOSE ASSIGNED TO ENGINEER AVIATION BATTALIONS, DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED FROM ASSIGNED STRENGTH. TOTAL SAC CEILING INCLUDES NON-TIG UNALLOTTED.

SOURCE: AF-SC-P2 & COMPTROLLER

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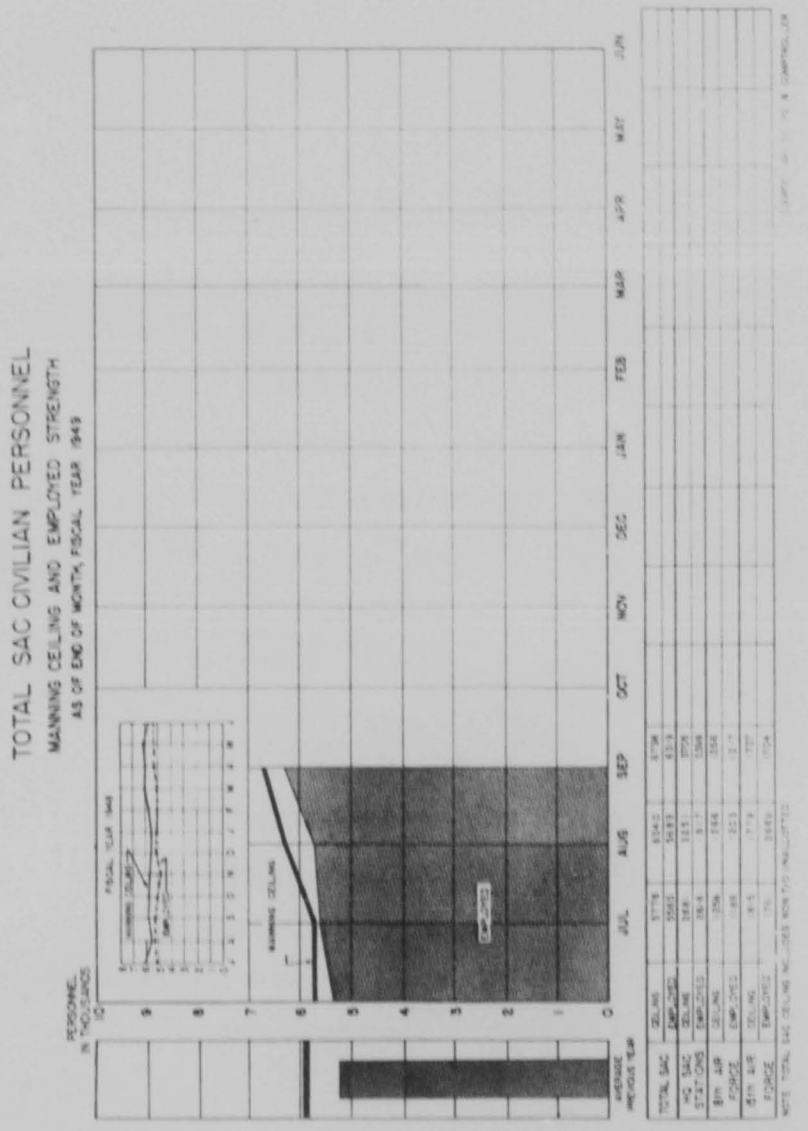

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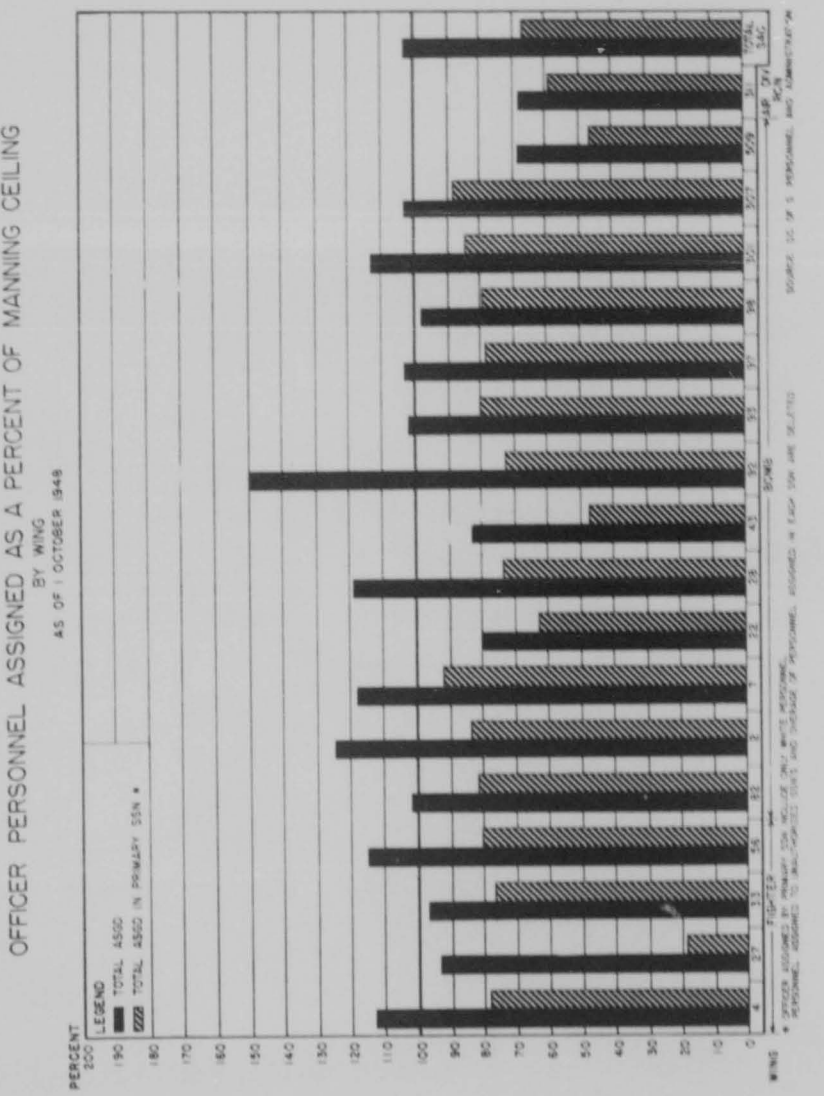

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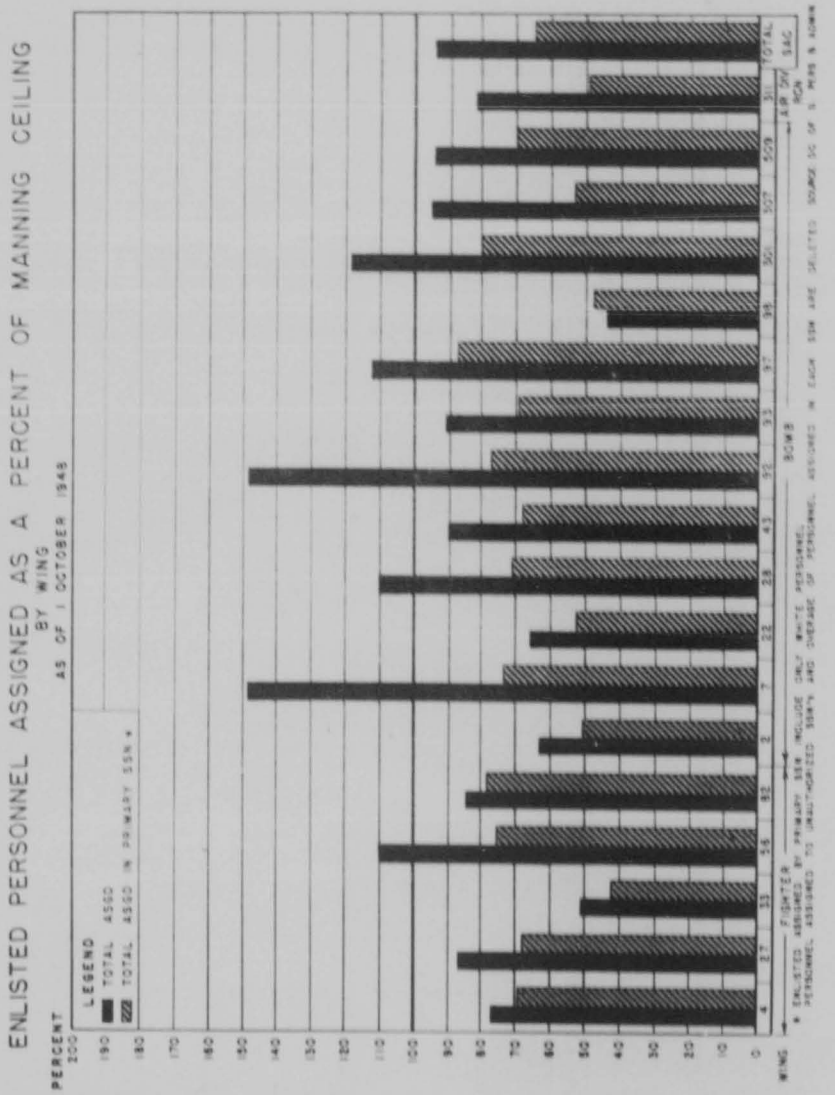

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

AS OF 30 SEPTEMBER 1948

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT a/	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
ANDREWS	SAC	Hq & Hq Sq SAC	184	7	8	158	4	9	389	346	350	301
CARSWELL	8 AF	Hq & Hq Sq 8th AF	85	2	0	72	2	7	249	244	75	69
COLO SPRINGS	15 AF	Hq & Hq Sq 15th AF	88	6	0	83	5	4	301	299	279	264
ANDREWS	SAC	TOTAL 4th Ftr Wg	135	16	0	(2) 151	8	4	1474	1541	450	437
		Hq & Hq Sq 4 Ftr Wg	15	0	0	13	0	0	62	64	13	16
		Hq 4 Ftr Gp	9	2	0	10	0	1	25	21		
		334 Ftr Sq J	26	0	0	29	0	0	105	105		
		335 Ftr Sq J	26	0	0	29	0	0	105	93		
		336 Ftr Sq J	26	0	0	27	0	0	105	104		
		4 Maint & Supply Gp	13	0	0	18	0	2	287	321	194	219
		4 Air Base Gp	20	0	0	25	0	1	720	789	225	187
		4 Station Med Gp	0	14	0	0	8	0	65	44	18	15
MACDILL	SAC	TOTAL 307 Bomb Wg	227	44	6	(1) 226	39	8	2425	2627	498	494
		Hq & Hq Sq 307 Bomb Wg W	30	0	2	47	0	0	79	84	32	32
		Hq 307 Bomb Gp W	12	2	0	14	0	2	28	32		
		370 Bomb Sq W	44	0	0	37	0	1	198	219		
		371 Bomb Sq W	44	0	0	42	0	0	198	219		
		372 Bomb Sq W	44	0	0	48	0	0	198	226		
		307 Maint & Supply Gp	20	0	0	16	0	2	492	499	267	197
		307 Air Base Gp	33	0	4	22	0	2	1056	1220	141	208
		307 Station Med Gp	0	42	0	0	39	1	176	128	58	57
MACDILL	SAC	TOTAL 306 Bomb Gp	144	2	0	39	0	0	622	267		
		Hq 306 Bomb Gp W	12	2	0	20	0	0	28	20		
		367 Bomb Sq W	44	0	0	14	0	0	198	151		
		368 Bomb Sq W	44	0	0	4	0	0	198	96		
		369 Bomb Sq W	44	0	0	1	0	0	198	0		

a/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS					ENLISTED			CIVILIANS		
			MANNING CEILING			ASSIGNED							
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/D	OTHER THAN MEDICAL DEPT AF	MEDICAL DEPT	W/D	MANNING CEILING	ASGD	MANNING CEILING	EX-PLOYED
GRENIER	SAC	TOTAL 82 Ftr Wg	135	15	4	131	6	8	1200	1129	200	201
		Hq & Hq Sq 82 Ftr Wg	15	0	0	15	0	0	51	59	10	12
		Hq 82 Ftr Go SE	9	2	0	9	0	1	25	26		
		95 Ftr Sq SE	26	0	0	24	0	1	106	100		
		96 Ftr Sq SE	26	0	0	23	0	1	106	105		
		97 Ftr Sq SE	26	0	0	24	0	1	106	96		
		82 Maint & Supply Go	13	0	0	12	0	5	238	243	89	95
		82 Air Base Go	20	0	0	25	0	0	503	465	82	75
		82 Station Med Go	0	14		0	6	0	65	35	19	18
SELFRIDGE	SAC	TOTAL 56 Ftr Wg	135	22	4	151	15	4	1418	1674	260	248
		Hq & Hq Sq 56 Ftr Wg	15	2	0	14	0	1	51	59	7	6
		Hq 56 Ftr Go	9	2	0	10	0	0	25	25		
		61 Ftr Sq J	26	0	0	24	0	0	105	122		
		63 Ftr Sq J	26	0	0	25	0	0	105	122		
		65 Ftr Sq J	26	0	0	25	0	0	105	114		
		56 Maint & Supply Go	14	0	0	15	0	2	300	295	94	88
		56 Air Base Go	19	0	0	17	0	0	662	877	146	141
		56 Station Med Go	0	18		0	15	0	65	60	13	13
BIGGS	8 AF	TOTAL 27 Bomb Wg	238	6	0	242	4	5	1553	1771	5	5
		Hq & Hq Sq 27 Bomb Wg M	35	0	0	33	0	0	51	70	5	5
		Hq 27 Bomb Go M	12	2	0	16	0	1	28	32		
		340 Bomb Sq M	49	0	0	48	0	0	198	220		
		341 Bomb Sq M	49	0	0	50	0	0	198	219		
		342 Bomb Sq M	49	0	0	50	0	0	198	219		
		27 Maint & Supply Go	21	0	0	19	0	3	265	309		
		27 Air Base Go	33	0	0	20	0	1	511	680		
		27 Station Med Go	0	4		0	4	0	24	22		
CARSWELL	8 AF	TOTAL 7 Bomb Wg	285	30	5	(2) 323	25	6	2172	3759	306	292
		Hq & Hq Sq 7 Bomb Wg H	35	0	0	34	0	0	65	122	16	14
		Hq 7 Bomb Go H	14	2	0	22	0	1	25	31		
		9 Bomb Sq H	62	0	0	56	0	0	272	371		
		436 Bomb Sq H	62	0	0	59	0	0	272	384		
		492 Bomb Sq H	62	0	0	52	0	0	272	383		
		7 Maint & Supply Go	25	0	0	25	0	4	441	596	124	119
		7 Air Base Go	25	0	0	25	0	0	441	1269	137	131
		7 Station Med Go	0	28		0	25	0	129	134	29	26

*/Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASSOC	UNIT	OFFICERS					ENLISTED			CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/D	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/D	MANNING CEILING	ASGD	MANNING CEILING	EX-PLOYED
DAVIS-MONTHAN	AAF	TOTAL 43 Bomb Wg	532	27	6	(4) 454	20	9	3291	3201	295	288
		Hq & Hq Sq 43 Bomb Wg W	34		1	35			92	108	20	32
		Hq 43 Bomb Gp W	24		1	19			49	41		
		43 Air Refueling Sq W	132			117			315	59		
		63 Bomb Sq W	117			61			374	336		
		64 Bomb Sq W	117			75			374	324		
		65 Bomb Sq W	117			66			374	319		
		43 Maint & Supply Gp	37		1	30		3	608	497	112	107
		43 Air Base Gp	54		4	67		1	1013	1429	133	135
		43 Station Med Gp	0	27		0	20	0	92	88	31	34
DAVIS-MONTHAN	AAF	TOTAL 2 Bomb Wg	167	6	0	209	1	1	1187	986		
		Hq & Hq Sq 2 Bomb Wg W	3	0	0	1	0	0	3	1		
		Hq 2 Bomb Gp W	12	0	0	19	0	1	28	35		
		20 Bomb Sq W	44	0	0	56	0	0	198	213		
		49 Bomb Sq W	44	0	0	58	0	0	198	232		
		96 Bomb Sq W	44	0	0	61	0	0	198	220		
		2 Maint & Supply Gp	11	0	0	6	0	0	209	123		
		2 Air Base Gp	9	0	0	8	1	0	329	156		
		2 Station Med Gp	0	6	0	0	0	0	24	6		
EDWARDS	AAF	TOTAL 27 Ftr Wg	197	21	4	182	15	2	1400	1359	211	203
		Hq & Hq Sq 27 Ftr Wg	9	0	2	10	0	0	57	66	18	18
		Hq 27 Ftr Gp	6	0	0	11	0	0	35	20		
		522 Ftr Sq TT	51	0	0	45	0	0	135	118		
		523 Ftr Sq TT	51	0	0	43	0	0	135	114		
		524 Ftr Sq TT	51	0	0	43	0	0	135	113		
		27 Maint & Supply Gp	11	0	1	11	0	0	283	353	56	59
		27 Air Base Gp	18	0	1	18	0	0	599	620	116	104
		27 Station Med Gp	0	19	0	0	15	0	61	55	22	22
WALKER	AAF	TOTAL 509 Bomb Wg	634	21	6	328	16	11	3270	3285	307	296
		Hq & Hq Sq 509 Bomb Wg W	26	0	1	48	0	0	67	171	19	15
		Hq 509 Bomb Gp W	24	0	0	23	0	0	49	42		
		509 Air Refueling Sq W	132	0	0	2	0	0	315	33		
		393 Bomb Sq W	117	0	0	56	0	1	374	444		
		715 Bomb Sq W	117	0	0	62	0	0	374	410		
		830 Bomb Sq W	117	0	0	64	0	1	374	407		
		509 Maint & Supply Gp	37	0	1	18	0	3	606	458	123	121
		509 Air Base Gp	54	0	4	55	0	6	1023	1240	138	134
		509 Station Med Gp	0	21	0	0	16	0	68	75	27	26

1/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT

(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS						ENLISTED		CIVILIANS	
			MANNING CEILING			ASSIGNED						
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EMPLOYED
WALKER	8 AF	TOTAL 33 Ftr Wg	133	6	0	107	3	0	1133	618		
		Hq & Hq Sq 33 Ftr Wg	16	0	0	3	0	0	51	3		
		Hq 33 Ftr Gp	9	2	0	10	0	0	25	31		
		58 Ftr Sq J	26	0	0	27	0	0	105	116		
		59 Ftr Sq J	26	0	0	27	0	0	105	113		
		60 Ftr Sq J	26	0	0	27	0	0	105	129		
		33 Maint & Supply Gp	12	0	0	5	0	0	208	139		
		33 Air Base Gp	18	0	0	8	0	0	510	64		
		33 Station Med Gp	0	4	0	0	3	0	24	23		
CASTLE	15 AF	TOTAL 93 Bomb Wg	195	21	5	194	12	4	1523	1551	256	249
		Hq & Hq Sq 93 Bomb Wg W	60	6	0	16	0	1	838	98	16	14
		Hq 93 Bomb Gp W	*	0	*	8	0	0	*	27		
		328 Bomb Sq W	44	0	0	45	0	0	198	208		
		329 Bomb Sq W	44	0	0	45	0	0	198	203		
		330 Bomb Sq W	44	0	0	50	0	0	198	197		
		93 Maint & Supply Gp	*	0	*	11	0	2	*	268	138	135
		93 Air Base Gp	3	0	5	19	0	1	50	494	87	86
		93 Station Med Gp	0	15	0	0	12	0	41	56	15	14
RAPID CITY	15 AF	TOTAL 28 Bomb Wg	203	27	5	239	19	4	1901	2207	301	293
		Hq & Hq Sq 28 Bomb Wg W	16	0	1	18	0	0	51	70	17	16
		Hq 28 Bomb Gp W	12	2	0	15	0	1	28	28		
		77 Bomb Sq W	44	0	0	46	0	0	198	244		
		717 Bomb Sq W	44	0	0	52	0	0	198	260		
		718 Bomb Sq W	44	0	0	47	0	0	198	253		
		28 Maint & Supply Gp	19	0	2	22	0	1	370	358	134	137
		28 Air Base Gp	24	0	2	39	0	2	766	904	129	116
		28 Station Med Gp	0	25	0	0	19	0	92	90	21	24
SMOKY HILL	15 AF	TOTAL 301 Bomb Wg	206	28	5	236	20	1	1696	2541	302	299
		Hq & Hq Sq 301 Bomb Wg W	20	0	1	18	0	0	51	93	12	11
		Hq 301 Bomb Gp W	12	2	0	18	0	0	28	39		
		32 Bomb Sq W	44	0	0	49	0	0	198	200		
		352 Bomb Sq W	44	0	0	48	0	0	198	207		
		353 Bomb Sq W	44	0	0	46	0	0	198	198		
		301 Maint & Supply Gp	18	0	2	16	0	0	299	185	154	154
		301 Air Base Gp	24	0	2	41	0	1	612	1537	111	110
		301 Station Med Gp	0	26	0	0	20	0	92	82	25	24

* Complete breakdown of total manning ceiling for 93 Bomb Wing is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT a/	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
SMOKY HILL	15 AF	TOTAL 22 Bomb Wg	167	6	0	154	1	0	1187	1042		
		Hq & Hq Sq 22 Bomb Wg W	3	0	0	1	0	0	3	4		
		Hq 22 Bomb Gp W	12	2	0	16	0	0	28	36		
		2 Bomb Sq W	44	0	0	45	0	0	198	210		
		19 Bomb Sq W	44	0	0	40	0	0	198	197		
		33 Bomb Sq W	44	0	0	40	0	0	198	195		
		22 Maint & Supply Gp	11	0	0	4	0	0	209	194		
		22 Air Base Gp	9	0	0	8	0	0	329	199		
		22 Station Med Gp	0	4	0	0	1	0	24	7		
SPOKANE	15 AF	TOTAL 92 Bomb Wg	206	35	5	(2)293	22	8	1721	2614	429	419
		Hq & Hq Sq 92 Bomb Wg W	20	0	1	30	0	0	58	97	16	16
		Hq 92 Bomb Gp W	12	2	0	16	0	0	28	38		
		325 Bomb Sq W	44	0	0	41	0	0	198	218		
		326 Bomb Sq W	44	0	0	42	0	0	198	226		
		327 Bomb Sq W	44	0	0	41	0	0	198	241		
		92 Maint & Supply Gp	18	0	3	25	0	3	302	549	129	132
		92 Air Base Gp	24	0	1	98	0	4	622	1147	233	224
		92 Station Med Gp	0	33	0	0	22	1	117	98	51	47
SPOKANE	15 AF	TOTAL 98 Bomb Wg	167	6	0	(1)164	1	1	1187	701		
		Hq & Hq Sq 98 Bomb Wg W	3	0	0	1	0	0	3	1		
		Hq 98 Bomb Gp W	12	2	0	12	0	1	28	29		
		343 Bomb Sq W	44	0	0	45	0	0	198	202		
		344 Bomb Sq W	44	0	0	46	0	0	198	196		
		345 Bomb Sq W	44	0	0	45	0	0	198	212		
		98 Maint & Supply Gp	11	0	0	6	0	0	209	51		
		98 Air Base Gp	9	0	0	9	0	0	329	9		
		98 Station Med Gp	0	4	0	0	1	0	24	1		
TOTAL Hq SAC, Hq AF, Bomb & Ftr Wings			4565	355	63	4086	239	96	31399	33762	4525	4358
TOPEKA	SAC	TOTAL 311 Air Div Rcn	661	21	12	428	10	16	3629	3278	1429	1195
		Hq & Hq Sq 311 Air Div Rcn	33	3	2	26	0	1	56	51	10	8
		Hq&Hq Sq 55 Strategic Rcn Wg	15	0	0	13	0	1	51	48	6	18
		Hq 55 Strategic Rcn Gp	0	0	0	0	0	0	0	0		

a/ Figures in parentheses indicate Officers Medical Dept for which breakdown of assignment is not available.

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	ASGMT	UNIT	OFFICERS: MANNING CEILING: OTHER THAN MEDICAL DEPT	OFFICERS: MANNING CEILING: MEDICAL DEPT	OFFICERS: MANNING CEILING: W/O	OFFICERS: ASSIGNED: OTHER THAN MEDICAL DEPT a/	OFFICERS: ASSIGNED: MEDICAL DEPT	OFFICERS: ASSIGNED: W/O	ENLISTED: MANNING CEILING	ENLISTED: ASGD	CIVILIANS: MANNING CEILING	CIVILIANS: EMPLOYED
TOPEKA	SAC	343 Strategic Rcn Sq Wap	77	0	0	108	0	0	272	467		
		55 Maint & Supply Gp	12	0	4	16	0	3	256	309	96	78
		55 Air Base Gp	22	0	1	13	0	1	572	367	121	114
		55 Station Wed Gp	0	10	0	0	10	0	50	32	5	8
		1 Computation Tech Ut	12	0	0	4	0	0	101	45	5	5
		7 Geodetic Sq	80	0	0	37	0	1	227	226		
		12 Photo Tech Ut	2	0	0	3	0	2	50	54		
(Bolling AF Base)		4203 Photo Tech Ut	34	0	1	43	0	4	313	338		
(Washington D.C.)		Hq Aero Chart Sv	28	0	0	26	0	1	0	0	1065	850
Long IsLand City N.Y		4201 Motion Picture Sq	24	0	1	23	0	2	166	105	57	43
(Wright Patterson)		6 Photo Tech Ut	2	0	1	2	0	0	50	52		
MCGUIRE	SAC	4202 Base Sv Sq	23	3	0	1	0	0	150	280	74	71
		4204 Base Sv Sq	2	0	0	0	0	0	64	95		
		Hq 91 Rcn Gp	20	2	0	(3) 16	0	0	60	149		
		323 Rcn Sq VLR	84	1	0	0	0	0	418	0		
		324 Rcn Sq VLR	106	1	0	46	0	0	389	248		
		16 Photo Rcn Sq (Special)	83	1	1	45	0	0	334	361		
		11 Photo Tech Unit	2	0	1	2	0	0	50	46		
CLOVIS	8 AF	4000 Base Sv Sq	4	0	0	2	0	0	0	0	50	50
CAMP HOOD	8 AF	4001 Base Sv Sq	2	0	0	2	0	0	18	14		
CAMPBELL	8 AF	4002 Base Sv Sq	5	0	0	6	0	0	25	26	16	14
CASPER	15 AF	4101 Base Sv Sq	4	0	0	3	0	0	3	4	55	51
MOUNTAIN HOME	15 AF	4102 Base Sv Sq	2	0	0	2	0	1	2	4	44	44
POCATELLO	15 AF	4103 Base Sv Sq	0	0	0	0	0	0	0	0	0	5
AVON PARK	SAC	4300 Base Sv Sq	2	0	0	2	0	0	0	21	28	28
OSCODA	SAC	4301 Base Sv Sq	2	0	0	2	0	0	0	1	30	30
WENDOVER	15 AF	4100 Maneuver Base Sq	3	1	0	16	2	3	27	313	61	60
ANDREWS	SAC	3900 Flight Sv Sq	5	0	0	5	0	0	156	165		
OFFUTT	SAC	3902 Air Base Gp	0	0	0	9	0	0	0	15	450	453
CARSWELL	SAC	3903 Radar Bomb Scoring Sq	22	0	1	24	0	1	219	105	2	3

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MILITARY AND CIVILIAN PERSONNEL STRENGTH BY UNIT
(CONTINUED)

LOCATION	AGDAT	UNIT	OFFICERS				ENLISTED		CIVILIANS	
			MANNING CEILING		ASSIGNED					
			OTHER THAN MEDICAL DEPT	MEDICAL DEPT	OTHER THAN MEDICAL DEPT	MEDICAL DEPT	W/O	MANNING CEILING	ASGD	MANNING CEILING	EM-PLOYED
ANDREWS	SAC	3901 RAF Sq	1	0	0	1	0	0	4	50	
SPOKANE	15 AF	4105 RAF Sq	1	0	0	1	0	0	4	13	
CARSWELL	8 AF	18 Comm Sq	5	0	0	4	0	0	78	75	
ANDREWS	SAC	30 Comm Sq	7	0	1	7	0	0	153	136	8	8
COLO SPRINGS	15 AF	33 Comm Sq	6	0	0	4	0	2	90	73		
CARSWELL	8 AF	1st Strategic Support Gp	51	0	0	37	0	0	249	228		
MACDILL	SAC	1st Aviation Sq	3	0	0	1	0	0	94	88		
CARSWELL	8 AF	2d Aviation Sq	3	0	0	3	0	0	94	94		
CARSWELL	8 AF	1st Ordnance Sq	26	0	0	18	0	0	275	200		
SELFRIDGE	SAC	464 Sig Bn Comm Co (Aer)	6	0	0	3	0	0	148	144		
MACDILL	SAC	Hdqtrs & Sv Co 937 Engr Aviv Gp	13	0	0	13	1	0	62	73		
		838 Engr Avn Bn	27	3	0	17	0	2	592	1280		
		813 Engr Avn Bn	44	1	0	25	0	0	592	550		
		621 Engr Maint Co Avn	6	0	0	6	0	0	146	153		
		881 Chemical Co AD	4	0	0	3	0	0	130	21		
CARSWELL	8 AF	585 AF Band	0	0	1	0	0	1	34	31		
WALKER	8 AF	611 AF Band	0	0	1	0	0	1	34	24		
RAPID CITY	15 AF	612 AF Band	0	0	1	0	0	1	34	24		
ANDREWS	SAC	702 AF Band	0	0	1	0	0	1	34	27		
MACDILL	SAC	740 AF Band	0	0	1	0	0	1	34	25		
SMOKY HILL	15 AF	745 AF Band	0	0	1	0	0	0	34	26		
FAIRS-MONTANA	8 AF	773 AF Band	0	0	1	0	0	1	34	25		
		1-10-1 Strength each Unit										
ANDREWS	SAC	Sq & Hq Sq 58 Air Div Band	1			1			1	1		
		907 Chemical Co AD	1			1			1	1		
SELFRIDGE	SAC	464 Sig Bn Comm Co (Aer)	1			1			1	1		

SOURCE: AF SC-P2 AF SC-P-58 and Comptroller

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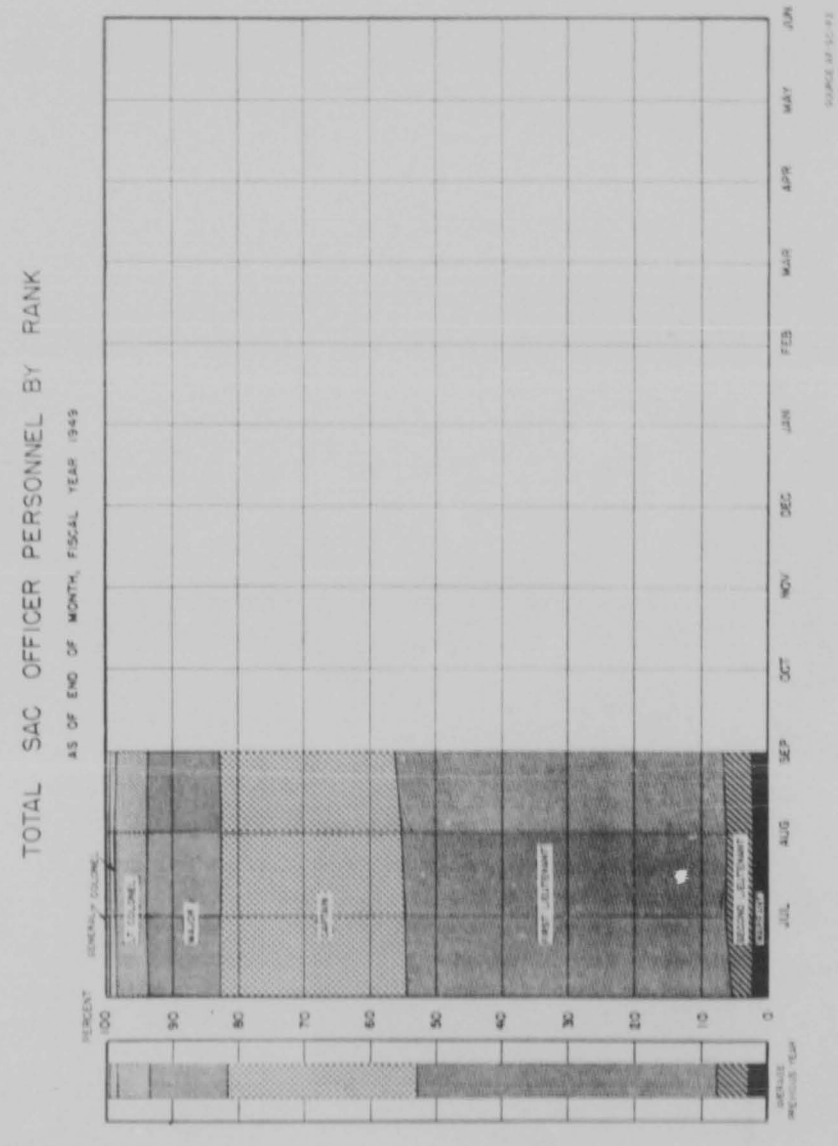

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SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF END OF MONTH, FISCAL YEAR 1949

AS OF 30 SEPTEMBER 1948

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2D LT	W O	TOTAL
UNITED STATES AIR FORCE	9	53	145	349	552	559	21	15	1747
UNITED STATES AIR FORCE RESERVE		2	9	38	695	1725	165		2748
AIR FORCE UNITED STATES				2	7	19	9	110	147
REGULAR ARMY		8	5	28	38	16			105
ORGANIZED RESERVE CORPS				24	109	31	4		169
ARMY UNITED STATES					49	85		4	134
TOTAL OFFICERS	9	70	230	541	1450	2509	197	127	5134
PERCENT BY GRADE	02	14	4.5	10.5	28.2	48.9	3.8	2.5	1000

NOTE INCLUDES DETACHMENTS OF PATIENTS AND SEPARATEES
1.5 PERCENT OF ASSIGNED OFFICERS 30 SEP ARE FEMALE

SOURCE AF-30-P1

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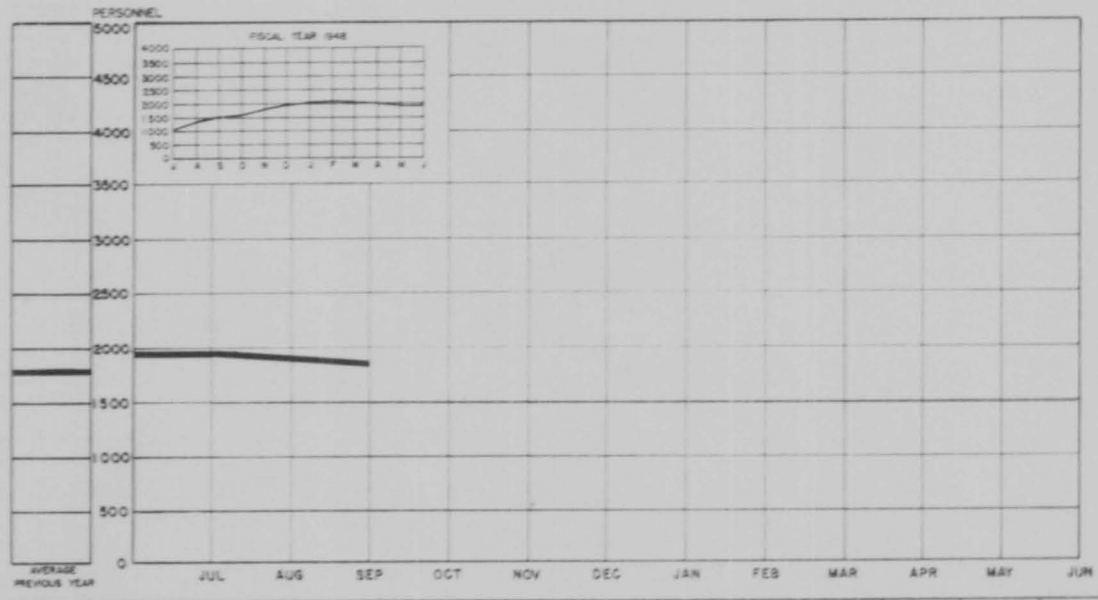
TOTAL SAC OFFICER PERSONNEL ASSIGNED

REGULAR AIR FORCE AND REGULAR ARMY

AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL SAC	1969	1895	1852									
HQ SAC STATIONS	610	570	567									
8th AIR FORCE	809	789	769									
15th AIR FORCE	550	536	516									
% OF ASGD STRENGTH	36.9	36.4	36.1									

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED JUL 1947 THRU DEC 1947

SOURCE ASC-PS-58

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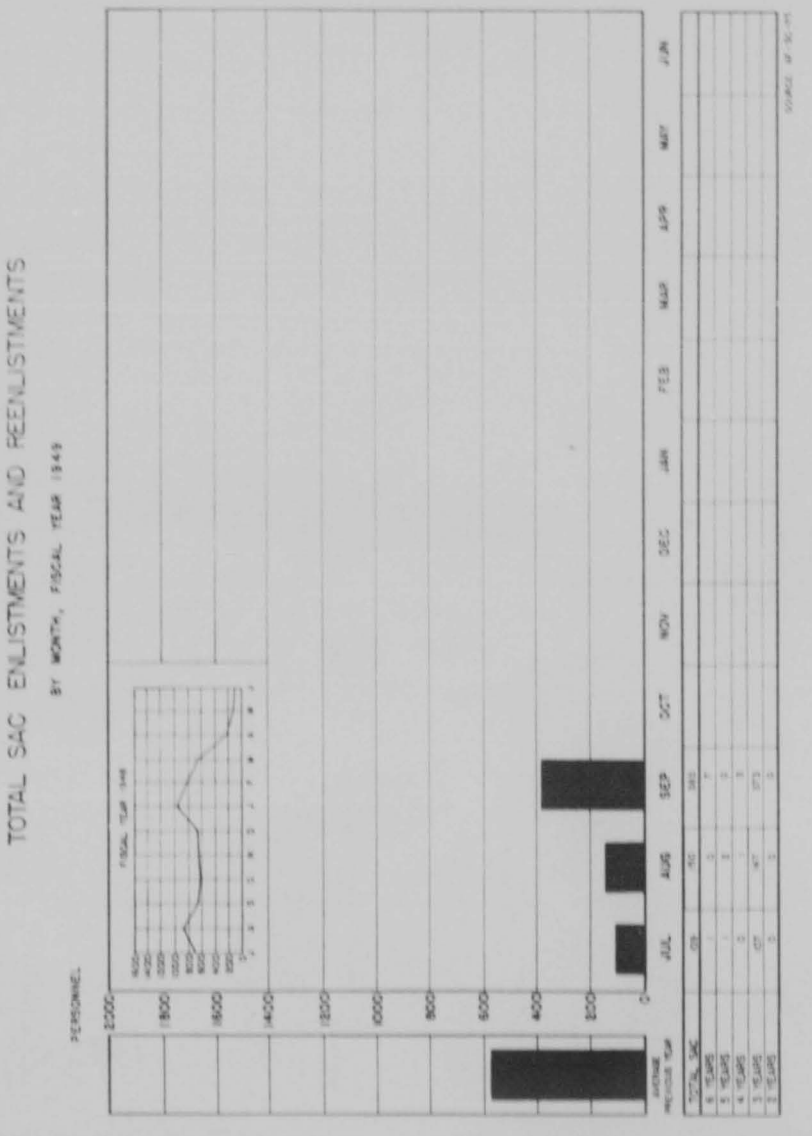

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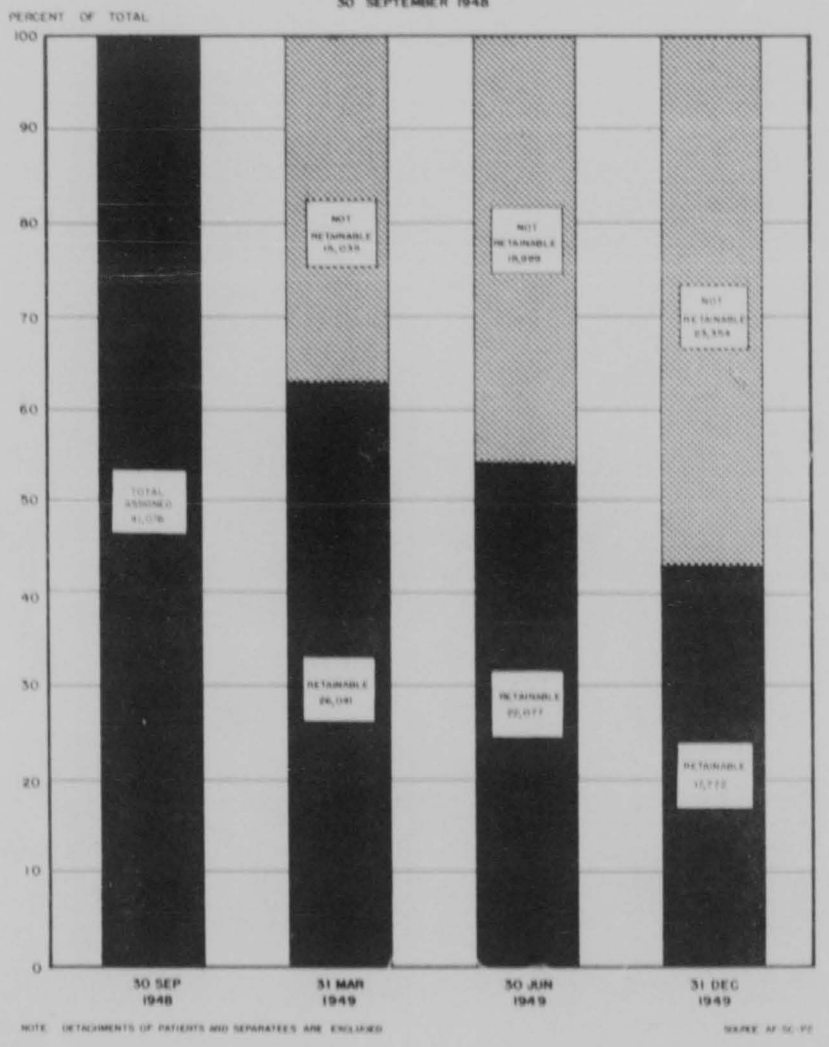
RETAINABILITY OF SAC ENLISTED PERSONNEL

THROUGH 31 DECEMBER 1949



NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE: AF SC-P2

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TOTAL SAC ENLISTED PERSONNEL ASSIGNED AND RETAINABLE BY CRITICAL SSN

30 SEPTEMBER 1948

	BLACKSMITH	COOK	DRAFTSMAN	HOUSEMAN	REPEATERMAN, TELEPHONE	SHEET METAL WORKER	STATISTICAL CLERK	STENOGRAPHER	SURVEYOR	TELETYPE OPERATOR	SECRETARIAL COMPUTER	ACCOUNTANT	LEGAL CLERK	VOICE MACHINE SCRIPTSMAN	MOTION PICTURE TECHNICIAN
SSN	024	040	070	166	187	201	212	215	227	237	243	248	279	282	286
MANNING CEILING	37	1289	183	149	21	63	60	34	9	198	94	42	31	42	59
ASSIGNED	25	776	135	24	10	59	17	15	4	86	36	14	8	18	25
RETAINABLE AFTER 1 MAR 1949	15	456	87	20	6	42	7	13	4	54	9	10	4	9	15
RETAINABLE AFTER 30 JUN 1949	15	386	79	16	5	39	5	9	4	48	7	8	4	9	11

	CONSTRUCTION EQUIPMENT MECHANIC	METEOROLOGIST	AIRPLANE HYDRAULIC MECHANIC	FABRIC AND DOPE MECHANIC	AIRPLANE SHEET METAL WORKER	AIRPLANE WELDER	NAVIGATOR & AUTOPILOT REPAIRMAN	REMOTE CONTROL TURRET REPAIRMAN	REMOTE CONTROL TURRET MECHANIC GUNNER	AIRPLANE ARMAMENT MECHANIC	INSTRUMENT REPAIRMAN	RADIO REPAIRMAN AIRCRAFT EQUIPMENT	RADIO REPAIRMAN	FLIGHT ENGINEER	AIRPLANE PROPELLER MECHANIC	AIRPLANE INSTRUMENT MECHANIC	AIRPLANE ELECTRICAL MECHANIC
SSN	319	381	528	548	555	573	574	575	580	612	646	647	648	844	844	844	844
MANNING CEILING	60	20	211	159	632	163	46	144	591	1140	28	183	206	2697	95	95	95
ASSIGNED	9	7	125	67	416	119	35	79	382	1119	11	74	65	1114	12	12	12
RETAINABLE AFTER 1 MAR 1949	6	6	85	47	288	77	16	28	204	898	10	33	41	760	12	12	12
RETAINABLE AFTER 30 JUN 1949	6	6	80	42	224	60	14	18	129	736	10	19	37	654	11	11	11

	RADIO OPERATOR MECHANIC GUNNER	AIRPLANE ELECTRICAL MECHANIC GUNNER	AIRPLANE & ENGINE ELECTRICAL ACCESSORIES REPAIRMAN	AIRPLANE ELECTRICAL MECHANIC	RADAR REPAIRMAN	CAMERA TECHNICIAN	AERIAL PHOTOGRAPHER GUNNER	RADAR MECHANIC, AFF	CRYPTOGRAPHIC TECHNICIAN	RADIO REPAIRMAN, SINGLE CHANNEL TELETYPE	RADIO MECHANIC, AAF	FLIGHT ENGINEER	AIRPLANE PROPELLER MECHANIC	AIRPLANE INSTRUMENT MECHANIC	AIRPLANE ELECTRICAL MECHANIC
SSN	685	686	687	737	754	792	805	862	939	941	955	957	958	1685	2736
MANNING CEILING	397	255	302	514	359	48	127	30	64	312	227	186	111	632	764
ASSIGNED	348	65	203	410	291	20	74	4	34	112	156	27	36	295	570
RETAINABLE AFTER 1 MAR 1949	207	86	114	226	167	3	40	3	14	54	105	10	12	170	327
RETAINABLE AFTER 30 JUN 1949	178	59	91	185	135	2	34	3	9	32	64	7	8	126	233

NOTE: THE CRITERIA FOR DETERMINING CRITICAL SSN ARE CONSIDERABLY LESS THAN THE MANNING CEILING

1. IN THE SSN CONSIDERED, THE ASSIGNED PERSONNEL WITH LESS THAN 90 DAYS
2. THE SSN IS NECESSARY FOR THE SUCCESSFUL COMPLETION OF THE UNIT MISSION
3. THE PERSONNEL HOLDING THE SSN ARE NOT SPREAD EVENLY OVER THE COMMAND TO PERFORM NECESSARY DUTY

SOURCE OF DATA AND DISPOSITION OF S, MEMO AND ADM

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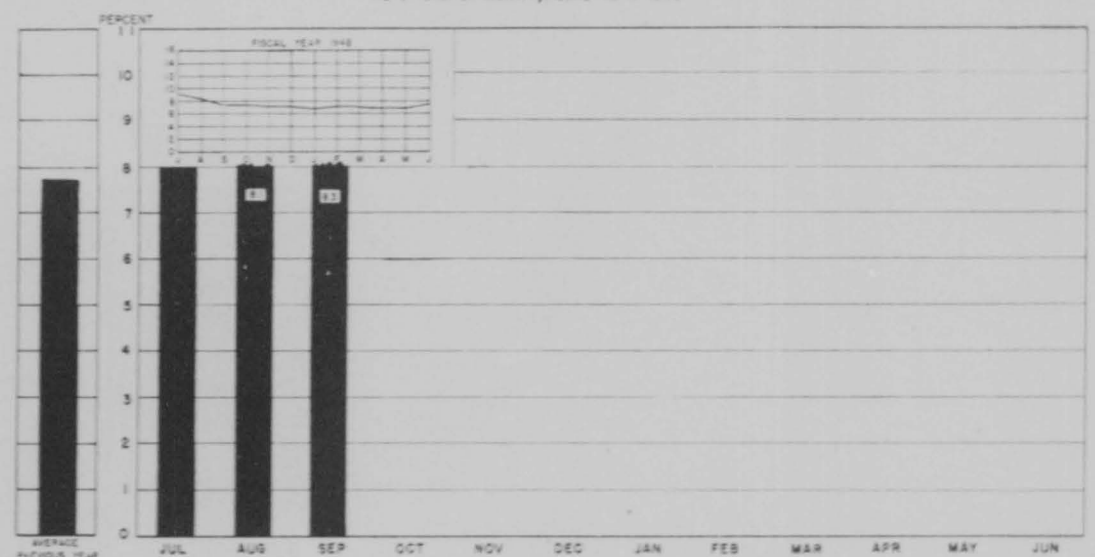
TOTAL SAC NON-WHITE ENLISTED PERSONNEL

PERCENT OF TOTAL ENLISTED PERSONNEL ASSIGNED

AS OF END OF MONTH, FISCAL YEAR 1949



TOTAL SAC	WHITE	37959	38179	37647
	NON - WHITE	3295	3346	5429
HQ SAC STATIONS	WHITE	[illegible]	1453	1489
	NON - WHITE	[illegible]	2184	2255
8th AIR FORCE	WHITE	15295	15351	15190
	NON - WHITE	824	751	747
15th AIR FORCE	WHITE	11375	11375	10965
	NON - WHITE	528	451	447

NOTE: DETACHMENTS OF PATIENTS AND SEPARATEES ARE EXCLUDED

SOURCE AF-SC-PZ

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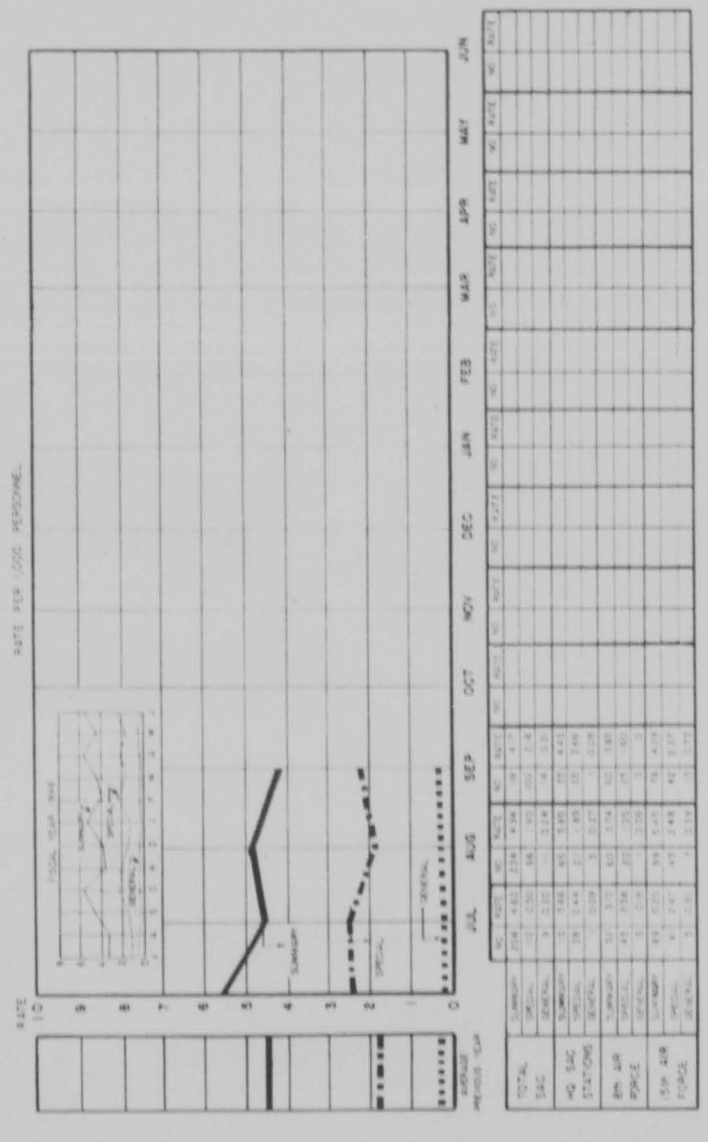
TOTAL SAC COURTS MARTIAL RATE

BY MONTH, FISCAL YEAR 1949



		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	SUMMARY												
	SPECIAL												
	GENERAL												
HQ SAC STATIONS	SUMMARY												
	SPECIAL												
	GENERAL												
8th AIR FORCE	SUMMARY												
	SPECIAL												
	GENERAL												
15th AIR FORCE	SUMMARY												
	SPECIAL												
	GENERAL												

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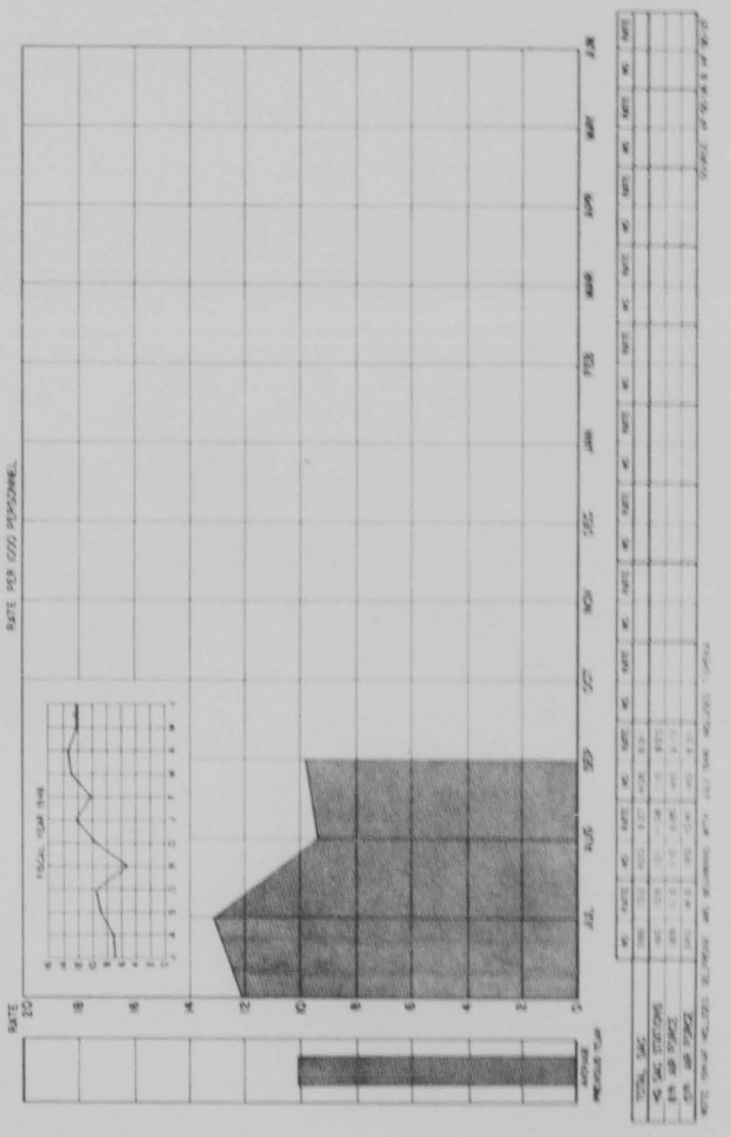
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH, FISCAL YEAR 1949



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AIRCRAFT *and* MAINTENANCE

Section III

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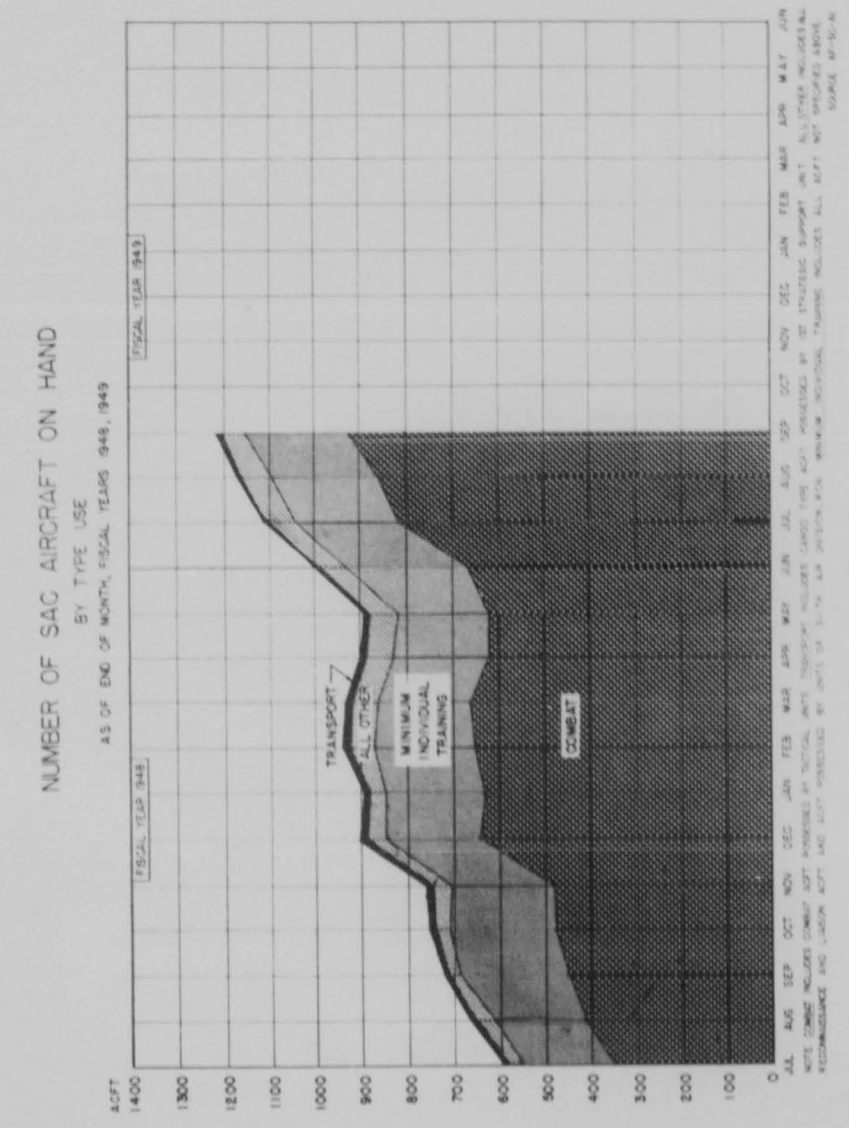

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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

30 SEPTEMBER 1948

STATION AND UNIT	TOTAL	BOMBER	FIGHTER	RCM AND LIAISON	TRANSPORT	TRAINER
HQ SAC STATIONS						
EIGHTH AIR FORCE						
FIFTEENTH AIR FORCE						
TOTAL ALL STATIONS						

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SEPTEMBER 1948

SAC AIRCRAFT ON HAND AND HOURS FLOWN

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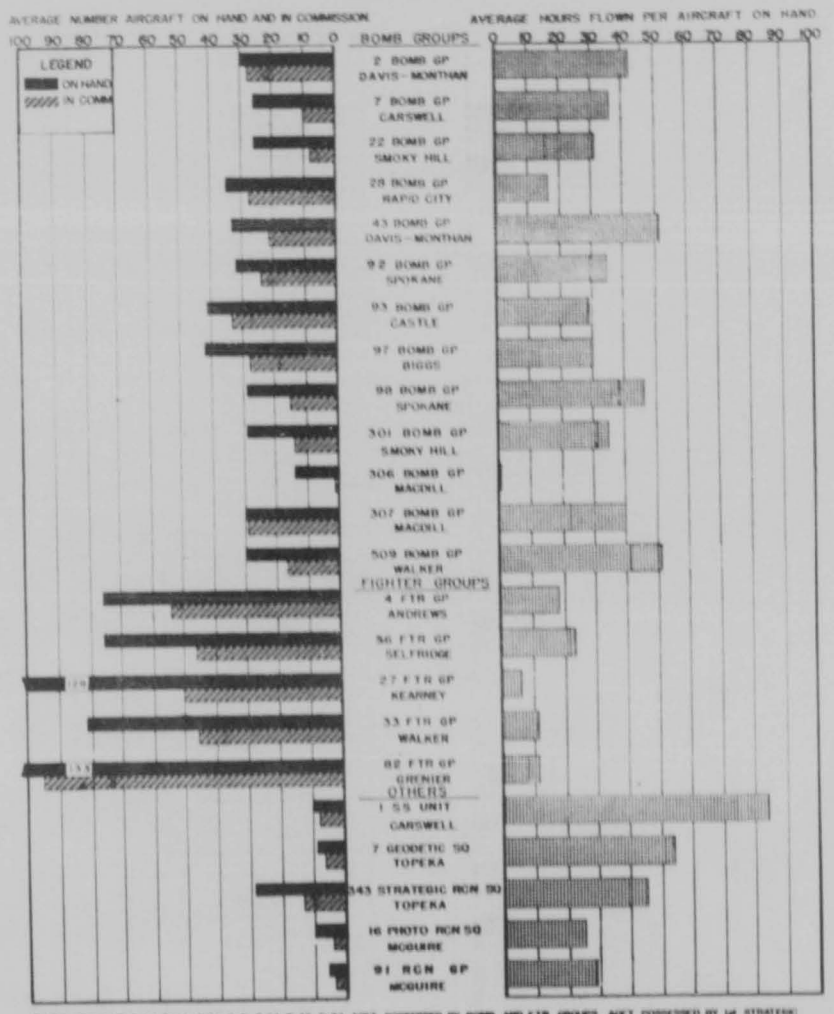
SAC AIRCRAFT ON HAND AND HOURS FLOWN

SEPTEMBER 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-80, F-82, F-84 ACFT POSSESSED BY BOMB AND FTR GROUPS, ACFT POSSESSED BY 1st STRATEGIC SUPPORT UNIT AND UNITS OF 311 AIR DIVISION, RCN. EXCLUDES ACFT GROUNDED, PENDING TRANSFER AND AIRCRAFT IN STORAGE

SOURCE: AF-SC-AI

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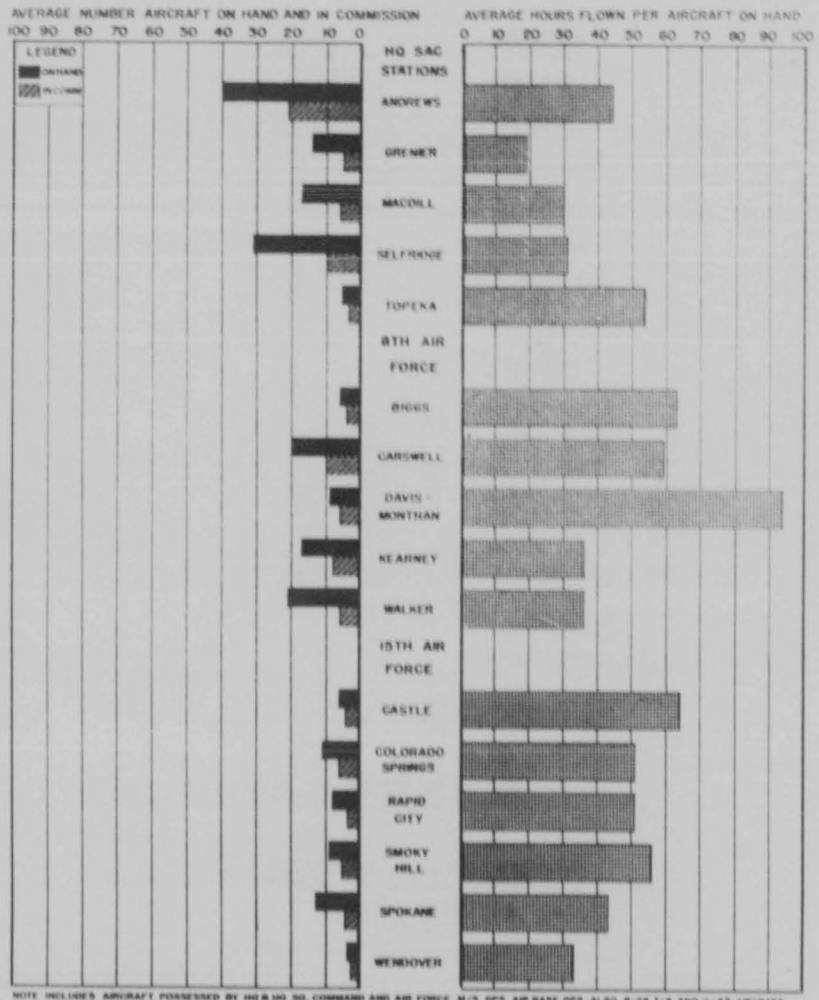
SAC AIRCRAFT ON HAND AND HOURS FLOWN

SEPTEMBER 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY HQ & HQ SQ, COMMAND AND AIR FORCE, M/S GPS, AIR BASE GPS, ALSO B-26, T-6 AND C-45 AIRCRAFT POSSESSED BY FIGHTER GPS.
EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS AND TRANSIENT AIRCRAFT

SOURCE: AF-SC-A1

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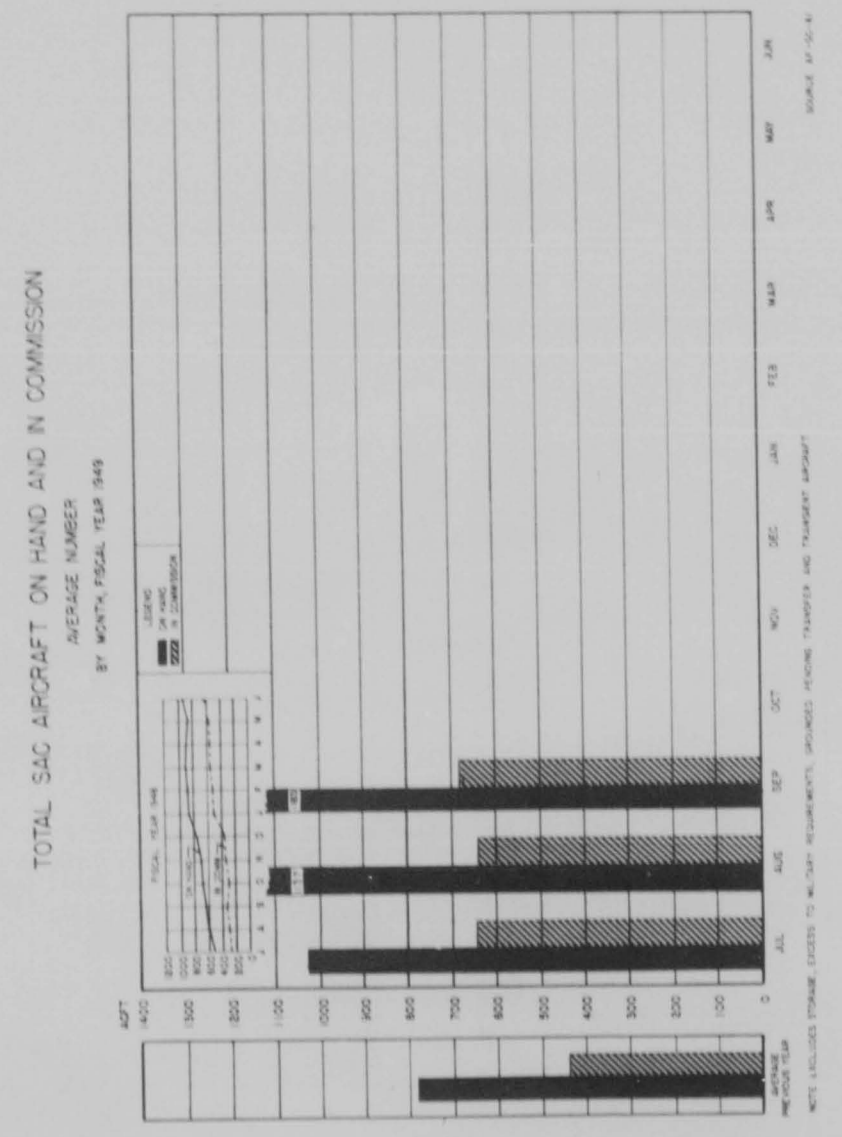

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GENERAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH, FISCAL YEAR 1949

NUMBER OF VEHICLE DAYS AVAILABLE (CAL) LOST OUT OF COMMISSION FOR MAINTENANCE (VOOM) AND AWAITING PARTS (VOOP)

TOTAL SAC	CAL	45,770	8,334										
	VOOM	2.4	2,499										
	VOOP	7.8	5,740										
HQ SAC STATIONS	CAL	14,790	76,398										
	VOOM	1,722	913										
	VOOP	3,335	2,503										
8TH AIR FORCE	CAL	27,980	37,066										
	VOOM	434	74										
	VOOP	844	888										
15TH AIR FORCE	CAL	45,380	47,740										
	VOOM	3.3	765										
	VOOP	1,284	2,479										

NOTE: 1 INCLUDES VEHICLE CODE 8000-6199
2 VOOM AND VOOP IS BASED UPON TOOL SERVICEABILITY OF VEHICLES ON HAND EXCLUDING VEHICLES IN STORAGE
3 VOOM AND VOOP AS DEFINED IN SAC REGULATION 65-21

SOURCE AF-SC-4-4 AND SAC-SM-E-6

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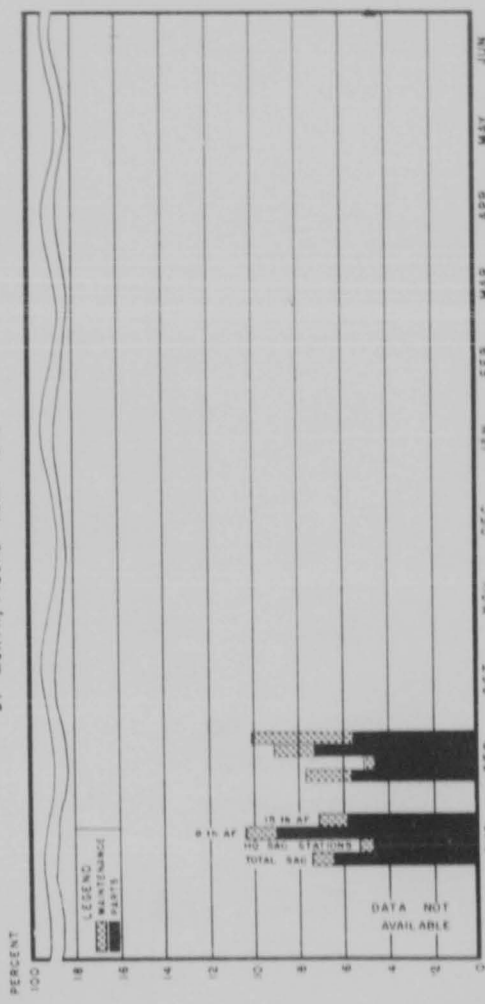
SAC SPECIAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH, FISCAL YEAR 1949



NUMBER OF VEHICLE DAYS AVAILABLE (DA) DAYS OUT OF COMMISSION FOR MAINTENANCE (VOOM) AND AWAITING PARTS (VOOP)

TOTAL SAC	DA	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
	VOOM	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOP	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
HQ SAC STATIONS	DA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOM	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOP	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
8th AIR FORCE	DA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOM	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOP	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
15th AIR FORCE	DA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOM	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	VOOP	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000

NOTE: INCLUDES ONLY AF AND ORDNANCE SPECIAL PURPOSE AND EQUIPMENT VEHICLE CODE 360-699 AND 4500-4599
VOOM AND VOOP IS BASED UPON 100% SERVICEABILITY OF VEHICLES ON HAND, EXCLUDING VEHICLES IN STORAGE
AS DEFINED IN SAC REGULATION 65-2

SOURCE AF-SC-F614 AND SAC-IM-F4

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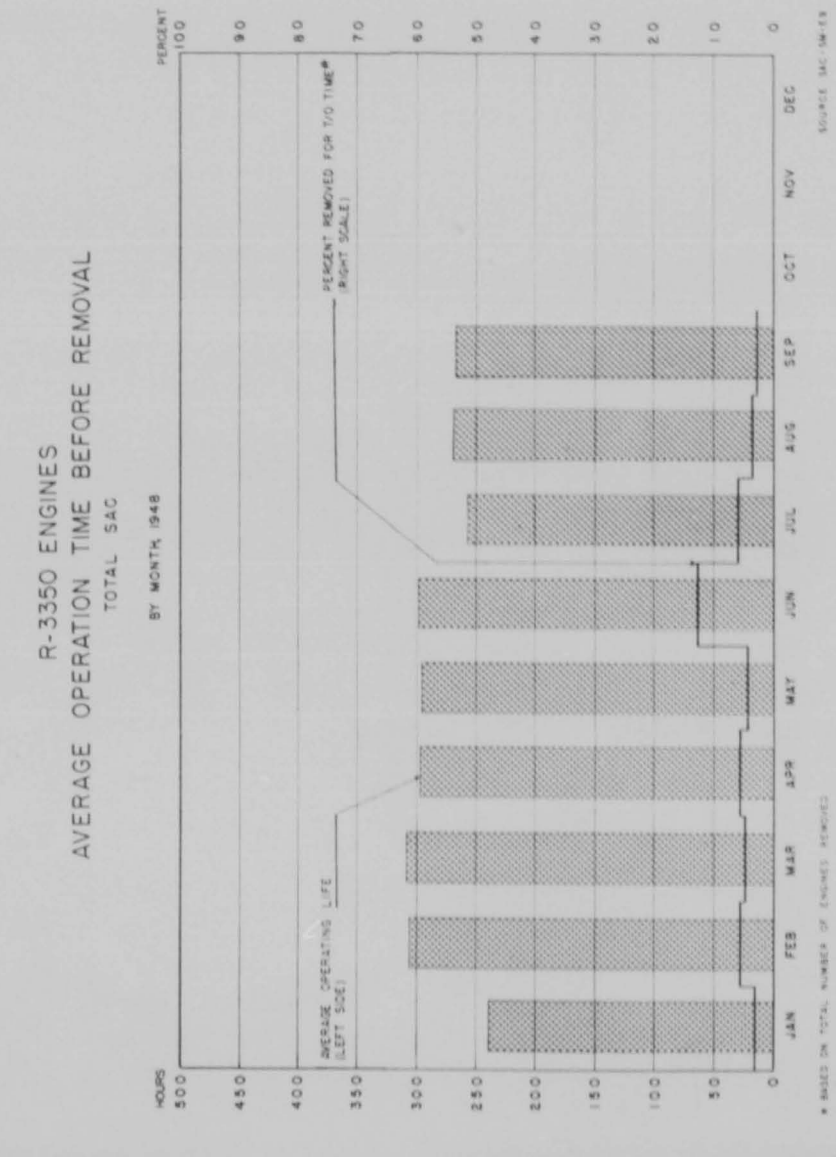

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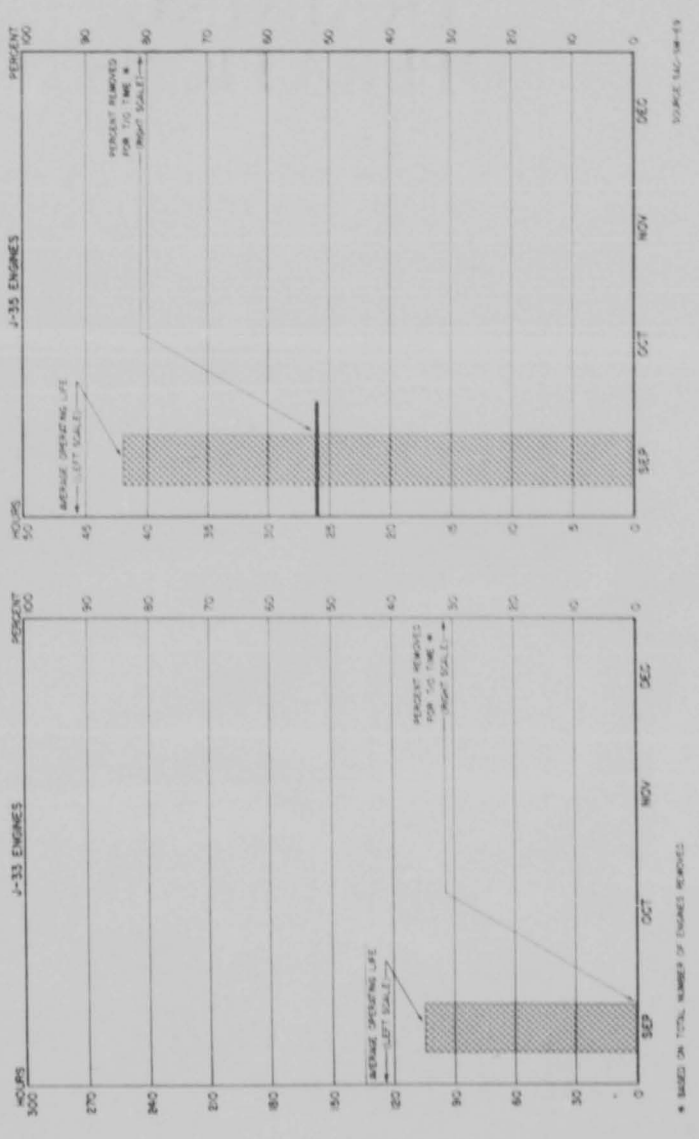
JET ENGINES
AVERAGE OPERATION TIME BEFORE REMOVAL
TOTAL SAC
BY MONTH 1948



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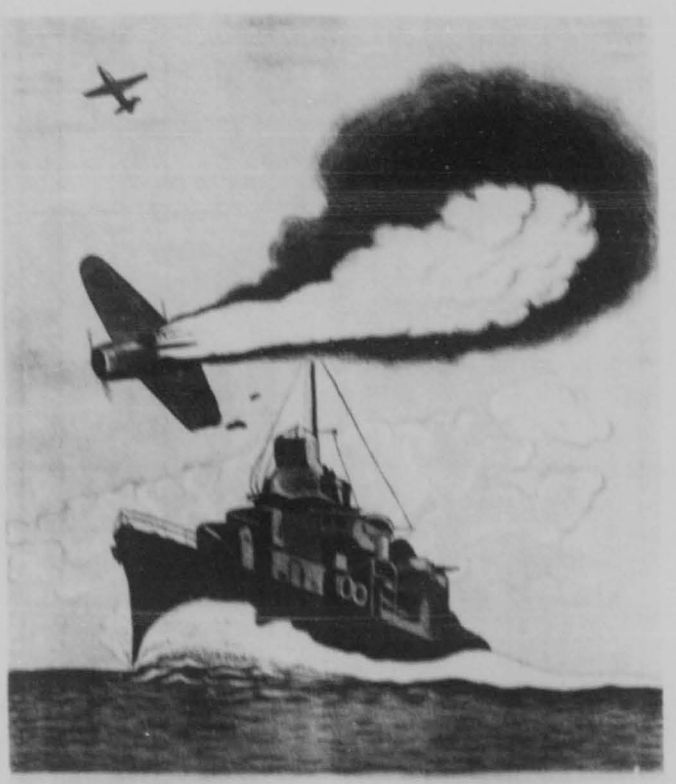
TRAINING *and* OPERATIONS



Section IV

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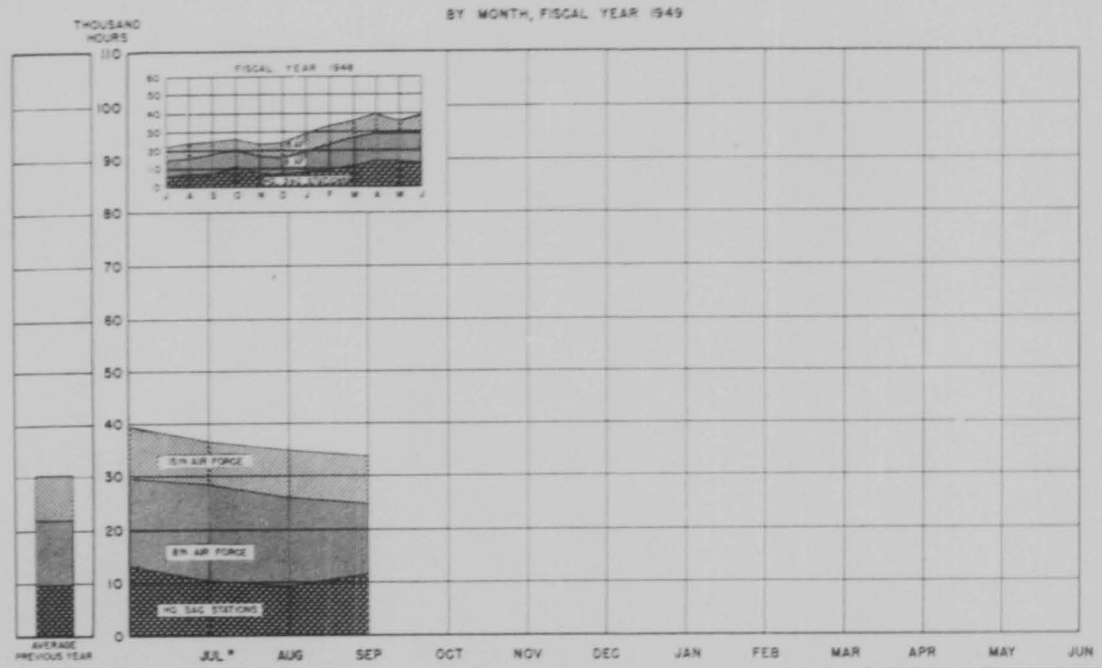
TOTAL SAC AIRCRAFT HOURS FLOWN

BY MONTH, FISCAL YEAR 1949



	JUL *	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TOTAL SAC	36,936	35,431	33,447									
HQ SAC STATIONS	10,631	9,826	11,823									
8th AIR FORCE	16,832	16,303	13,035									
15th AIR FORCE	9,473	9,302	8,589									

SOURCE AF-SC-A1

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TOTAL SAC AIRCRAFT HOURS FLOWN

BY STATION AND TYPE OF FLYING

SEPTEMBER 1948

STATION	TYPE OF FLYING				
	CREW (CC) TRAINING	FLYING (CI) PROFICIENCY	TRANSPORT (CT) TROOPS OR CARGO	ALL OTHERS	TOTAL
HQ SAC STATION	8,467	3,157		199	11,823
ANDREWS	1,401	1,605		196	3,202
GRENIER	1,455	212		3	1,670
MACDILL	1,192	507			1,699
McGUIRE	485				485
SELFRIDGE	2,139	561			2,700
TOPEKA	1,795	272			2,067
8th AIR FORCE	8,421	3,769	837	8	13,035
BIGGS	1,276	379			1,655
CARSWELL	937	1,185	837	8	2,967
DAVIS-MONTHAN	2,949	842			3,791
KEARNEY	805	616			1,421
WALKER	2,454	747			3,201
15th AIR FORCE	6,060	2,386	55	88	8,589
CASTLE	1,191	386			1,577
COLORADO SPRINGS		566			566
RAPID CITY	572	407			979
SMOKY HILL	1,831	508			2,339
SPOKANE	2,466	483		81	3,030
WENDOVER		36	55	7	98
TOTAL SAC	22,948	9,312	892	295	33,447

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE
INCLUDES OVERSEAS FLYING TIME OF 307 BOMB GP MACDILL, 2 BOMB GP DAVIS-MONTHAN, 28 BOMB GP RAPID CITY AND 98 BOMB GP SPOKANE

SOURCE AF-SC-A1

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH, FISCAL YEAR 1949

MONTH	AIRCRAFT INVENTORY		1/ FLYING HOURS OF ACTIVE INVENTORY				
	AVERAGE TOTAL AIRCRAFT ON HAND	1/ AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY		AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH	
				FISCAL YEAR 1948	FISCAL YEAR 1949	FISCAL YEAR 1948	FISCAL YEAR 1949
JUL	1040	986	1189	1.29	1.21	39.9	37.4
AUG	1170	1146	1138	1.28	.99	39.8	30.8
SEP	1206	1135	1110	1.38	.98	41.4	29.3
OCT				1.36		42.1	
NOV				1.18		35.4	
DEC				1.03		31.9	
JAN				1.10		34.1	
FEB				1.33		38.6	
MAR				1.34		41.5	
APR				1.53		45.8	
MAY				1.40		43.6	
JUN				1.45		44.0	

1/ ACTIVE AIRCRAFT INVENTORY INCLUDES ONLY AIRCRAFT WHICH ARE FLOWN AN APPRECIABLE AMOUNT

SOURCE: AF-SC-A1

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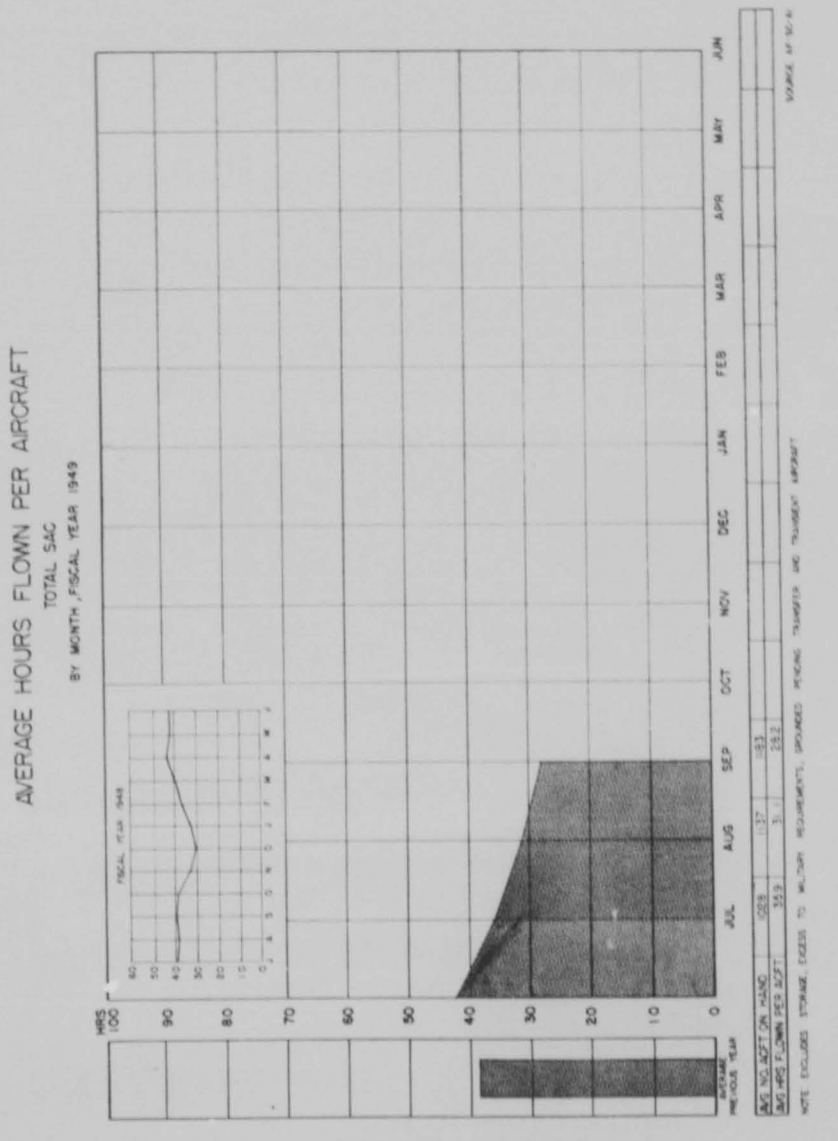

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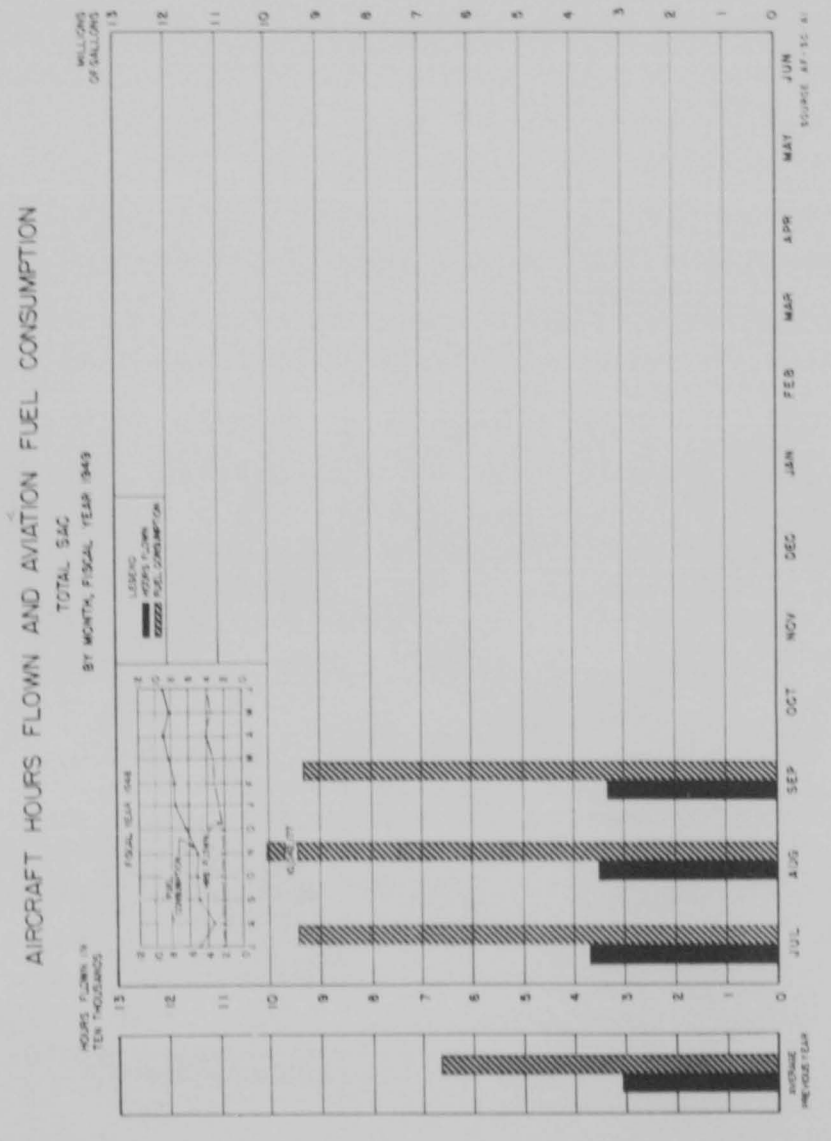

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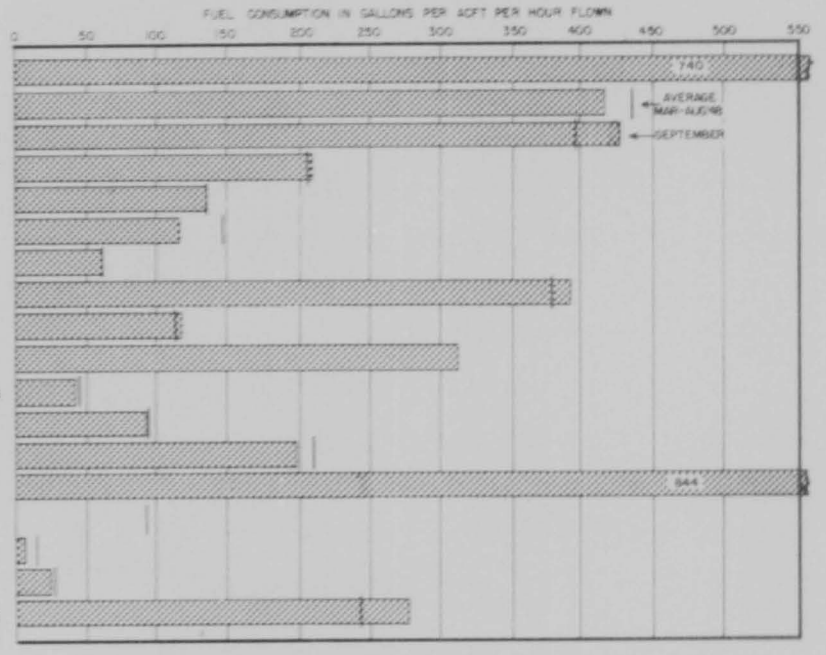
TOTAL SAC AIRCRAFT HOURS FLOWN AND AVIATION FUEL CONSUMPTION

BY MODEL

SEPTEMBER 1948

HOURS FLOWN	FUEL CONSUMPTION IN GALLONS	
298	220,389	B-36
282	117,587	B-50
13,949	5,953,603	B-29, RB-29
1,371	285,328	B-17, RB-17
2,352	317,430	B-25
143	16,934	B-26
1,852	116,337	F-51
2,887	1,128,720	F-80
706	83,801	F-82
778	245,288	F-84
632	25,554	C-45, RC-45
5,842	525,612	C-47
961	189,807	C-54
48	40,509	YC-97
0	0	A-10
1	6	L-5
1,345	34,677	T-6
33,447	9,301,582	TOTAL SAC



NOTE: INCLUDES TAXI AND PREFLIGHT TIME.
DATA NOT AVAILABLE FOR B-36*, F-84*, AND YC-97* FOR AVERAGE MAR-AUG 1948.

SOURCE: AF-SC-A1

2207

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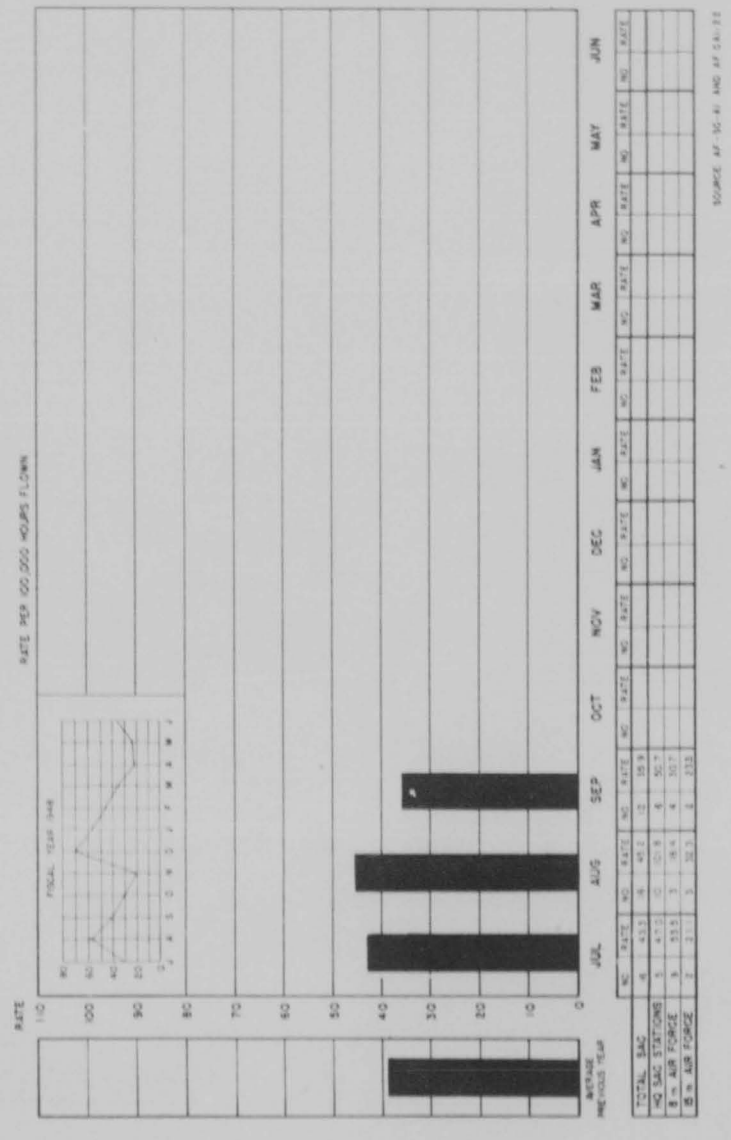
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

BY MONTH, FISCAL YEAR 1949



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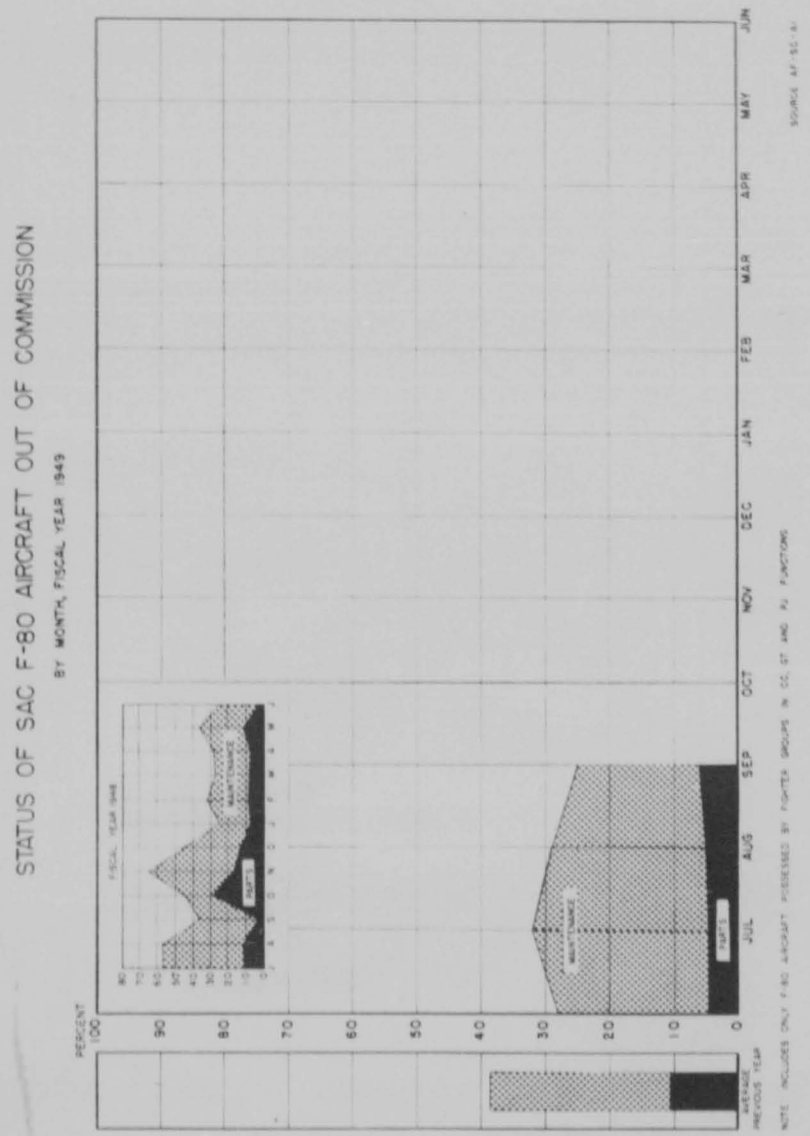

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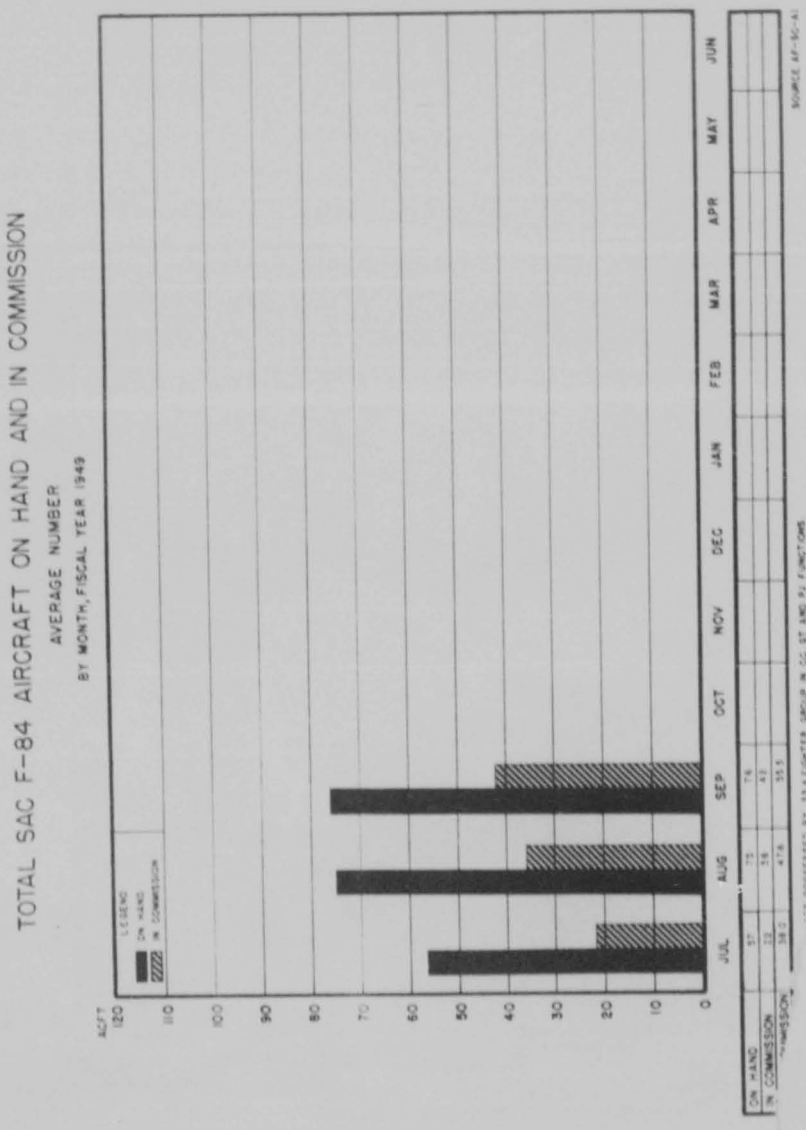

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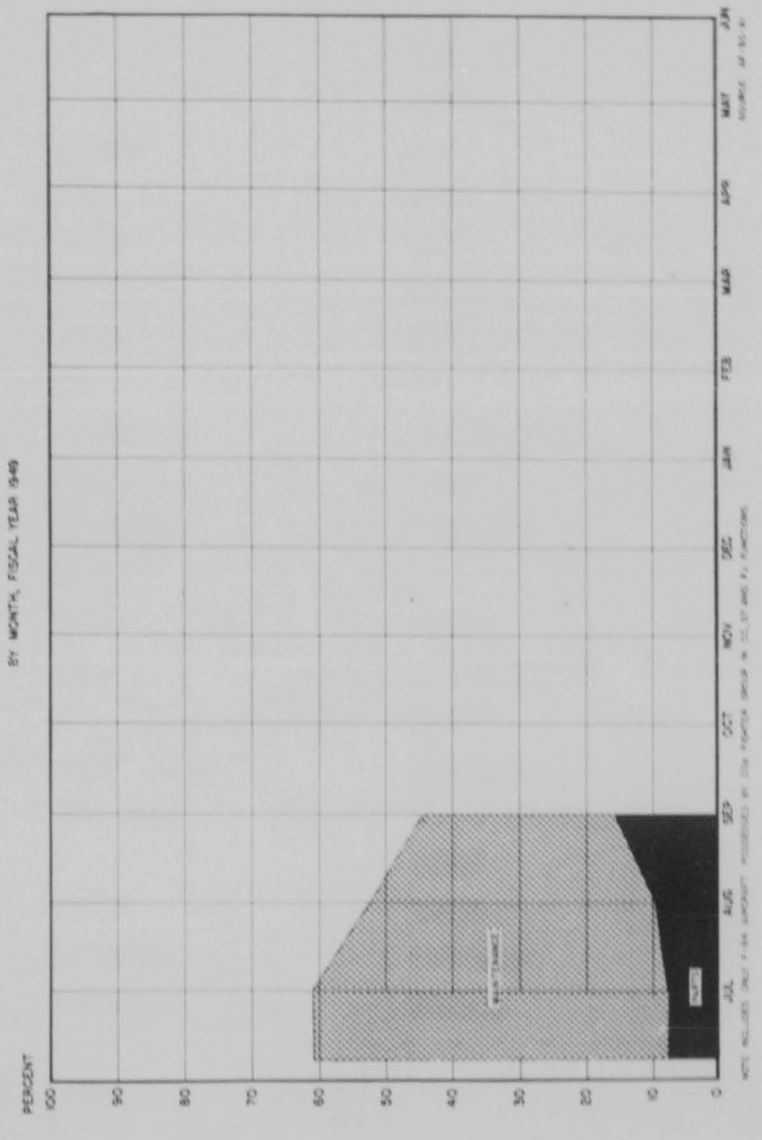
STATUS OF SAC F-84 AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



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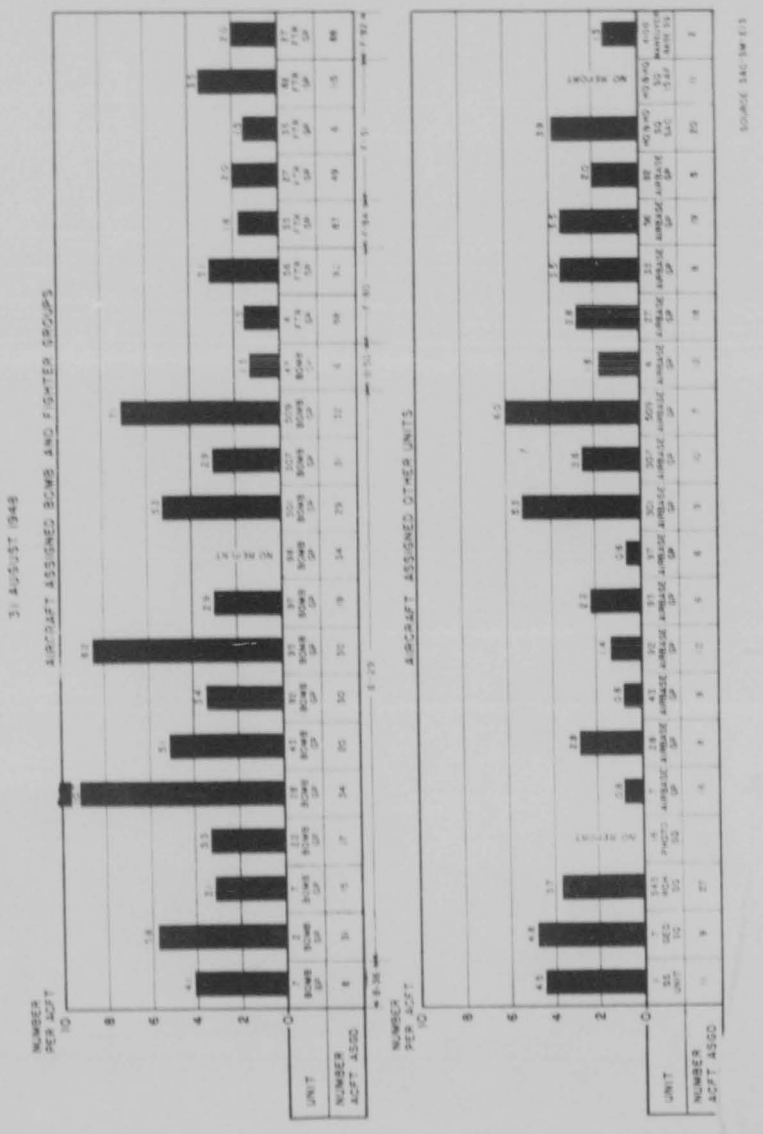
STATUS OF TECHNICAL ORDERS ON SAC AIRCRAFT

COMPLIANCE OUTSTANDING PER ASSIGNED AIRCRAFT

31 AUGUST 1949



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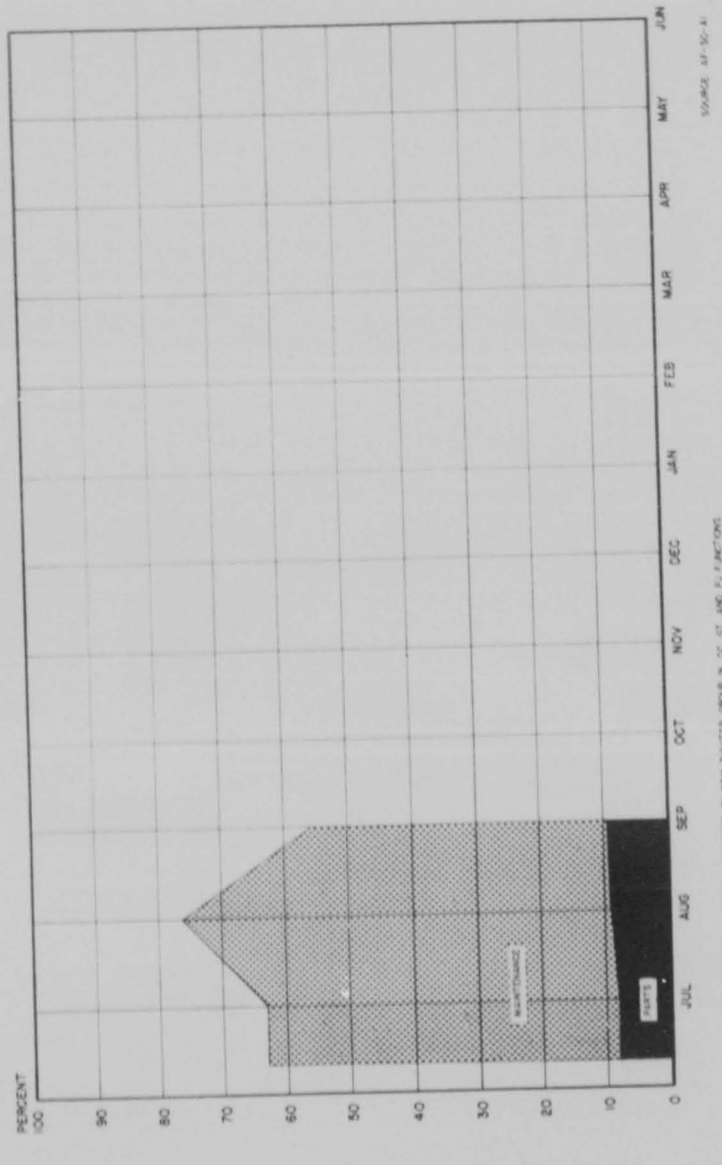
STATUS OF SAC F-82 AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



NOTE: INCLUDES ONLY F-82 AIRCRAFT POSSESSED BY 27TH FIGHTER GROUP IN CC, ET, AND FJ FUNCTIONS

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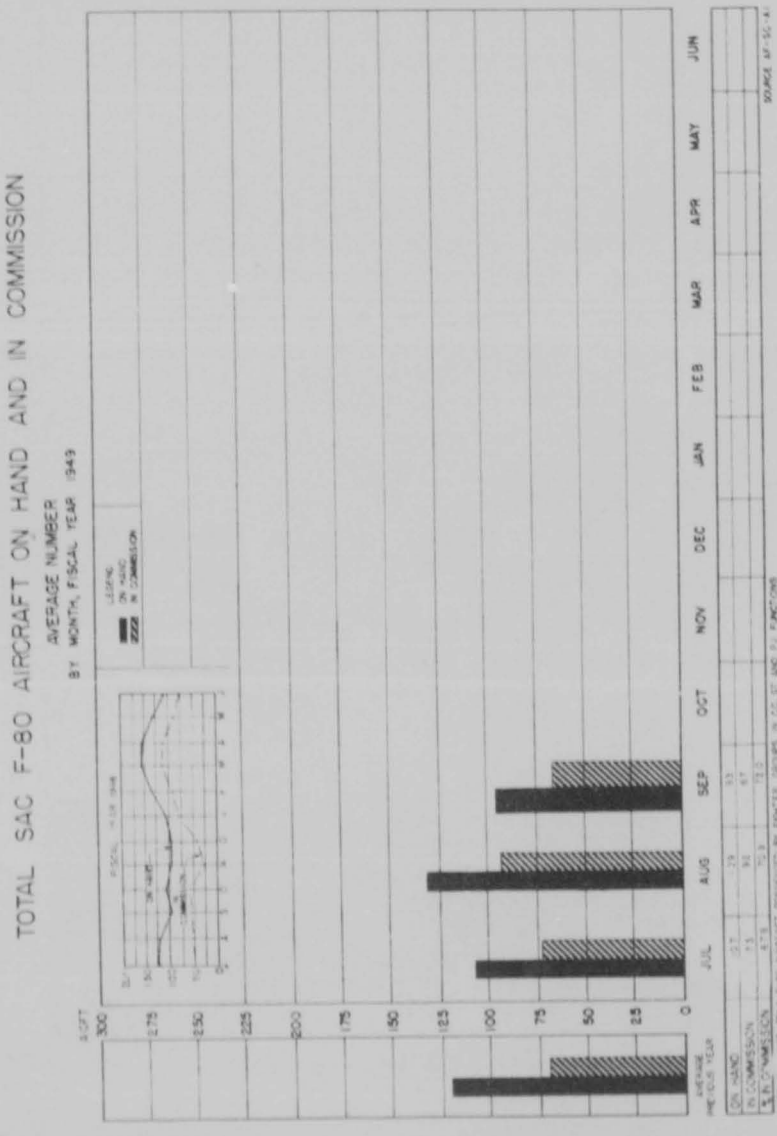

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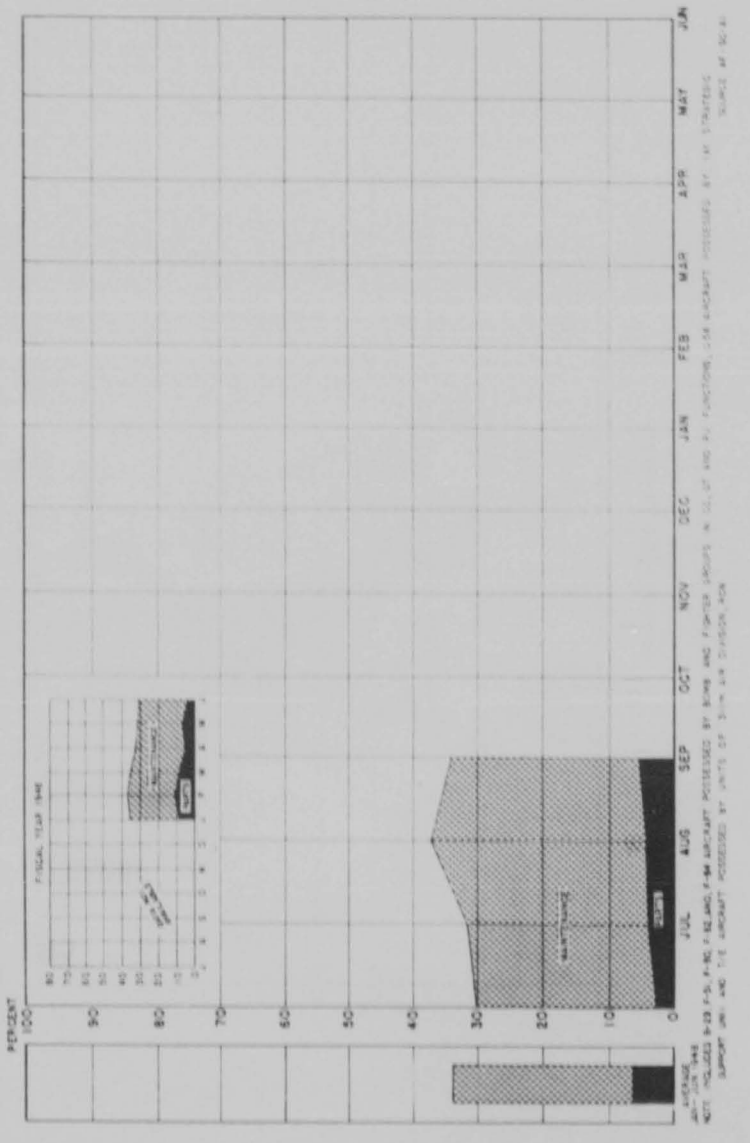
STATUS OF SAC T/E AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



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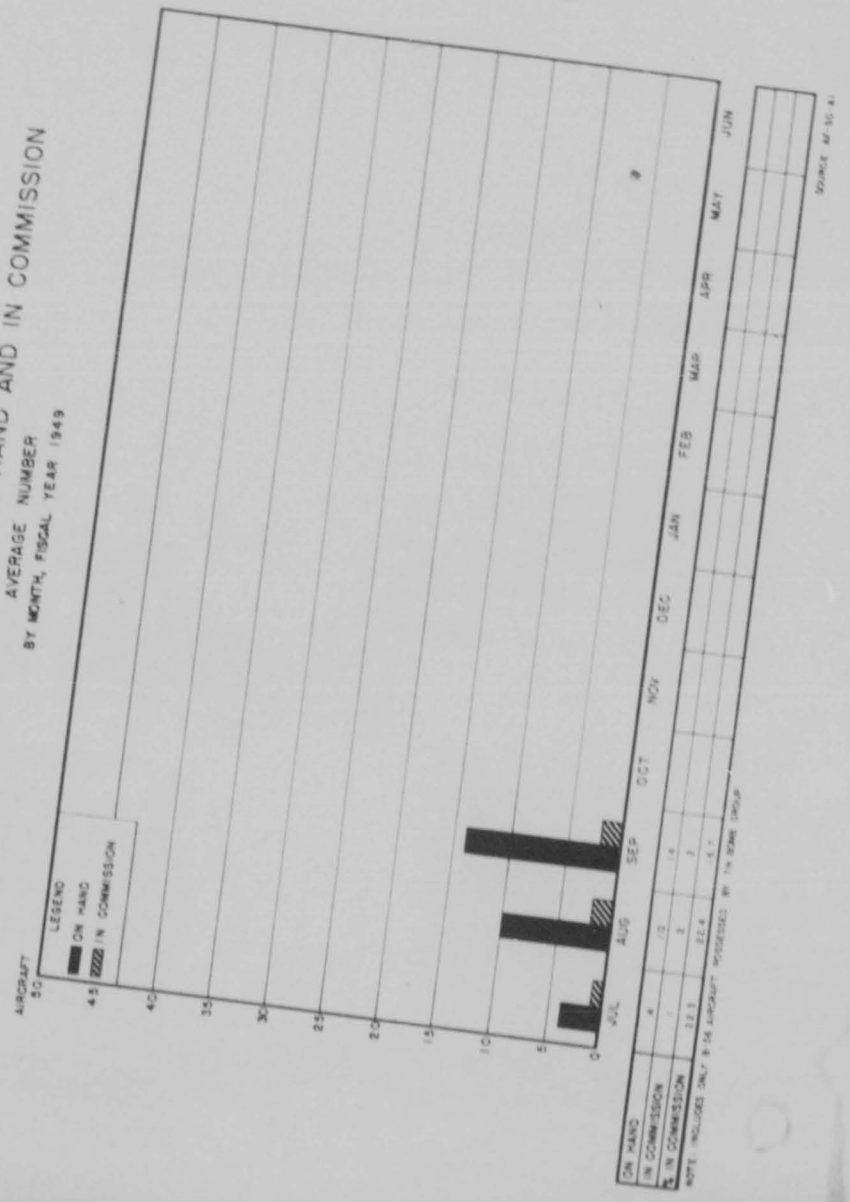
TOTAL SAC B-36 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



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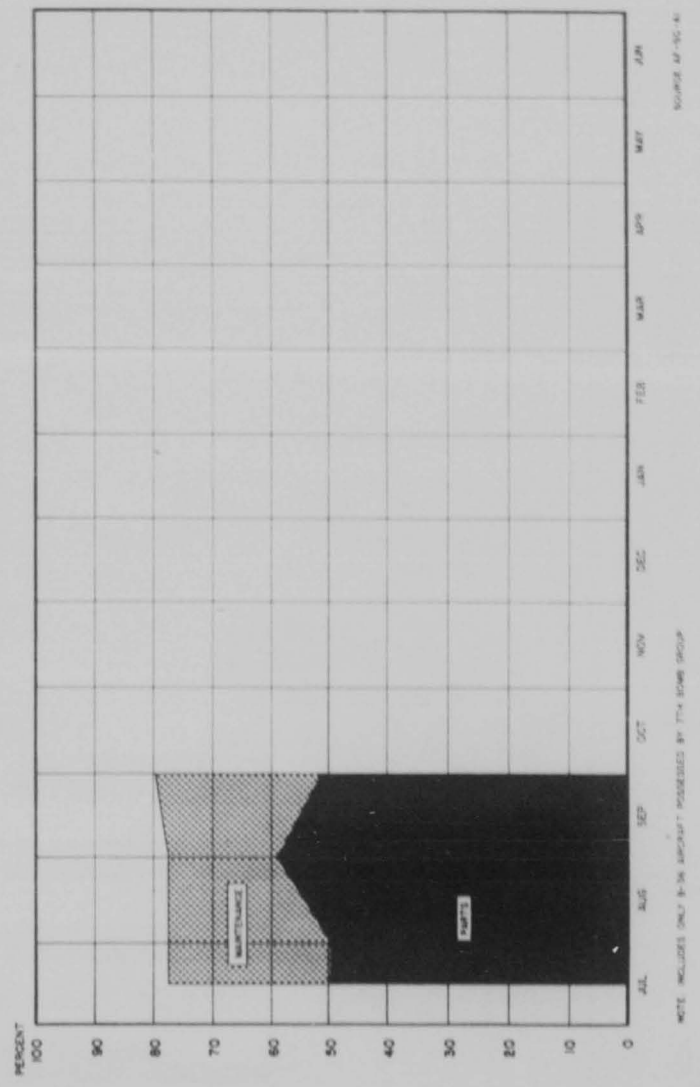

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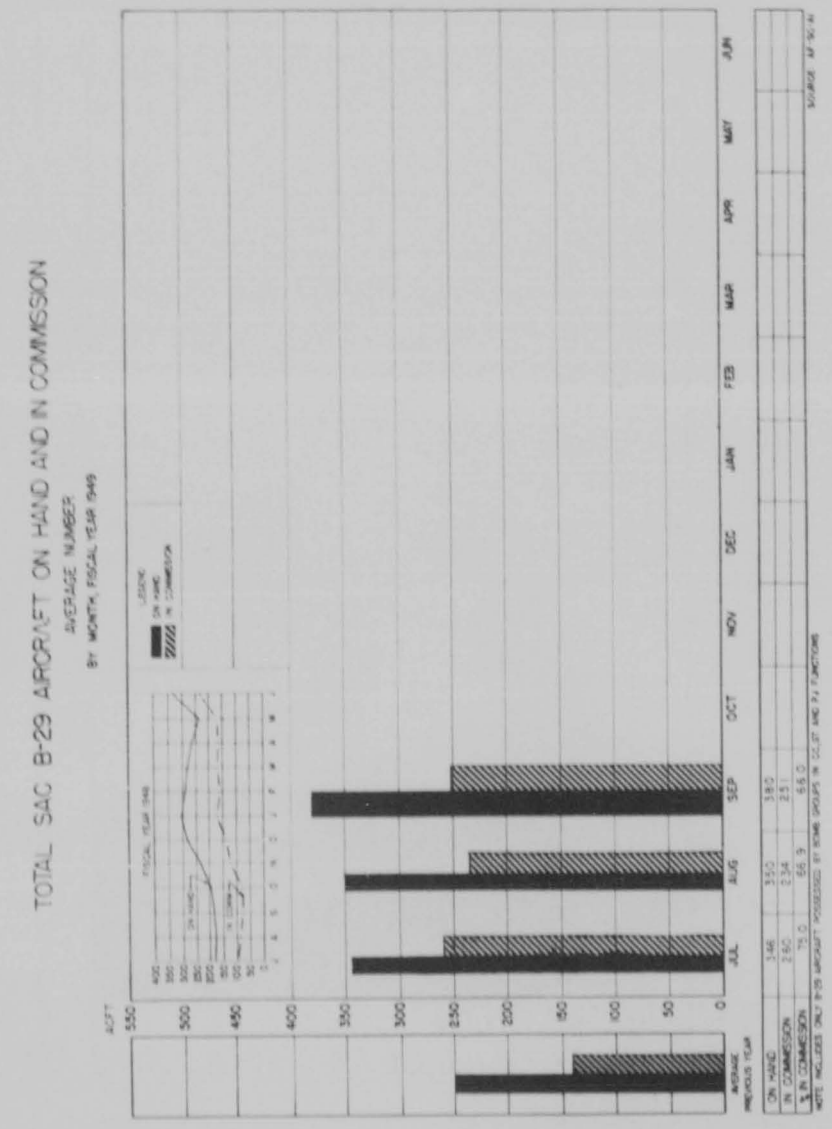

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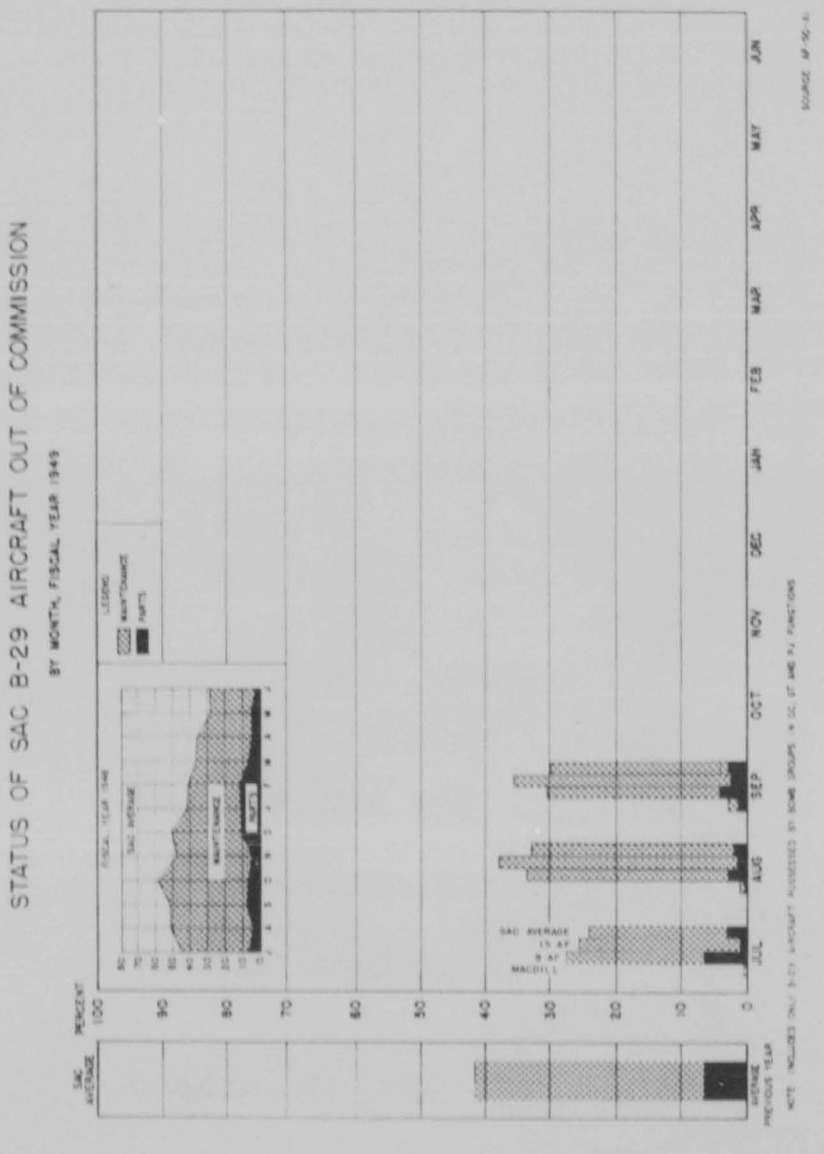

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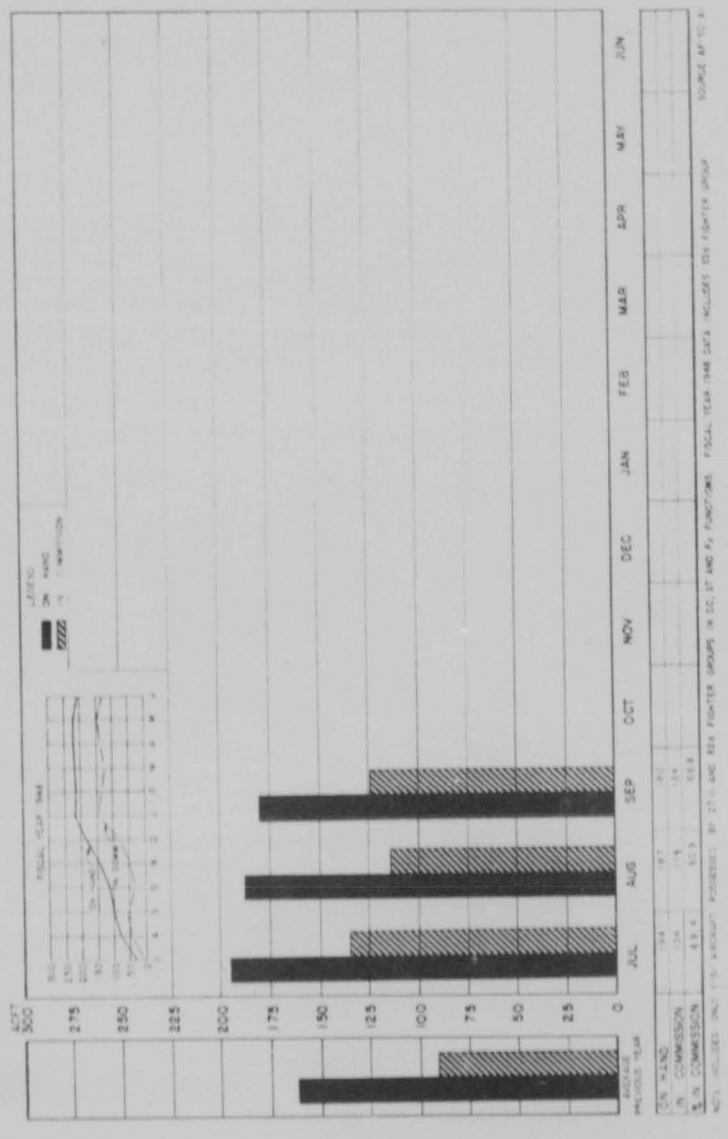
TOTAL SAC F-51 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949



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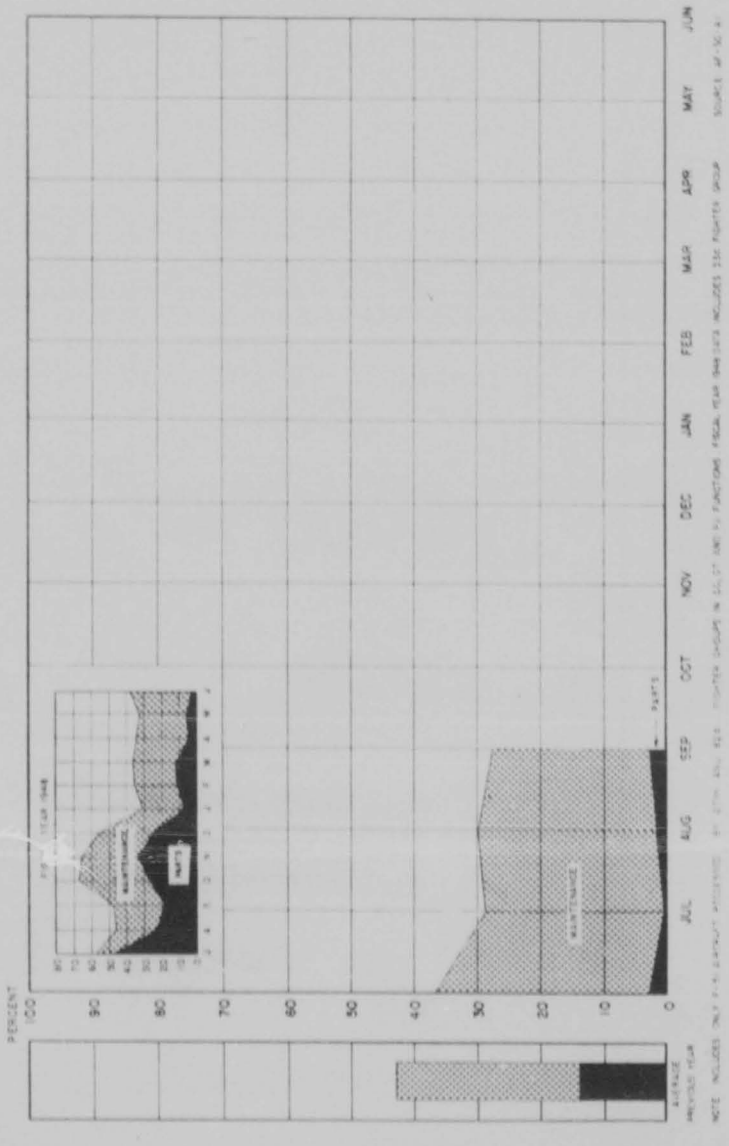
STATUS OF SAC F-51 AIRCRAFT OUT OF COMMISSION

BY MONTH, FISCAL YEAR 1949



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TOTAL SAC F-82 AIRCRAFT ON HAND AND IN COMMISSION

AVERAGE NUMBER

BY MONTH, FISCAL YEAR 1949

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	48	79	80									
IN COMMISSION	16	19	21									
% IN COMMISSION	333	244	256									

NOTE: INCLUDES ONLY F-82 AIRCRAFT POSSESSED BY 27TH FIGHTER GROUP IN CC, ST AND FJ FUNCTIONS

SOURCE AF-SC-4

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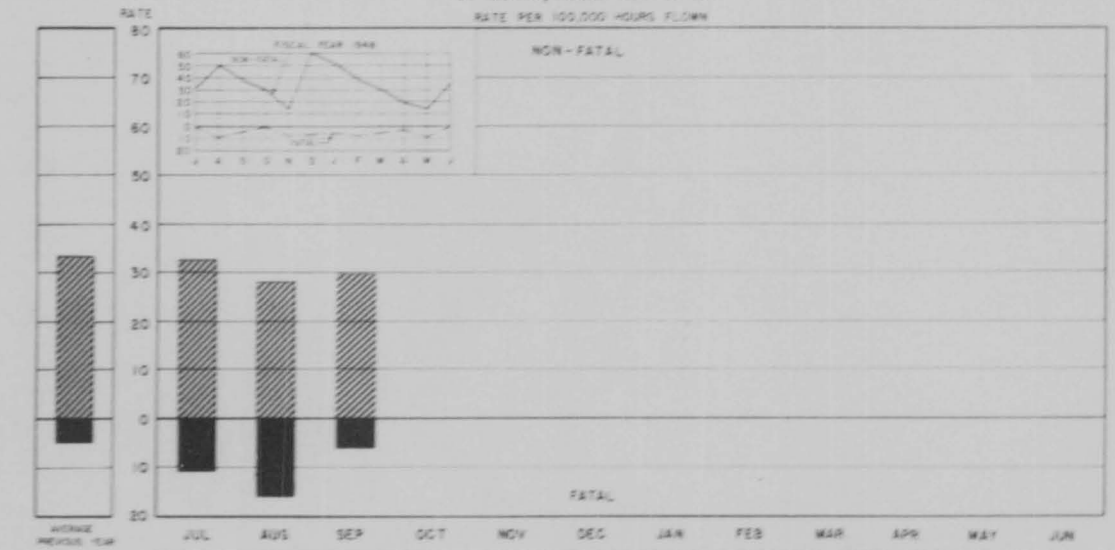
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

FATAL AND NON-FATAL

BY MONTH, FISCAL YEAR 1949

RATE PER 100,000 HOURS FLOWN



		NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	FATAL	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
	NON-FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
HQ SAC STATIONS	FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
	NON-FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
8th AIR FORCE	FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
	NON-FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
15th AIR FORCE	FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		
	NON-FATAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]																		

SOURCE: AF-SC-A1 AND AFC-A-22

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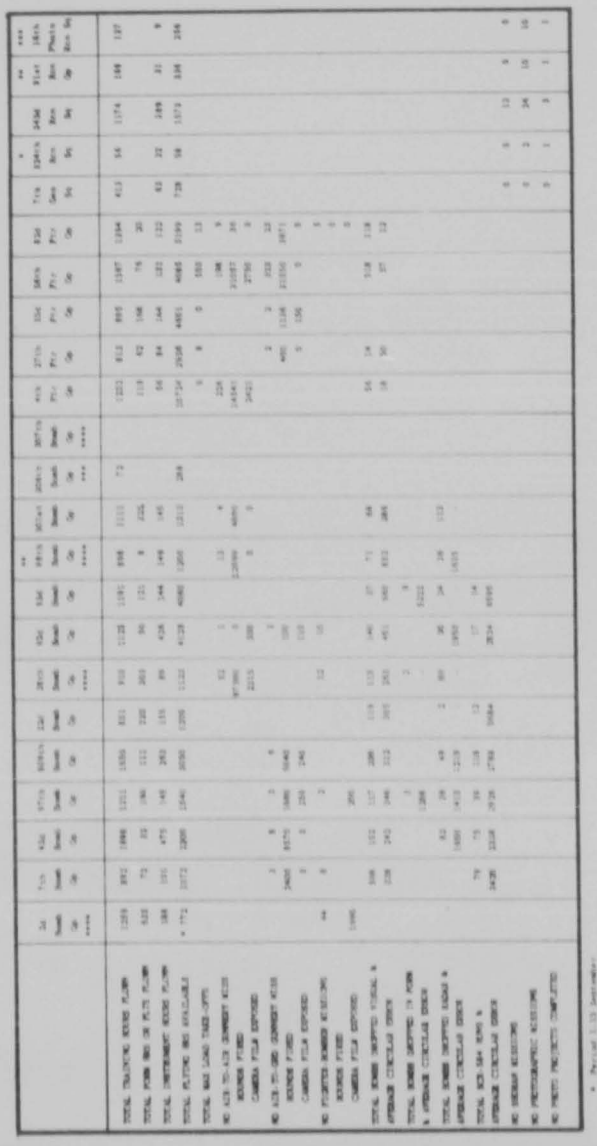
SAC AIR TRAINING REPORT

SEPTEMBER 1948



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SAC BOMBING DATA
BY BOMB GROUP
SEPTEMBER 1948

No. Bomb Releases	2d Bomb Gp	7th Bomb Gp	43d Bomb Gp	97th Bomb Gp	509th Bomb Gp	22d Bomb Gp	92d Bomb Gp	28th Bomb Gp	92d Bomb Gp	94th Bomb Gp*	301st Bomb Gp	307th Bomb Gp**	306th Bomb Gp
a. 15,000-25,000													
(1) Visual													
No. Releases	0	469	41	13	169	72	75	0	11	0	31	.	0
Av. Cir. Error	.	338	255	* 328	344	285	.	.	.	.	315	.	
(2) Radar													
No. Releases	0	0	63	0	38	0	10	28	0	0	69	.	0
Av. Cir. Error	.	.	1650	.	1219	.	.	.	.	.	.	.	
b. Above 25,000													
(1) Visual													
No. Releases	0	0	5	43	16	12	65	0	25	71	23	0	0
Av. Cir. Error	.	.	300	332	.	430	353	.	660	852	.	.	
(2) Radar													
No. Releases	0	0	20	28	11	0	20	0	34	36	44	0	0
Av. Cir. Error	.	.	3145	1134	.	.	1950	.	.	1535	.	.	
Scored RBS Runs													
a. 15,000-25,000													
(1) No. Runs	0	64	25	0	100	4	1	0	0	0	0	0	0
(2) Av. Cir. Error	.	3344	2229	.	2660	3092	6315	.	.	.	.	.	
b. Above 25,000													
(1) No. Runs	0	15	50	39	18	0	15	0	14	0	0	0	0
(2) Av. Cir. Error	.	3690	2429	2926	1189	.	2834	.	6965	.	.	.	

* 1st to 15th of September

** No Report

SOURCE: SAC OPS 7120

2226

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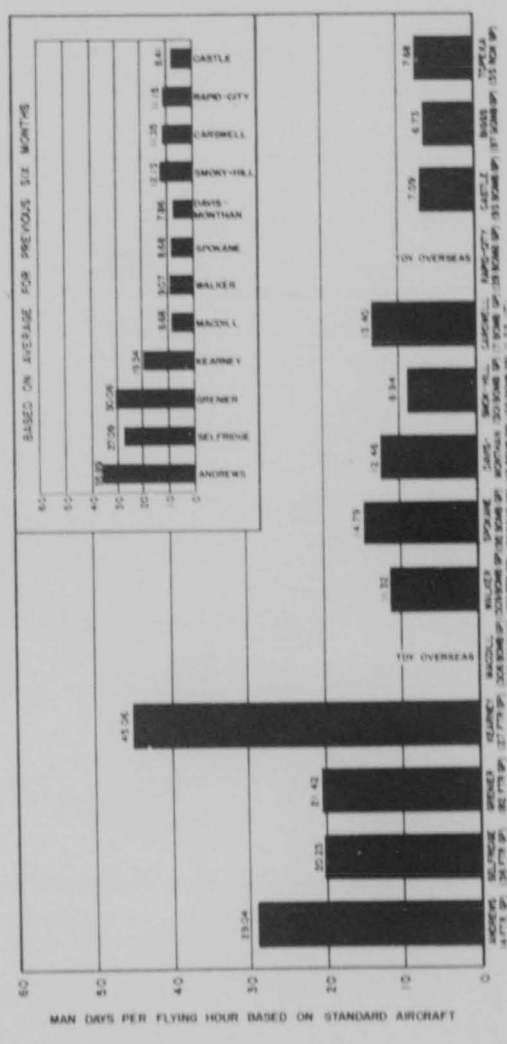
COMPARATIVE MANAGEMENT RATINGS

BASED ON MAN DAYS PER FLYING HOUR
FOR COMBAT TYPE AIRCRAFT
SEPTEMBER 1948



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COST ANALYSIS

Section V

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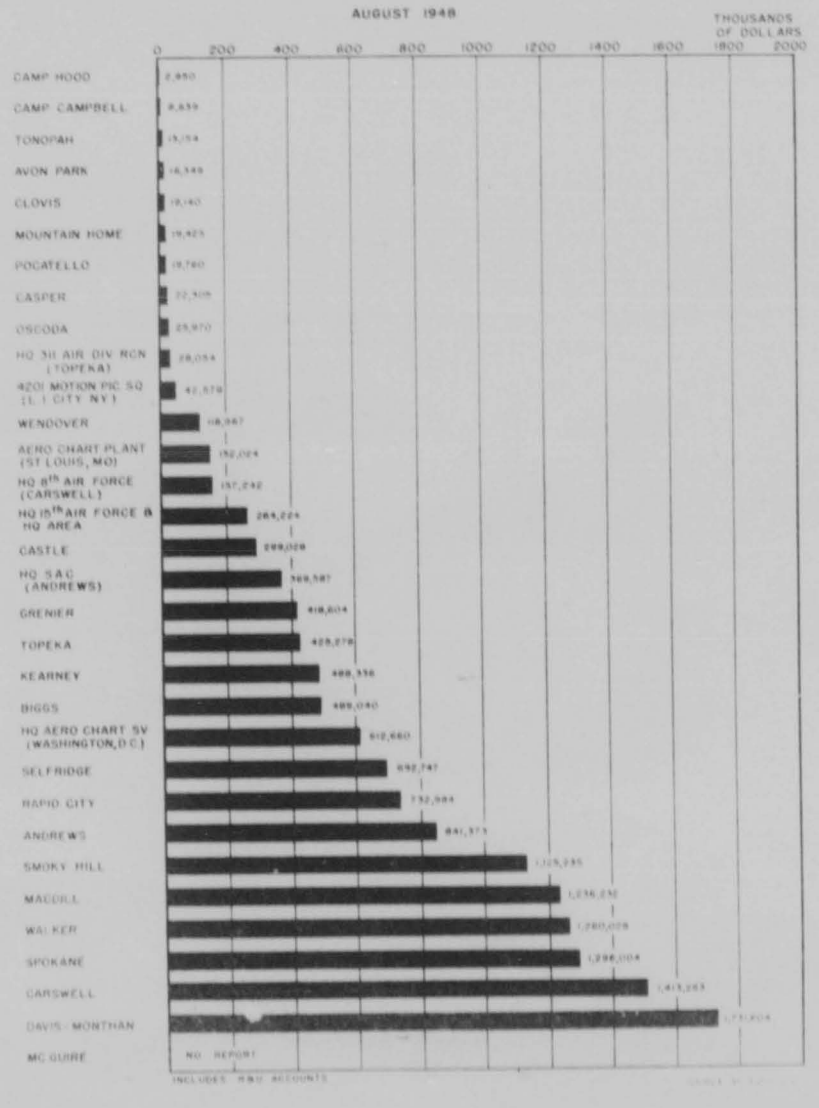
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS



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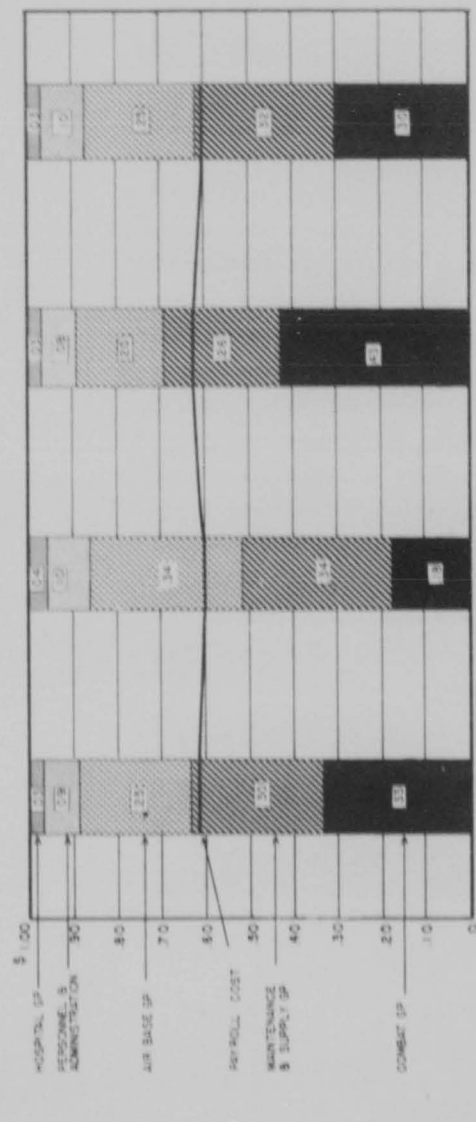
HOW A SAC DOLLAR IS SPENT

BY SUB-COMMAND, BY FUNCTIONAL GROUP

AUGUST 1948



	TOTAL SAC	HQ SAC STATIONS	8TH AIR FORCE	9TH AIR FORCE
HOSPITAL GP	$ 325,419	$ 10,785	$ 14,945	$ 156,711
PERSONNEL & ADMINISTRATION	950,687	244,486	316,975	310,955
AIR BASE GP	1,811,061	831,264	950,363	807,934
MAINTENANCE & SUPPLY GP	1,154,375	825,154	781,511	1,241,811
COMBAT GP	3,507,988	454,587	1,284,977	964,208
TOTAL FUNCTIONAL GPS	8,038,365	2,498,276	4,860,870	3,234,859
OTHER COSTS *	1,488,513	730,750	514,401	119,613
STATION TOTAL	9,526,878	3,229,026	5,375,271	3,354,472

NOT INCLUDED SAC STATIONS WITH 5MB OR FIGHTER WING
* OTHER COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHART

SOURCE M-79-1948

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HOW A SAC DOLLAR IS SPENT

BY STATION, BY FUNCTIONAL GROUP

AUGUST 194_

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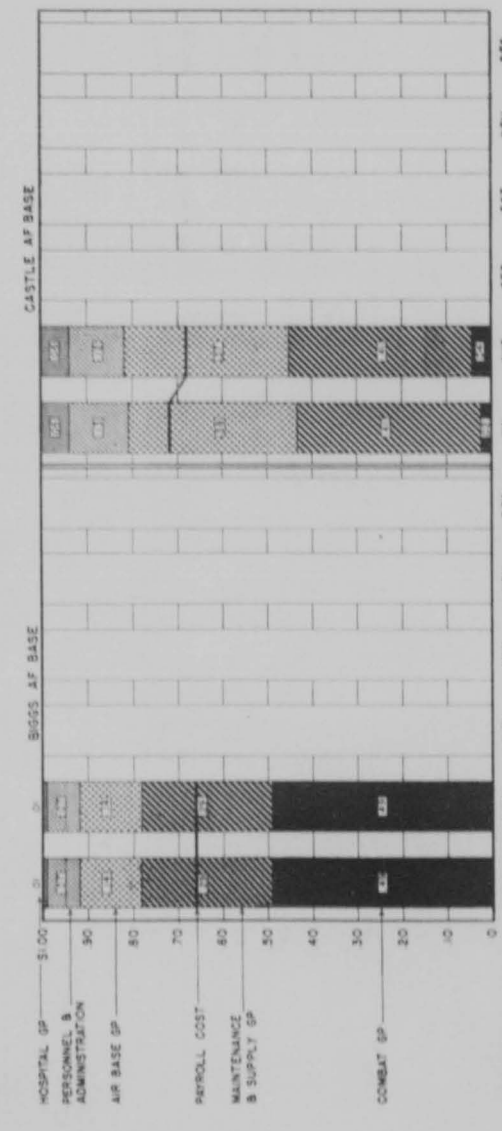
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	JUL	AUG	SEP	OCT	NOV	DEC	JUL **	AUG **	SEP	OCT	NOV	DEC
HOSPITAL GP	$ 1,481	$ 1,380					$ 14,159	$ 14,774				
PERSONNEL & ADMINISTRATION	29,115	33,923					35,458	34,893				
AIR BASE GP	82,216	72,240					103,459	87,204				
MAINTENANCE & SUPPLY	84,087	98,998					108,341	87,565				
COMBAT GP	259,552	240,134					9,038	11,334				
TOTAL FUNCTIONAL GPS	457,471	446,674					270,545	237,170				
OTHER COSTS +	5,414	2,346					9,749	1,958				
STATION TOTAL	462,885	449,020					280,293	239,128				

+ OTHER COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHARTS
** DOES NOT INCLUDE COST OF 509 BOMB GROUP WHILE FOR OVERSEAS

SOURCE AF-FC-FEB4

2232

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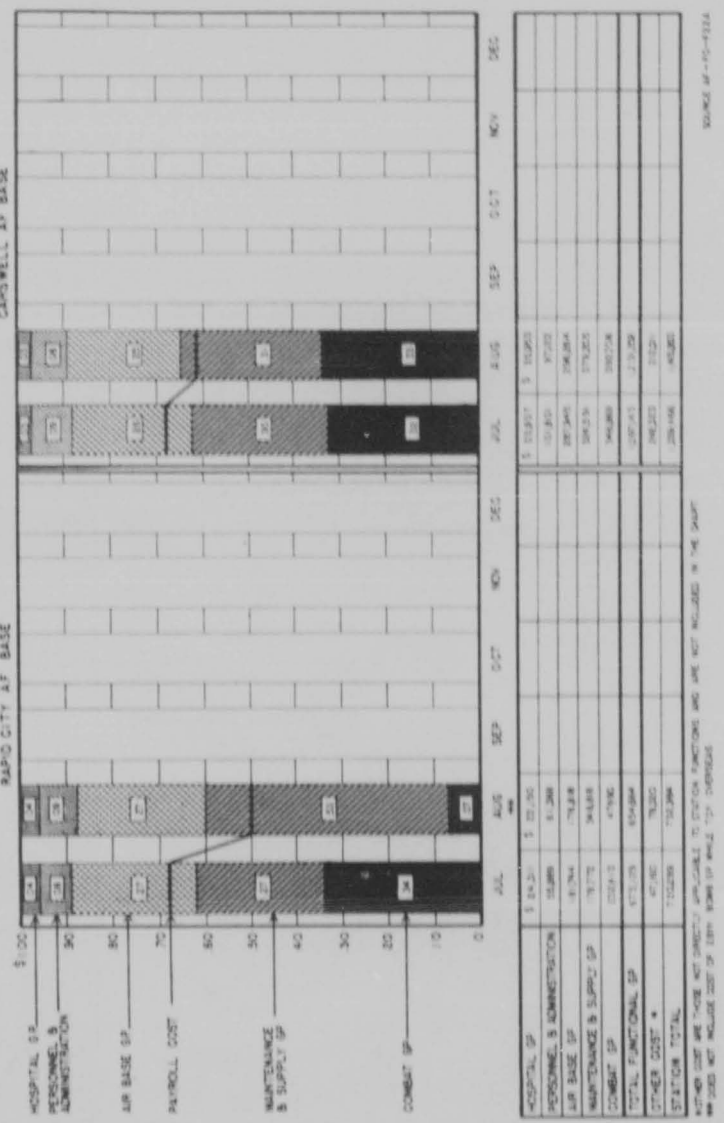
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 21,321	$ 22,150									$ 13,921	$ 13,921
PERSONNEL & ADMINISTRATION	15,185	6,268									9,120	9,120
AIR BASE GP	61,744	74,518									87,345	87,345
MAINTENANCE & SUPPLY GP	71,772	94,618									124,539	124,539
COMBAT GP	22,613	47,916									34,458	34,458
TOTAL FUNCTIONAL GP	172,635	244,494									267,383	267,383
OTHER COST *	47,161	76,320									74,223	74,223
STATION TOTAL	219,796	320,814									341,606	341,606

* OTHER COST ARE THOSE NOT DIRECTLY CHARGEABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHART

** DOES NOT INCLUDE COST OF TEMPORARY DUTY PERSONNEL

SOURCE AF-45-134

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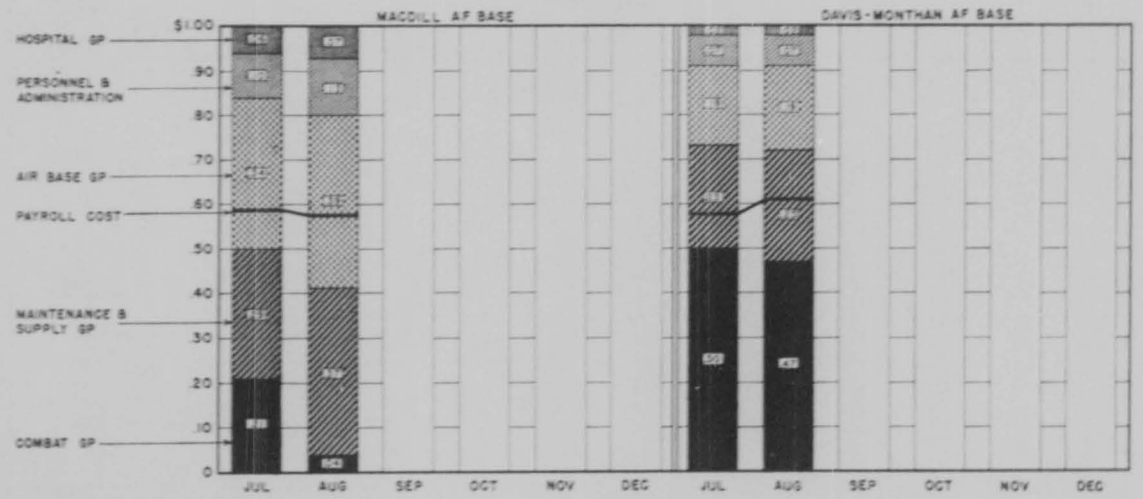
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 57,033	$ 54,742					$ 34,919	$ 32,255				
PERSONNEL & ADMINISTRATION	97,177	94,028					102,478	107,345				
AIR BASE GP	342,334	299,269					279,262	276,738				
MAINTENANCE & SUPPLY	292,875	272,509					345,268	370,856				
COMBAT GP	213,248	32,794					747,188	693,656				
TOTAL FUNCTIONAL GROUPS	1,002,667	743,342					1,509,115	1,480,450				
OTHER COSTS *	563,383	492,890					225,248	251,154				
STATION TOTAL	1,566,050	1,236,232					1,734,363	1,731,604				

* OTHER COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHARTS

** DOES NOT INCLUDE COST OF 307TH BOMB GROUP WHILE TDY OVERSEAS

SOURCE AF-FD-F22A

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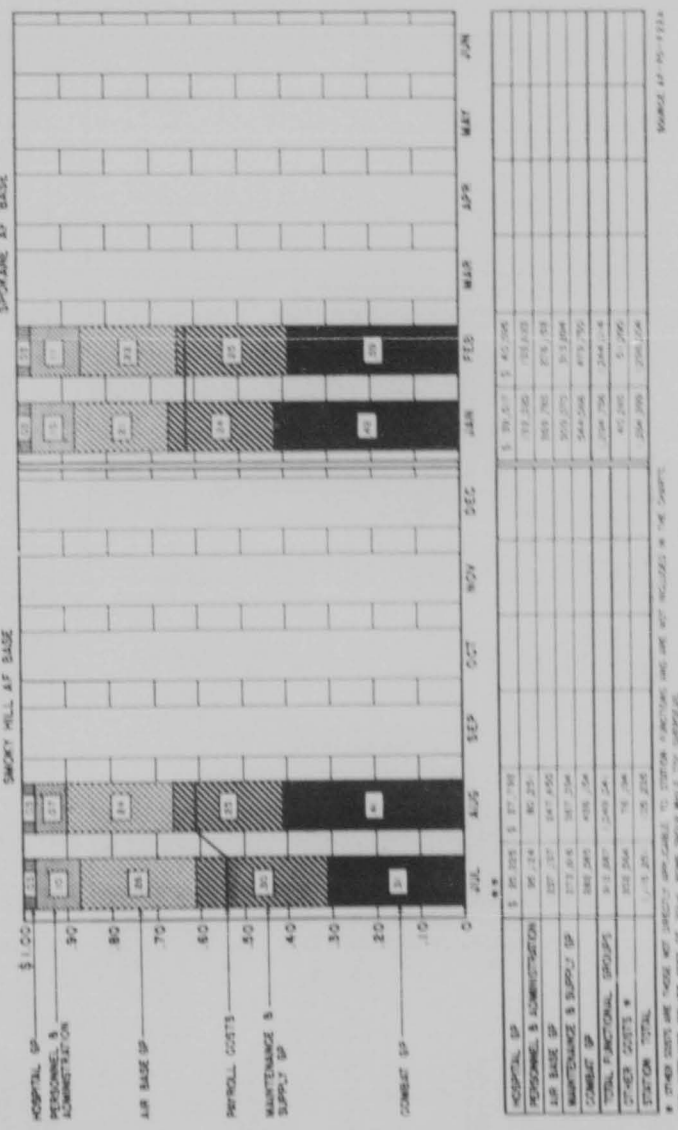
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 39,525	$ 37,758									$ 39,537	$ 45,096	
PERSONNEL & ADMINISTRATION	90,214	90,225									111,250	111,610	
AIR BASE GP	337,337	347,456									369,780	376,158	
MAINTENANCE & SUPPLY GP	373,616	387,334									399,075	413,984	
COMBAT GP	388,240	408,234									544,566	613,750	
TOTAL FUNCTIONAL GROUPS	913,887	1,240,334									1,264,708	1,264,598	
OHD COSTS *	103,254	78,158									45,286	57,290	
STATION TOTAL	1,119,241	1,318,328									1,309,994	1,321,888	

* OHD COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHARTS.
** 225 NOT VALUE COST OF 30 DAY RUNS WHILE TO OVERHAUL

SOURCE AF PS-1111

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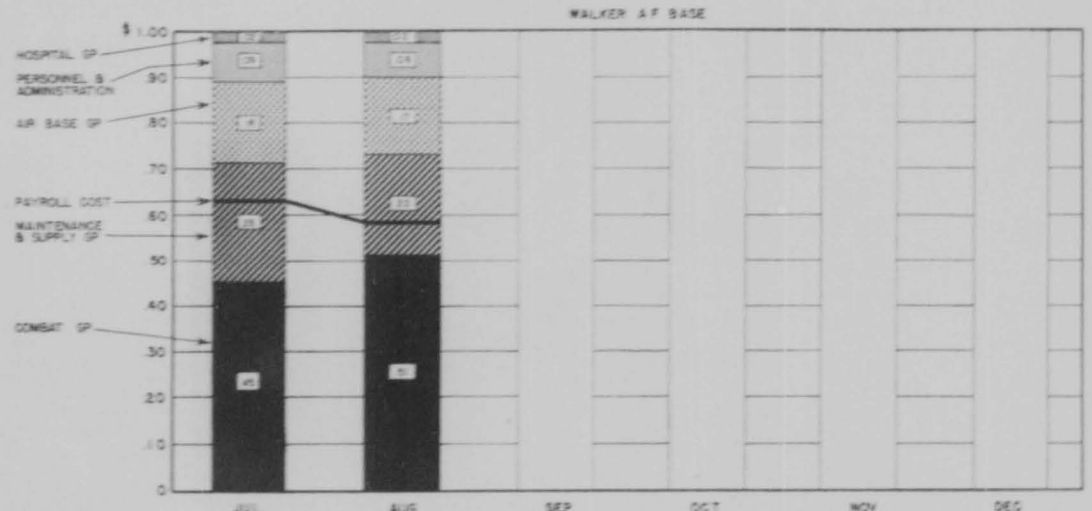
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948

WALKER AF BASE



HOSPITAL GP	$ 27,265	$ 27,367				
PERSONNEL & ADMINISTRATION	106,915	97,301				
AIR BASE GP	214,529	206,508				
MAINTENANCE & SUPPLY GP	296,630	270,949				
COMBAT GP	518,099	629,673				
TOTAL FUNCTIONAL GPS	1,163,438	1,231,798				
OTHER COSTS *	17,630	28,230				
STATION TOTALS	1,181,068	1,260,028				

* OTHER COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHART

SOURCE AF-FS-F22A

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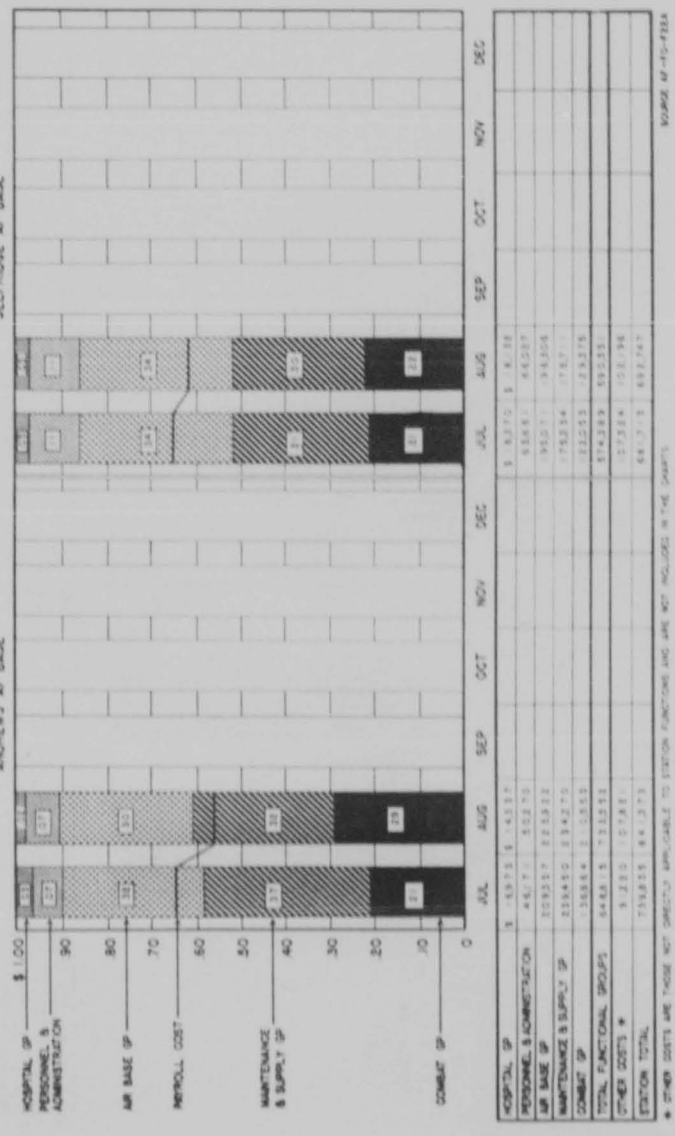
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



	JUL	AUG	SEP	OCT	NOV	DEC
HOSPITAL GP	$ 10,775	$ 10,332				
PERSONNEL & ADMINISTRATION	46,277	44,507				
AIR BASE GP	109,357	98,304				
MAINTENANCE & SUPPLY GP	338,450	317,787				
COMBAT GP	39,884	23,376				
TOTAL FUNCTIONAL GROUPS	544,743	494,306				
OTHER COSTS *	9,230	7,361				
STATION TOTAL	554,973	501,667				

* OTHER COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHARTS

SOURCE AF-AG-4 FORM

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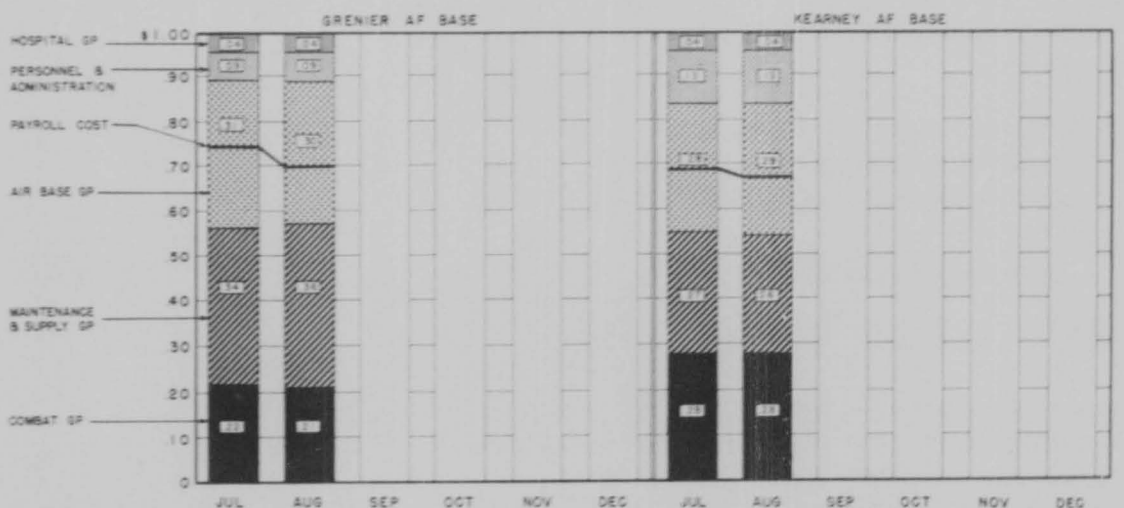
HOW A SAC DOLLAR IS SPENT

BY FUNCTIONAL GROUP

BY MONTH 1948



HOSPITAL GP	$ 15,897	$ 14,354					$ 18,180	$ 18,067				
PERSONNEL & ADMINISTRATION	31,959	34,141					58,577	60,285				
AIR BASE GP	119,919	119,767					130,721	133,243				
MAINTENANCE & SUPPLY GP	130,382	135,664					122,223	127,615				
COMBAT GP	85,046	82,865					129,791	130,806				
TOTAL FUNCTIONAL GPS	383,199	390,811					459,494	466,018				
OTHER COSTS *	12,596	37,793					21,994	22,220				
STATION TOTAL	395,795	418,604					481,478	488,236				

*OTHER COSTS ARE THOSE NOT DIRECTLY APPLICABLE TO STATION FUNCTIONS AND ARE NOT INCLUDED IN THE CHARTS

SOURCE AF-FO-F22A

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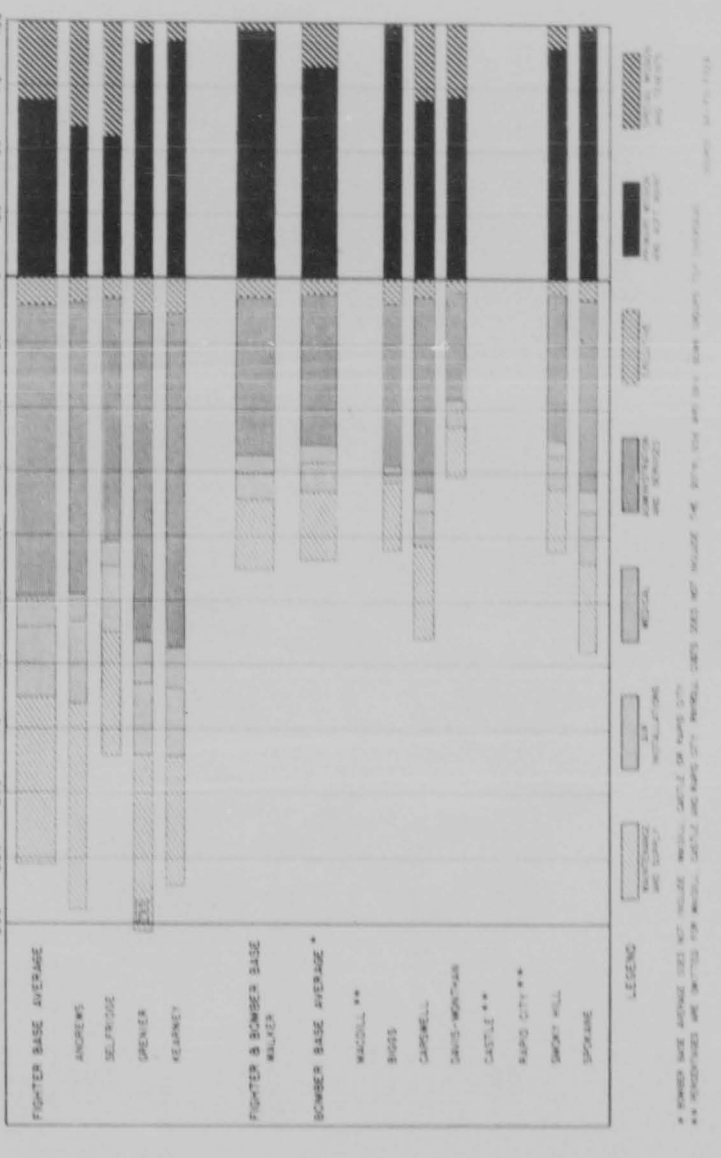
OVERHEAD PAYROLL COSTS AS A PERCENT OF DIRECT PAYROLL COST

BY STATION, AUGUST 1948



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OVERHEAD PAYROLL COSTS AS A PERCENT OF DIRECT PAYROLL COSTS
(CONTINUED)

SAC AIR FORCE BASE	OVERHEAD COSTS										DIRECT COSTS		TOTAL DIRECT PAYROLL	TOTAL PAYROLL
	MAINTENANCE & SUPPLY		AIR INSTALLATIONS		MEDICAL		ADMINISTRATION & SERVICES		EXECUTIVE		PRIMARY MISSION & AIRCRAFT MAINT	SPECIAL MISSION & TENANTS		
	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	%	AMOUNT	AMOUNT	AMOUNT	AMOUNT
FIGHTER BASE-AVERAGE	$ 73827	53.9	$ 38241	27.9	$ 13966	10.2	$ 129998	112.6	$ 12452	10.8	$ 80388	$ 35083	$ 115471	$ 377955
ANDREWS	110915	80.6	44247	32.1	13843	10.1	155675	113.1	13677	9.9	80318	57348	137666	476023
SELFRIDGE	76361	49.8	38706	25.2	14534	9.5	145064	94.5	11919	7.8	83555	69848	153403	439927
GRENIER	60851	79.5	21529	28.1	12466	16.3	97480	127.3	10827	14.1	70376	6169	76545	279698
KEARNEY	47179	50.0	24481	26.0	15021	15.9	121833	129.2	13384	14.2	87302	6966	94268	315166
FIGHTER & BOMBER BASE														
WALKER	92891	27.0	36394	10.6	21396	6.2	212957	61.9	25163	7.3	335508	8474	343982	732777
BOMBER BASE-AVERAGE *	96522	27.2	38720	10.9	21160	6.0	211045	59.6	21022	5.9	291508	62704	354212	742682
MACDILL **	133343		37464		42901		188819		16841		33637	332081	365718	785086
BIGGS	41634	26.7	5702	3.7	3299	2.1	98839	63.4	14939	9.6	155091	762	155853	320266
CARSWELL	131531	36.9	46267	13.0	27257	7.7	269384	75.7	24350	6.8	250756	105317	356073	854862
DAVIS-MONTHAN	117403	19.2	37861	6.2	24347	4.0	261336	42.8	26247	4.3	438275	172041	610316	1077510
CASTLE **	60699		25725		13796		72547		10243		14424	3015	17439	200449
RAPID CITY **	76034		38640		17060		142710		11668		45292	7973	53265	339377
SMOKY HILL	81598	24.6	41819	12.6	20346	6.1	191000	57.6	16505	5.0	299546	31764	331310	682578
SPOKANE	110444	34.8	61953	19.5	30551	9.6	234665	73.9	23070	7.3	313871	3638	317509	778192

* Bomber Base-Average does not include MacDill, Castle or Rapid City.

** Percentages are omitted for MacDill, Castle and Rapid City. Payroll costs does not include the 307th, 93d and 28th Bomb Groups TDY overseas.

SOURCE: AF-PO-F22A

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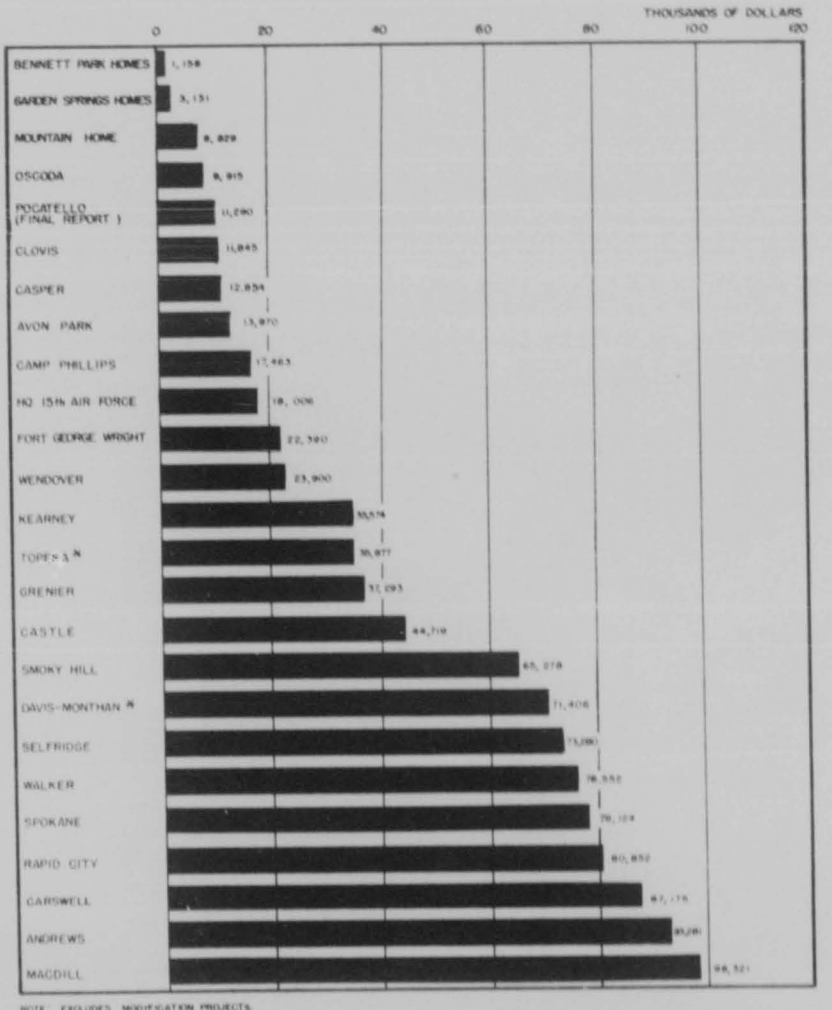
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

SEPTEMBER 1948



NOTE: EXCLUDES MODIFICATION PROJECTS.
N ESTIMATED, COST REPORTS NOT RECEIVED

SOURCE AF-MD-F 33

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OTHERS

Section VI

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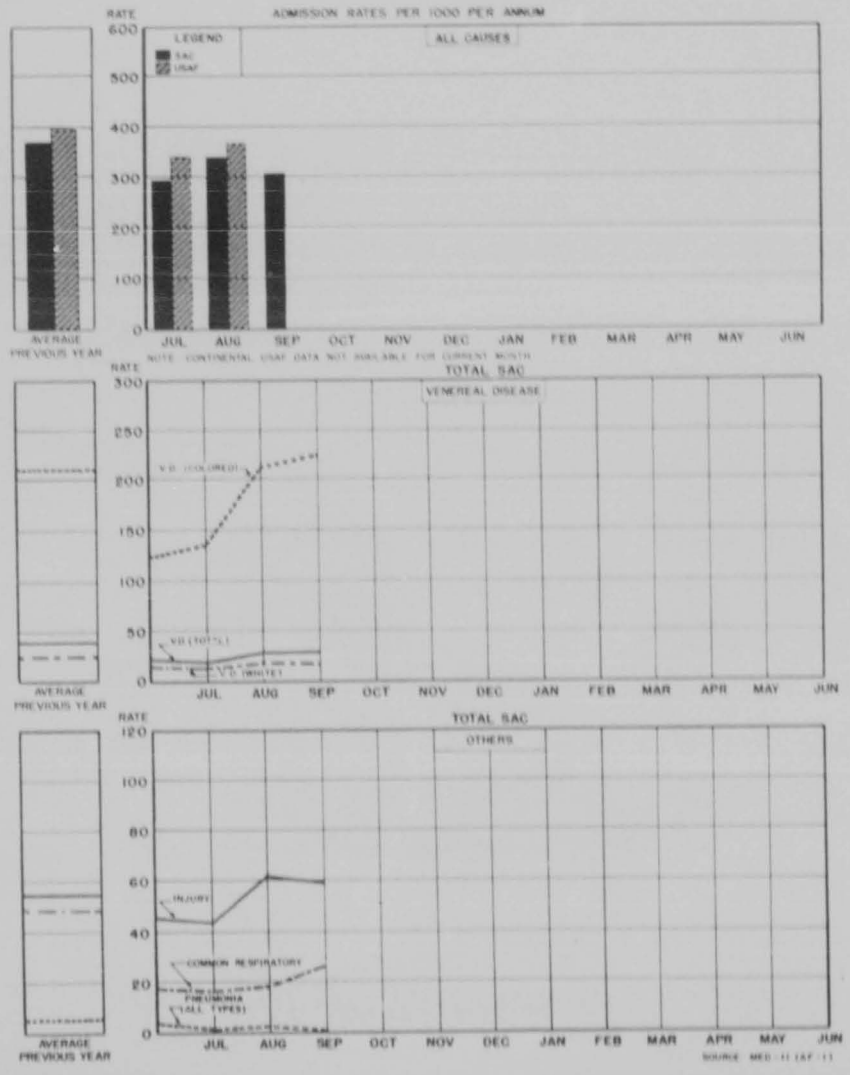
HOSPITAL ADMISSION RATES

BY MONTH, FISCAL YEAR 1949



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VENEREAL DISEASES BY STATION

SEPTEMBER 1948

(4 Weeks 28 August to 24 September)

Admission Rates per 1000 per Annum

	WHITE AND COLORED						WHITE				COLORED			
	VD all Types		Gonorrhea		Syphilis		VD all Types		G	S	VD all Types		G	S
	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Rate	Cases	Cases	Cases	Rate	Cases	Cases
TOTAL SAC	abc108	32	bc 89	27	a 10	3	abc 66	21	bc 58	a 5	42	221	31	5
TOTAL SAC STATIONS	a 50	54	39	43	a 6	6	a 17	20	15	a 2	33	376	24	4
ANDREWS	6	22	4	15	2	7	2	8	1	1	4	433	3	1
GRENIER	2	17	2	17			2	17	2	17				
MACDILL	a 38	115	29	90	a 4	9	a 9	32	8	a 1	29	409	21	3
SELFRIDGE	4	21	4	21			4	22	4	22				
311TH AIR DIV WCN	3	15	3	15			3	15	3					
MCCONNE														
TOPEKA	3	25	3	26			3	26	3					
TOTAL 8TH AIR FORCE	c 42	31	c 37	27	2	2	c 16	28	c 12	2	6	92	5	
BIGGS	4	34	4	34		3	4	34	4					
CARSWELL	c 17	39	c 15	35	1		c 15	35	c 14	1	2	69	2	
DAVIS-MONTHAN	10	33	6	20	1	3	8	29	5	1	2	88	1	
KEARNEY	2	15	2	15			2	15	2					
WALKER	9	26	9	26			7	21	7		2	147	2	
TOTAL 15TH AF	b 17	19	b 14	15	2	2	b 14	16	b 12	1	3	90	2	1
CASTLE	2	54	2	54			2	54	2					
COLORADO SPRINGS	b 2	8	b 2	8		b	2	8	b 2					
RAPID CITY	10	32	8	25	1	3	7	22	6		3	90	2	1
SMOKY HILL	1	5			1	5	1	5		1				
SPOKANE	2	65	2	65			2	65	2					
WENDOVER														

McGuire AF Base shown for two (2) week period.

(a) 1 case syphilis white not included in rates not chargeable this command.

(b) 1 case syphilis white not included in rates not chargeable this command.

( ) 1 cases gonnorhea white not included in rates not chargeable this command.

SOURCE: MED-11 (AF-1)

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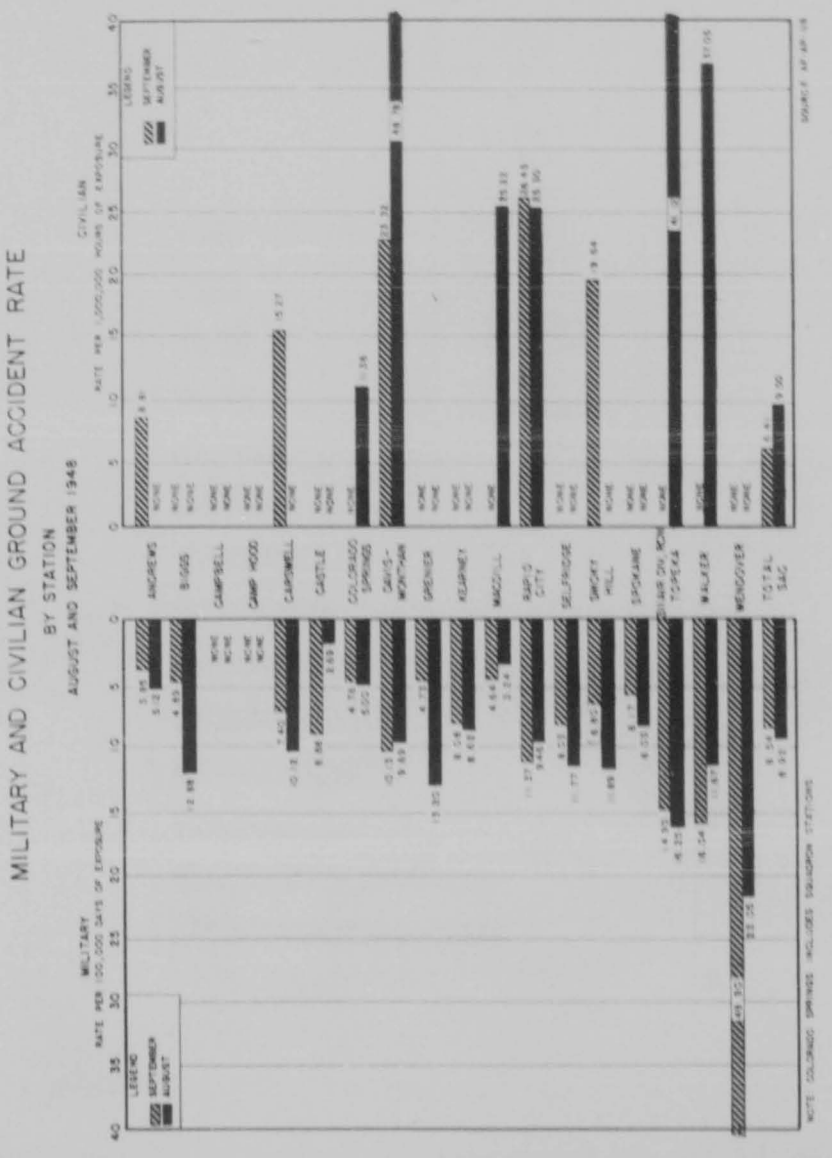

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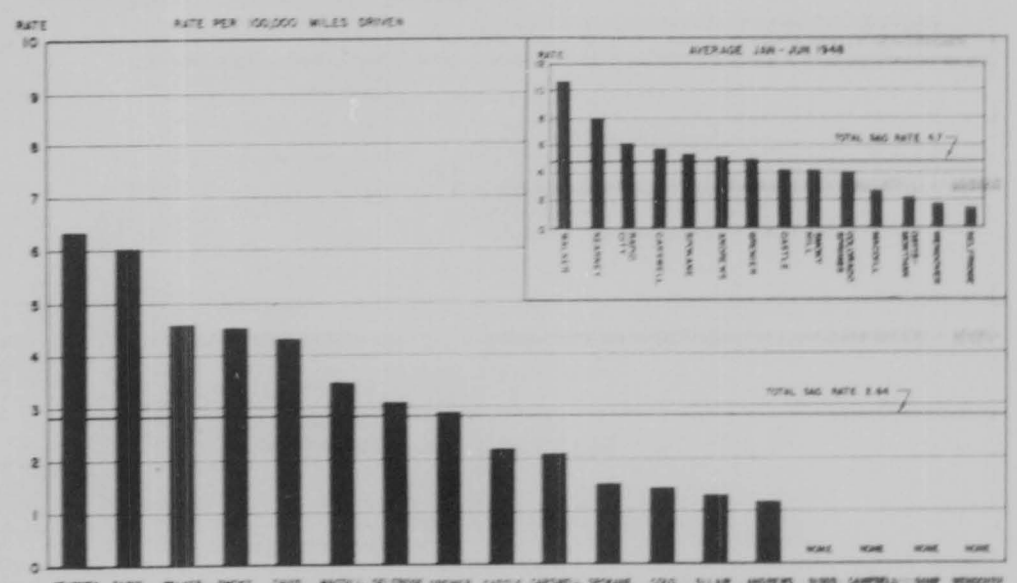
SAC MOTOR VEHICLE ACCIDENT RATE

BY STATION

SEPTEMBER 1948



NUMBER OF VEHICLES DAMAGED	4	3	5	4	7	9	2	0	1	3	3	1	1	7	0	0	0	0
TOTAL COST OF ACCIDENTS	290	850	92	752	374	232	12	0	23	276	202	3000	500	441	0	0	0	0
AVERAGE COST PER ACCIDENT	72	283	18	188	53	26	6	0	23	92	67	3000	500	63	0	0	0	0

NOTE: SPECIAL PURPOSE VEHICLE EXPERIENCE HAS BEEN EXCLUDED ONLY FROM ACCIDENT RATE.

SOURCE: AF-AP-UR

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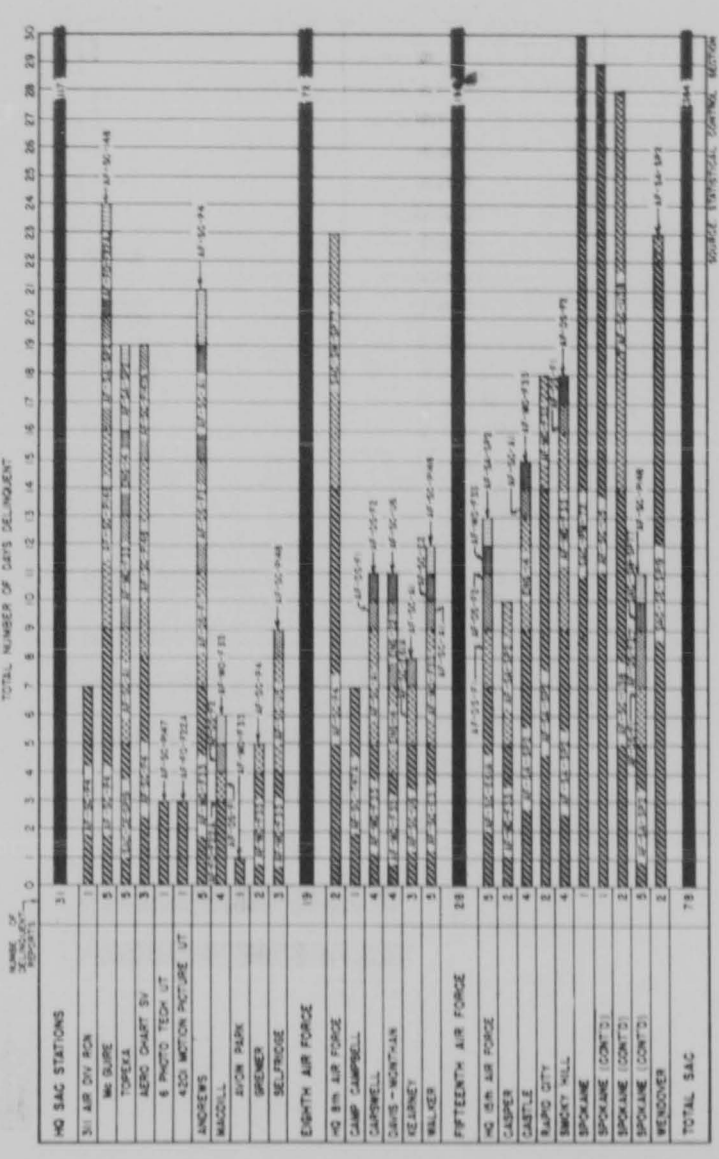
STRATEGIC AIR COMMAND DELINQUENT REPORTS

SEPTEMBER 1948



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REPORTS REQUIRED OF SAC

SEPTEMBER 1948

REPORTS / COMMAND		AIRCRAFT	EQUIPMENT	FUNDS	HOUSING	MEDICAL	ORGANIZATIONAL	PERSONNEL	TRAINING & OPERATIONS	UNCLASSIFIED	TOTAL
REQUIRING											
NUMBER OF REPORTS IN EFFECT BEGINNING OF MONTH	NATIONAL DEFENSE		34	28				10	7	14	114
	HQ USAF	7	10	7	3	1	4	28	5	9	84
	HQ SAC	8	12		2			3	5	3	33
	HQ AMC	9	12					1		1	23
	TOTAL	9	67	35	5	2	3	42	17	34	248
ADDITIONAL NUMBER OF REPORTS CLEARED AND NUMBERED	NATIONAL DEFENSE									2	2
	HQ USAF							1			1
	HQ SAC		2					2			4
	HQ AMC										
	TOTAL		2					3		4	9
NUMBER OF REPORTS ELIMINATED	NATIONAL DEFENSE									1	1
	HQ USAF									3	3
	HQ SAC										
	HQ AMC										
	TOTAL							1		4	5
NUMBER OF REPORTS IN EFFECT END OF MONTH	NATIONAL DEFENSE		34	28		1	1	9	7	13	113
	HQ USAF	7	10	7	3	1	4	29	5	17	84
	HQ SAC	8	13		2			5	5	4	35
	HQ AMC	9	12					1		1	23
	TOTAL	9	69	35	5	2	3	44	17	35	248
SPECIAL											
NUMBER OF REPORTS CLEARED	NATIONAL DEFENSE							1		1	2
	HQ USAF		4					2		4	10
	HQ SAC		9					5	2	1	16
	HQ AMC		1								1
	TOTAL		14					8	2	10	34

SOURCE: STATISTICAL CONTROL SECTION

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Commanding General SAC	1
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Inspector General	1
Provost Marshal Section	1
Office of Public Information	1
Secretariat (Adjutant General)	1
Historical Branch	2
Hq Commandant's Section	1
Deputy Chief of Staff, Personnel and Administration	6
Judge Advocate Section	1
Medical Section	1
Chaplain Section	1
Deputy Chief of Staff, Intelligence	1
Deputy Chief of Staff, Operations	4
Electronics Section	1
Deputy Chief of Staff, Materiel	4
Finance Section	1
Budget & Fiscal Section	1
Air Installations Section	1
Ordnance Section	1
Quartermaster and Food Services Section	1
Chemical Section	1
Comptroller	6
Statistical Control Section	2
Operations Analysis Section	1
Chief of Staff, United States Air Force, Washington 25, D.C.	5
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. Comptroller.	5
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. The Air Inspector.	1
Deputy The Air Inspector for Field Operations, Langley Air Force Base, Langley Field, Virginia	1
Air Training Command, Barksdale Air Force Base, Barksdale Louisiana	2
Air University, Maxwell Air Force Base, Alabama Attn. Statistical Control Section, Office of the Comptroller	1
Tactical Air Command, Langley Air Force Base, Langley Field, Virginia	1
Andrews Air Force Base, Washington 20, D.C.	3
MacDill Air Force Base, MacDill Field, Florida	3
Grenier Air Force Base, Manchester, New Hampshire	3
Selfridge Air Force Base, Selfridge Field Michigan	3
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas,	10
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COMMAND SUMMARY

Strategic Air Command

SAC TECHNICAL MANUAL 122-1 DECEMBER 1948

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STATISTICS AS OF 30 NOVEMBER 1948

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STRATEGIC AIR COMMAND

1. Purpose. The mission of the Strategic Air Command as stated in AAF Regulation No. 20-20 dated 10 October 1946 and AF Regulation No. 20-20A dated 19 December 1947.

2. General. The Commanding General, Strategic Air Command, will be responsible for exercising command jurisdiction over and operating the Strategic Air Command in accordance with policies established by the Commanding General, USAF.

3. Mission. The Strategic Air Command will provide and operate that portion of the USAF which is maintained in the United States, and in such other areas as may be designated from time to time, for employment against objectives of air attack in any location on the globe and will conduct long-range reconnaissance over land or sea, either independently or in cooperation with other components of the armed forces.

4. Responsibilities. The Strategic Air Command will:

a. Maintain assigned units in a state of readiness to permit immediate operation, either alone or jointly with other forces, against enemies of the United States.

b. Prepare plans for the performance of combat air operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

c. Prepare plans for Strategic reconnaissance, to meet the requirements of the armed forces, on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

d. Prepare plans for the performance of sea search and antisubmarine operations on a global scale and be prepared to execute these plans when directed by the Commanding General, USAF.

e. Organize, train, and stage as directed, appropriate combat, service, and supporting units for theater or other overseas deployment.

f. Develop, test, and improve the organization, equipment, training, tactics, and techniques of strategic bombardment aviation in conjunction with other USAF commands and agencies.

g. Train strategic bombardment crews and units for the performance of global bombardment operations.

h. Train very-long-range reconnaissance and photographic and mapping crews and units for the performance of global reconnaissance operations.

i. Train long-range fighter crews and units for the performance of fighter, fighter escort, and joint Army and Navy operations.

j. Organize, train, and stage, as directed, combat and service supporting units for theater or other overseas activities.

k. Conduct such universal military training as may be appropriate and directed by the Commanding General, USAF.

l. Perform such special missions as the Commanding General, USAF, may direct.

m. Participate in disaster relief and other domestic emergencies as requested by the major air force headquarters designated for coordinating such activities.

n. Participate in the Reserve training program to the maximum possible extent commensurate with the execution of the primary mobilization mission by exercising responsibility for the training and administration of Reserve officers and enlisted men as may be directed by Headquarters USAF and by training and administering such Reserve units as may be assigned.

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ORGANIZATION

Section I

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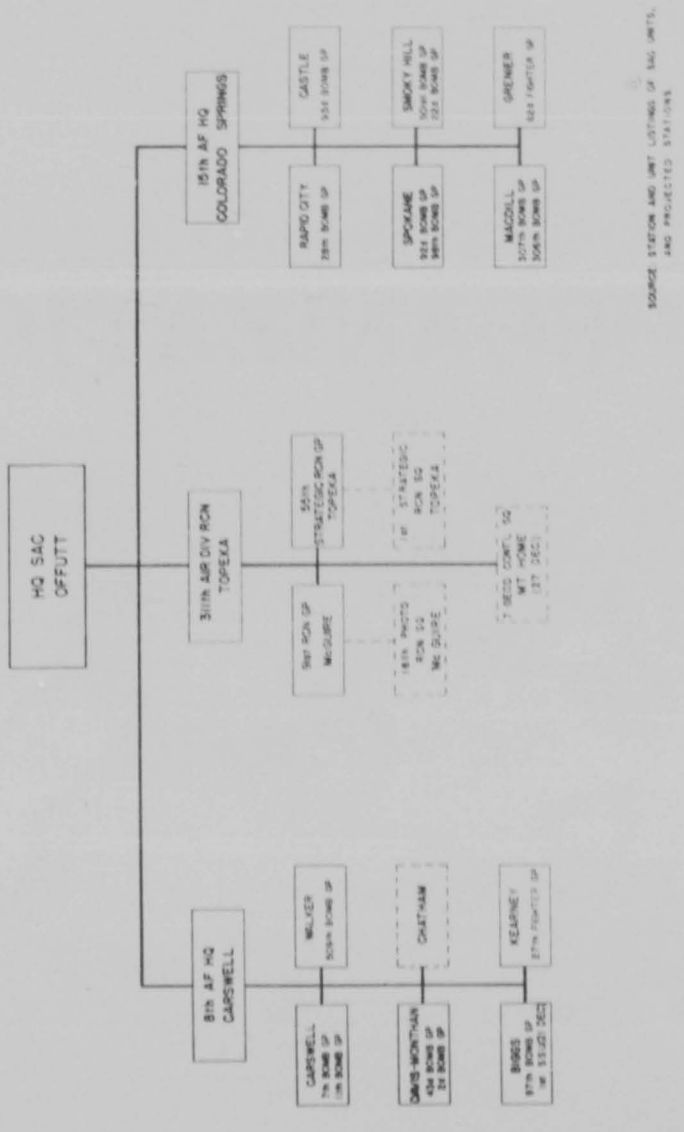
ORGANIZATION OF STRATEGIC AIR COMMAND

TACTICAL UNITS

17 DECEMBER 1948



SOURCE STATION AND UNIT LISTINGS OF SAC UNITS AND PROJECTED STATIONS

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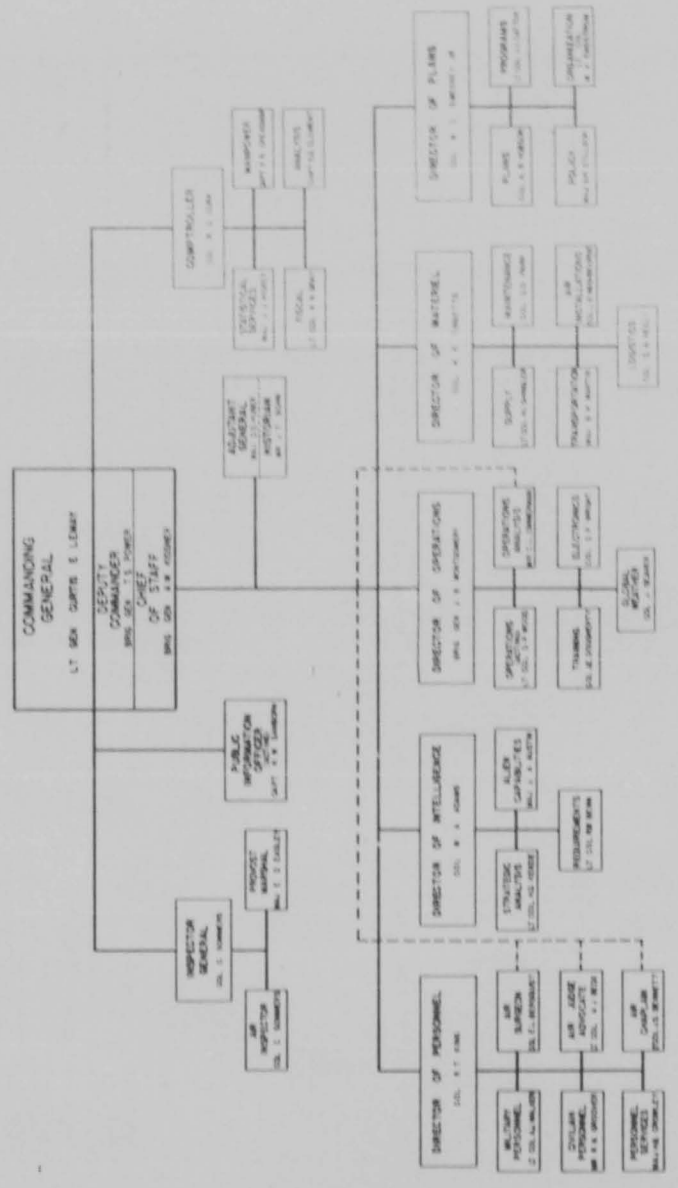
ORGANIZATION OF HQ STRATEGIC AIR COMMAND

1 DECEMBER 1948



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SAC KEY PERSONNEL

30 NOVEMBER 1948

	HQ SAC	HQ 8th AIR FORCE	HQ 15th AIR FORCE	311 AIR DIVISION RCN
COMMANDING GENERAL	LT GEN C E LE MAY	MAJ GEN R M RAMEY	MAJ GEN E O'DONNELL	BRIG GEN P T CULLEN
DEPUTY COMMANDER	BRIG GEN T S POWER			
CHIEF OF STAFF	BRIG GEN A W KISSNER	LT COL J A ROBERTS JR	BRIG GEN E S WETZEL	COL C P HOLLSTEIN
DIRECTOR OF PERSONNEL	COL R T KING JR	COL P GLASSFORD	COL J S HARDY	MAJ H O STROUD
DIRECTOR OF INTELLIGENCE	COL W A ADAMS	MAJ E KIRTON	LT COL P D WYNNE	LT COL L C CURL
DIRECTOR OF OPERATIONS	BRIG GEN J B MONTGOMERY	COL W BLANCHARD	COL W P BRETT	COL A F KALBERER
DIRECTOR OF MATERIEL	COL K TIBBETTS	COL F G JAMISON	COL C J BONDLEY	MAJ R C SCHUSTER
DIRECTOR OF PLANS	COL W C SWEENEY JR			
COMPTROLLER	COL R O CORK	LT COL J A ROBERTS JR	COL I A RENDLE	MAJ H C CONNER
INSPECTOR GENERAL	COL C SOMMERS			

WING OR GROUP	COMMANDING OFFICER	WING	WING COMMANDER	WING	WING COMMANDER
2 BOMB GROUP	COL W EUBANK JR	93 BOMB WING	COL R H TERRILL	509th BOMB WING	COL C S IRVINE
7 BOMB WING	COL A D CLARK	97 BOMB WING	BRIG GEN DW HUTCHISON	27th FIGHTER WING	COL A B PACKARD
22 BOMB GROUP	LT COL P JENNINGS JR	98 BOMB GROUP	COL W D CAIRNES	82d FIGHTER WING	COL H VICCELLIO
28 BOMB WING	COL A T WILSON	301 BOMB WING	COL L G MULZER	55th STRAT RCN WING	COL W M YANGY
43 BOMB WING	COL J C SELSER JR	306 BOMB GROUP	LT COL L D BRIGGS	91st STRAT RCN WING	COL F L DUNN
92 BOMB WING	COL J E BRIGGS	307 BOMB WING	BRIG GEN D R HUTCHINSON		

SOURCE AF-GS-P4

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PERSONNEL

Section II

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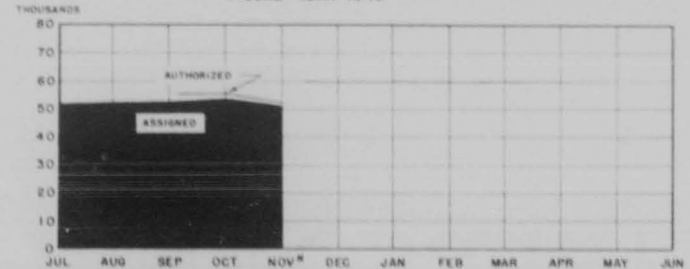
TOTAL SAC OFFICER ENLISTED AND CIVILIAN PERSONNEL

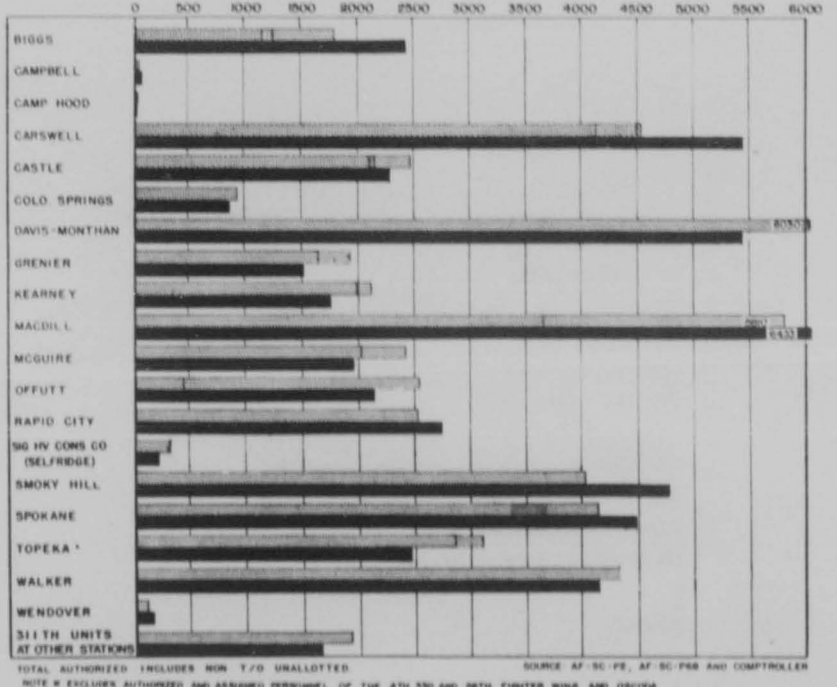
FISCAL YEAR 1949



AUTHORIZED				55265	52099							
ASSIGNED	52133	52459	52528	53319	50968							

AIR FORCE BASE COMPARISON

NOVEMBER 1948



TOTAL AUTHORIZED INCLUDES NON T/O UNALLOTTED

SOURCE AF-SC-P2, AF-SC-P68 AND COMPTROLLER

NOTE * EXCLUDES AUTHORIZED AND ASSIGNED PERSONNEL OF THE 4TH 330 AND 56TH FIGHTER WING AND OSCODA

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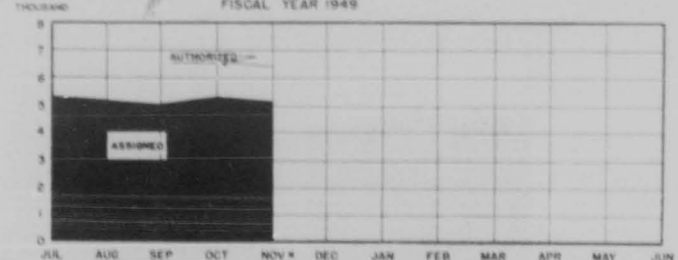
TOTAL SAC OFFICER PERSONNEL

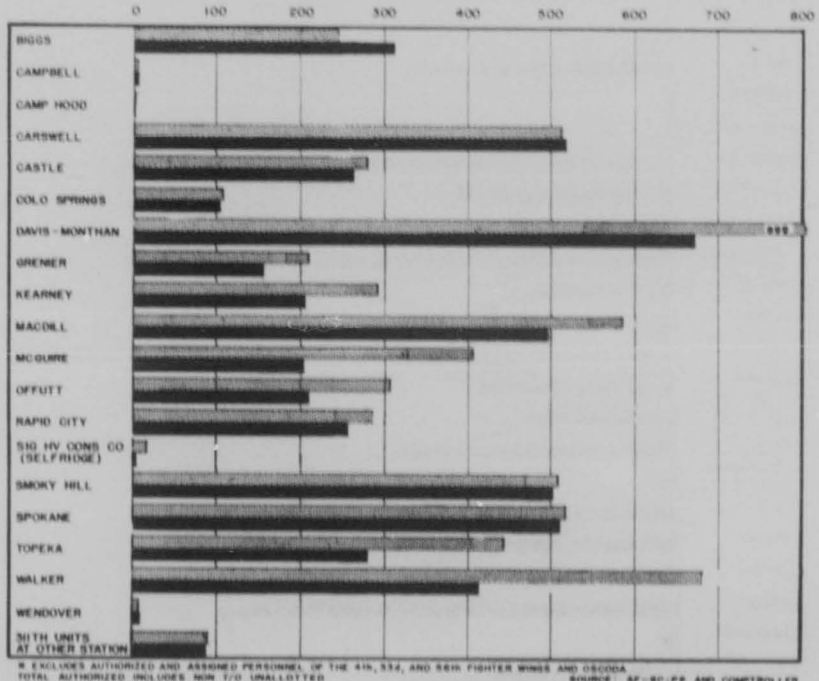
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV *	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED				6778	6445							
ASSIGNED	5336	5206	5134	5383	5198							

AIR FORCE BASE COMPARISON

NOVEMBER 1948



R EXCLUDES AUTHORIZED AND ASSIGNED PERSONNEL OF THE 4TH, 334, AND 56th FIGHTER WINGS AND OSCODA
TOTAL AUTHORIZED INCLUDES NON T/O UNALLOTTED

SOURCE: AF-SC-FB AND COMPTROLLER

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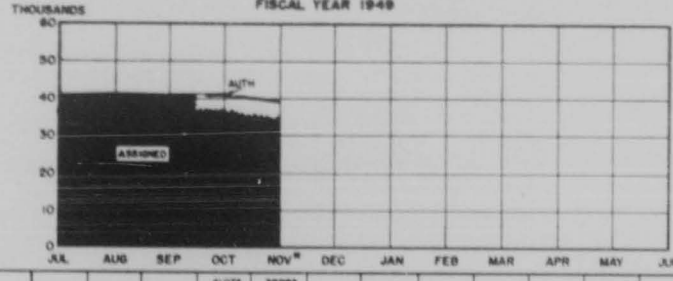
TOTAL SAC ENLISTED PERSONNEL

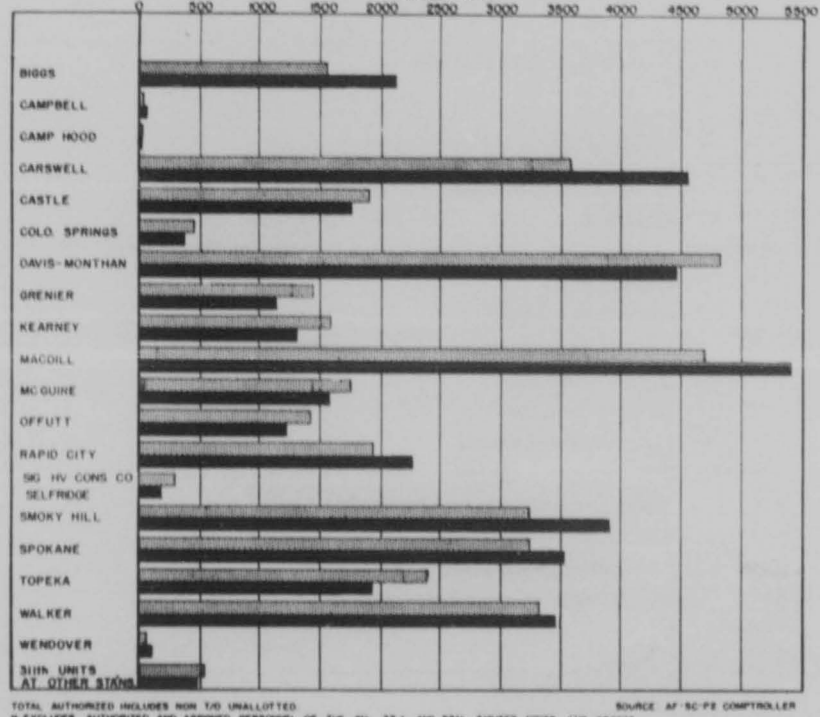
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV*	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED				41072	38902							
ASSIGNED	41232	41564	41078	41366	38840							

AIR FORCE BASE COMPARISON

NOVEMBER 1948



TOTAL AUTHORIZED INCLUDES NON T/O UNALLOTTED. SOURCE AF SC FE COMPTROLLER

* EXCLUDES AUTHORIZED AND ASSIGNED PERSONNEL OF THE 4th, 33d AND 56th FIGHTER WINGS AND OSCODA

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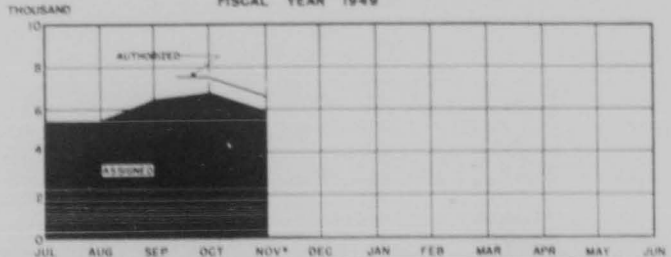
TOTAL SAC CIVILIAN PERSONNEL

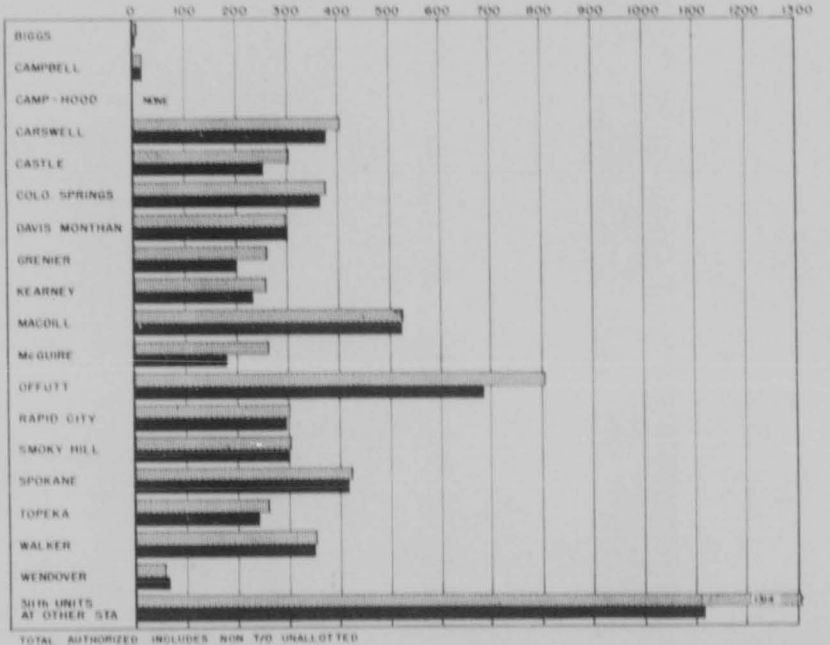
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV*	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED				7417	6644							
ASSIGNED	5565	5689	6319	6550	5930							

AIR FORCE BASE COMPARISON

NOVEMBER 1948



TOTAL AUTHORIZED INCLUDES NON T/O UNALLOTTED

*EXCLUDES AUTHORIZED AND EMPLOYED PERSONNEL OF THE 4TH, 330 AND 56TH FIGHTER WINGS AND OSCODA

SOURCE AF SC P-68 AND COMPTROLLER

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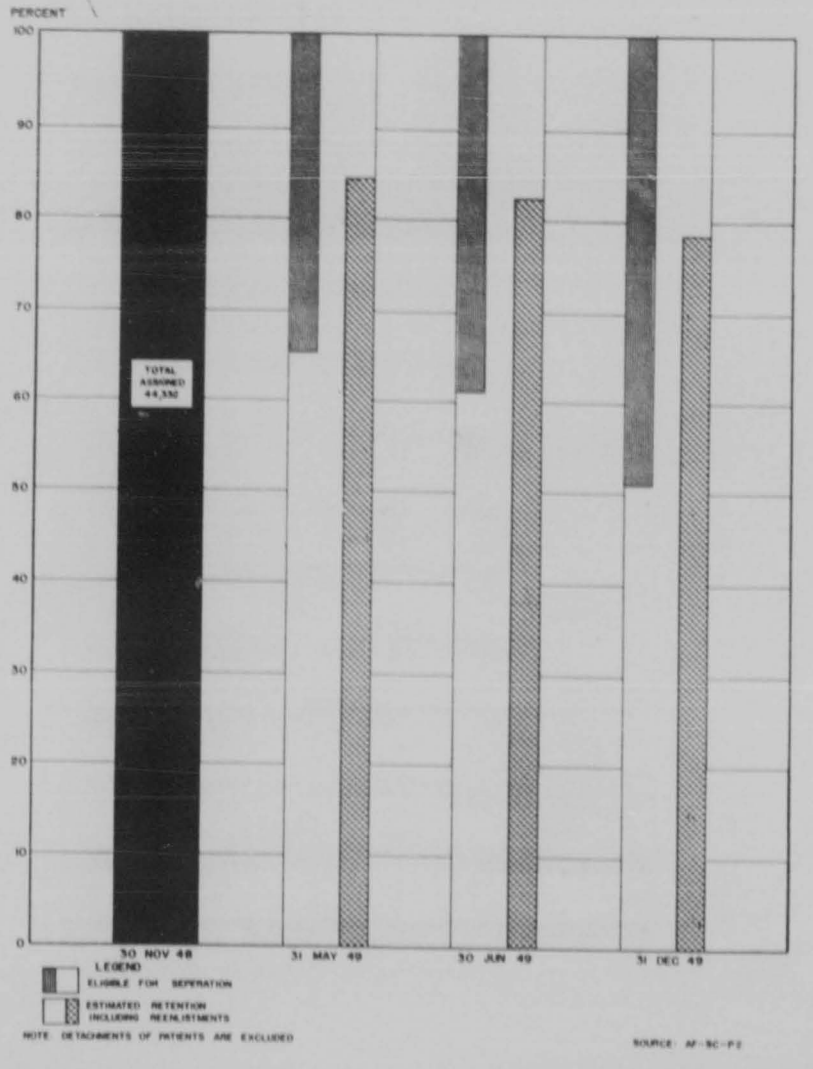
TOTAL SAC ENLISTED PERSONNEL ELIGIBLE FOR SEPARATION AND ESTIMATED REENLISTMENTS THROUGH 31 DECEMBER 1949

AS OF 30 NOV 1948



NOTE: DETACHMENTS OF PATIENTS ARE EXCLUDED

SOURCE: AF-SC-P1

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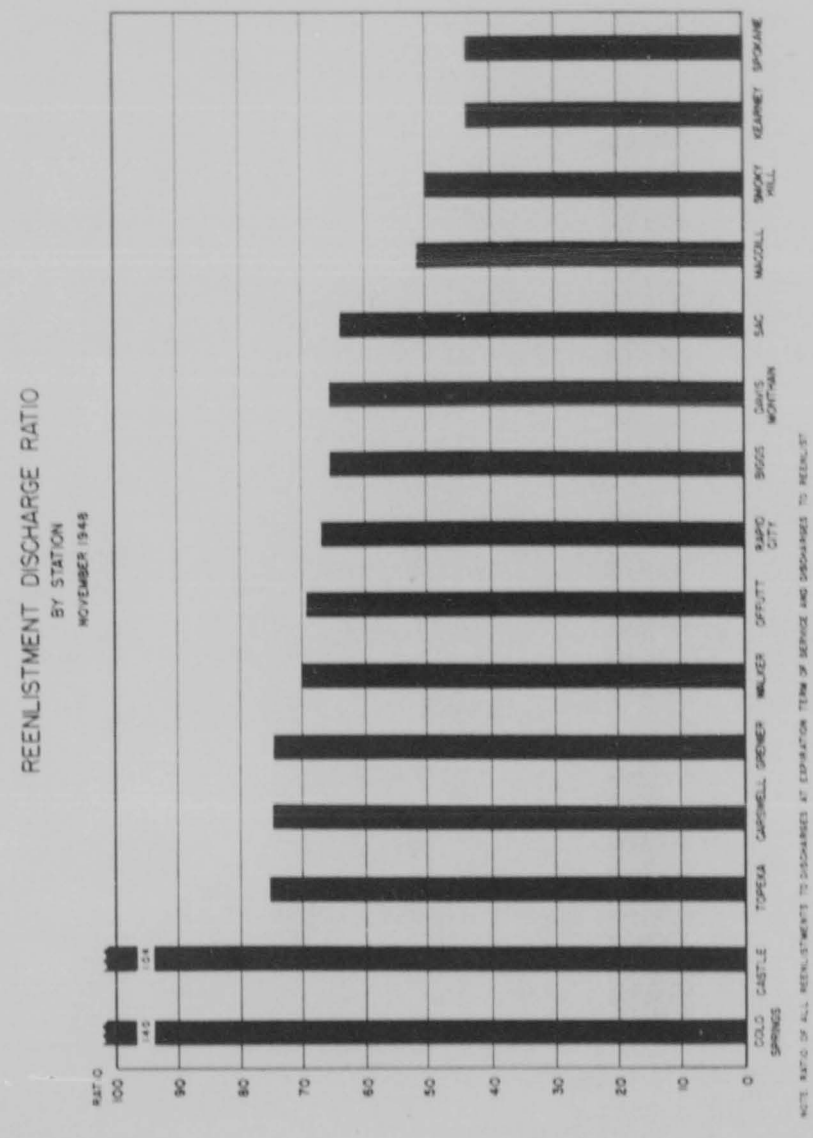

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TOTAL SAC AIRMEN ASSIGNED AND RETAINABLE BY CRITICAL SSN

30 NOVEMBER 1948

| | CREW MEMBERS | | | | | ALL OTHER | | | | |

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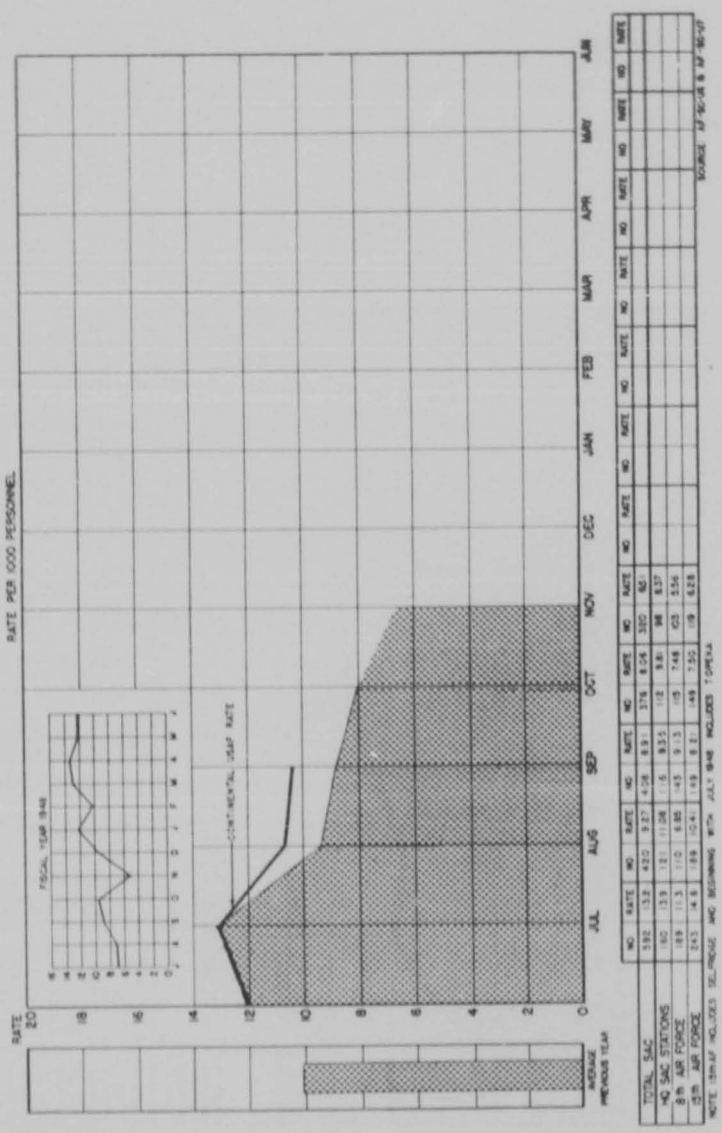
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH, FISCAL YEAR 1949



	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	592	13.2	420	9.27	428	8.9	376	8.54	385	8.7														
HQ SAC STATIONS	160	13.9	121	11.08	115	9.55	112	9.81	98	8.57														
8th AIR FORCE	189	11.3	110	6.85	145	9.13	115	7.48	103	6.54														
15th AIR FORCE	243	14.6	189	10.41	169	8.82	149	7.95	119	6.28														

NOTE: TOTAL INCLUDES TDY PERSONNEL WHO BECAME MPC'S JULY 1948 INCLUDES 7 OMEA

SOURCE: AF SEC. 8 & AF REPORT

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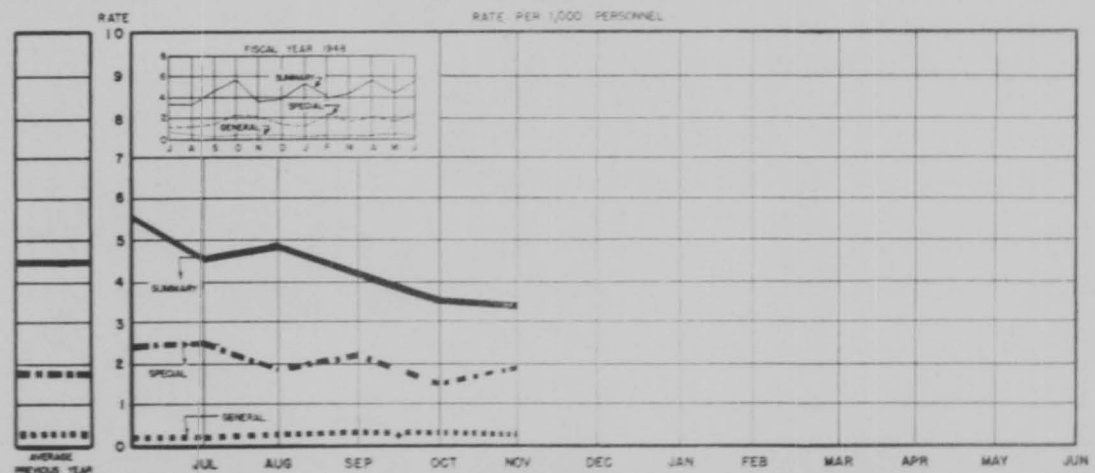
TOTAL SAC COURTS MARTIAL RATES

BY MONTH, FISCAL YEAR 1949

RATE PER 1,000 PERSONNEL



		NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE	NO	RATE
TOTAL SAC	SUMMARY	206	4.60	224	4.94	191	4.17	166	3.56	166	3.37														
	SPECIAL	112	2.50	86	1.90	100	2.18	76	1.63	96	1.95														
	GENERAL	9	0.20	11	0.24	14	0.31	17	0.36	15	0.26														
HQ SAC STATIONS	SUMMARY	13	3.66	65	5.85	55	4.43	44	3.85	56	4.78														
	SPECIAL	28	2.44	21	1.89	33	2.66	14	1.23	26	2.22														
	GENERAL	1	0.09	3	0.27	1	0.08	6	0.53	7	0.59														
8th AIR FORCE	SUMMARY	52	3.12	60	3.74	60	3.85	57	3.71	45	2.43														
	SPECIAL	43	2.58	20	1.25	25	1.60	26	1.69	28	1.51														
	GENERAL	3	0.18	1	0.06	0	0	4	0.26	2	0.10														
15th AIR FORCE	SUMMARY	89	3.35	99	5.45	76	4.29	65	3.27	65	3.43														
	SPECIAL	41	2.47	45	2.48	42	2.37	36	1.81	42	2.21														
	GENERAL	5	0.30	7	0.39	13	0.73	7	0.35	4	0.21														

SOURCE AF-SG-U7

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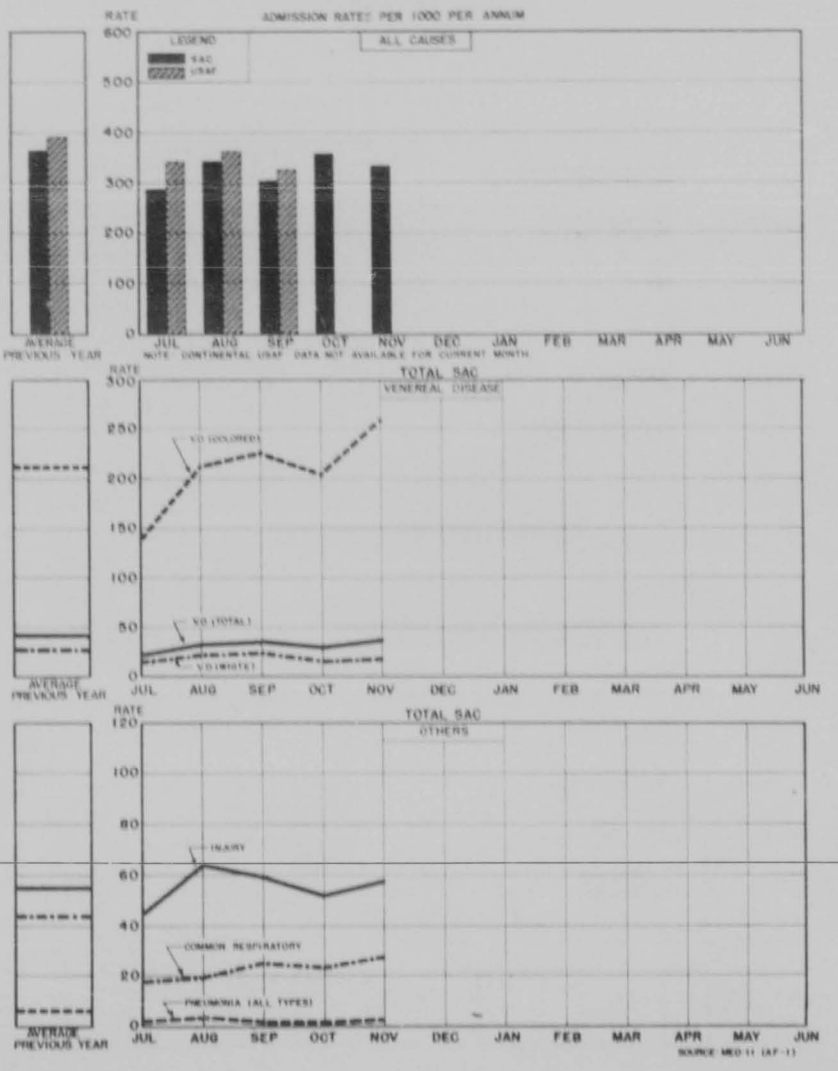
HOSPITAL ADMISSION RATES

BY MONTH, FISCAL YEAR 1949



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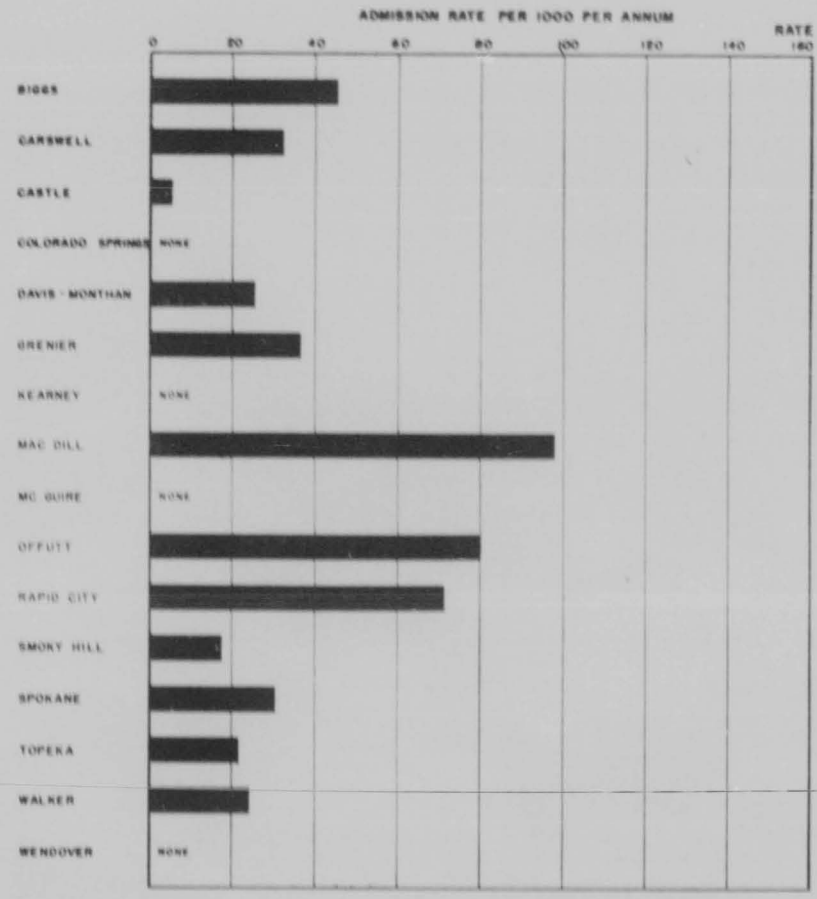
VENEREAL DISEASE BY STATION

WHITE AND COLORED

NOVEMBER 1948



SOURCE: MED 11 (AF 1)

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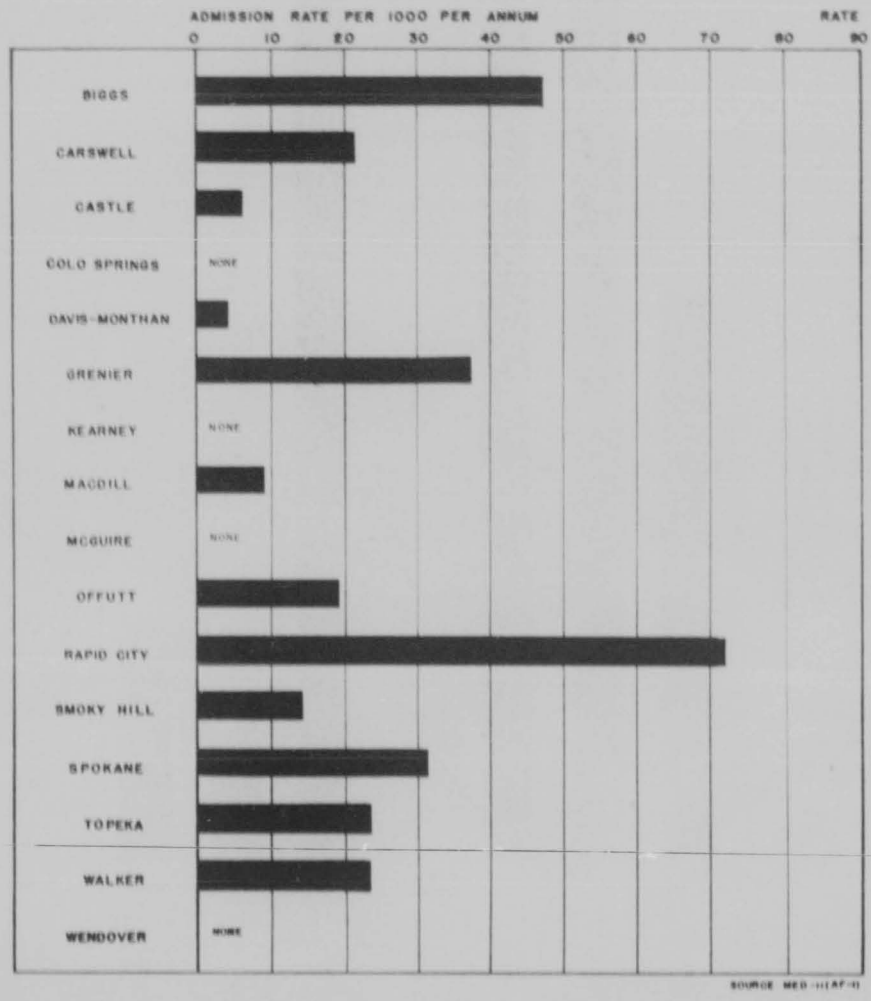
VENEREAL DISEASE BY STATION

RACE WHITE

NOVEMBER 1948



SOURCE MED-HEAF-11

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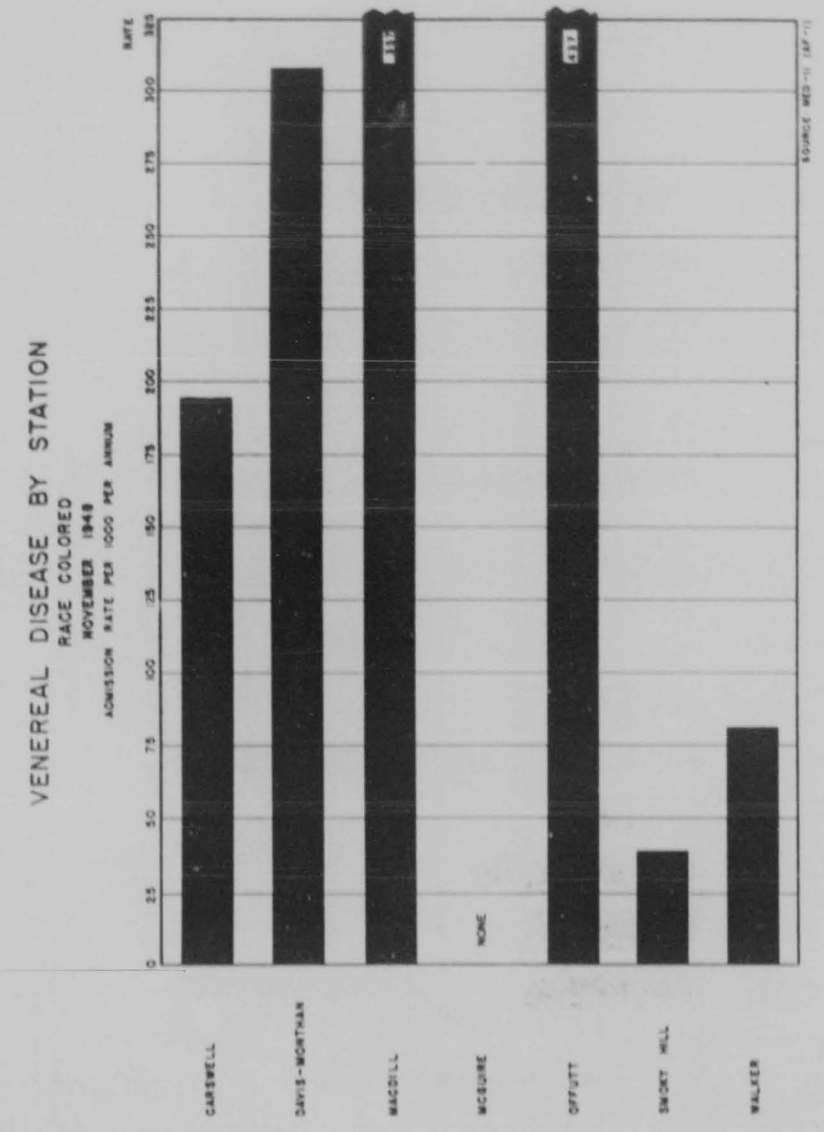

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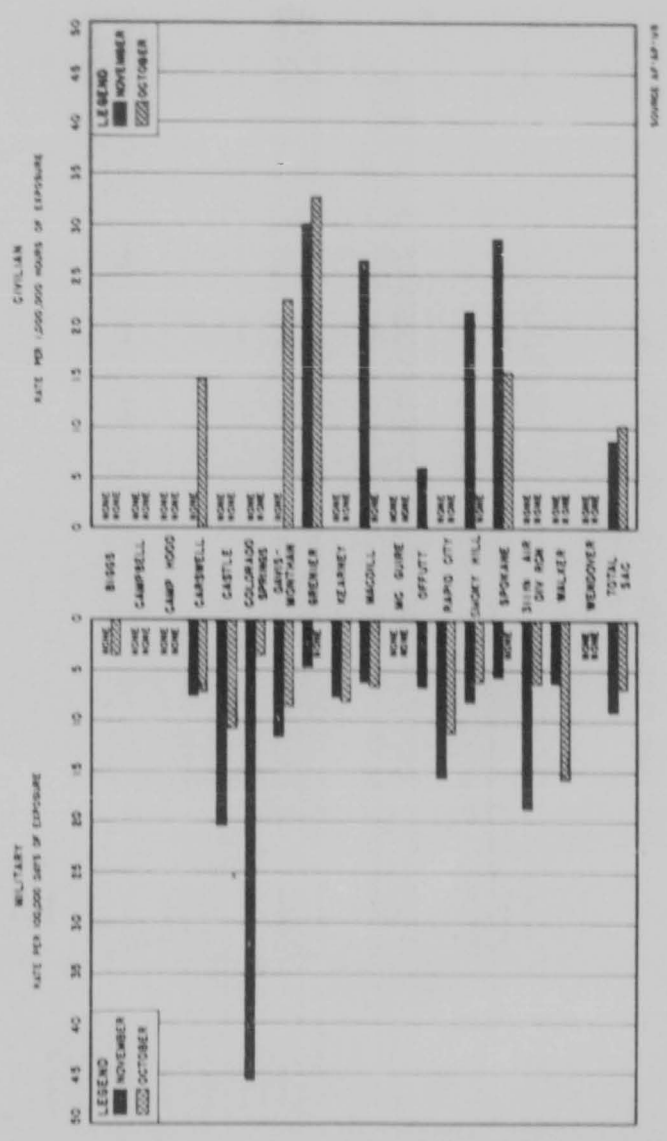
MILITARY AND CIVILIAN GROUND ACCIDENT RATE

BY STATION

OCTOBER AND NOVEMBER

1948



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ASSISTANCE RENDERED TO SAC PERSONNEL

BY AIR FORCE AID SOCIETY

1 JULY THRU 30 OCTOBER 1948

STATION	AMOUNT LOANED	AMOUNT GRANTED	NO. PERSONNEL ASSISTED	AVERAGE AMOUNT OF LOANS & GRANTS	HEALTH	DEATH TRAVEL	FOOD CLOTHING SHELTER	MISC	TOTAL EXPENDED
ANDREWS	$ 875.00	$ 63.00	57	$ 34.46	$ 360.00	$ 80.00	$ 307.00	$ 331.00	$ 837.00
CARSWELL	600.00	30.00	40	34.07	374.45	77.00	297.00		844.45
CASTLE	80.00		4	14.75	15.00	30.00	30.00	5.00	80.00
COLO SPRINGS	30.00		1	30.00	30.00	00.00	0.00	7.00	30.00
DAVIS-MONTHAN	300.75	97.00	14	14.75	60.00	180.00	270.87	4.00	719.87
DREXEL	300.00	00.00	4	34.00	78.00	30.00	60.00	00.00	270.00
HDQS. SAC	600.00	40.00	14	27.9	20.00	90.00	240.00	30.00	664.00
KEARNEY	330.00		4	40.00	30.00	30.00	180.00	4.00	334.00
MARCH	360.00	30.00	10	40.0	70.00	30.00	180.00		380.00
RAPID CITY	600.00	60.00	10	30.00	40.00	30.00	70.00	40.00	360.00
SELFRIDGE	420.00		14	30.00	30.00	30.00	60.00	4.00	330.00
SMOKY HILL	420.00	00.00	12	34.17	60.00	90.00	270.00	30.00	440.00
SPOKANE	540.37	204.3	14	30.6	180.00	270.87	540.00	30.00	870.00
TOPEKA **	30.00	60.00	4	14.37	30.00	30.00	30.00		90.00
WALKER	420.00	90.00	10	30.0	30.00	150.00	270.00	30.00	510.00
TOTAL	6,450.00	324.00	169	34.80	1,260.00	1,260.00	3,240.00	74.00	5,424.00

** TOPEKA SECTION ACTIVITIES SEPTEMBER 1948

SOURCE: AFAS FORM #1

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INVENTORY OF SAC RECREATIONAL AND ATHLETIC FACILITIES

1 DECEMBER 1948

	BOXING RINGS	CHAPELS	SKATING (ICE ROLLER)	THEATERS	HANDBALL COURTS	GYMS	SWIMMING POOLS	SQUASH COURTS	GOLF COURSES	TENNIS COURTS	BOWLING ALLEYS 1/	BASKETBALL COURTS	LIBRARIES	BASEBALL DIAMONDS	VOLLEYBALL COURTS	FIRING RANGES	RED CLUBS	BOAT HOUSES	OFFICERS CLUBS	POST EXCHANGES 2/	SERVICE CLUBS	FOOTBALL FIELDS	BAND SHELLS	SOFTBALL DIAMONDS	HOBBY SHOPS	
BIGGS		1		1		1	2				1	1	1	1	1		2		1	1(4)					
CARSWELL	1	2		1	1	1	3		** 1	5	1	1	1	4	1	2	2	2	1	1(6)	2	1	1	1	2
CASPER						1				3	1(8)	1	1						1	1(2)				1	
CASTLE		1		1	2	1	3	1		1	1(8)	1	1	2	2	1	2		1	1	1		2	2	1
COLORADO SPRINGS		* 1		1	2	1						1	1		2		1		1	1	1			1	1
DAVIS-MONTHAN	1	2		2	1	1	3		*** 1	6	1(8)	1	1	1	7	6	1		1	1(4)	2	1	1	2	3
GRENIER	1	1		1		1	2			2	1(4)	4	1	1	3	1	1		1	1	1	1		1	1
KEARNEY	1	1		1	1	1	1	1			1(8)	1	1	1	3	1	1		1	1	1	1		2	1
MACDILL	2	3		2	3	2	3	1		8	1(8)	2	2	1	30	4	2	1	1	1(3)	2		1	2	1
MCQUIRE		1		1		1				2		1	1	1	1		1			1	1			1	1
OFFUTT		1		1			1			3			1	1	4		1		1	1		1		2	1
RAPID CITY		1	1 ICE	1	2	1				4	1	1	1	3	5	1	1		1	1	1			9	1
SMOKY HILL	2	1		1		1	2			5	1(8)	1	1	1	1	3	2		1	1(1)	2	1		2	4
SPOKANE	1	1		2	4	2	1	4		12	2(12)	1	1	2	3	2	1		1	2	1		1	1	2
TOPEKA	1	1		1		1	1					1	1	1	1		1		1		1	1	1		1
WALKER	1	1		1	1	1	4		1	12	1(8)	1	1	2	1	1	1		1	1(6)	1	1	1	2	1
WENDOVER	1	1		1	1	1	1			1	1	1	1	1	2		1		1	1	1	1		1	1

* COMBINED THEATER AND CHAPEL
** PUTTING GREEN & DRIVING RANGE
*** DRIVING RANGES

1. FIGURES IN PARENTHESES INDICATE NUMBER OF ALLEYS
2. FIGURES IN PARENTHESES INDICATE NUMBER OF BRANCH P.X.

SOURCE: DIRECTOR OF PERSONNEL, SPECIAL SERVICES

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OPERATIONS

Section III

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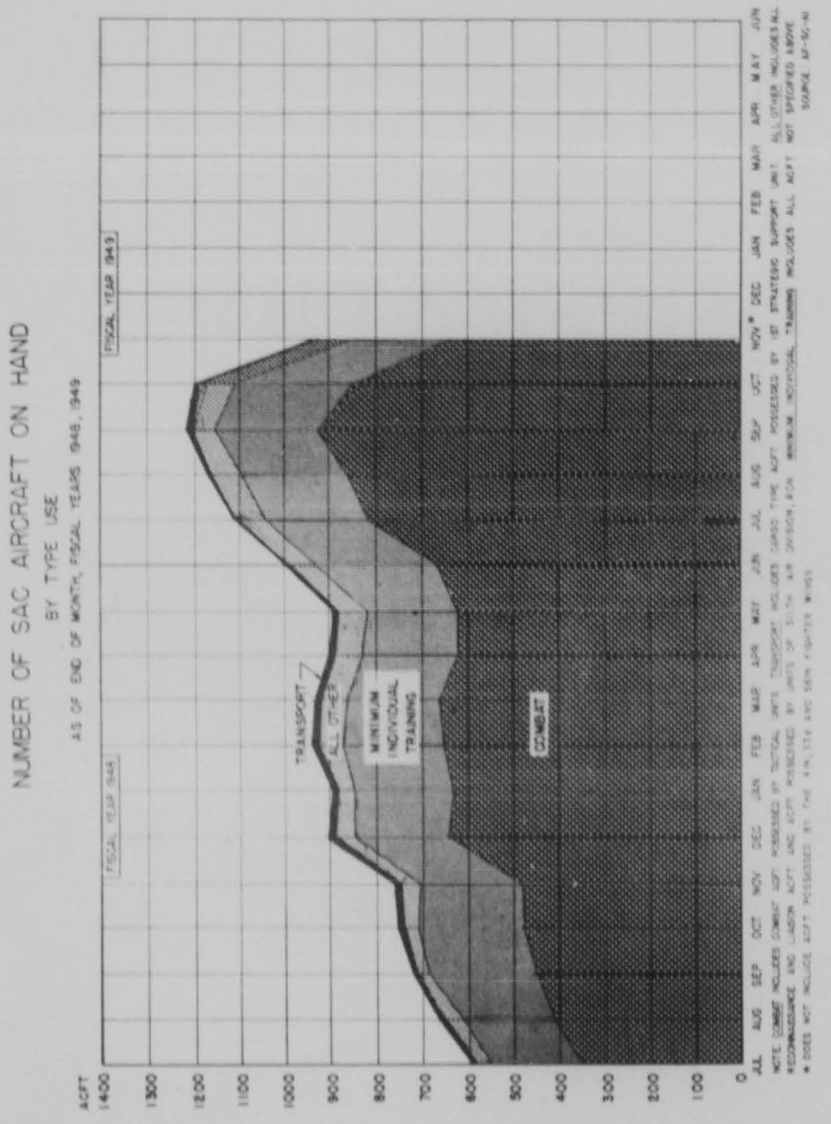

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AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

30 NOVEMBER 1948

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UTILIZATION OF SAC ACTIVE AIRCRAFT INVENTORY

BY MONTH, FISCAL YEAR 1949

MONTH	AIRCRAFT INVENTORY		FLYING HOURS OF ACTIVE INVENTORY			
	AVERAGE TOTAL AIRCRAFT ON HAND	AVERAGE ACTIVE AIRCRAFT ON HAND	AVERAGE HOURS FLOWN PER DAY	AVERAGE HOURS FLOWN PER AIRCRAFT PER DAY		AVERAGE HOURS FLOWN PER AIRCRAFT PER MONTH
				FISCAL YEAR 1948	FISCAL YEAR 1949	FISCAL YEAR 1948 / FISCAL YEAR 1949
JUL	1040	986	1189	1.29	1.21	39.9 / 37.4
AUG	1170	1145	1138	1.28	.99	39.8 / 30.8
SEP	1206	1135	1110	1.38	.98	41.4 / 29.3
OCT	920	848	916	1.36	1.08	42.1 / 33.5
NOV	959	815	852	1.18	1.05	35.4 / 31.4
DEC				1.03		31.9
JAN				1.10		34.1
FEB				1.33		38.1
MAR				1.34		41.5
APR				1.53		45.8
MAY				1.40		43.6
JUN				1.45		44.0

1/ EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS, IN STORAGE, BEING REPAIRED AND TRANSIENT. SOURCE AF-35-A-1
2/ BEGINNING WITH OCT '48 B-29, B-50, AND B-47 FIGHTER WINGS ARE NOT INCLUDED

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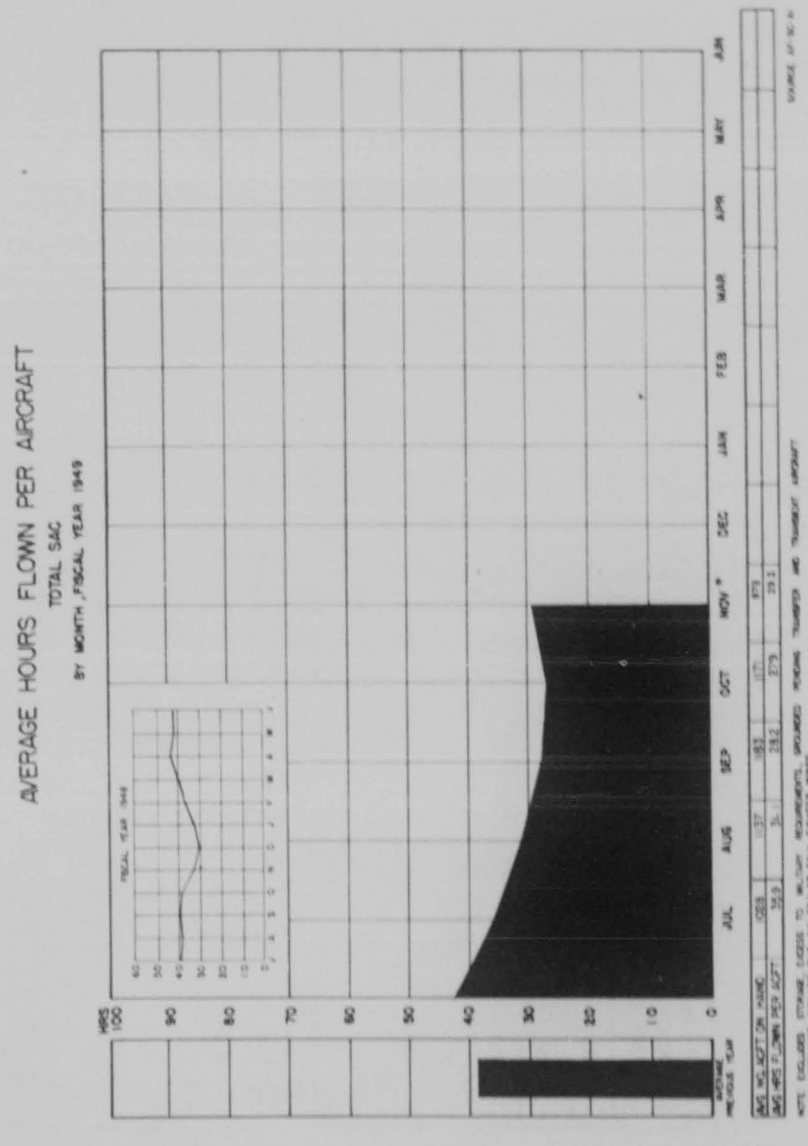

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TOTAL SAC AIRCRAFT HOURS FLOWN

BY STATION AND TYPE OF FLYING

NOVEMBER 1948

STATION	TYPE OF FLYING							
	CREW TRAINING (CC)				FLYING PROFICIENCY (CF)	TRANSPORT TROOPS OR CARGO (CT)	ALL OTHERS *	TOTAL
	UNIT	HRS FLOWN	UNIT	HRS FLOWN				
BIGGS	97 BOMB GP	892			6			898
CAMP HOOD					56			56
CARSWELL	7 BOMB GP	148			942	1195	9	2334
CASPER					8			8
CASTLE	93 BOMB	188			337			1585
COLORADO SPRINGS					500			500
DAVIS-MONTHAN	43 BOMB GP	414	2 BOMB GP	643	849			3906
DREWER	82 FTR GP	1047			297		26	1370
KEARNEY	27 FTR GP	662			35		12	2085
MARCH	307 BOMB GP	161	306 BOMB GP	825	360			2346
MC GUIRE	91 RCN GP	288	4 PHOTO SQ	255				533
OFFUTT **					845		105	948
RAPID CITY	28 BOMB GP	1185			345			150
SMOKY HILL	301 BOMB GP	439	22 BOMB GP	813	522		2	1833
SPOKANE	92 BOMB GP	425	98 BOMB GP	154	283	123	1	2353
TOPEKA	15 RCN SQ	193	7 GEO SQ	366				
	345 S RCN SQ	455	55 AIR BASE	350	159		2	495
WALKER	509 BOMB GP	225			419			604
WENDOVER					39			39
TOTAL SAC		17542			6286	1318	157	25303

NOTE: LETTERS IN PARENTHESES INDICATE FUNCTIONAL CODE.
* ALL OTHERS INCLUDE AIRCRAFT ASSIGNED TO A PROJECT AND MISCELLANEOUS FLYING.
** INCLUDES FLYING TIME OF HQ SAC

SOURCE AF AC-4

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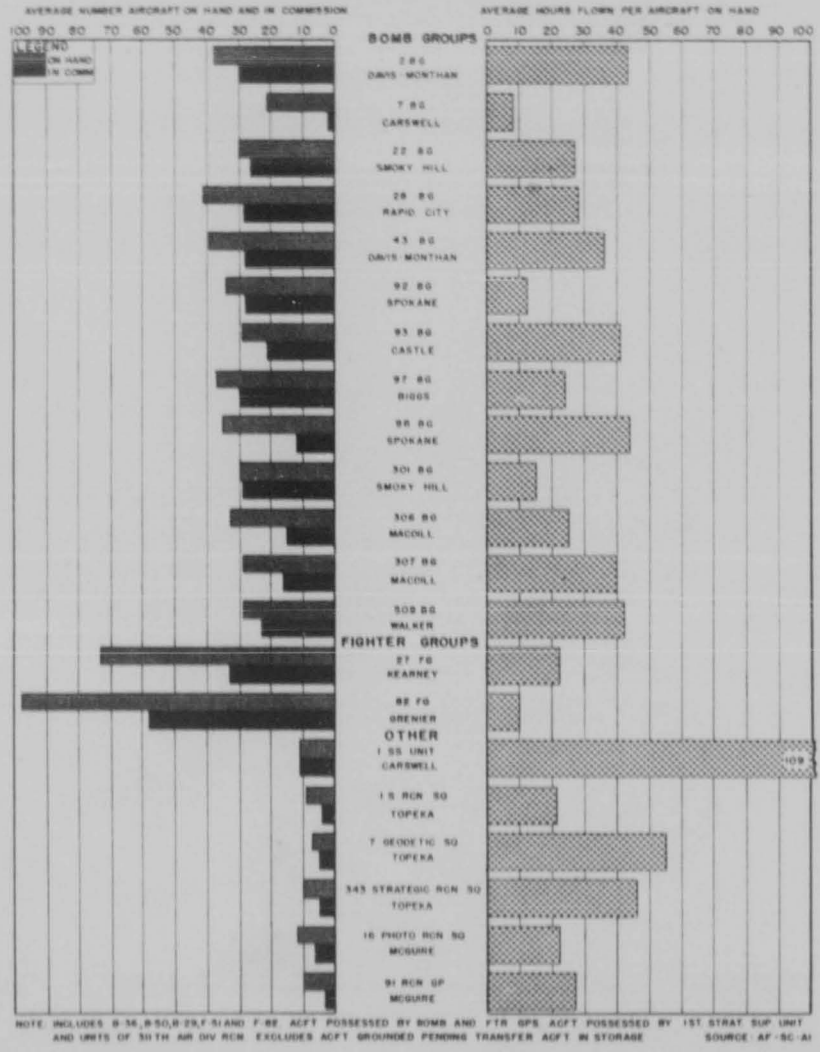
SAC AIRCRAFT ON HAND AND HOURS FLOWN

PRIMARY MISSION AIRCRAFT

NOVEMBER 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51 AND F-82 ACFT POSSESSED BY BOMB AND FTR GPS. ACFT POSSESSED BY 1ST STRAT SUP UNIT AND UNITS OF 311TH AIR DIV RCN. EXCLUDES ACFT GROUNDED PENDING TRANSFER ACFT IN STORAGE

SOURCE: AF-SC-A1

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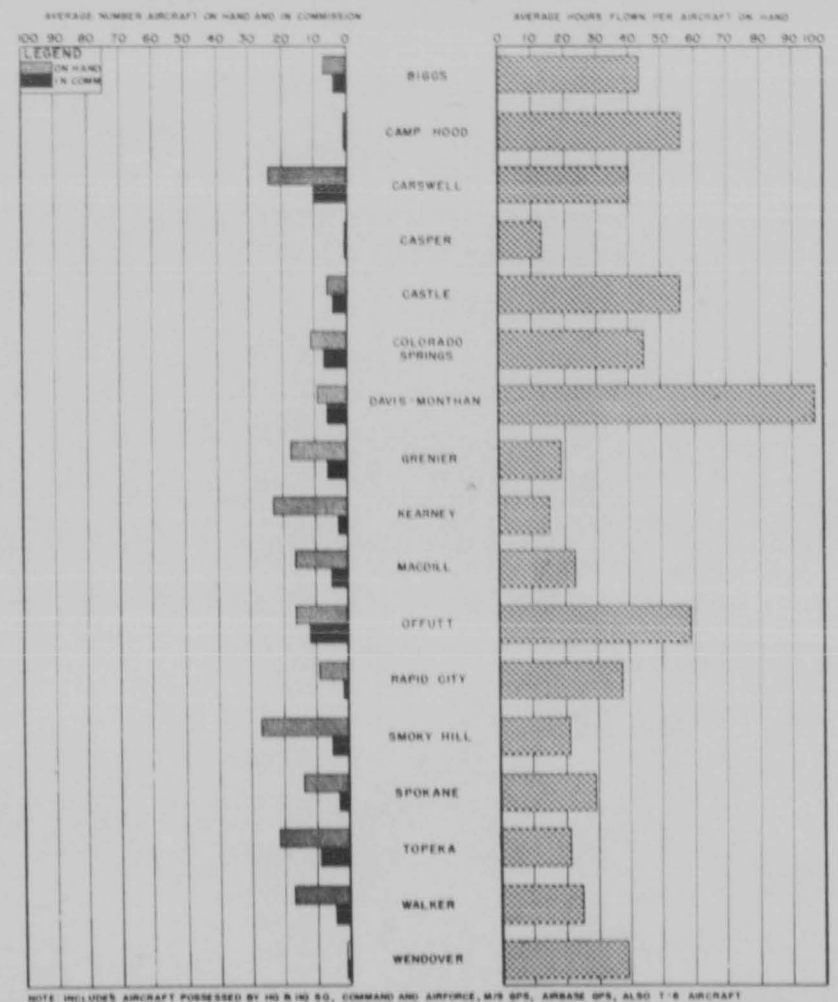
SAC AIRCRAFT ON HAND AND HOURS FLOWN

OTHER THAN PRIMARY MISSION AIRCRAFT

NOVEMBER 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY HQ & HQ SQ, COMMAND AND AIRFORCE, M/S GPS, AIRBASE GPS, ALSO T/E AIRCRAFT POSSESSED BY FIGHTER GROUPS.
EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS, TRANSIENT AIRCRAFT, AND AIRCRAFT IN STORAGE.

SOURCE: AF-SC-A1

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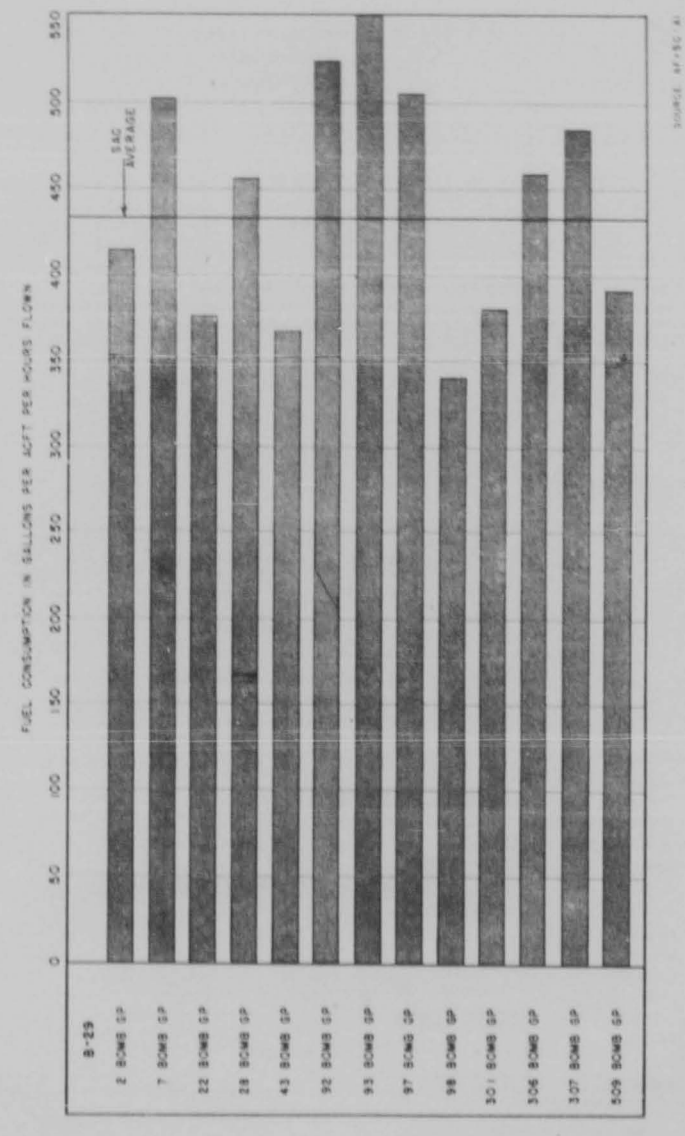
AVIATION FUEL CONSUMPTION PER HOUR FLOWN

FOR B-29'S

NOVEMBER 1948



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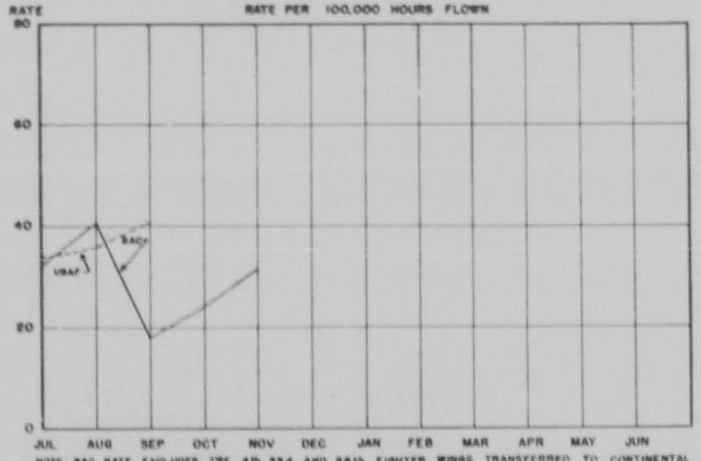
AIRCRAFT MAJOR ACCIDENT RATE

SAC VS USAF

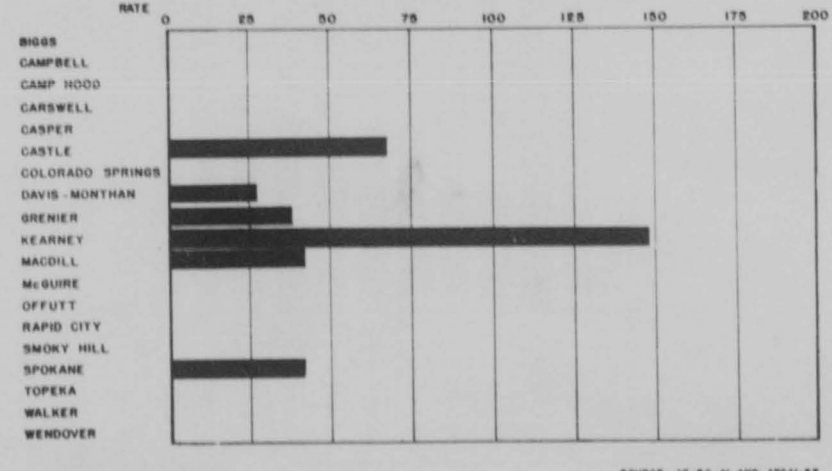
FISCAL YEAR 1949



NOTE: SAC RATE EXCLUDES TRE 4th, 33d AND 84th FIGHTER WINGS TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948 USAF RATE EXCLUDES AIR NATIONAL GUARD

AIR FORCE BASE COMPARISON

NOVEMBER 1949



SOURCE: AF-SC-AI AND AFCAI-EE

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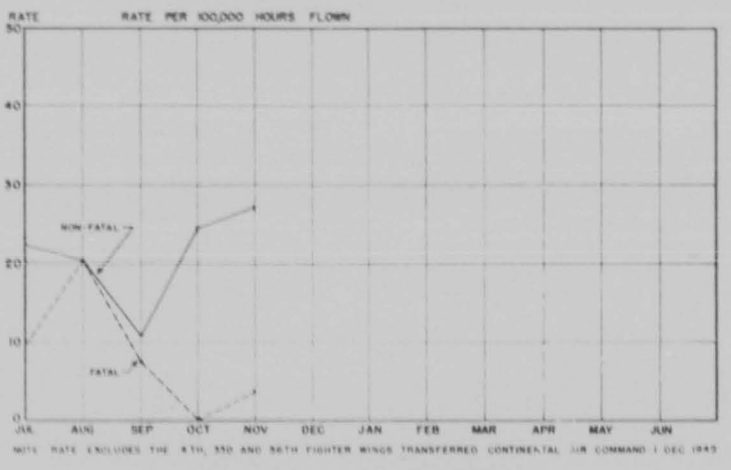
TOTAL SAC AIRCRAFT MAJOR ACCIDENT RATE

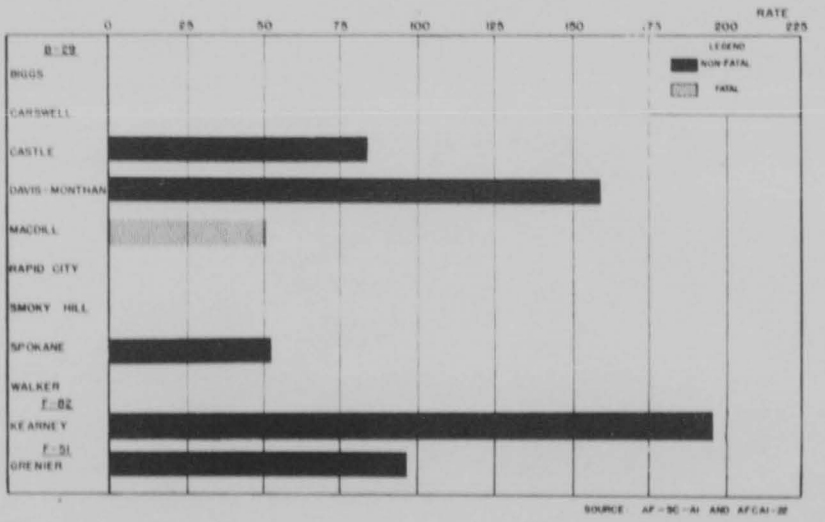
FATAL AND NON-FATAL
FISCAL YEAR 1949



NOTE: RATE EXCLUDES THE 47TH, 55TH AND 56TH FIGHTER WINGS TRANSFERRED CONTINENTAL AIR COMMAND 1 DEC 1948

AIR FORCE BASE COMPARISON

NOVEMBER 1948



SOURCE: AF-SC-AI AND AFCAI-32

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MAINTENANCE

Section IV

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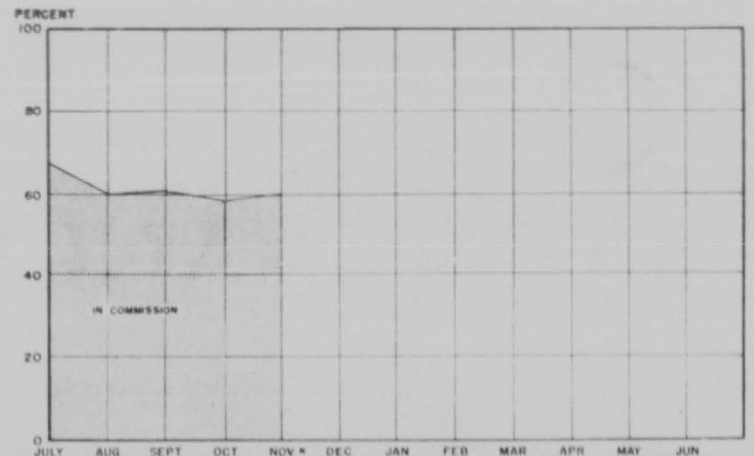
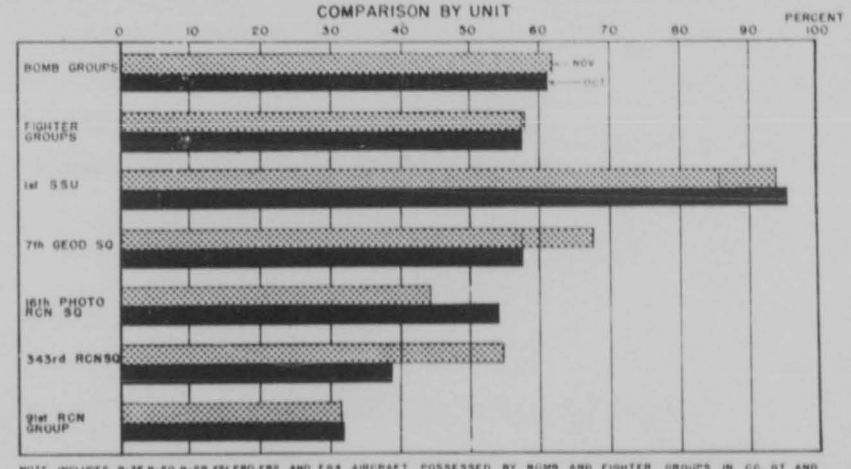
TOTAL SAC T/E AIRCRAFT IN COMMISSION

FISCAL YEAR 1949



	JULY	AUG	SEPT	OCT	NOV *	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	789	874	880	908	670							
IN COMM	528	527	542	535	422							



NOTE: INCLUDES B-36, B-50, B-29, F5I, F80, F82 AND F84 AIRCRAFT POSSESSED BY BOMB AND FIGHTER GROUPS IN CC, OT AND PJ FUNCTIONS; AIRCRAFT POSSESSED BY 1st STRATEGIC SUPPORT UNIT AND T/E AIRCRAFT POSSESSED BY UNITS OF 311th AIR DIVISION RCN.
* DOES NOT INCLUDE THE 4th, 334 OR 56th FIGHTER GROUPS.

SOURCE AF-SC-A1

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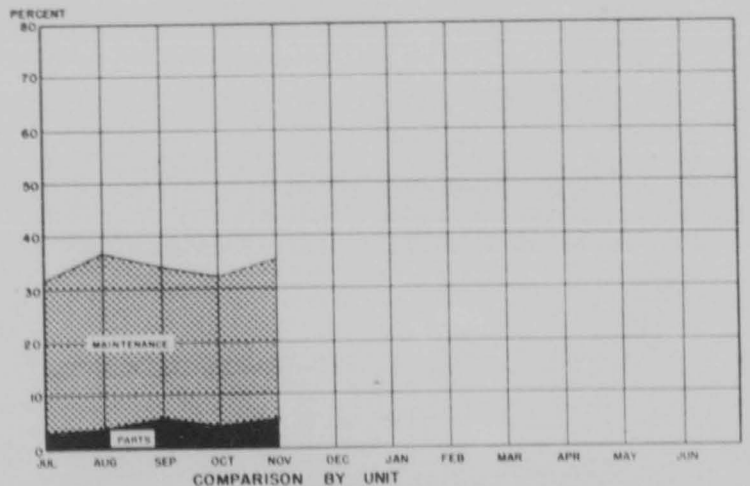
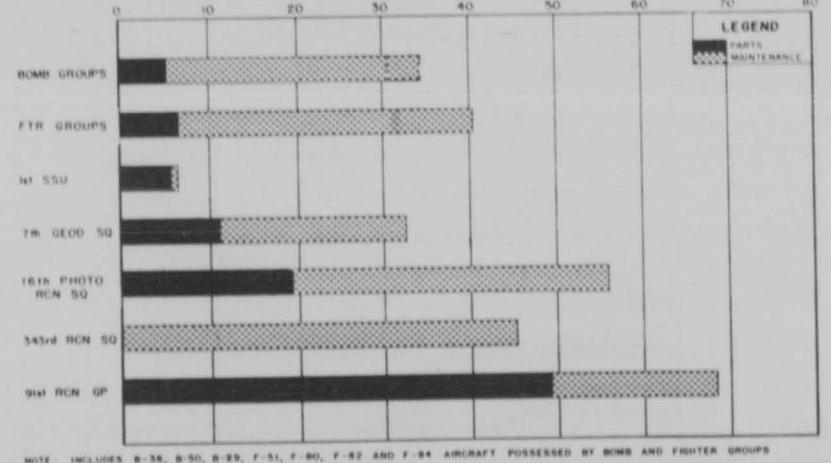
TOTAL SAC T/E AIRCRAFT OUT OF COMMISSION

FISCAL YEAR 1949



COMPARISON BY UNIT

OCTOBER 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-80, F-82 AND F-84 AIRCRAFT POSSESSED BY BOMB AND FIGHTER GROUPS IN CC, ST AND PJ FUNCTIONS; AIRCRAFT POSSESSED BY 1st STRATEGIC SUPPORT UNIT AND T/E AIRCRAFT POSSESSED BY UNITS OF 311th AIR DIVISION RCN.

* DOES NOT INCLUDE THE 4TH, 55D OR 56TH FIGHTER GROUPS.

SOURCE: AF-SC-A1

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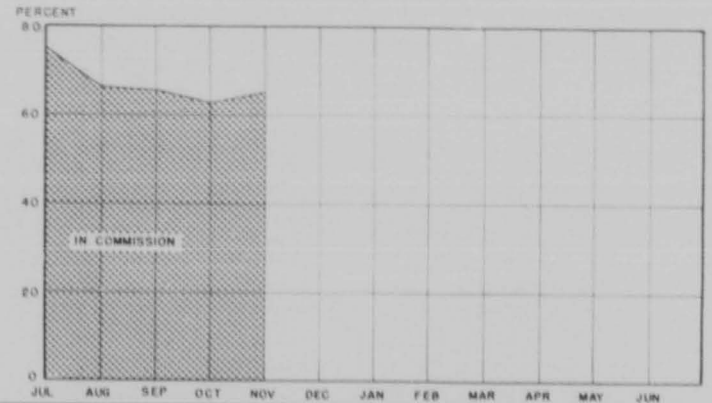
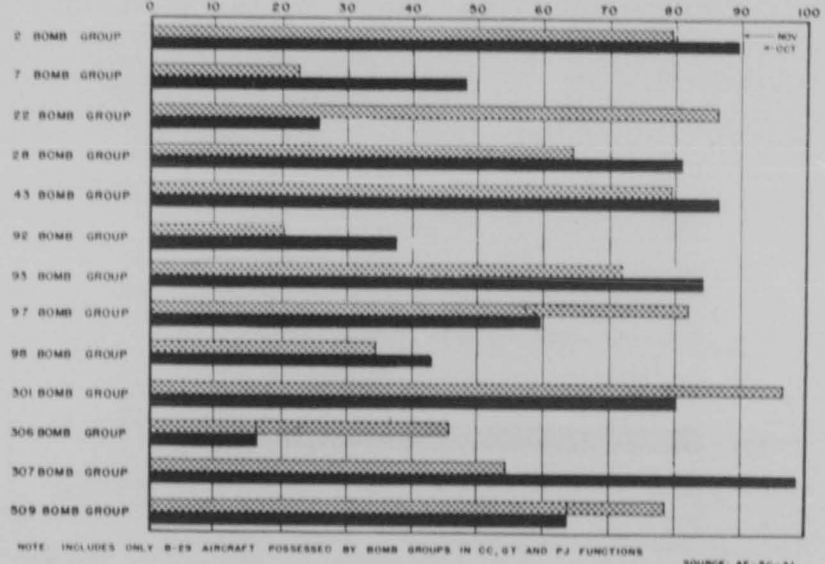
TOTAL B-29 AIRCRAFT IN COMMISSION

FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	346	350	380	382	387							
IN COMM	260	234	251	242	250							

BOMB GROUP COMPARISONS



NOTE: INCLUDES ONLY B-29 AIRCRAFT POSSESSED BY BOMB GROUPS IN CC, GT AND PJ FUNCTIONS

SOURCE: AF-SC-A1

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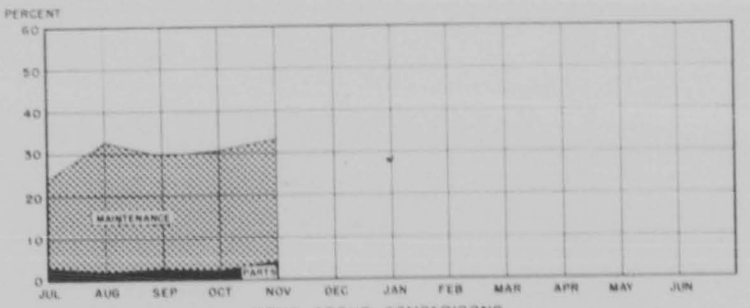
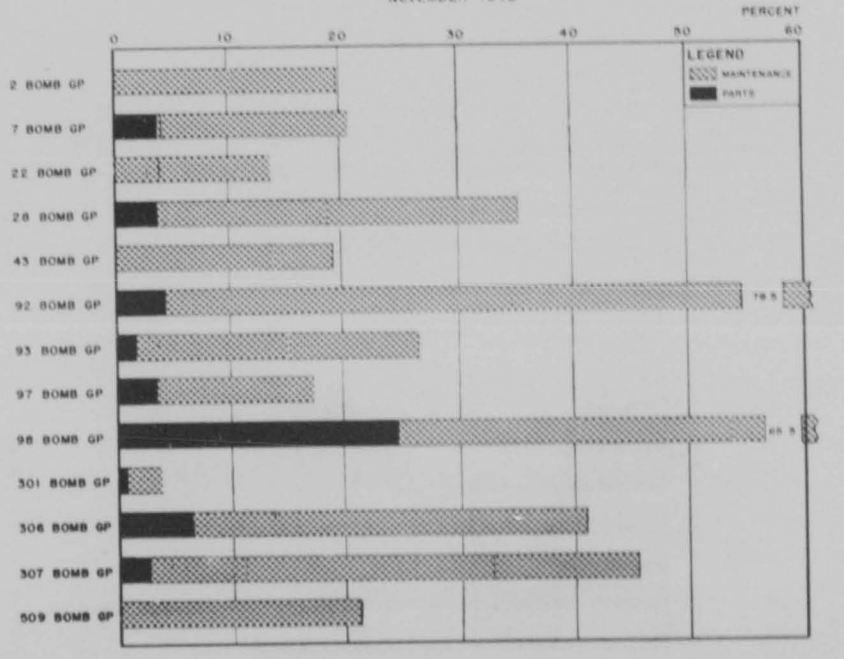
TOTAL B-29 AIRCRAFT OUT OF COMMISSION

FISCAL YEAR 1949



BOMB GROUP COMPARISONS

NOVEMBER 1948



NOTE: INCLUDES ONLY B-29 AIRCRAFT POSSESSED BY BOMB GROUPS IN CC, ST AND PJ FUNCTIONS. DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS.

SOURCE: AF SC-A1

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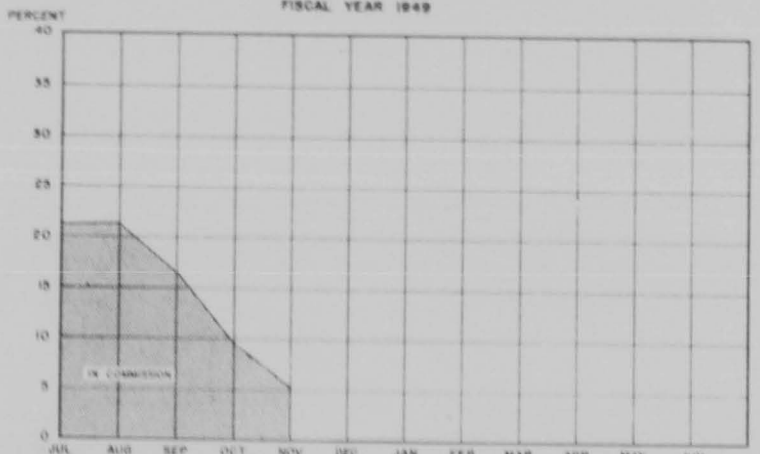
B-36 AIRCRAFT IN COMMISSION

7 BOMB GROUP

FISCAL YEAR 1949

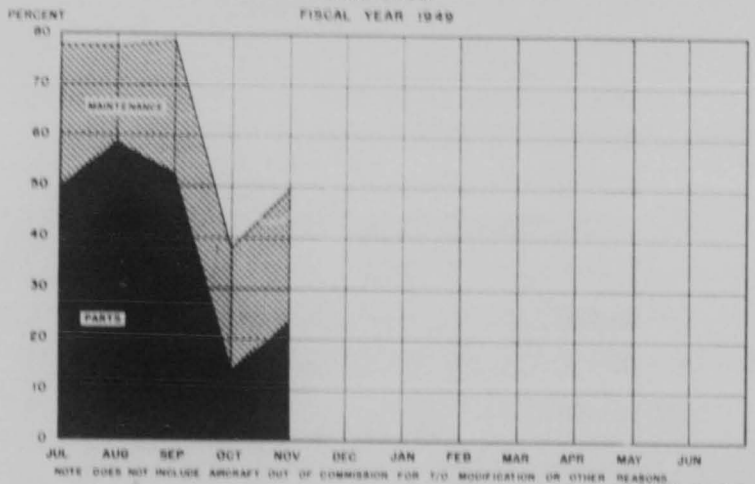


ON HAND	4	10	14	12	14							
IN COMM	1	2	6	9	7							

B-36 AIRCRAFT OUT OF COMMISSION

7 BOMB GROUP

FISCAL YEAR 1949



NOTE: DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS

SOURCE: AF SC-A1

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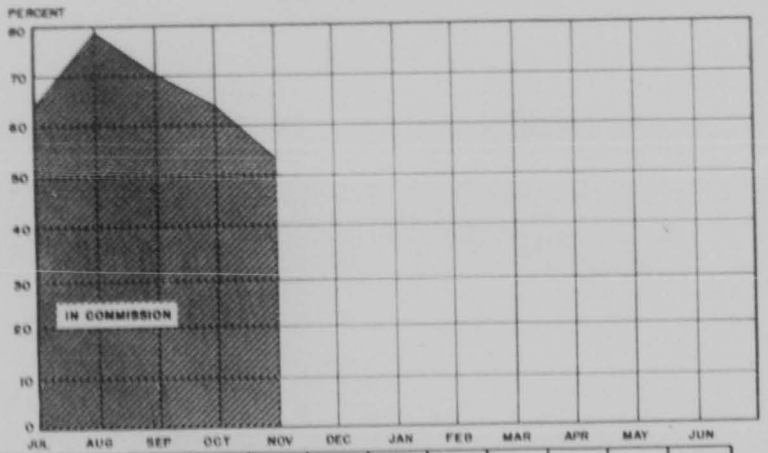
B-50 AIRCRAFT IN COMMISSION

43 BOMB GROUP

FISCAL YEAR 1949

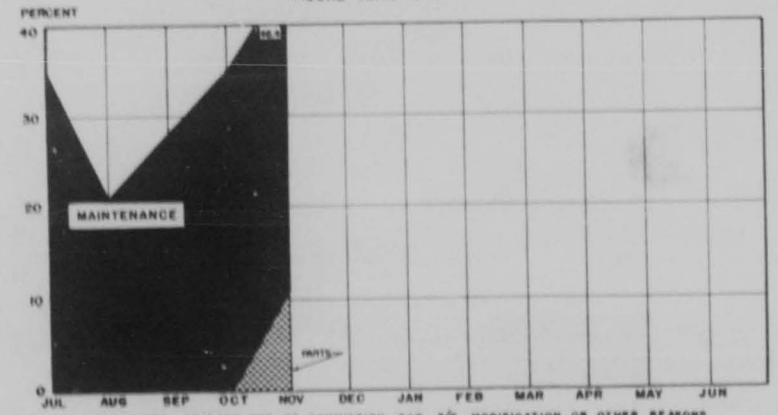


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	1	4	4	3	18							
IN COMM	1	3	3	2	7							

B-50 AIRCRAFT OUT OF COMMISSION

43 BOMB GROUP

FISCAL YEAR 1949



NOTE: DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS

SOURCE: AF-SC-A1

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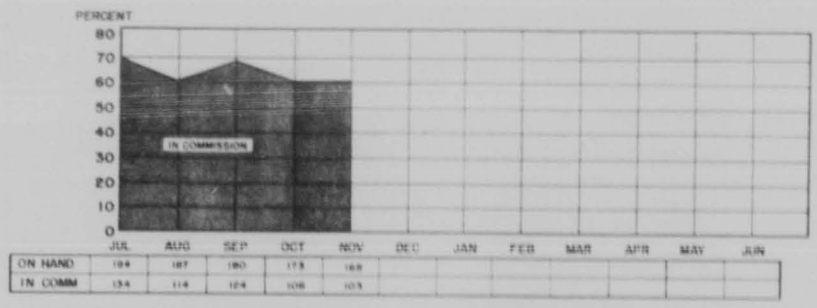
TOTAL F-51 AIRCRAFT IN COMMISSION

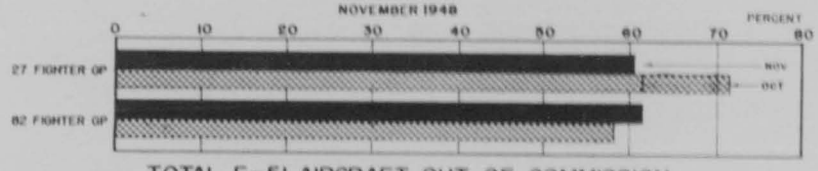
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	194	187	180	173	169							
IN COMM	134	114	124	108	103							

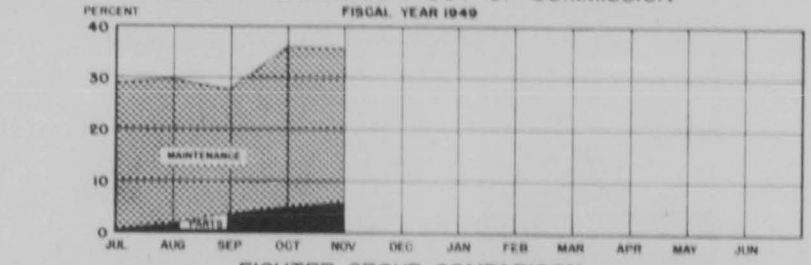
FIGHTER GROUP COMPARISON

NOVEMBER 1948



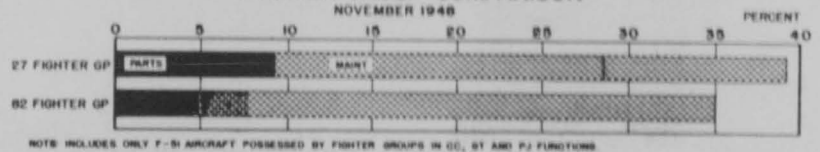
TOTAL F-51 AIRCRAFT OUT OF COMMISSION

FISCAL YEAR 1949



FIGHTER GROUP COMPARISON

NOVEMBER 1948



NOTE: INCLUDES ONLY F-51 AIRCRAFT POSSESSED BY FIGHTER GROUPS IN CC, ST AND FJ FUNCTIONS.
DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS.

SOURCE: AF-SC-A1

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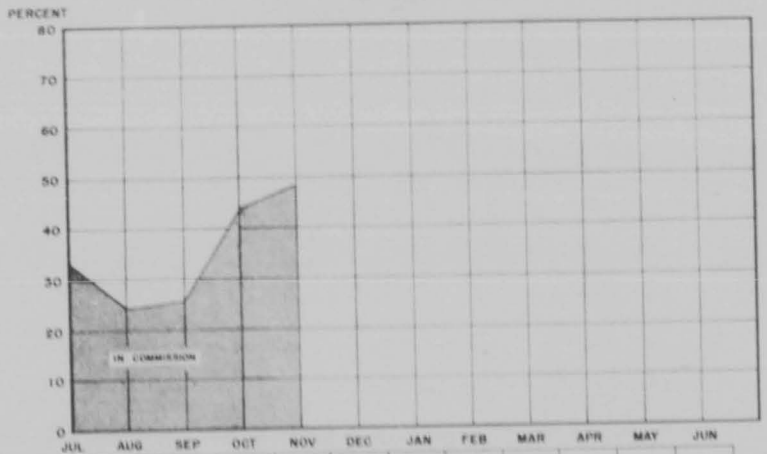
F-82 AIRCRAFT IN COMMISSION

27 FIGHTER GROUP

FISCAL YEAR 1949

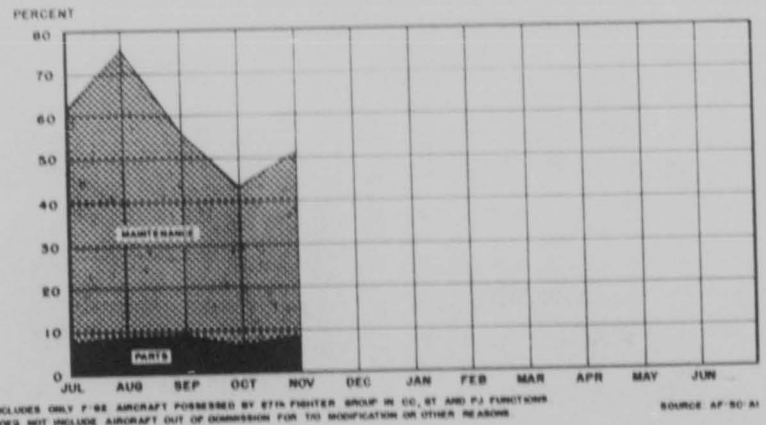


	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
ON HAND	48	79	80	85	87							
IN COMM	18	19	21	28	36							

F-82 AIRCRAFT OUT OF COMMISSION

27 FIGHTER GROUP

FISCAL YEAR 1949



NOTE INCLUDES ONLY F-82 AIRCRAFT POSSESSED BY 27TH FIGHTER GROUP IN CC, ST AND FJ FUNCTIONS
DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR TIO MODIFICATION OR OTHER REASONS

SOURCE AF 50 A1

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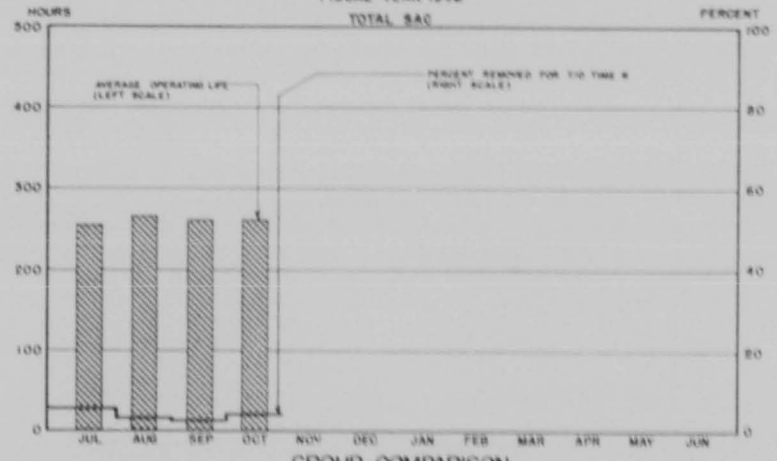
R-3350 ENGINES

AVERAGE OPERATION TIME BEFORE REMOVAL

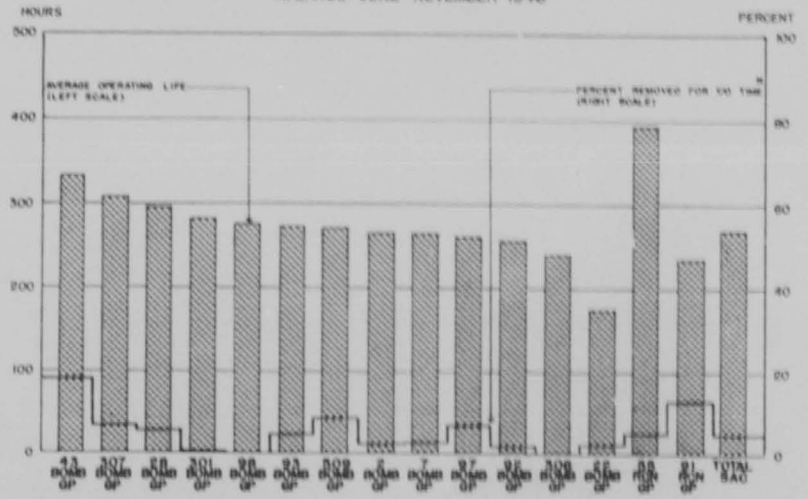
FISCAL YEAR 1948

TOTAL SAC



GROUP COMPARISON

AVERAGE JUNE - NOVEMBER 1948



N BASED ON TOTAL NUMBER OF ENGINES REMOVED

SOURCE SAC-SH-E9

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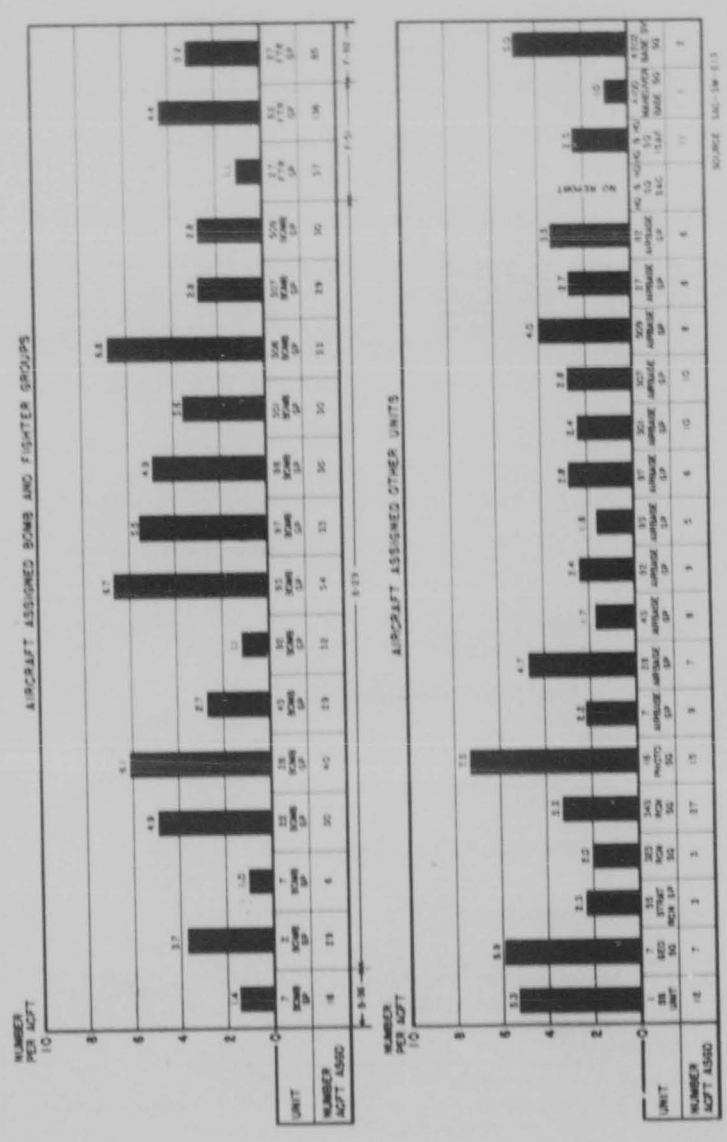
STATUS OF TECHNICAL ORDERS ON SAC AIRCRAFT

COMPLIANCE OUTSTANDING PER ASSIGNED AIRCRAFT

31 OCTOBER 1948



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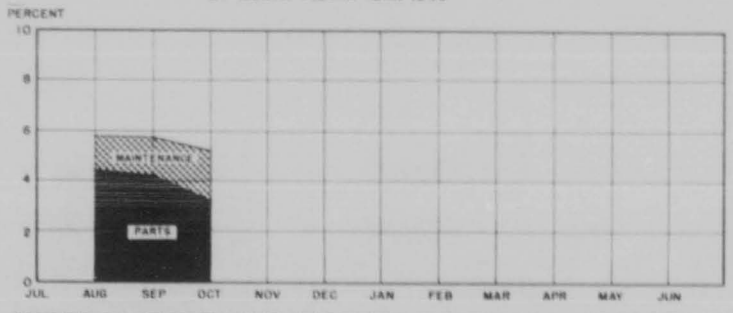
SAC GENERAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH FISCAL YEAR 1949

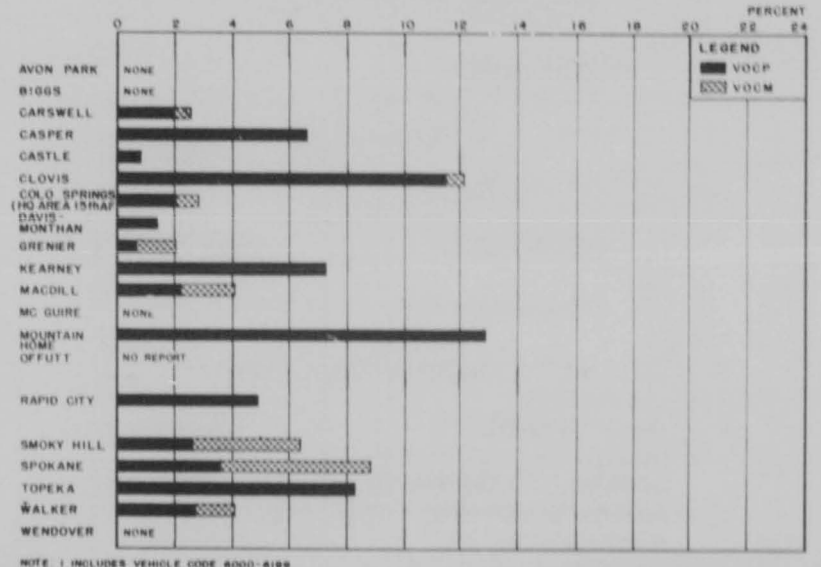


NUMBER OF VEHICLE DAYS AVAILABLE (DA) DAYS OUT OF COMMISSION FOR MAINTENANCE (VOCM) AND AWAITING PARTS (VOCP)

TOTAL SAC	DA	DATA NOT AVAILABLE	160,710	161,324	174,065							
	VOCM		2,114	2,499	3,389							
	VOCP		7,281	6,760	5,747							

AIR FORCE BASE COMPARISON

DAYS OUT OF COMMISSION AS PERCENTAGE OF DAYS AVAILABLE



NOTE: 1 INCLUDES VEHICLE CODE 6000-6199

2 VOCM AND VOCP ARE DEFINED IN SAC REGULATION 65-21

SOURCE: AF-SC-E61A AND SAC-SM-E16

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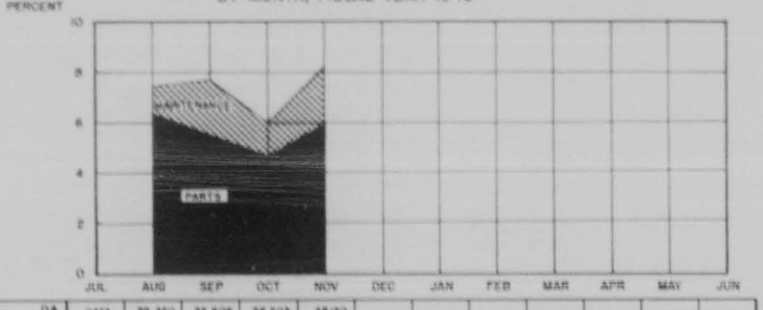
SAC SPECIAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH, FISCAL YEAR 1949

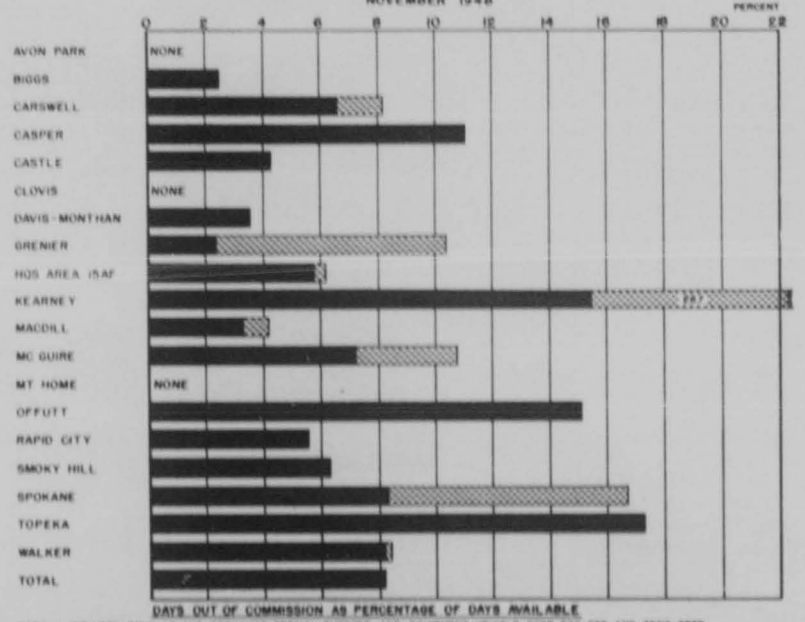


TOTAL SAC	DA	DATA	58,320	56,606	56,203	48,120						
	VOCM	NOT	,632	1,125	740	1,068						
	VOCP	AVAILABLE	3,738	3,236	2,666	2,877						

NUMBER OF VEHICLE DAYS AVAILABLE (DA) DAYS OUT OF COMMISSION FOR MAINTENANCE (VOCM) AND AWAITING PARTS (VOCP)

AIR FORCE BASE COMPARISON

NOVEMBER 1948



DAYS OUT OF COMMISSION AS PERCENTAGE OF DAYS AVAILABLE

NOTE: 1. INCLUDES ONLY AF AND ORDNANCE SPECIAL PURPOSE AND EQUIPMENT VEHICLE CODE 500-699 AND 6500-6599.
2. DAYS AVAILABLE EXCLUDE VEHICLES IN STORAGE.
3. VOCM AND VOCP AS DEFINED IN SAC REGULATION 65-21.

SOURCE: AF-SC-E61A AND SAC-SM-E16

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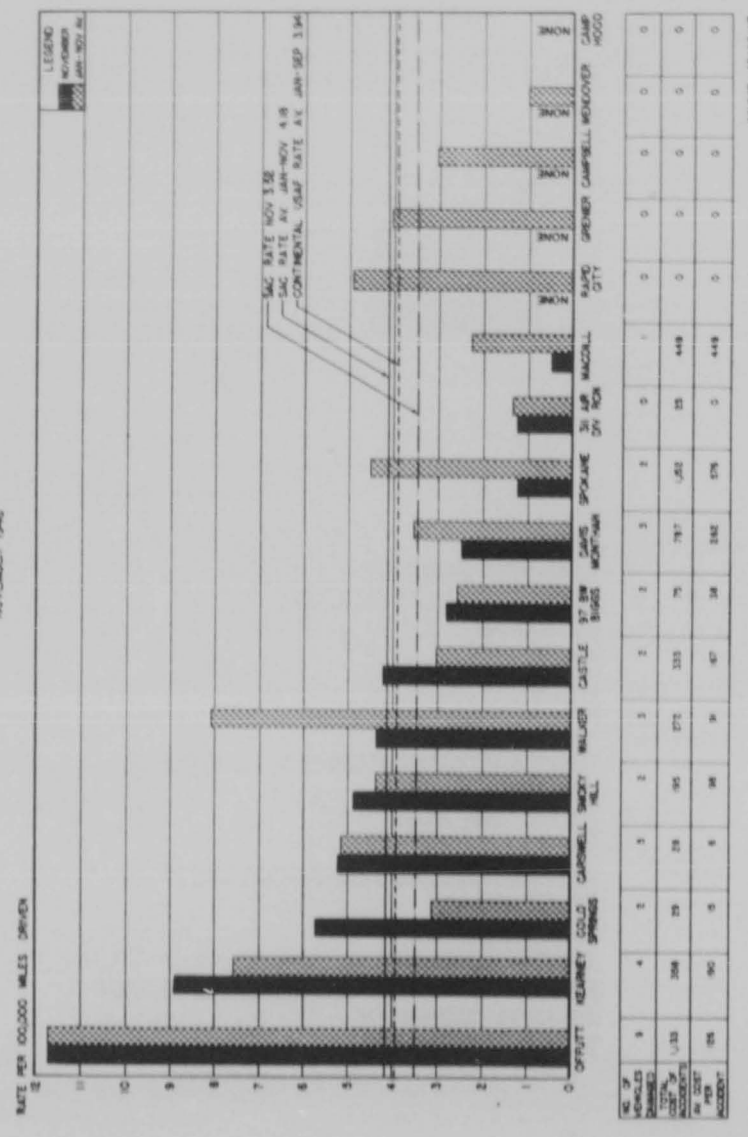

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HOUSING AVAILABLE AND OCCUPIED

15 OCTOBER 1948

BASE	TYPE OF QUARTERS	OFFICERS		WAF OFFICERS AND NURSES		ENL MEN (WHITE)		ENL MEN (COLORED)		ENL WOMEN		TOTAL	
		AVAIL	OCC	AVAIL	OCC	AVAIL	OCC	AVAIL	OCC	AVAIL	OCC	AVAIL	OCC
ANDREWS	BKS, QRS & HUTS	515	205	8	2	1270	1080	150	86	28	48	1771	2221
	COMMUTATION		304		3		732		12		0		1051
AVON PK	BKS, QRS & HUTS	448	1	33	0	2204	0	500	57	86	0	3271	58
	COMMUTATION		0		0		0		0		0		0
BIGGS	BKS, QRS & HUTS	242	200	31	1	3573	2413	278	152	0	0	3924	2766
	COMMUTATION		438		0		1182		48		0		1672
CAMPBELL	BKS, QRS & HUTS	64	14	0	0	837	232	0	0	0	0	901	246
	COMMUTATION		6		0		15		0		0		21
CARSWELL	BKS, QRS & HUTS	547	150	0	0	2505	2727	260	295	132	0	3244	3170
	COMMUTATION		428		0		2018		125		0		2565
CASTLE	BKS, QRS & HUTS	288	152	16	6	2141	1842	0	0	90	0	2515	1800
	COMMUTATION		210		0		590		0		0		600
CLOVIS	BKS, QRS & HUTS	315	0	25	0	2403	0	216	0	142	0	3101	0
	COMMUTATION		0		0		0		0		0		0
CASPER	BKS, QRS & HUTS	504	5	35	0	7078	7	0	0	132	0	3949	12
	COMMUTATION		2		0		4		0		0		9
COLORADO SPRINGS	BKS, QRS & HUTS	88	38	0	0	432	168	0	0	0	0	480	212
	COMMUTATION		99		0		201		0		0		300
DAVIS-MONTHAN	BKS, QRS & HUTS	540	242	0	0	2983	3107	305	229	0	0	3824	3578
	COMMUTATION		498		0		1443		62		0		2003
FT GEORGE WRIGHT	BKS, QRS & HUTS	80	42	0	0	718	238	0	0	0	0	778	280
	COMMUTATION		0		0		0		0		0		0
GRENIER	BKS, QRS & HUTS	348	80	24	0	2025	922	0	0	132	0	3529	1192
	COMMUTATION		530		0		258		0		0		788
KEARNEY	BKS, QRS & HUTS	128	68	12	4	1842	1239	0	0	0	0	2078	1468
	COMMUTATION		193		0		573		0		0		766
MAC DILL	BKS, QRS & HUTS	430	238	0	0	4637	2767	1382	1016	0	0	6470	4004
	COMMUTATION		58		0		1084		80		0		1655
MC GUIRE	BKS, QRS & HUTS	187	59	38	0	784	309	348	178	0	0	1363	1221
	COMMUTATION		75		0		194		12		0		281
OFFUTT *	BKS, QRS & HUTS	68	34	23	0	847	550	0	0	55	0	933	561
	COMMUTATION		19		0		191		0		0		210
OSCODA	BKS, QRS & HUTS	42	24	17	0	197	185	0	0	0	0	256	189
	COMMUTATION		2		0		1		0		0		3
RAPID CITY	BKS, QRS & HUTS	306	107	18	7	2080	1166	0	0	0	0	2404	1280
	COMMUTATION		118		0		502		0		0		620
SELFRIDGE	BKS, QRS & HUTS	392	125	5	5	2746	1706	0	0	0	0	3143	1836
	COMMUTATION		170		0		717		0		0		887
SMOKY HILL	BKS, QRS & HUTS	75	75	31	6	4405	3534	384	355	148	0	5043	3970
	COMMUTATION		457		0		1007		37		0		1501
SPOKANE	BKS, QRS & HUTS	242	108	17	8	3552	2483	0	0	48	0	3859	2608
	COMMUTATION		385		2		900		0		0		1297
TOPEKA	BKS, QRS & HUTS	385	205	31	4	3058	1268	0	0	72	0	3546	1497
	COMMUTATION		100		0		418		0		0		518
WALKER	BKS, QRS & HUTS	232	140	31	5	300	2306	153	103	0	0	3426	2550
	COMMUTATION		298		1		1154		32		0		1485
WENDOVER	BKS, QRS & HUTS	312	3	27	1	3276	156	207	0	86	0	3908	160
	COMMUTATION		14		0		65		0		0		79

NOTE: INCLUDES FAMILY QUARTERS
NO REPORT RECEIVED FROM CAMP HOOD

SOURCE: AF 80-45

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COMPTROLLER

Section V

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NON-T/O&E PERSONNEL AUTHORIZATION

Non-T/O&E Personnel Authorizations are allotted quarterly to the Strategic Air Command by Headquarters United States Air Force to provide troop spaces for units organized under Tables of Distribution and to provide augmentation for units organized under established Tables of Organization and Equipment. Such personnel authorizations are issued by means of Personnel Authorization Vouchers (PAV's).

A Table of Distribution (T/D) is the document issued by a major air command which indicates the sectional distribution of military and civilian personnel authorizations for Table of Distribution Units. A Table of Distribution Unit is a unit organized entirely of Non-T/O&E personnel spaces, for example:

Headquarters Strategic Air Command
Headquarters Eighth Air Force
Headquarters Fifteenth Air Force
Headquarters Aeronautical Chart Service
4201st Motion Picture Squadron, Long Island City, NY
4001st Base Service Squadron, Cp Hood, Texas
4203d Photo Tech Squadron, Bolling AFB, Washington, D. C.
3903d Radar Bomb Scoring Sq, Carswell AFB, Ft Worth, Texas
Maneuver Base Squadron, Wendover AFB, Wendover Fld, Utah
Other satellite bases and Non-T/O&E squadrons

A Table of Distribution Augmentation (T/D-A) lists the additional military and civilian personnel authorized by a major air command on T/D format to the squadrons, groups, and wing headquarters of T/O&E combat wings organized under the provision of AFR 20-15, and to divisions and air force headquarters when organized under T/O&E. Tables of Distribution Augmentation are necessary to provide manning for certain base functions not included in T/O&E's, since T/O&E's include only mobile combat and support elements. Tables of Distribution Augmentation are also necessary to provide for certain T/O&E functions which require additional personnel in order to operate properly in the ZI, due to the peculiarity of base facilities or the local conditions at certain bases. The following table indicates units normally augmented and the functions in which the troop spaces are assigned.

UNIT	FUNCTION	PERSONNEL SOURCE
Hq & Hq Sq Wing	Ground Training	T/D-A
	Budget and Fiscal	T/D-A
	Cost Control	T/D-A
	Air Installations Staff	T/D-A
Hq & Hq Sq Maintenance & Supply Gp	Base Accountability	T/D-A
Maintenance Squadron	Shops	T/O&E and T/D-A
Supply Squadron	Commissary	T/D-A
	Purchasing & Contracting	T/D-A
Hq & Hq Sq Air Base Group	Base Signal	T/O&E and T/D-A
	Commercial Transportation	T/D-A
	Officer Club and Mess	T/D-A
	Base Operations	T/O&E and T/D-A
	Post Exchange	T/D-A
	Special Services	T/O&E and T/D-A
Communications Squadron	Operations	T/O&E and T/D-A
Food Service Squadron	Food Service	T/O&E and T/D-A
Installations Squadron	Fire Protection & Crash Rescue	T/O&E and T/D-A
	Utilities	T/O&E and T/D-A
Motor Vehicle Squadron	Maintenance	T/O&E and T/D-A
	Motor Pool	T/O&E and T/D-A
Finance Disbursing Unit	Finance	T/O&E and T/D-A
Station Medical Group	Hospital	T/O&E and T/D-A

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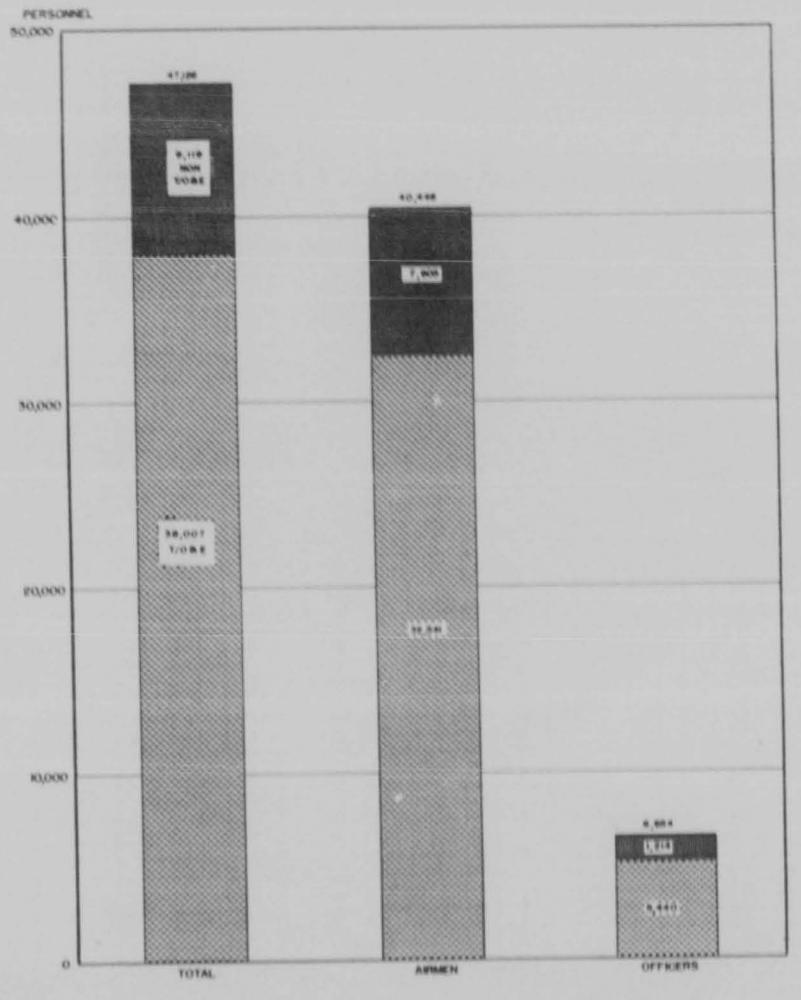
TOTAL AUTHORIZED SAC TROOP BASIS

DECEMBER 1948



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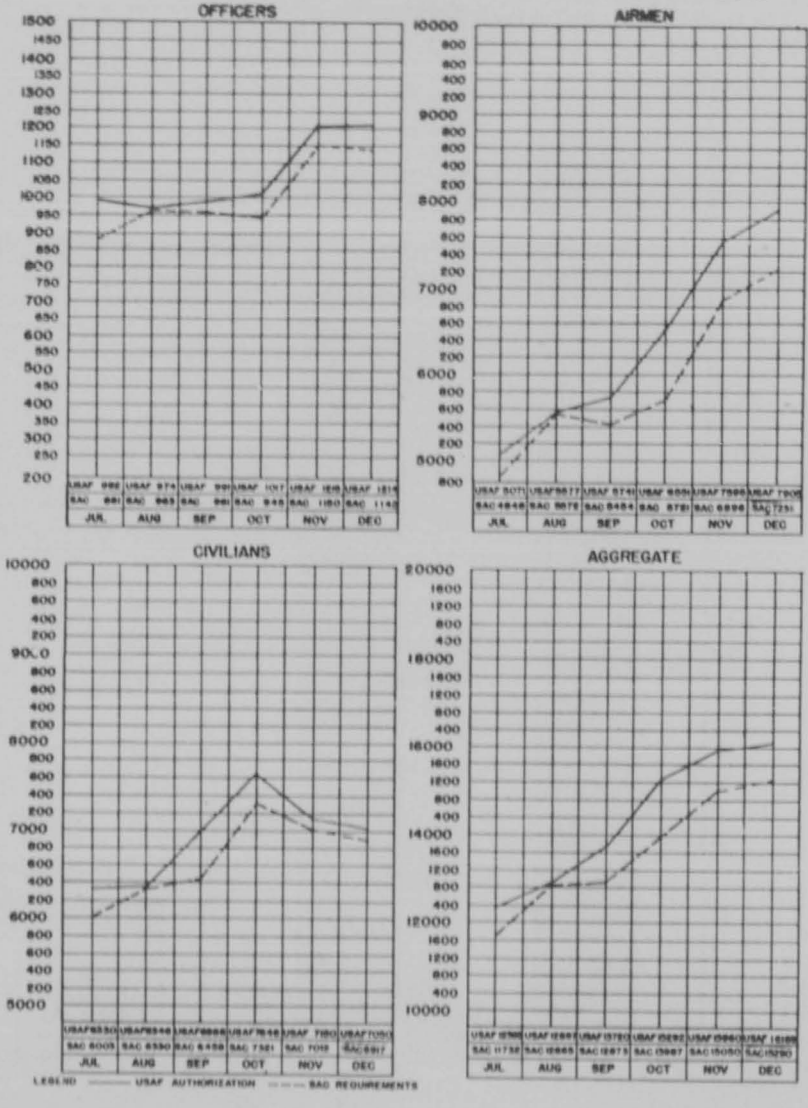
SAC NON T/O PERSONNEL REQUIREMENTS VS USAF ALLOTMENTS



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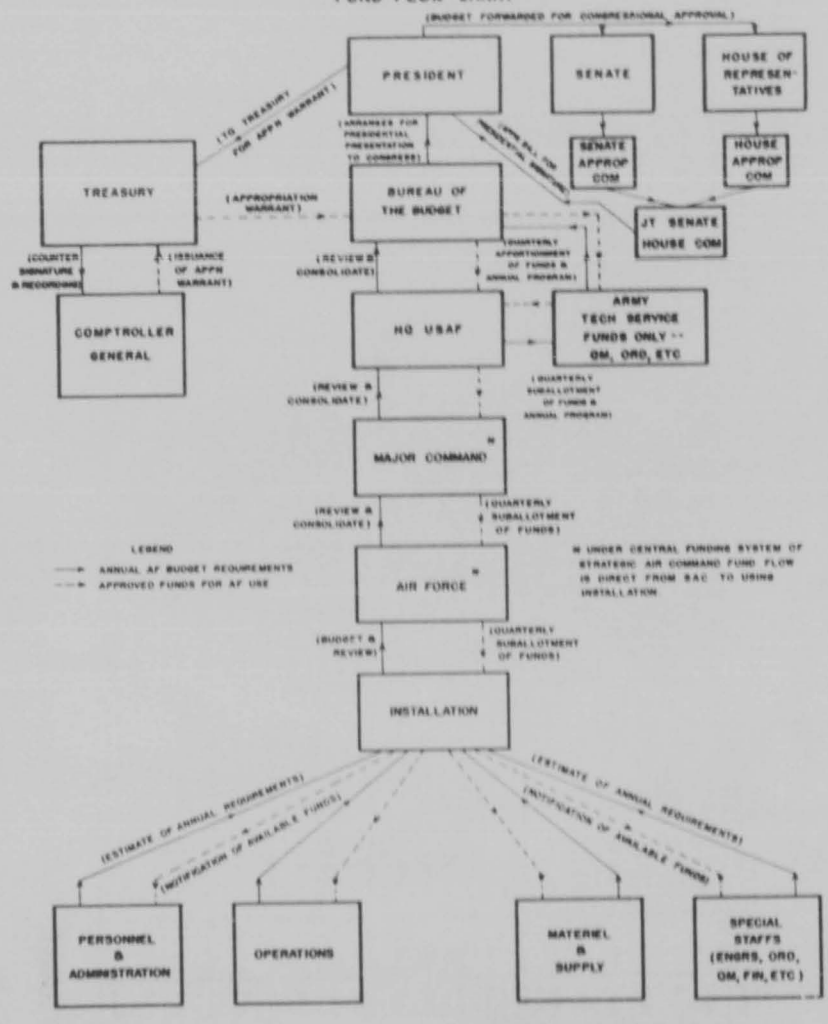
FEDERAL BUDGET STRUCTURE

FUND FLOW CHART



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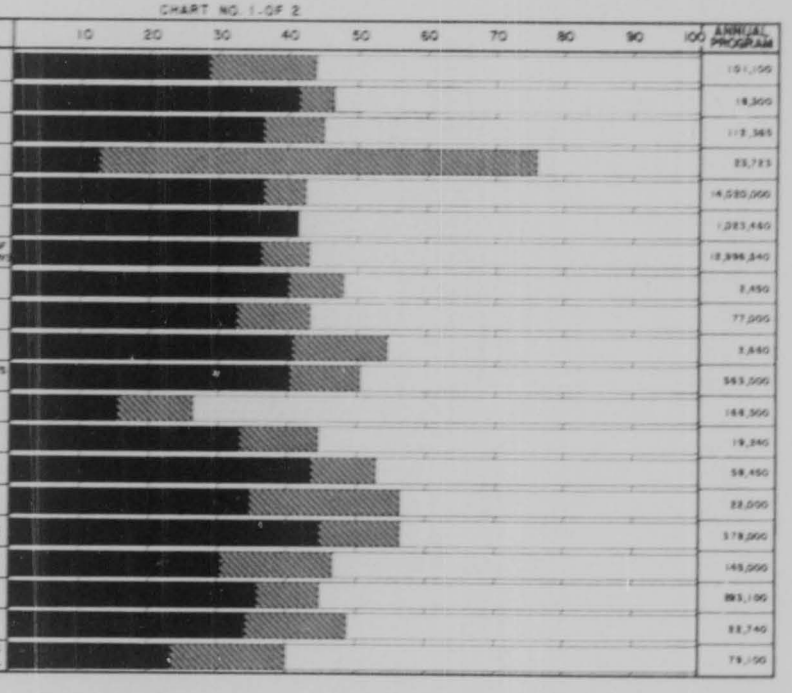
STRATEGIC AIR COMMAND

STATUS OF FISCAL YEAR 1949 FUNDING PROGRAM

AS OF 30 NOVEMBER 1948

CHART NO. 1 OF 2

APPRO.	PROJECT NUMBER	PROJECT DESCRIPTION	ANNUAL PROGRAM
USAF	411	MATERIALS FOR AIRCRAFT MAINTENANCE	101,100
USAF	412	EMERGENCY PURCHASE OF AVIATION FUELS AND LUBRICANTS	18,300
USAF	423	MISCELLANEOUS AF SUPPLIES (CO_2, PARTS FOR AF EQUIP, ETC.)	112,365
USAF	426	PHOTO EQUIPMENT AND SUPPLIES	23,723
USAF	430-01	PAY OF USAF CIVILIANS (LESS TECHNICAL SV.)	14,020,000
USAF	431-01	PAY OF HQ SAC CIVILIAN EMPLOYEES	1,023,440
USAF	432-01	PAY OF SUB COMMAND AND BASE USAF CIVILIAN EMPLOYEES (LESS TECH SERV)	12,996,840
USAF	441	PACKING AND CRATING MATERIALS FOR USAF PROPERTY	2,450
USAF	443	TDY TRAVEL FOR FERRYING OF AIRCRAFT	77,000
QSA	123	PURCHASE OF RUBBER STAMPS	2,640
QSA	129	PURCHASE OF FUELS AND LUBRICANTS FOR GROUND VEHICLES	563,000
QSA	129 (R)	PURCHASE OF GASOLINE FOR G.M. RESALE PURPOSES	166,500
QSA	403-01	PAY OF BASE CIVILIAN LIBRARIANS	19,240
QSA	412	PURCHASE OF ICE	58,450
QSA	431	CONTRACT REPAIR OF G.M. EQUIPMENT	22,000
QSA	434-01	PAY OF LAUNDRY CIVILIAN EMPLOYEES	378,000
QSA	434-99	LAUNDRY AND DRY CLEANING BY CONTRACT	145,000
QSA	441-01	PAY OF BASE COMMISSARY CIVILIAN EMPLOYEES	293,100
QSA	444	POSTAGE STAMPS	22,740
QSA	501	INFORMATION AND EDUCATION SUPPLIES AND MATERIALS FOR MILITARY PERSONNEL	79,100



PERCENTAGE OF ANNUAL PROGRAM ISSUED TO STATIONS BY PROJECT ACCOUNTS, UNOBLIGATED
PERCENTAGE OF ANNUAL PROGRAM OBLIGATED BY PROJECT ACCOUNTS

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CHART NO. 2 OF 2

STRATEGIC AIR COMMAND

STATUS OF FISCAL YEAR 1949 FUNDING PROGRAM

AS OF 30 NOVEMBER 1948

CHART NO 2 OF 2

APPRO	PROJECT NUMBER	PROJECT DESCRIPTION	ANNUAL PROGRAM
QSA	544	TUITION FOR DEPENDENTS OF MILITARY PERSONNEL	53,000
M,HDA	415-01	PAY OF BASE HOSPITAL CIVILIAN EMPLOYEES	943,200
M,HDA	416-01	PAY OF BASE DISPENSARY CIVILIAN EMPLOYEES	13,100
SFE	440	TOY TRAVEL AND OTHER EXPENSES FOR SPECIAL FIELD EXERCISES	810,360
FSA	432	REGULAR TOY TRAVEL AND PER DIEM	1,065,000
FSA	481-01	PAY OF BASE FINANCE CIVILIAN EMPLOYEES	305,500
SSA	410-01	PAY OF BASE SIGNAL CIVILIAN EMPLOYEES	156,120
SSA	440	COMMERCIAL COMMUNICATION EXPENSES	418,000
ESA	300-01	PAY OF BASE AIR INSTALLATIONS CIVILIAN EMPLOYEES	4,858,768
ESA	300-99	REPAIRS AND UTILITIES COSTS FOR AF BASES	4,238,146
ESA	410	REPAIR AND MAINTENANCE OF ENGINEER EQUIPMENT	10,800
ESA	520	ENGINEER TROOP TRAINING IN THE FIELD	5,000
OSSA	120	PROCUREMENT OF AMMUNITION	2,560
OSSA	410	PARTS FOR ORDNANCE VEHICLES	12,200
TSA	48-01	PAY OF BASE TRANSPORTATION CIVILIAN EMPLOYEES	173,195
TSA	425-431	TRANSPORTATION OF GOVERNMENT PROPERTY	1,100,300
TSA	461-01	PAY OF CIVILIAN EMPLOYEES MILITARY AIR SERVICE	19,600
TSA	462	FUEL AND LUBRICANT FOR MILITARY RAILROAD	5,250

PERCENTAGE OF ANNUAL PROGRAM ISSUED TO STATIONS BY PROJECT ACCOUNTS,UNOBLIGATED
PERCENTAGE OF ANNUAL PROGRAM OBLIGATED BY PROJECT ACCOUNTS

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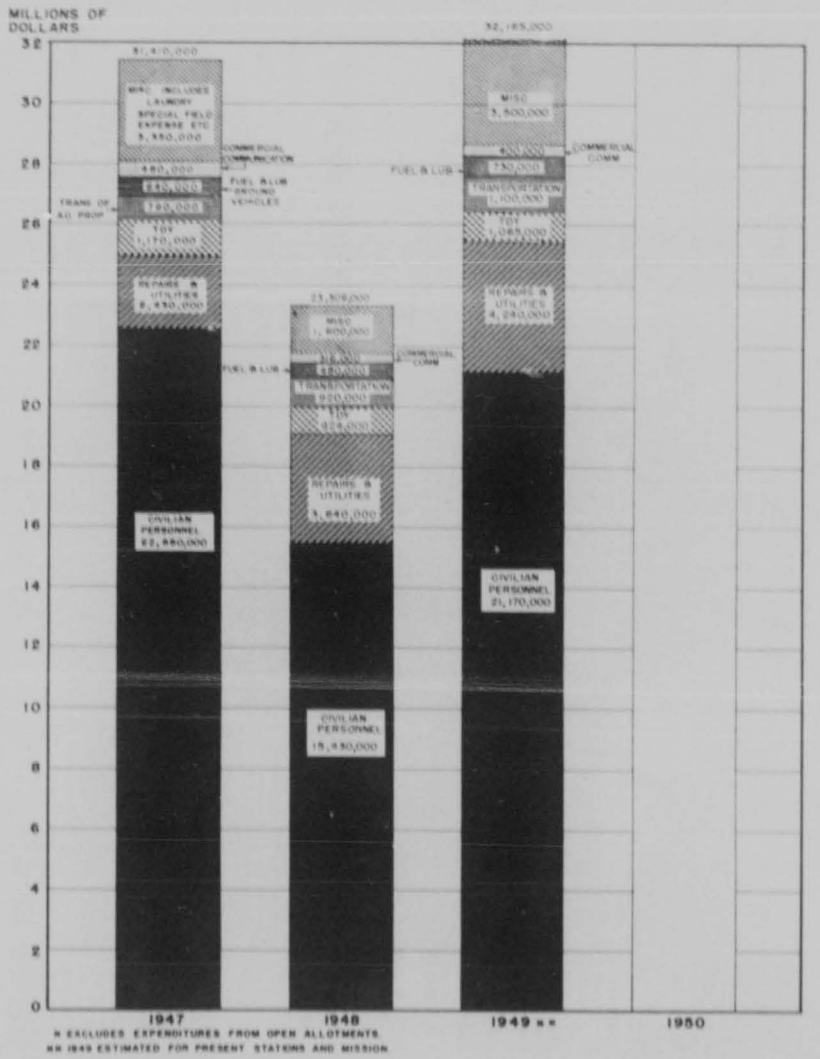
COMPARATIVE BUDGET EXPENDITURE CONTROL BY SAC *

FISCAL YEARS 1947 THRU 1949



* EXCLUDES EXPENDITURES FROM OPEN ALLOTMENTS.
** 1949 ESTIMATED FOR PRESENT STATIONS AND MISSION

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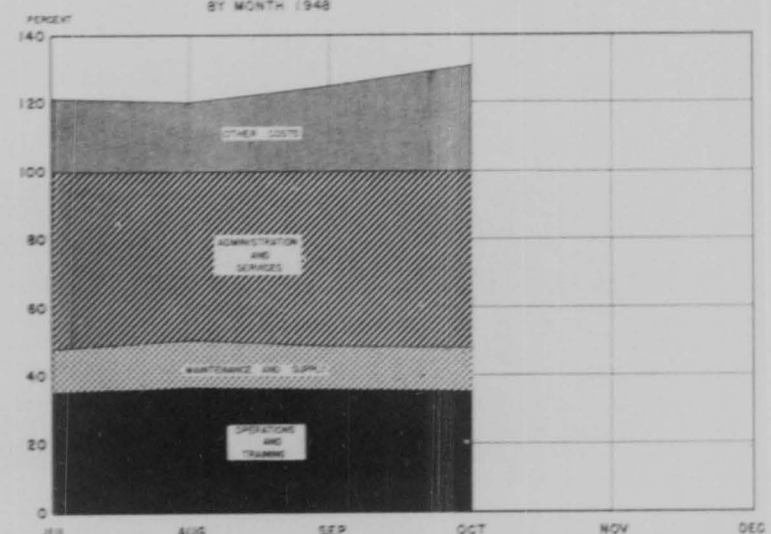
TOTAL SAC COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$ 5,968,068	$ 5,918,068	$5,663,523	$5,324,531		
MAINTENANCE AND SUPPLY	1,517,961	1,688,620	1,455,288	1,426,749		
OPERATIONS AND TRAINING	3,924,456	4,447,547	3,894,397	3,897,049		
TOTAL MISSION COST	11,411,485	12,054,035	11,013,814	11,248,329		
OTHER COSTS	2,358,977	2,396,016	2,892,598	3,509,680		
TOTAL COST	13,770,462	14,450,051	13,906,412	14,758,009		

NOTE: 1. ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES.
2. OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS.

SOURCE: AF-FO-FEEA

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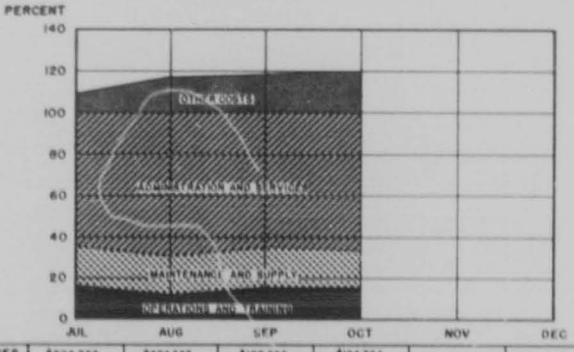
HQ SAC COST OF OPERATION

BY FUNCTION

BY MONTH 1948

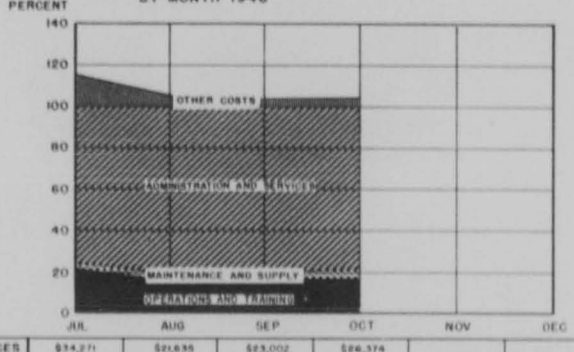


ADMINISTRATION AND SERVICES	$204,262	$224,265	$199,680	$194,724		
MAINTENANCE AND SUPPLY	58,539	56,570	58,821	53,551		
OPERATIONS AND TRAINING	48,707	37,778	44,040	42,579		
TOTAL MISSION COST	311,508	318,613	300,548	290,854		
OTHER COSTS	27,226	50,974	55,411	57,710		
TOTAL COST	338,734	369,587	353,957	348,564		

HQ 311th AIR DIVISION COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$34,271	$21,635	$23,002	$20,374		
MAINTENANCE AND SUPPLY	434	726	930	1,659		
OPERATIONS AND TRAINING	9,936	4,328	4,773	5,919		
TOTAL MISSION COST	44,641	26,689	28,705	33,952		
OTHER COSTS	6,676	1,365	772	1,454		
TOTAL COST	51,317	28,054	29,477	35,406		

NOTE: 1. ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES.
2. OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS.

SOURCE AF-FO-F22A

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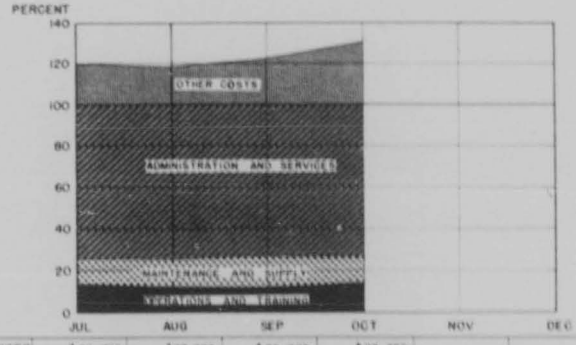
HQ 8TH AIR FORCE COST OF OPERATION

BY FUNCTION

BY MONTH 1948

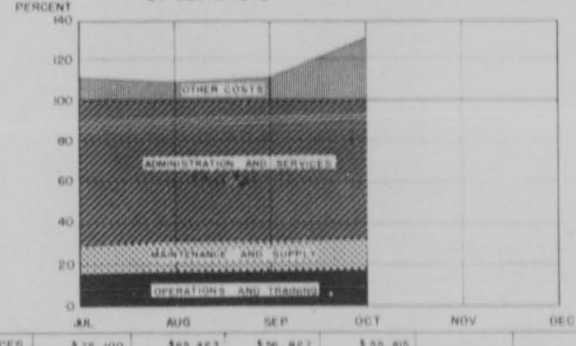


ADMINISTRATION AND SERVICES	$ 98,555	$ 98,295	$ 98,005	$ 93,789		
MAINTENANCE AND SUPPLY	15,838	16,481	16,586	15,059		
OPERATIONS AND TRAINING	18,969	17,632	16,872	17,388		
TOTAL MISSION COST	132,756	132,408	129,443	126,236		
OTHER COSTS	26,128	25,846	29,444	40,870		
TOTAL COST	158,884	158,254	158,887	167,106		

HQ 15TH AIR FORCE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$ 72,100	$65,423	$ 56,827	$ 55,815		
MAINTENANCE AND SUPPLY	18,327	17,888	16,206	16,191		
OPERATIONS AND TRAINING	19,064	18,812	16,438	17,340		
TOTAL MISSION COST	109,491	102,123	89,531	89,346		
OTHER COSTS	12,586	9,366	9,541	27,670		
TOTAL COST	122,077	111,489	99,072	117,016		

NOTE : 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL, AND UNDISTRIBUTED CHARGES
2 OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS. SOURCE AF FD-F225

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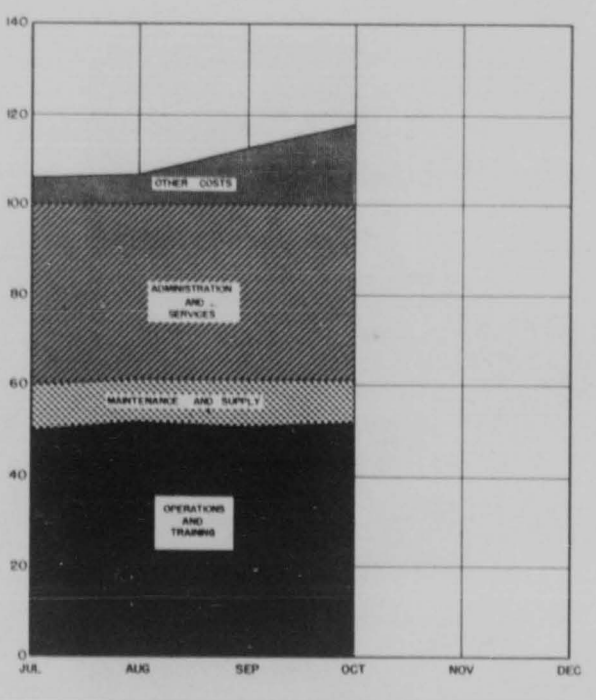
97th BOMB WING BIGGS AIR FORCE BASE
COST OF OPERATIONS
BY FUNCTION
BY MONTH 1948



ADMINISTRATION AND SERVICES	$163,066	179,796	$170,487	$190,252		
MAINTENANCE AND SUPPLY	44,936	42,995	44,325	44,194		
OPERATING AND TRAINING	208,845	237,423	221,719	256,989		
TOTAL MISSION COST	416,845	460,214	436,563	491,435		
OTHER COSTS	24,458	30,863	57,036	90,889		
TOTAL COST	436,303	491,077	493,599	582,324		

SOURCE AF-FO-F22A

NOTE 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER & STAFF, MEDICAL AND UNDISTRIBUTED CHARGES
2 OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS

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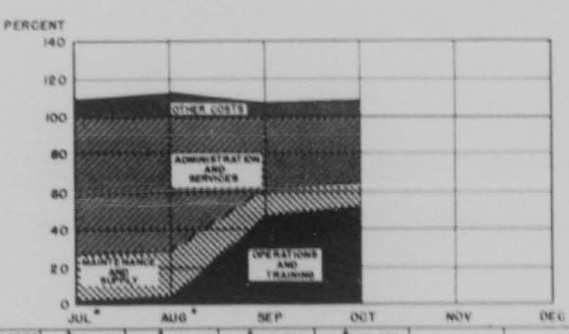
CASTLE AIR FORCE BASE COST OPERATION

BY FUNCTION

BY MONTH 1948



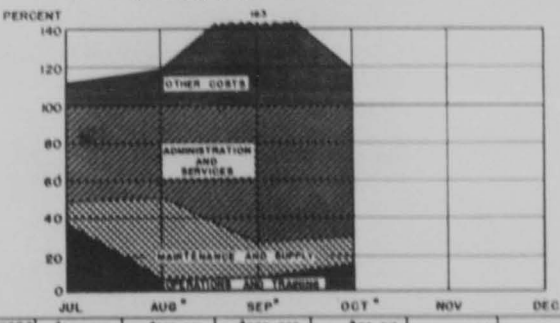
ADMINISTRATION AND SERVICES	$194,610	$193,107	$228,303	$240,230		
MAINTENCE AND SUPPLY	68,292	68,012	78,371	82,394		
OPERATIONS AND TRAINING	6,039	11,334	274,289	326,480		
TOTAL MISSION COST	268,941	272,653	578,963	679,088		
OTHER COSTS	25,538	34,534	44,184	58,411		
TOTAL COST	294,479	307,187	623,147	737,500		

* DOES NOT INCLUDE COST OF 934 BOMB GP TDY OVERSEAS

RAPID CITY AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$333,763	$305,431	$279,239	$38,718		
MAINTENCE AND SUPPLY	82,661	273,414	72,449	68,708		
OPERATION AND TRAINING	230,519	47,182	32,102	87,092		
TOTAL MISSION COST	646,963	626,027	38,790	444,518		
OTHER COSTS	84,209	118,962	241,294	84,988		
TOTAL COST	731,172	744,988	625,084	529,484		

* DOES NOT INCLUDE COST OF 2615 BOMB GP TDY OVERSEAS

SOURCE: AF-FO-F28A

NOTE: 1. ADMINISTRATIVE AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES.
2. OTHER COSTS INCLUDE SPECIAL MISSION, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS.

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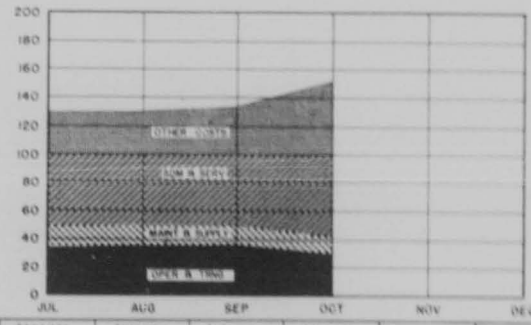
CARSWELL AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948

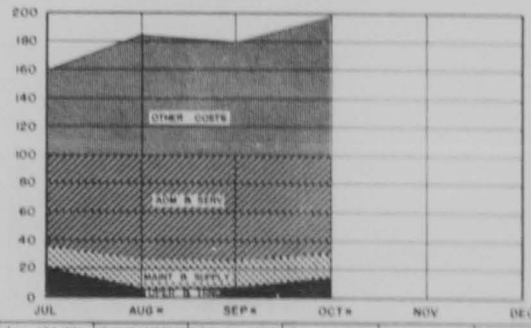


ADMINISTRATION AND SERVICES	$566,626	$570,308	$532,117	$529,971		
MAINTENANCE AND SUPPLY	145,264	147,224	109,282	124,407		
OPERATIONS AND TRAINING	346,816	390,655	366,228	298,331		
TOTAL MISSION COST	1,058,706	1,108,187	1,007,627	952,809		
OTHER COSTS	301,603	324,899	337,463	47,567		
TOTAL COST	1,360,309	1,433,085	1,345,090	970,376		

MACDILL AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$ 634,139	$ 505,255	$ 501,985	$ 466,570		
MAINTENANCE AND SUPPLY	155,368	144,561	123,511	120,869		
OPERATIONS AND TRAINING	210,014	52,055	48,155	98,119		
TOTAL MISSION COST	1,000,521	681,871	673,671	715,014		
OTHER COSTS	581,702	569,848	541,227	498,998		
TOTAL COST	1,582,223	1,251,519	1,214,898	1,414,012		

*DOES NOT INCLUDE COST OF 307th BOMB GP TDY OVERSEAS

NOTE: 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES

2 OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS

SOURCE: AF FO-FEEA

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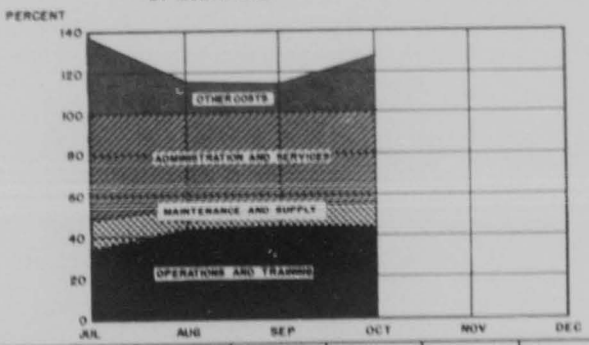
SMOKY HILL AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948

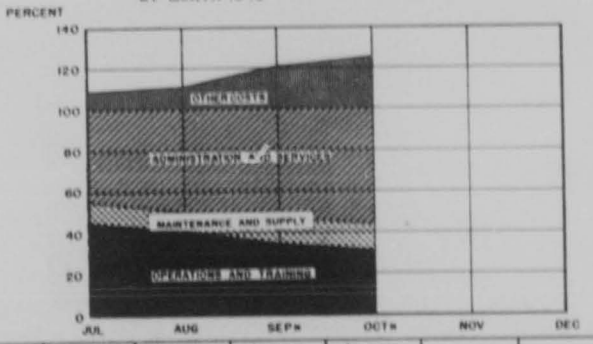


ADMINISTRATION AND SERVICES	$437,348	$464,630	$464,001	$468,170		
MAINTENANCE AND SUPPLY	108,187	105,327	112,836	108,894		
OPERATIONS AND TRAINING	281,165	424,300	461,755	437,338		
TOTAL MISSION COST	828,700	994,257	1,038,592	1,014,622		
OTHER COSTS	304,599	146,388	133,821	278,215		
TOTAL COSTS	1,131,299	1,140,645	1,172,413	1,292,837		

SPOKANE AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$572,076	$570,923	$465,936	$473,563		
MAINTENANCE AND SUPPLY	122,769	121,807	105,970	102,536		
OPERATION AND TRAINING	540,680	477,179	287,205	251,680		
TOTAL MISSION COST	1,235,525	1,169,709	859,111	833,979		
OTHER COSTS	98,474	126,295	182,175	200,491		
TOTAL COSTS	1,334,999	1,296,004	1,041,286	1,034,470		

*DOES NOT INCLUDE COST OF 9615 BOMB GP TDY OVERSEAS

NOTE: 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES

2 OTHER COSTS INCLUDE SPECIAL MISSION, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS

SOURCE: AF-FO-F22A

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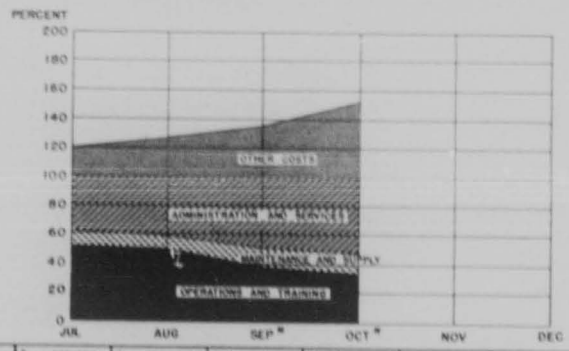
DAVIS-MONTHAN AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



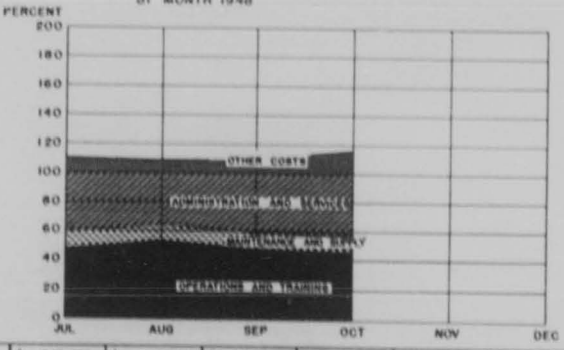
ADMINISTRATION AND SERVICES	$ 582,822	$ 571,111	$ 532,080	$ 496,881		
MAINTENANCE AND SUPPLY	144,112	127,084	125,974	119,929		
OPERATIONS AND TRAINING	743,454	689,926	425,309	322,672		
TOTAL MISSION COSTS	1,470,388	1,388,021	1,083,363	939,482		
OTHER COSTS	298,488	362,732	390,732	486,875		
TOTAL COST	1,768,876	1,750,753	1,474,093	1,426,357		

*DOES NOT INCLUDE COST OF 2.0 BOMB GP TDY OVERSEAS

WALKER AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$ 443,643	$ 440,489	$ 455,595	$ 439,088		
MAINTENANCE AND SUPPLY	128,205	121,875	116,983	126,033		
OPERATIONS AND TRAINING	517,245	627,560	536,919	488,910		
TOTAL MISSION COST	1,089,093	1,189,904	1,109,497	1,054,031		
OTHER COSTS	102,170	92,193	125,890	164,035		
TOTAL COST	1,191,263	1,282,097	1,235,387	1,218,066		

NOTE: 1. ADMINISTRATION AND SERVICES INCLUDE COMMANDER & STAFF, MEDICAL AND UNDISTRIBUTED CHARGES
2. OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS

SOURCE: AF-FO-F22A

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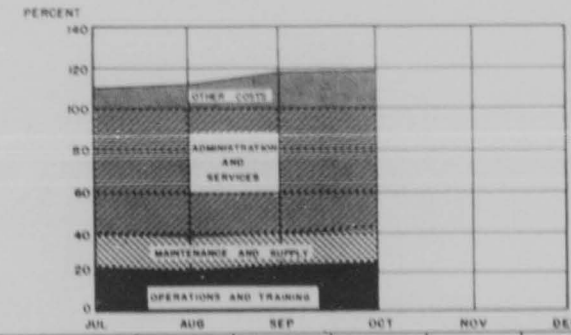
GRENIER AIR FORCE BASE COST OF OPERATIONS

BY FUNCTION

BY MONTH 1948

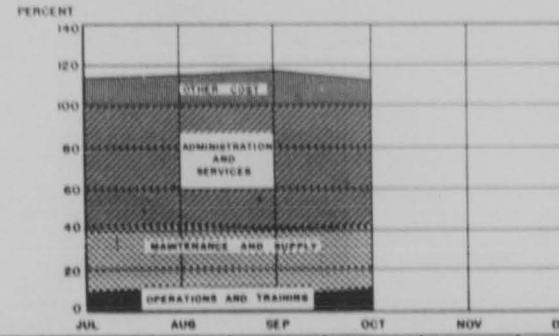


ADMINISTRATION AND SERVICES	$213,874	$229,731	$207,286	$187,608		
MAINTENANCE AND SUPPLY	64,310	68,916	59,137	57,432		
OPERATIONS AND TRAINING	84,317	81,578	82,259	80,843		
TOTAL MISSION COST	362,901	380,225	348,682	325,683		
OTHER COST	36,890	44,799	64,002	58,063		
TOTAL COST	399,491	424,884	412,684	383,746		

KEARNEY AIR FORCE BASE COST OF OPERATIONS

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$244,936	$241,635	$244,104	$232,094		
MAINTENANCE AND SUPPLY	49,561	52,336	59,565	47,504		
OPERATIONS AND TRAINING	128,121	129,909	113,814	130,160		
TOTAL MISSION COST	422,618	422,880	417,483	409,758		
OTHER COST	61,672	67,307	73,071	55,801		
TOTAL COST	484,290	490,187	490,554	469,559		

NOTE: 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER & STAFF, MEDICAL & UNDISTRIBUTED CHARGES
NOTE: 2 OTHER COST INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS

SOURCE AF_FO_F22

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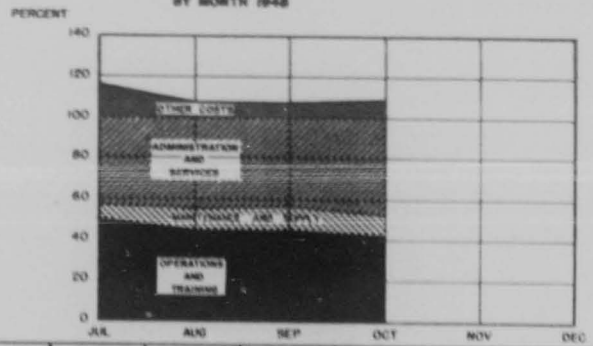
TOPEKA AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948

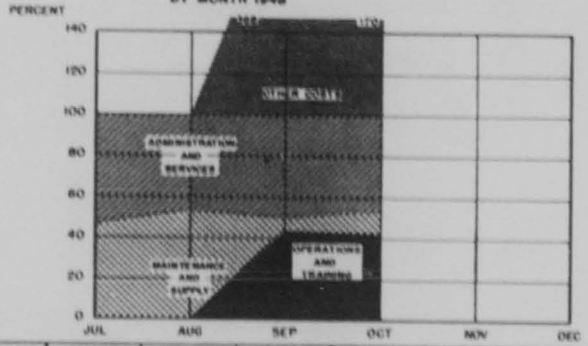


ADMINISTRATION AND SERVICES	$ 145,885	$ 177,572	$ 193,553	$ 251,256		
MAINTENANCE AND SUPPLY	25,237	40,418	55,132	58,842		
OPERATIONS AND TRAINING	169,505	176,387	203,632	224,149		
TOTAL MISSION COST	340,587	394,378	452,317	535,350		
OTHER COSTS	54,319	31,692	35,702	46,658		
TOTAL COST	394,716	426,070	488,018	582,508		

Mc GUIRE AIR FORCE BASE COST OF OPERATION

BY FUNCTION

BY MONTH 1948



ADMINISTRATION AND SERVICES	$ 4,842	$ 5,818	$ 21,519	$ 88,804		
MAINTENANCE AND SUPPLY	4,323	6,747	2,520	21,880		
OPERATIONS AND TRAINING	0	0	18,272	78,080		
TOTAL MISSION COST	9,165	12,565	42,311	189,854		
OTHER COSTS	0	10	113,583	132,951		
TOTAL COST	9,165	12,575	155,894	322,805		

NOTE 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES
2 OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES, AND TENANT ORGANIZATIONS

SOURCE: AF-FO-F

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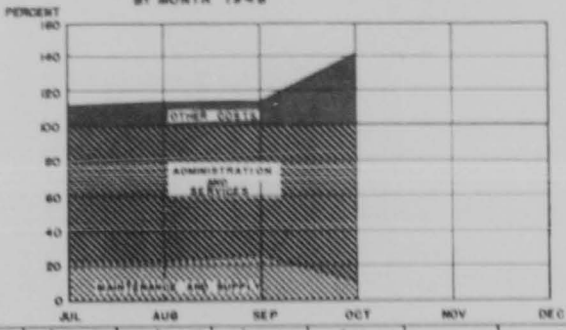
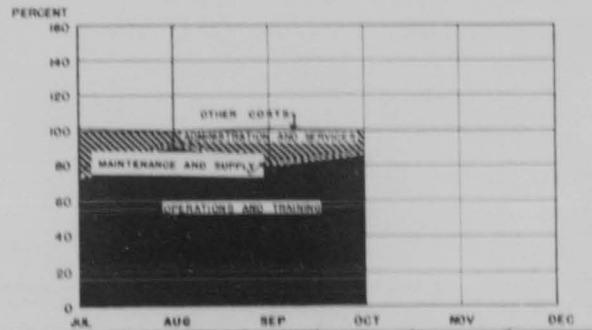
*SATELLITE STATIONS COST OF OPERATION
BY FUNCTION
BY MONTH 1948



ADMINISTRATION AND SERVICES	$274,496	$68,138	$244,931	$435,847		
MAINTENANCE AND SUPPLY	80,144	82,785	78,879	61,969		
OPERATIONS AND TRAINING						
TOTAL MISSION COST	356,610	370,830	321,610	497,316		
OTHER COSTS	44,057	53,300	45,984	201,578		
TOTAL COST	400,667	424,230	367,594	698,064		

**MISC. UNITS OF 311 AIR DIV. RCN COST OF OPERATION
BY FUNCTION
BY MONTH 1948



ADMINISTRATION AND SERVICES	$34,560	$45,069	$9,5131	$64,335		
MAINTENANCE AND SUPPLY	10,565	12,609	20,858	18,770		
OPERATIONS AND TRAINING	104,788	706,412	43,808	501,040		
TOTAL MISSION COST	149,913	764,089	587,789	584,145		
OTHER COSTS	1,522	591	3,123	1,302		
TOTAL COST	151,436	764,880	570,912	585,447		

NOTE: 1 ADMINISTRATION AND SERVICES INCLUDE COMMANDER AND STAFF, MEDICAL AND UNDISTRIBUTED CHARGES
2 OTHER COSTS INCLUDE SPECIAL MISSIONS, ADDITIONAL CHARGES AND TENANT ORGANIZATIONS.
* INCLUDES AVON PARK, CAMPBELL, CAMPHOOD, CASPER, CLOVIS, HQ AREA COLO. SPRINGS, MOUNTAIN HOME, OFFUTT, OSCODA, AND POCATELLO, TONOPAH, WENDOVER
** INCLUDES 4201st MOTION PICTURE SQ, AERO CHART PLANT AND AERO CHARTS SERVICE

SOURCE AF-FO-FE2A

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OVERHEAD PAYROLL COSTS AS A PERCENT OF DIRECT PAYROLL COST

BY STATION OCTOBER 1948

* BOMBER BASE AVERAGE DOES NOT INCLUDE RAPID CITY, MACDILL, SPOKANE OR DAVIS-MONTHAN

** PAYROLL COSTS DO NOT INCLUDE 307 BOMB GP, MACDILL, 98 BOMB GP SPOKANE OR 2 BOMB GP DAVIS-MONTHAN TDY OVERSEAS

*** PERCENTAGES ARE OMITTED FOR 28 BOMB GP RAPID CITY TDY OVERSEAS

NOTE: FOR PURPOSE OF THIS CHART OVERHEAD COSTS WERE DEFINED AS THOSE ELEMENTS OF COST INCURRED INDIRECTLY IN FLYING THE MISSION A/C AND KEEPING THEM IN FLYING CONDITION, AS WELL AS SUPPORT COSTS OF SPECIAL MISSIONS AND TENANTS; DIRECT COSTS WERE DEFINED AS COSTS PERTAINING DIRECTLY TO OPERATION AND MAINTENANCE OF MISSION A/C PLUS COSTS OF SPECIAL MISSIONS AND TENANTS.

SOURCE: AF-FO-F22A

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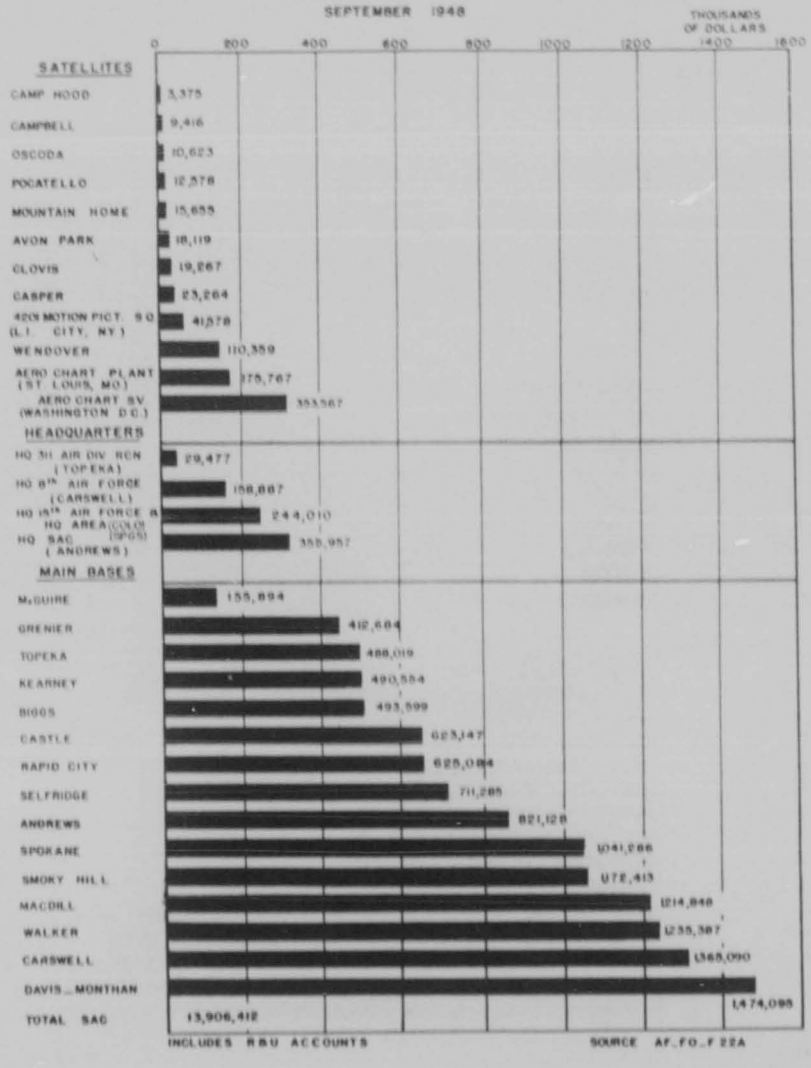
TOTAL COST OF OPERATION OF SAC INSTALLATIONS



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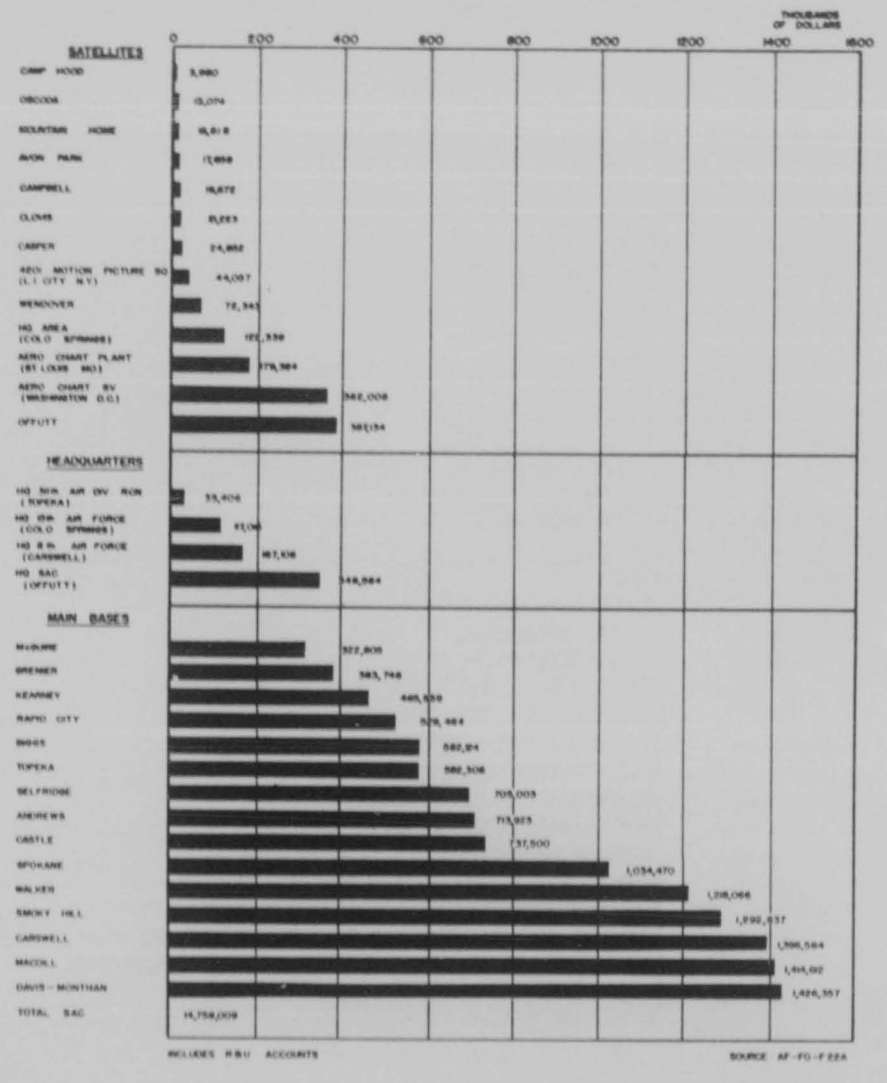
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS

OCTOBER 1948



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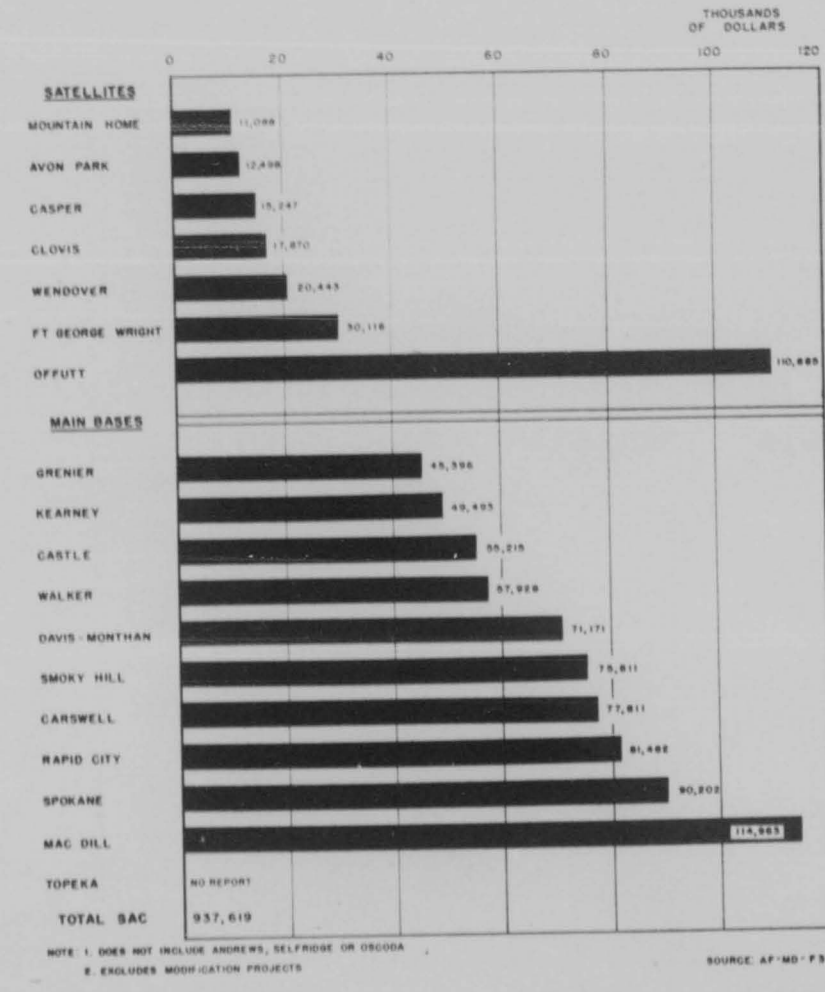
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

NOVEMBER 1948



NOTE 1. DOES NOT INCLUDE ANDREWS, SELFRIDGE OR OSCODA
2. EXCLUDES MODIFICATION PROJECTS

SOURCE: AF-MD-F 33

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STRATEGIG AIR COMMAND DELINQUENT REPORTS

NUMBER OF DAYS LATE

NOVEMBER 1948

STATION \ REPORT	AF-AP-P181	AF-MO-F33	AF-MO-F35	AF-SC-A1	AF-SC-E2	AF-SC-E3	AF-SC-E9A(1)	AF-SC-P4	AF-SC-P47A(1)	AF-SC-P148 *	AF-SC-P148 *	AF-SC-P155	AF-SC-U6	SAC-AF-SP4	TOTAL
ANDREWS		9		1									3		13
AVON PARK		9					5								14
BIGGS			8	8	2	3		1				11			33
CAMPBELL	1		8												9
CAMP HOOD			8												8
CARSWELL		9	8	2	4					1	1				25
CASPER		11	6	8			5								30
CASTLE		9		8			5			1				30	53
CLOVIS		11						1							12
COLORADO SPRINGS				8			5								13
DAVIS-MONTHAN		11		8											19
FT GEORGE WRIGHT		11													11
GRENIER		8		1			5								14
HQ AREA 15AF		8	6												14
KEARNEY		11	7		2		5	1							26
MACDILL		9	6				5								20
MCGUIRE			12	1	6		5	1	2	2	1	3	17		50
MT HOME		6	6				5								17
OFFUTT		9		1			4								14
OSCODA		8													8
OTIS	1														1
RAPID CITY		11		1										30	42
SELFRIDGE	1	11		1			5						3	30	51
SMOKY HILL		11		1											12
SPOKANE		11					5			1	1				18
TOPEKA		14	12				5								31
WALKER		11													11
WENDOVER	1	8	6	1			5			2	2				26
AERO CHART SERVICE										3					3
AERO CHART PLANT							5								5
3903 RBS SQ	1														1
TOTAL SAC	5	216	93	50	14	3	74	4	2	10	6	14	23	90	604

* WEEKLY REPORTS

SOURCE: STATISTICAL SERVICES

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DISTRIBUTION FOR COMMAND SUMMARY

Commanding General SAC	1
Deputy Commander SAC	1
Chief of Staff SAC	1
Inspector General	1
Provost Marshal	1
Public Information Officer	1
Adjutant General	1
Historian	2
Director of Personnel	6
Air Surgeon	1
Air Judge Advocate	1
Air Chaplain	1
Director of Intelligence	1
Director of Operations	4
Electronics	1
Director of Materiel	4
Supply	1
Transportation	1
Logistics	1
Maintenance	1
Air Installations	1
Director of Plans	1
Plans	1
Policy	1
Programs	1
Comptroller	6
Statistical Services	2
Fiscal	1
Analysis	1
Chief of Staff, United States Air Force, Washington 25, D.C.	6
Chief of Staff, United States Air Force, Washington 25, D.C. Attn. Comptroller	6
Chief of Staff, United States Air Force, Washington 25, D.C. Attn: The Air Inspector	1
Deputy The Air Inspector for Field Operations, Langley Air Force Base, Langley Field, Virginia	1
United States Air Force Field Office for Atomic Energy, Kirtland Air Force Base, Kirtland Field, New Mexico Attn. Library Officer	1
Air Training Command, Barksdale Air Force Base, Barksdale, La.	1
Air University, Maxwell Air Force Base, Alabama Attn. Statistical Control Section, Office of the Comptroller	1
Continental Air Command, Mitchell Air Force Base, Mitchell Field, New York, Attn. Director, Office of Statistical Services	1
Eighth Air Force, Carswell Air Force Base, Fort Worth, Texas	10
Fifteenth Air Force, Colorado Springs, Colorado	10
311th Air Division, Reconnaissance, Topeka Air Force Base, Topeka, Kansas	1
All Active Stations	5 ea.

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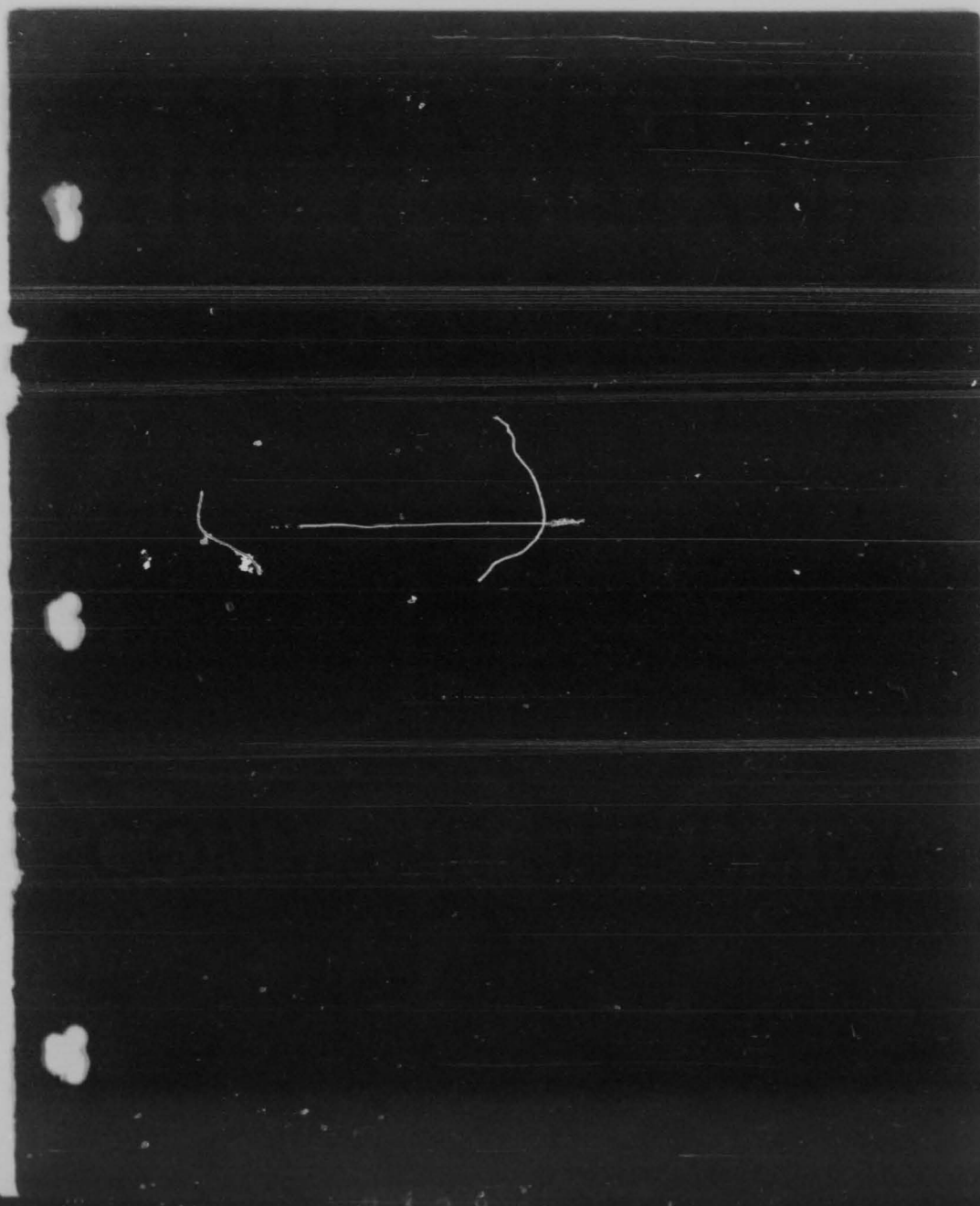

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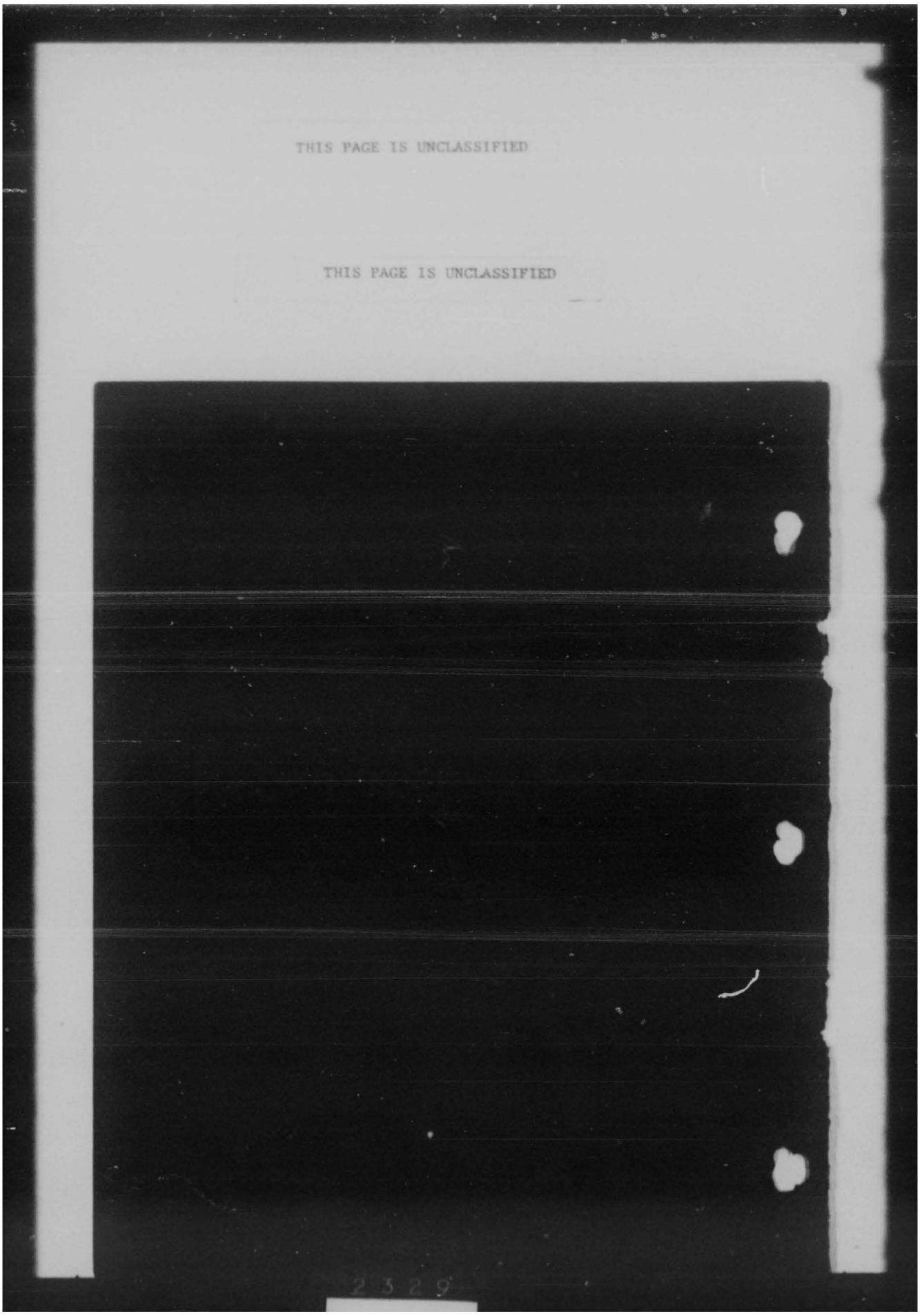

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ORGANIZATION OF STRATEGIC AIR COMMAND

TACTICAL UNITS
31 DECEMBER 1948

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SAC KEY PERSONNEL

BY HEADQUARTERS

31 DECEMBER 1948

	HQ SAC	HQ 8TH AIR FORCE	HQ 15TH AIR FORCE	311TH AIR DIVISION RCN
COMMANDING GENERAL	LT GEN C. E. LEMAY	MAJ GEN R. M. RAMEY	MAJ GEN E. O'DONNELL	BRIG GEN P. T. CULLEN
DEPUTY COMMANDER	MAJ GEN T. S. POWER			COL C. P. HOLLSTEIN
CHIEF OF STAFF	BRIG GEN A. W. KISSNER	COL J. A. ROBERTS JR (ACTING)	BRIG GEN E. S. WETZEL	LT COL L. C. CURL
DIRECTOR OF PERSONNEL	COL R. T. KING JR	COL P. D. GLASSFORD	COL J. S. HARDY	MAJ H. O. STROUD
DIRECTOR OF INTELLIGENCE	COL W. A. ADAMS	MAJ E. M. KIRTON	COL P. D. WYNNE	LT COL L. C. CURL
DIRECTOR OF OPERATIONS	BRIG GEN J. B. MONTGOMERY	COL W. H. BLANCHARD	COL W. P. BRETT	MAJ C. F. KNIERIM
DIRECTOR OF MATERIAL	COL K. E. TIBBETTS	COL F. G. JAMISON	COL C. J. BONDLEY	COL D. H. WALKER
DIRECTOR OF PLANS	BRIG GEN W. C. SWEENEY JR			COL P. C. SCHAVER
COMPTROLLER	COL R. O. CORK	COL J. A. ROBERTS JR	COL I. A. RENDLE	MAJ H. C. CONNER
INSPECTOR GENERAL	COL C. SOMMERS	COL W. B. OFFUTT	COL A. J. SHOWER	LT COL W. J. MENG

SOURCE: AF-SC-PA

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SAC KEY PERSONNEL

BY WING OR GROUP COMMANDING OFFICER

31 DECEMBER 1948

STATION	WING OR GROUP	COMMANDING OFFICER
8th AIR FORCE		
BIGGS	97th BOMB WING	BRIG GEN D. W. HUTCHISON
CARSWELL	7th BOMB WING	COL A. D. CLARK
	11th BOMB GROUP	MAJ R. F. IRELAND
DAVIS-MONTHAN	43d BOMB WING	COL J. C. SELSER JR
	2d BOMB GROUP	COL W. E. EUBANK JR
KEARNEY	27th FIGHTER WING	COL A. B. PACKARD
WALKER	509th BOMB WING	COL C. S. IRVINE
15th AIR FORCE		
CASTLE	93d BOMB WING	COL R. H. TERRILL
GREENER	82d FIGHTER WING	COL H. VIGGELLIO
MACDILL	307th BOMB WING	BRIG GEN D. R. HUTCHINSON
	306th BOMB GROUP	LT COL L. D. BRIGGS
RAPID CITY	28th BOMB WING	COL A. T. WILSON
SMOKY HILL	301st BOMB WING	COL L. G. MULZER
	22d BOMB GROUP	LT COL P. JENNINGS JR
SPOKANE	92d BOMB WING	BRIG GEN J. E. BRIGGS
	98th BOMB GROUP	COL W. D. CAIRNES
311th AIR DIVISION RCN		
TOPEKA	55th STRATEGIC RCN WING	COL W. R. YANCY
McGUIRE	91st STRATEGIC RCN WING	COL F. L. DUNN

SOURCE AF SO 34

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Personnel

Section I

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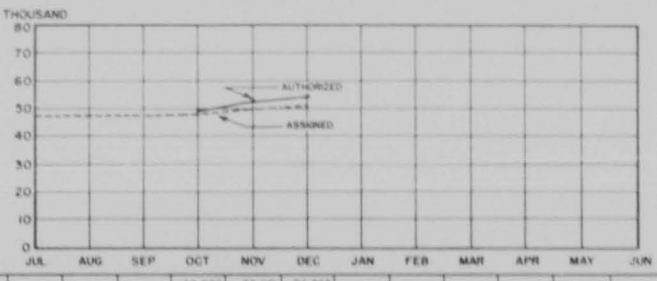
TOTAL SAC OFFICER ENLISTED AND CIVILIAN PERSONNEL

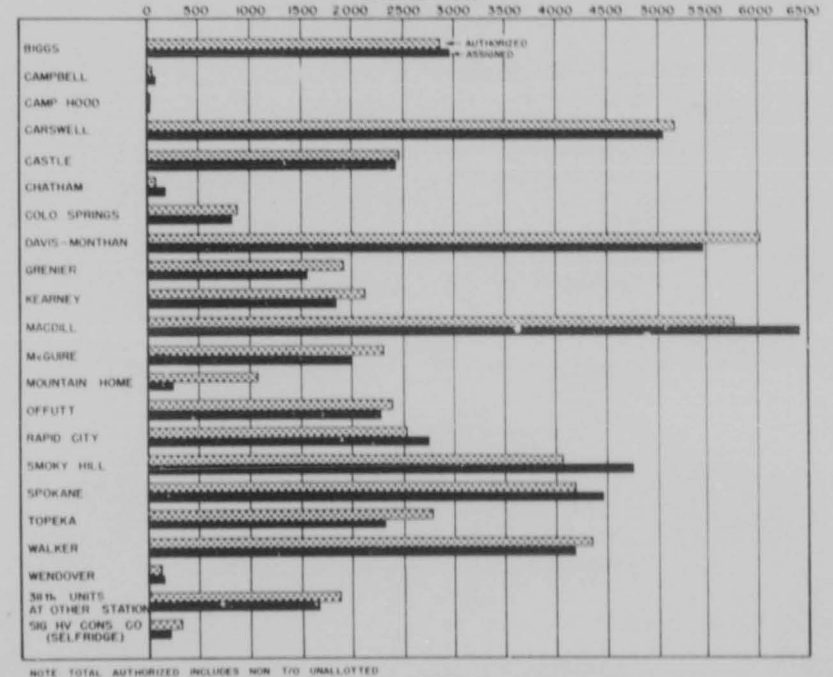
FISCAL YEAR 1949



AUTHORIZED				49,279	52,081	54,363						
ASSIGNED	46,845	47,276	47,554	48,197	50,968	51,085						

AIR FORCE BASE COMPARISON

DECEMBER 1948



NOTE: TOTAL AUTHORIZED INCLUDES NON T/O UNALLOTTED
THE 4th, 53rd AND 56th FIGHTER WINGS AND OSCODA ARE EXCLUDED

SOURCE: AF-SG-P2, AF-SG-P&R AND COMPTROLLER

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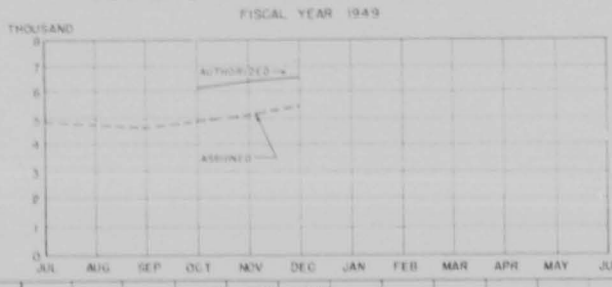
TOTAL SAC OFFICER PERSONNEL

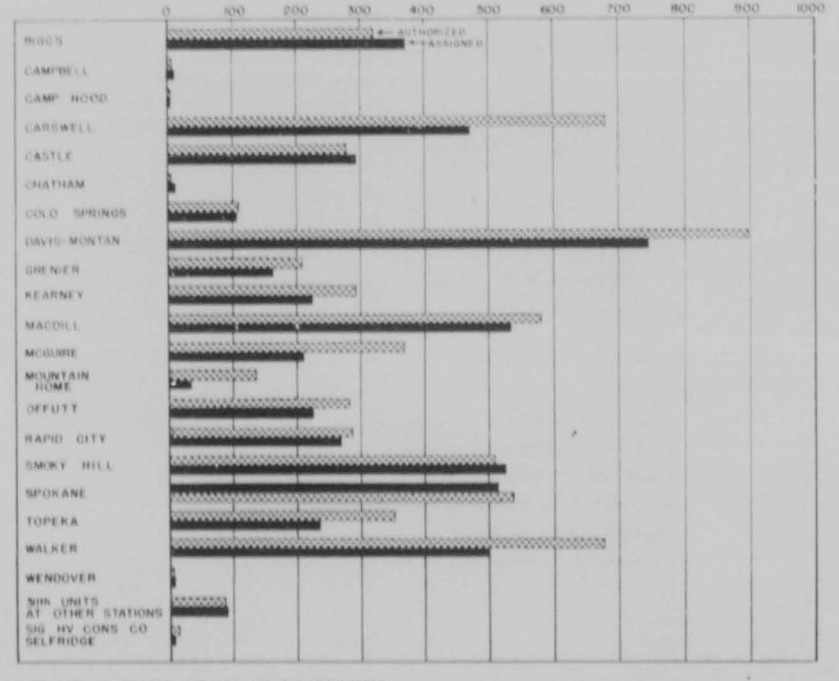
FISCAL YEAR 1949



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
AUTHORIZED				6163	6445	6675						
ASSIGNED	4853	4745	4686	4918	5196	5562						

AIR FORCE BASE COMPARISON

DECEMBER 1948



NOTE TOTAL AUTHORIZED INCLUDES NON T/O UNALLOTTED
THE 4TH, 330 AND 56TH FIGHTER WINGS AND OSCODA ARE EXCLUDED SOURCE AF-SC-P2 AND COMPTROLLER

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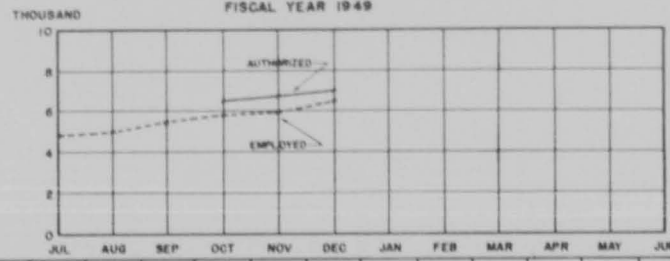
TOTAL SAC CIVILIAN PERSONNEL

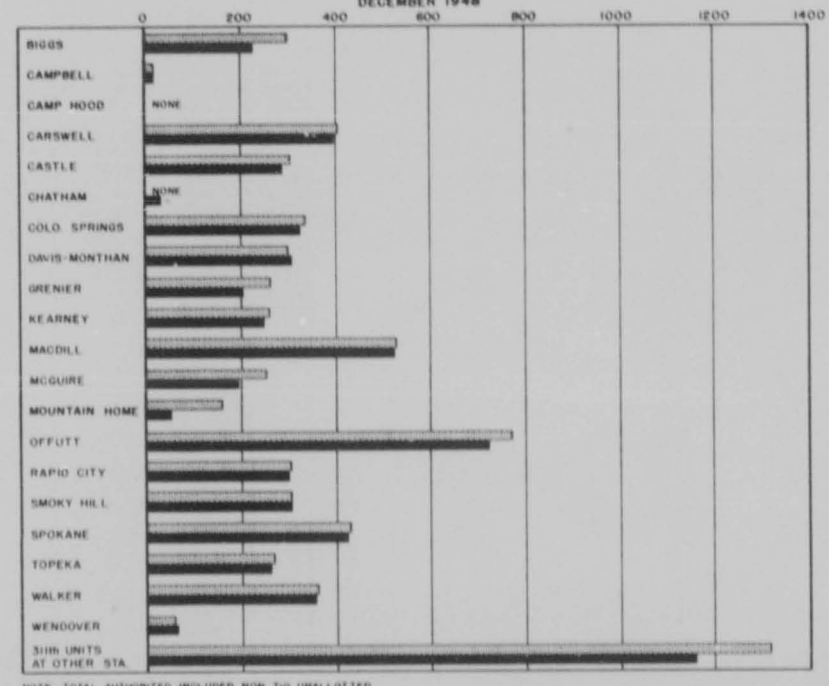
FISCAL YEAR 1949



AUTHORIZED				6,450	6,844	7,050						
EMPLOYED	4,857	4,985	5,404	5,813	5,850	6,365						

AIR FORCE BASE COMPARASON

DECEMBER 1948



NOTE: TOTAL AUTHORIZED INCLUDED NON T/O UNALLOTTED
THE 4th, 33rd AND 56th FIGHTER WINGS AND OSCODA ARE EXCLUDED

SOURCE: AF-SC-P-68 AND COMPTROLLER

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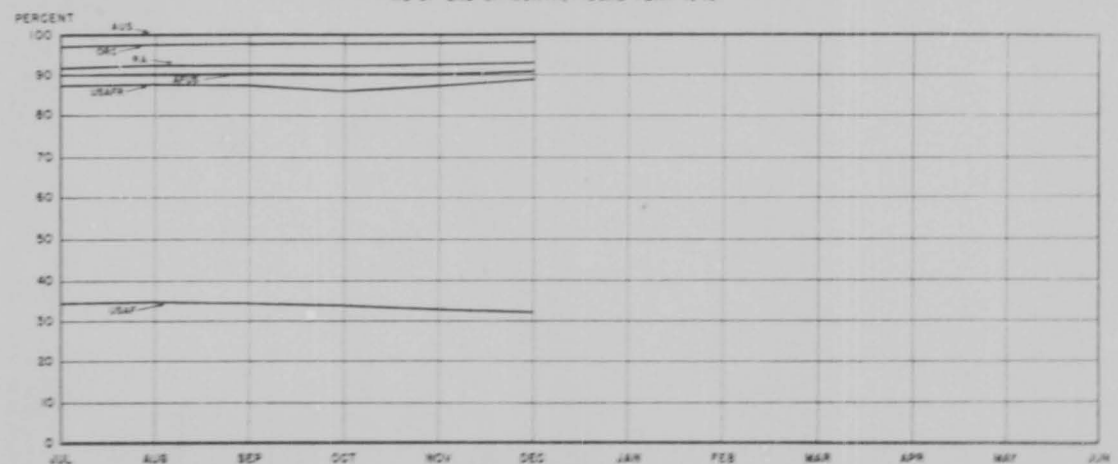
SAC OFFICER PERSONNEL BY RANK AND COMPONENT

AS OF END OF MONTH, FISCAL YEAR 1949



AS OF 31 DECEMBER 1948

	GEN	COL	LT COL	MAJ	CAPT	1ST LT	2ND LT	W/O	TOTAL
UNITED STATES AIR FORCE	12	68	158	335	605	513	34	23	1748
UNITED STATES AIR FORCE RESERVE		3	19	155	815	1978	204	7	3181
AIR FORCE UNITED STATES			1	3	10	15	5	102	140
REGULAR ARMY		7	15	30	29	18			99
ORGANIZED RESERVE CORPS			7	22	110	137	5		281
ARMY UNITED STATES			1	1	79	32		4	117
TOTAL OFFICERS	12	78	201	546	1648	2697	248	136	5566
PERCENT BY GRADE	0.2	1.4	3.6	9.8	29.6	48.5	4.5	2.4	100.0

NOTE INCLUDES DETACHMENTS OF PATIENTS
1.3 PERCENT OF ASSIGNED OFFICERS 31 DECEMBER ARE FEMALE
DECEMBER INCLUDES 2 OFFICERS ASSIGNED OSCOOA

SOURCE: AF-SC-P11

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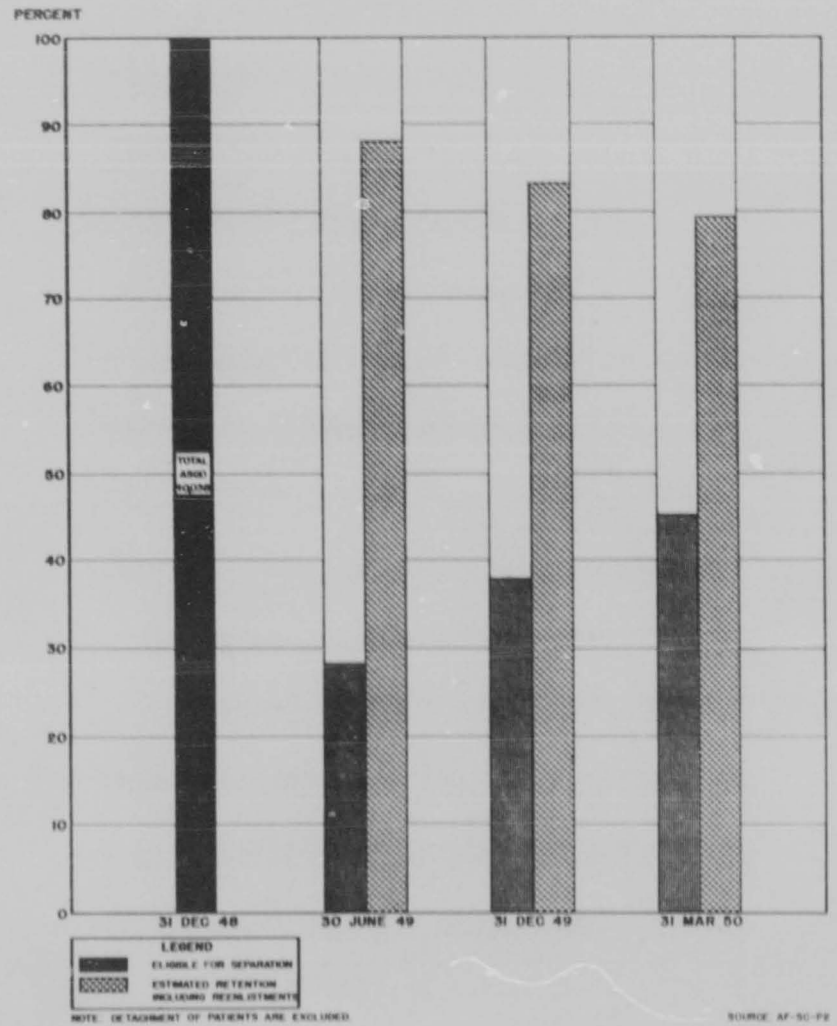
TOTAL SAC ENLISTED PERSONNEL ELIGIBLE FOR SEPARATION

AND ESTIMATED REENLISTMENTS THROUGH 31 MARCH 1950

AS OF 31 DECEMBER 1948



NOTE: DETACHMENT OF PATIENTS ARE EXCLUDED

SOURCE: AF-50-F2

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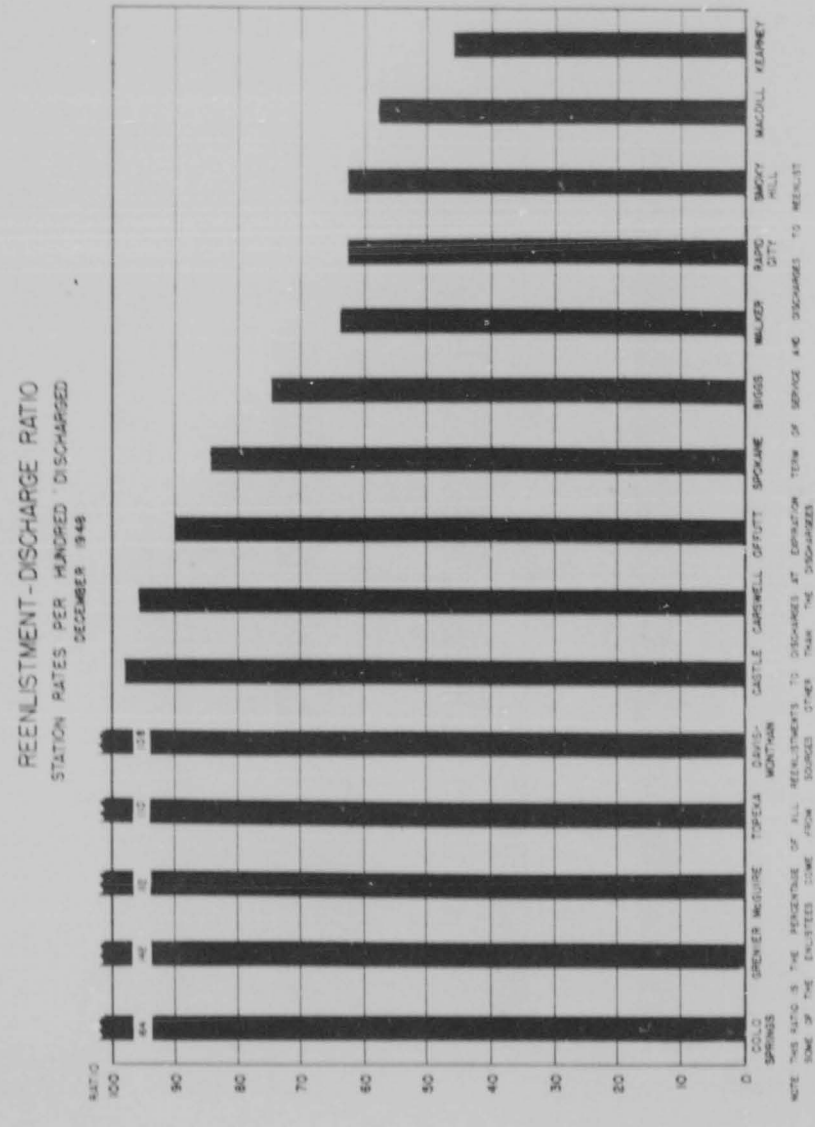

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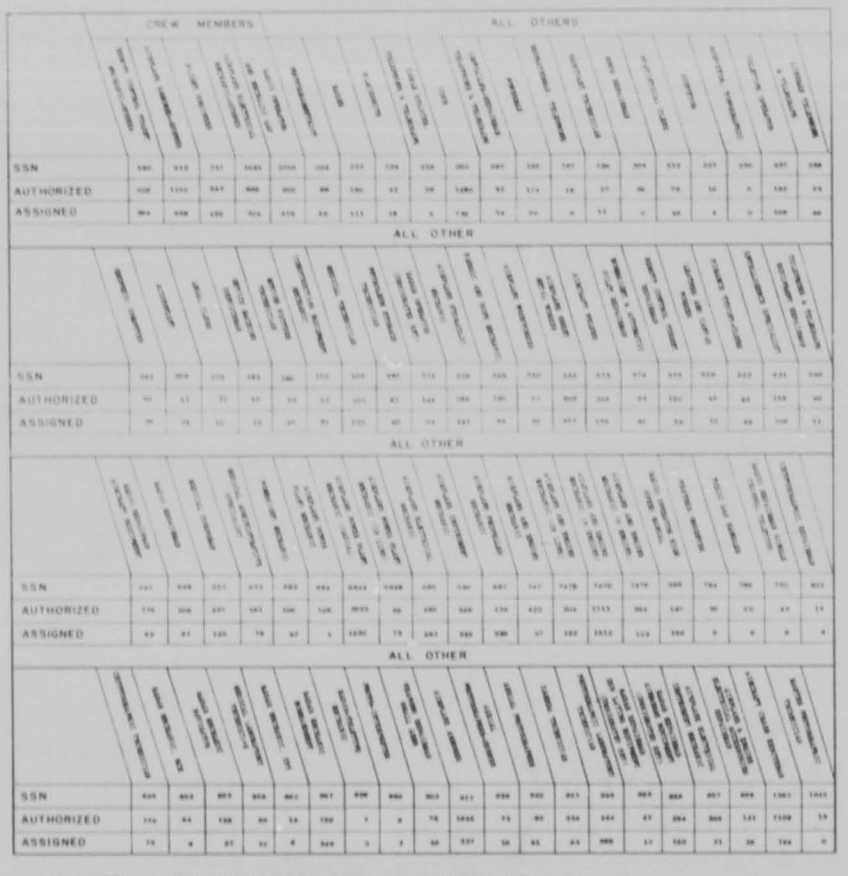
TOTAL SAC AIRMEN SSN'S NUMERICALLY SHORT

AS OF 30 JUNE 1949



NOTE: 1. Airmen AFSC's which will be numerically short of their respective authorizations as of 30 June 1949. The status of AFSC's is reflected as of 30 June 1949 in view of SAC Unit Development Plan.

2. Shortages in AFSC's that can be filled with basic and related AFSC's through OJT at home level have not included.

3. Authorized and assigned figures are projected as of 30 June 1949.

Source: Director of Personnel

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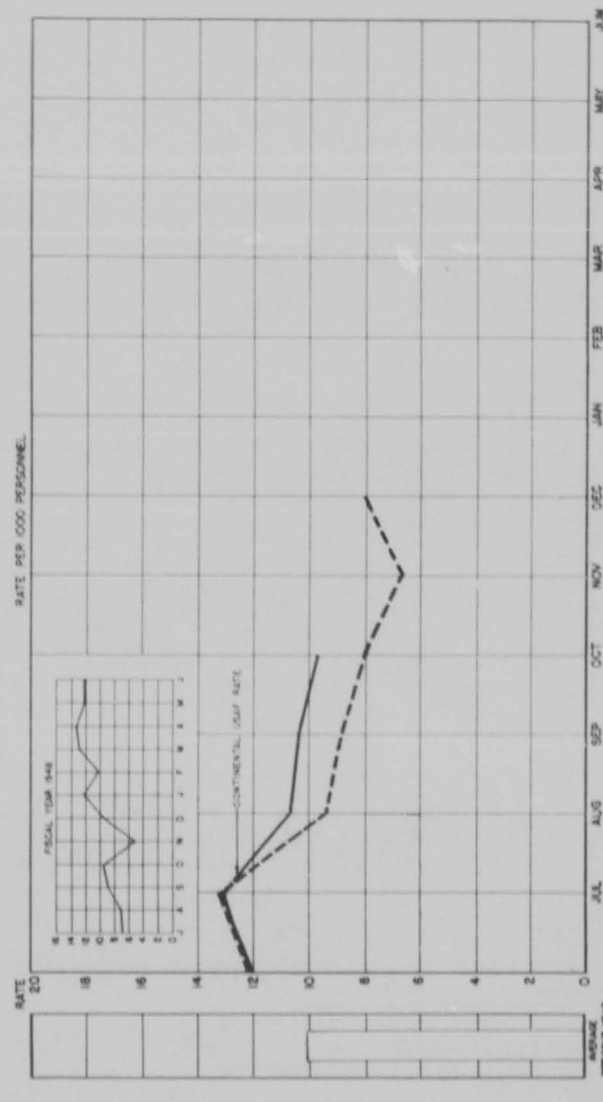
TOTAL SAC PERSONNEL AWOL RATE

BY MONTH, FISCAL YEAR 1949



	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE	NO.	RATE
TOTAL SAC	198	13	430	9.37	459	9.91	376	8.04	380	8.0	375	8.03												
42 SAC BOMBS	80	13	121	10.28	115	9.55	112	9.16	94	8.37	0	7.75												
8th AIR FORCE	89	11	115	8.85	93	9.13	85	7.48	103	8.56	78	6.87												
15th AIR FORCE	243	4.6	88	10.41	49	8.21	49	7.55	5	6.58	236	5.95												

NOTE: DATA INCLUDES TERMINATIONS AND DESERTIONS WITH JULY 1948 INCLUDED

SOURCE: AF-1601A & AF-1601

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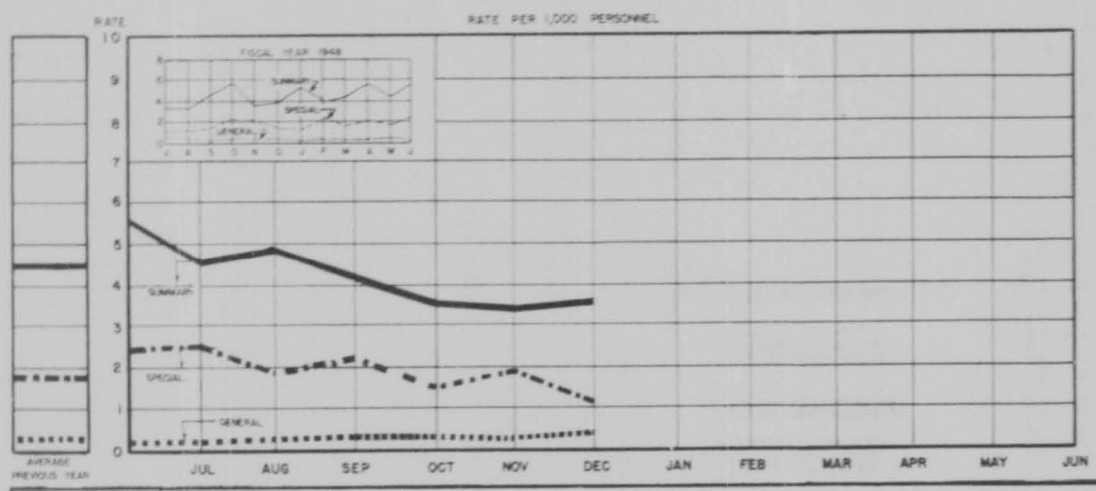
TOTAL SAC COURTS MARTIAL RATES

BY MONTH, FISCAL YEAR 1949



	RATE											
SUMMARY	4.60	4.94	4.17	3.56	3.37	3.57						
SPECIAL	2.50	1.90	2.18	1.63	1.95	1.23						
GENERAL	0.20	0.24	0.31	0.36	0.26	0.39						

SOURCE AF-SC-U7

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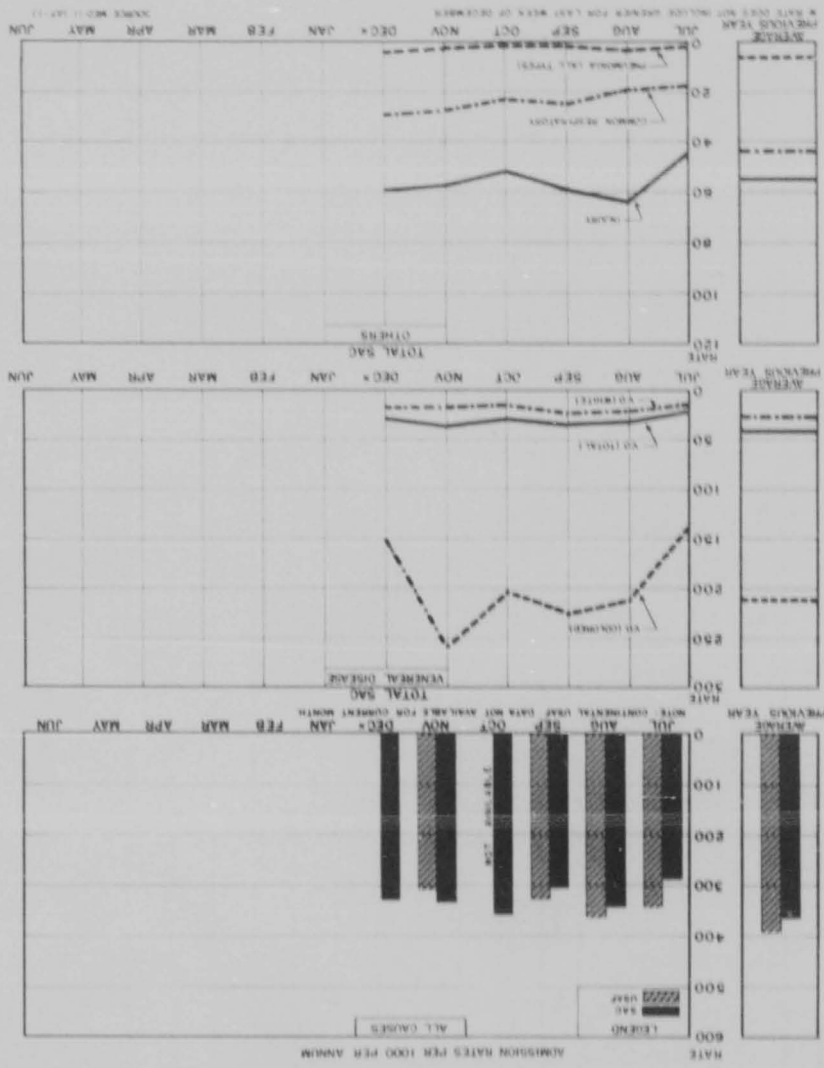

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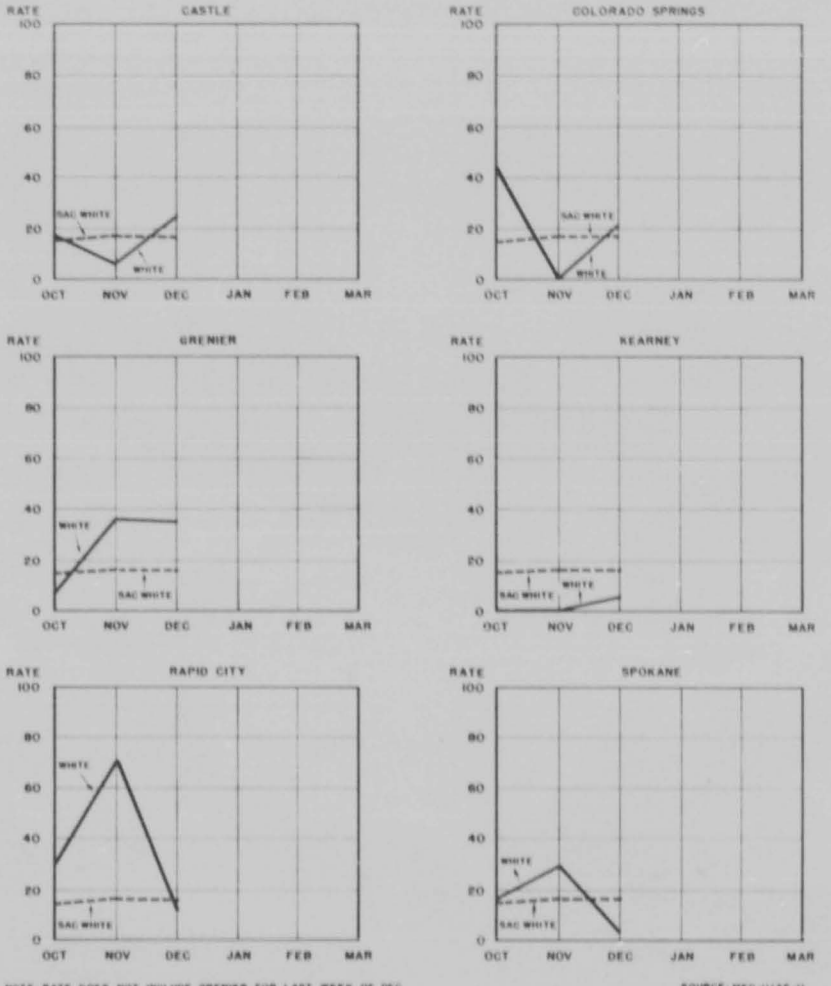
VENEREAL DISEASE RATE

BY STATION

OCTOBER 1948 TO DATE



NOTE: RATE DOES NOT INCLUDE GRENIER FOR LAST WEEK OF DEC.

SOURCE: MED-11(AF-1)

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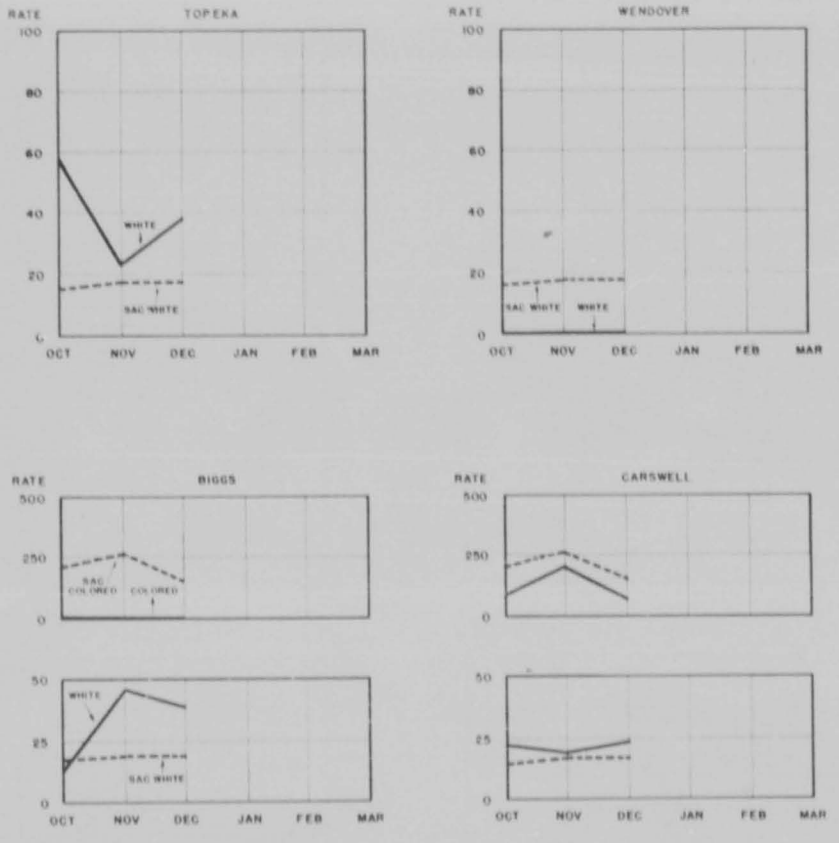
VENEREAL DISEASE RATE

BY STATION

OCTOBER 1948 TO DATE



NOTE: RATE DOES NOT INCLUDE GRENIER FOR LAST WEEK OF DEC.

SOURCE: MED-11 (AF-11)

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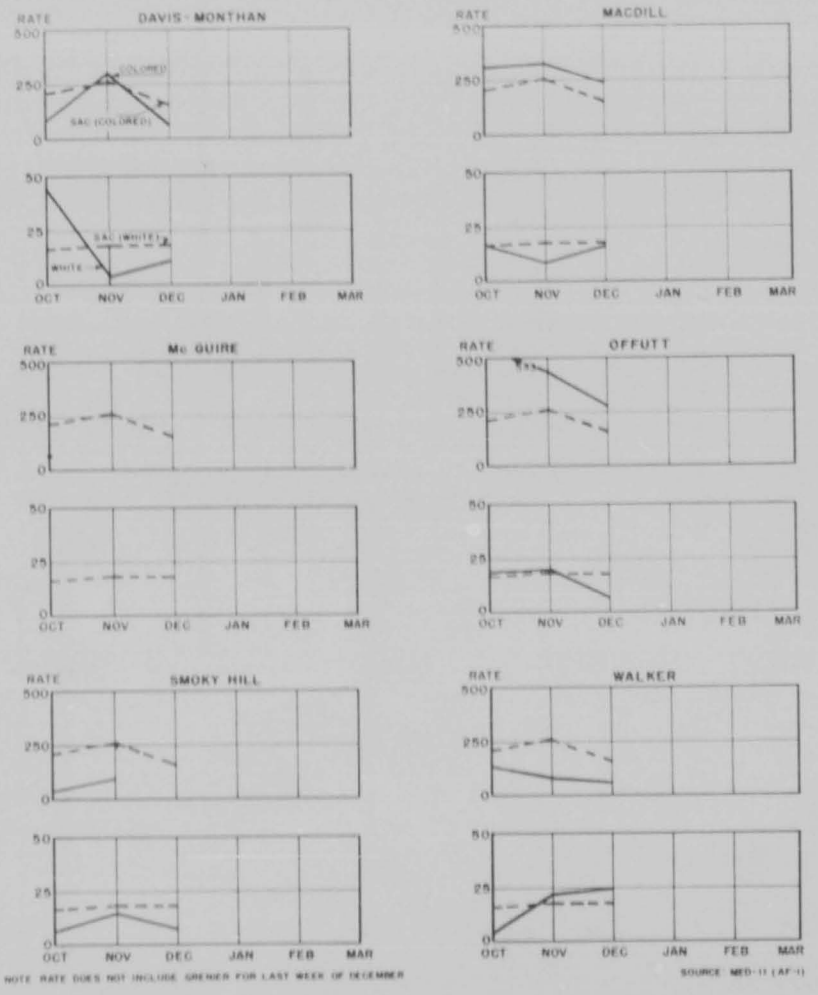
VENEREAL DISEASE RATE

BY STATION

OCTOBER 1948 TO DATE



NOTE: RATE DOES NOT INCLUDE GRENIER FOR LAST WEEK OF DECEMBER

SOURCE: MED-11 (AF-1)

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MILITARY AND CIVILIAN GROUND ACCIDENT RATE

BY STATION

NOVEMBER AND DECEMBER 1948

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Operations

Section II

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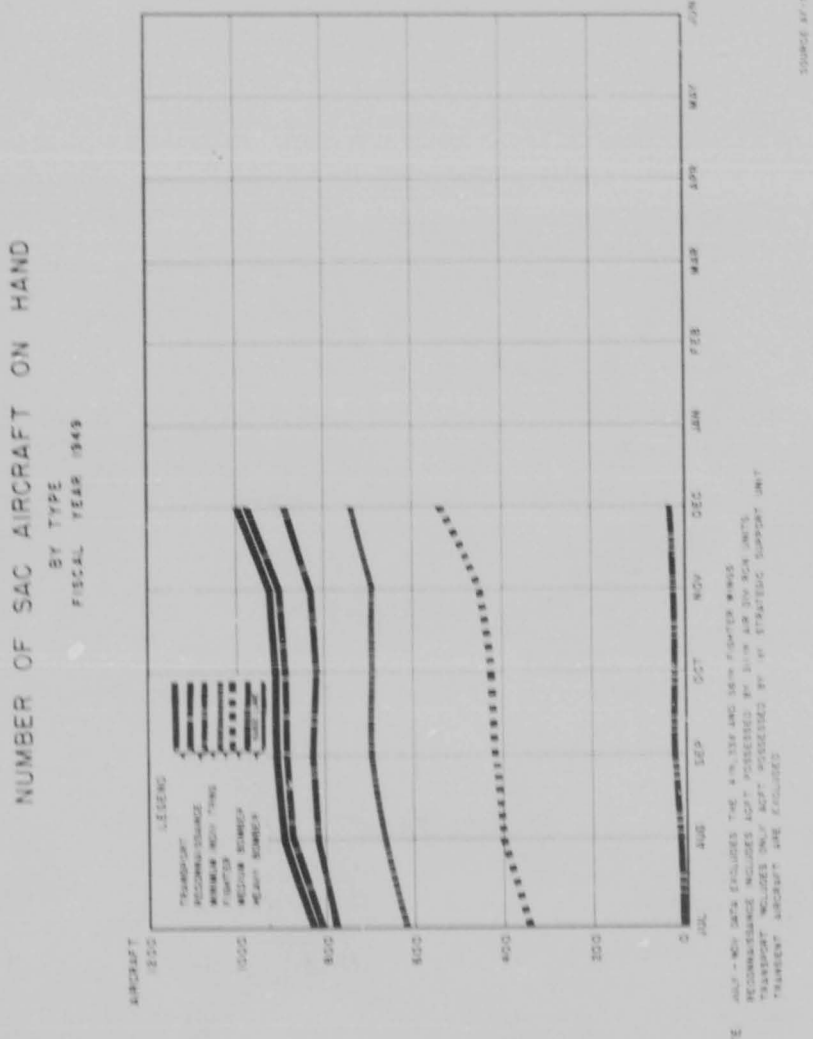

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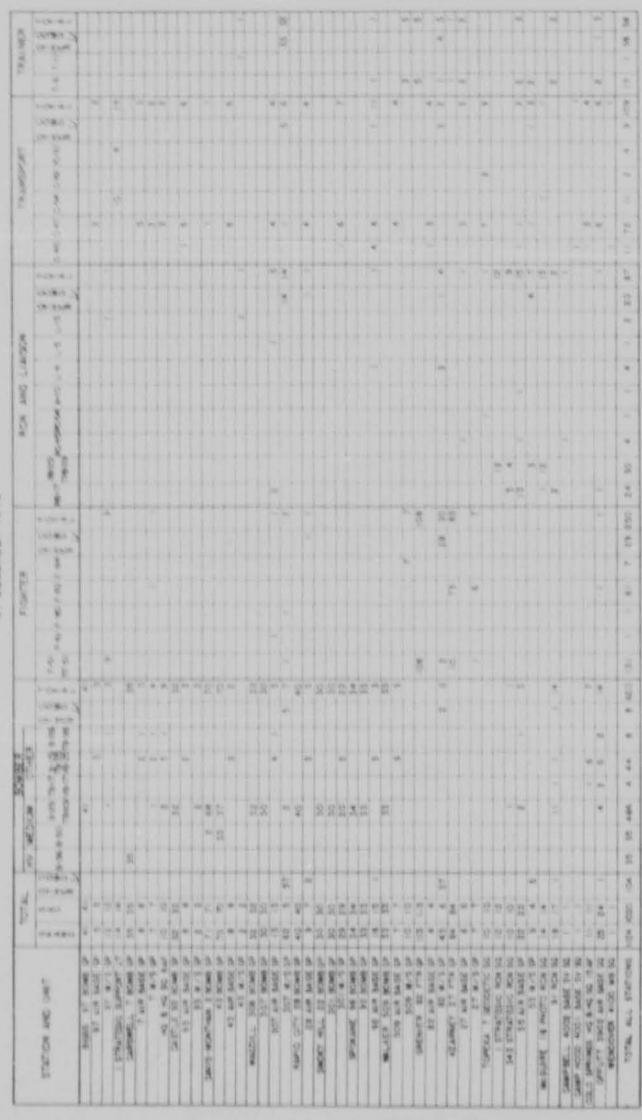
AIRCRAFT AT SAC STATIONS

BY STATION AND UNIT

31 DECEMBER 1948



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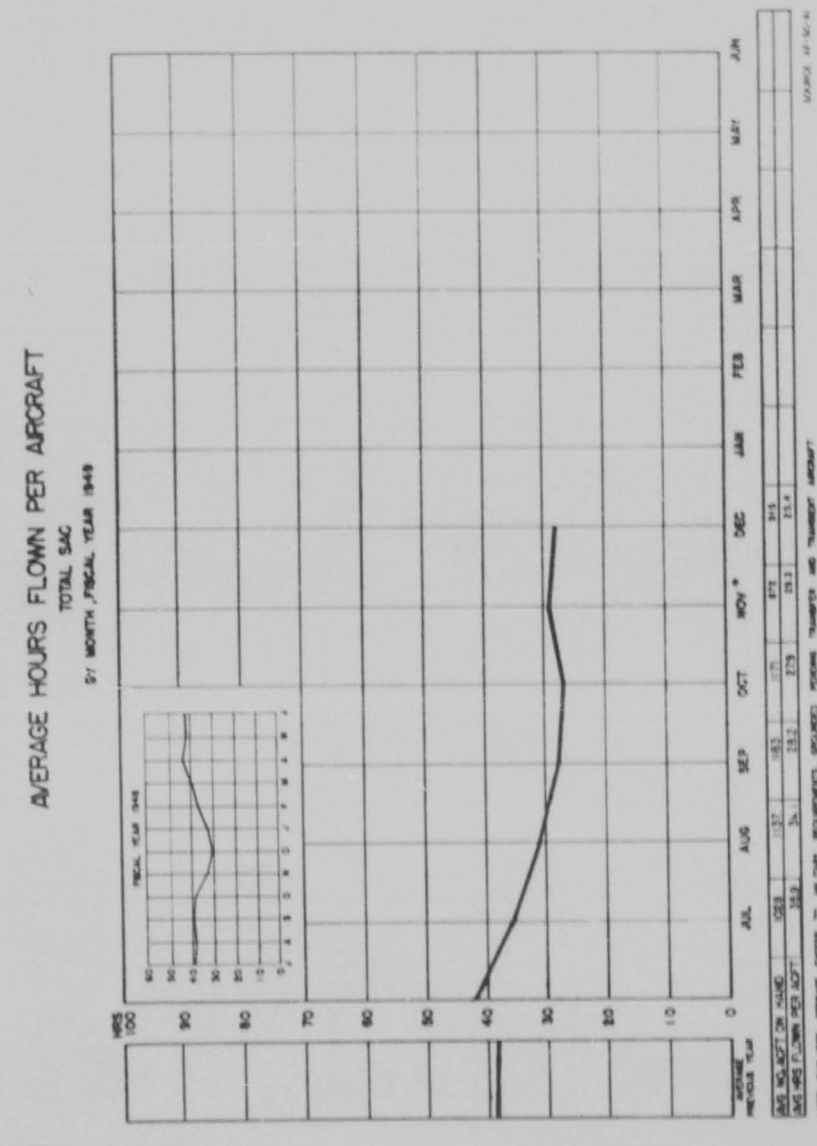

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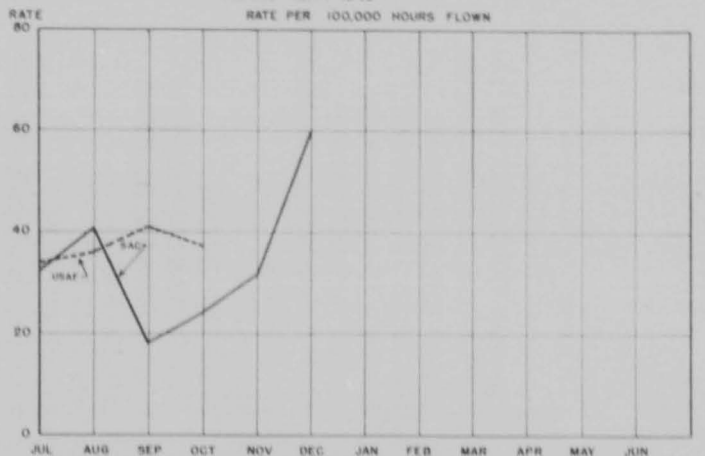
AIRCRAFT MAJOR ACCIDENT RATE

SAC VS USAF

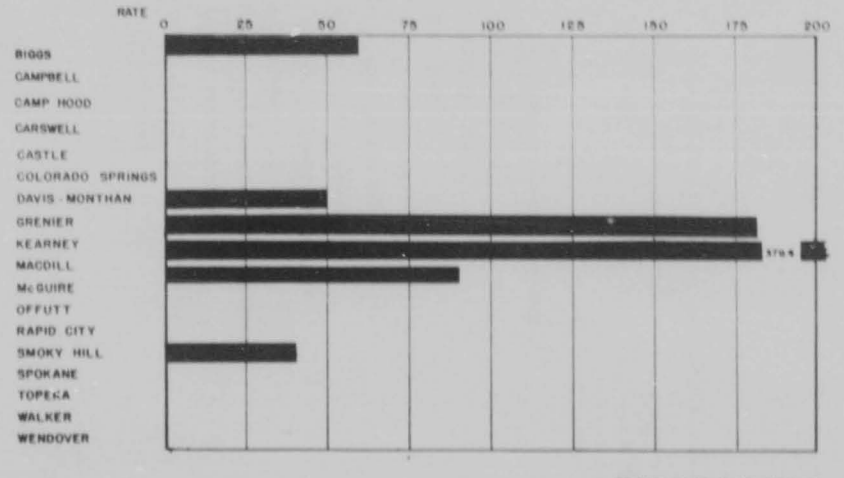
FISCAL YEAR 1949



NOTE: SAC RATE EXCLUDES TRE 4TH, 55TH AND 56TH FIGHTER WINGS TRANSFERRED TO CONTINENTAL AIR COMMAND 1 DEC 1948. USAF RATE EXCLUDES AIR NATIONAL GUARD

AIR FORCE BASE COMPARISON

NOVEMBER 1949



SOURCE: AF-SC-AI AND AFCAI-EE

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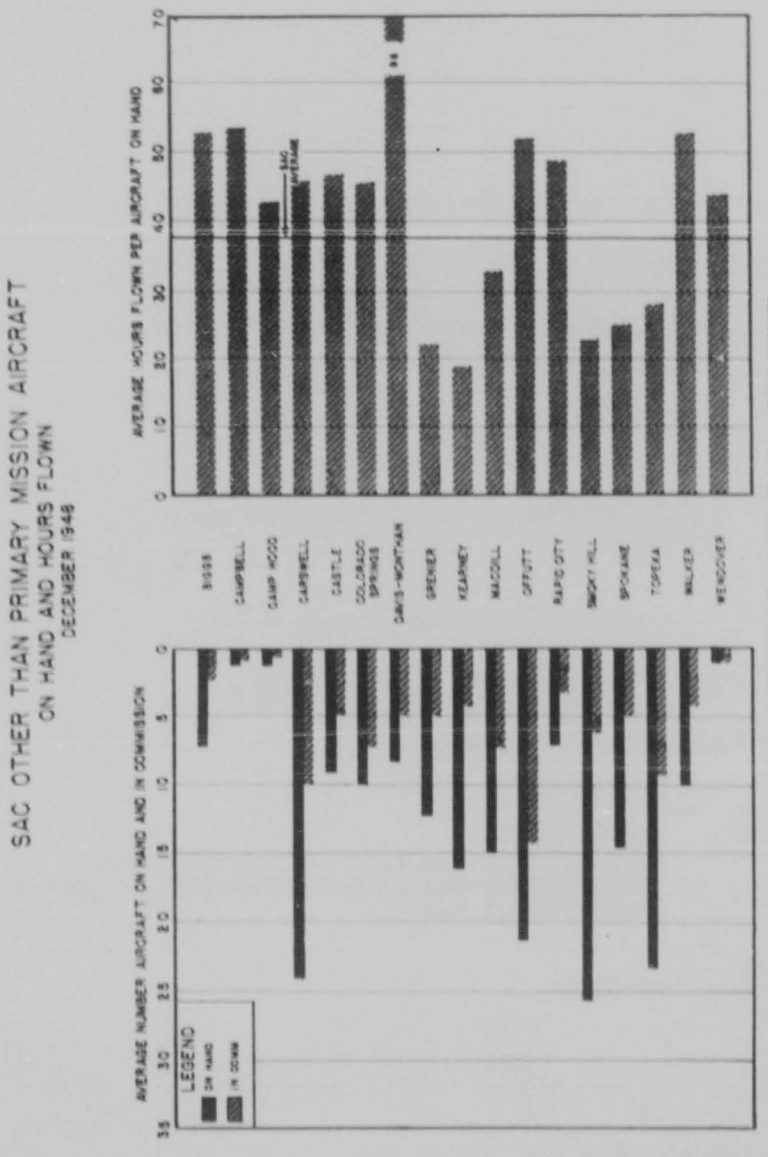
SAC OTHER THAN PRIMARY MISSION AIRCRAFT
ON HAND AND HOURS FLOWN
DECEMBER 1948



NOTE: INCLUDES AIRCRAFT POSSESSED BY HQ & HQ SQ, COMMAND AND AIR FORCE, M/S GROUPS, AIR BASE GROUPS, ALSO T-6 AIRCRAFT POSSESSED BY FIGHTER GROUPS. EXCLUDES AIRCRAFT GROUNDED PENDING TRANSFER, EXCESS TO MILITARY REQUIREMENTS, TRANSIENT AIRCRAFT, AND AIRCRAFT IN STORAGE.

SOURCE: AF-SC-61

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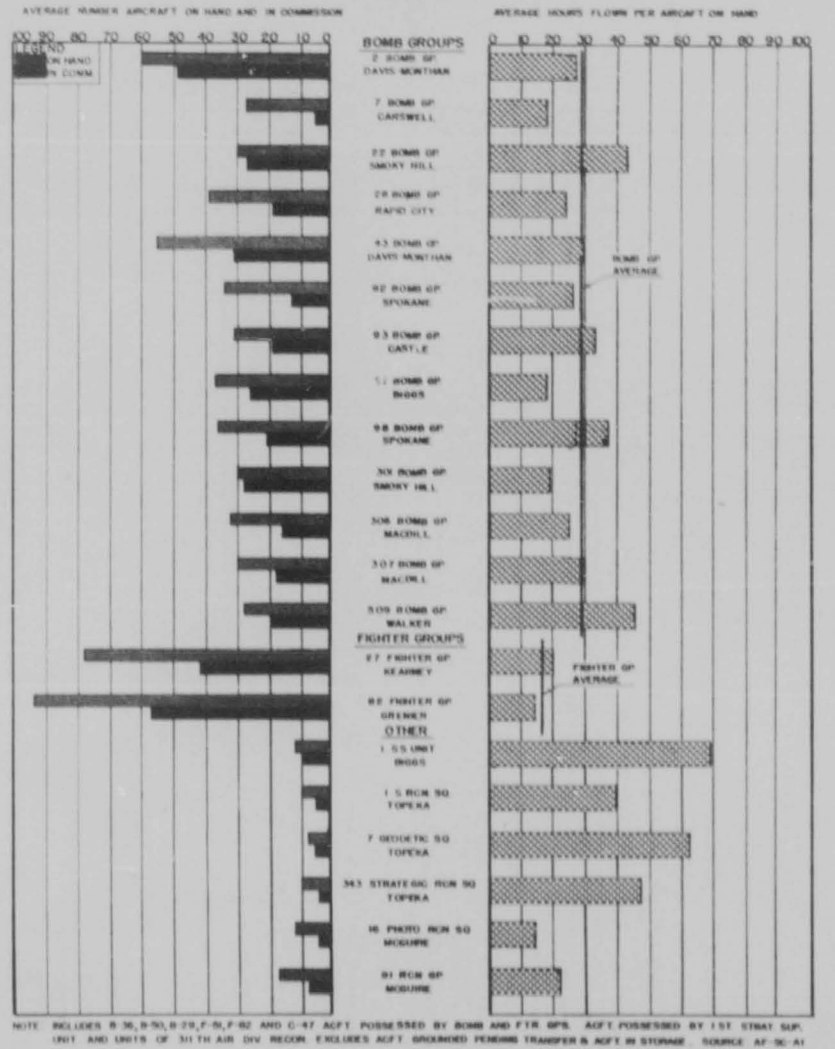
SAC PRIMARY MISSION AIRCRAFT

ON HAND AND HOURS FLOWN

DECEMBER 1948



NOTE: INCLUDES B-36, B-50, B-29, F-51, F-82 AND C-47 ACFT POSSESSED BY BOMB AND FTR GPS. ACFT POSSESSED BY 1ST STRAT SUP. UNIT AND UNITS OF 311TH AIR DIV RECON. EXCLUDES ACFT GROUNDED PENDING TRANSFER & ACFT IN STORAGE. SOURCE AF-SC-A1

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TOTAL SAC AIRCRAFT HOURS FLOWN

BY STATION AND TYPE OF FLYING

DECEMBER 1948

STATION	TYPE OF FLYING							TOTAL
	CREW TRAINING (CC)				FLYING PROFICIENCY (CI)	TRANSPORT TROOPS OR CARGO (CT)	ALL OTHERS	
	UNIT	HRS FLOWN	UNIT	HRS FLOWN				
BIGGS	97 BOMB SP	678			372	658		1458
CAMPBELL					54			54
CAMP HOOD					43			43
CARSWELL	7 BOMB SP	493			1094	221		1808
CASTLE	93 BOMB SP	1036			424			1460
COLO SPRINGS					490		2	492
DAVIS-MONTHAN	43 BOMB SP	414	2 BOMB SP	1587	710			3711
DENVER	82 FTR SP	540			254		47	841
FEARNEY	27 FTR SP	1534			309		2	1845
HAMILL	307 BOMB SP	910	306 BOMB SP	793	502		1	2297
HUGUE	9 RCN SP	366	16 PHOTO SQ	172				538
OFUTT					1045		49	1094
RAPID CITY	28 BOMB SP	933			341			1274
SMOKY HILL	30 BOMB SP	569						
SMOKY HILL	301 WG SP	45	22 BOMB SP	1385	589			2448
SPOKANE	92 BOMB SP	878	98 BOMB SP	1349	813	331		3371
TOPEKA	1 RCN SQ	389	1 SCC SQ	494				883
TOPEKA	3431 S RCN SQ	470	55 AIR BASE	482	89			1041
WALKER	509 BOMB SP	1254			528		1	1783
WENDOVER					44			44
TOTAL SAC		8,702			7591	962	102	26,857

NOTE: (1) * INDICATES INSURE FUNCTIONAL CODE

+ ALL TO INCLUDES AIRCRAFT ASSIGNED TO A PROJECT AND MISCELLANEOUS FLYING

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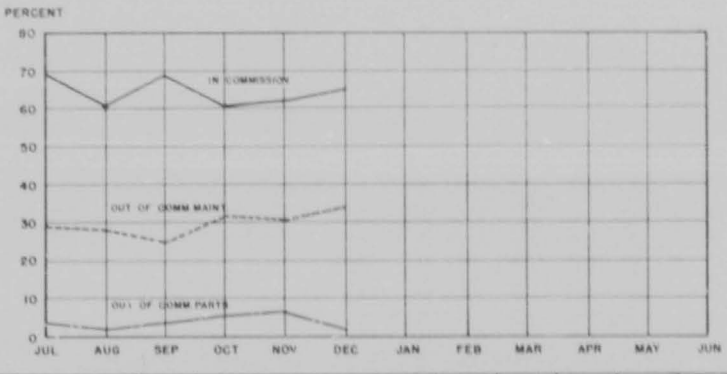
F-51 AIRCRAFT IN AND OUT OF COMMISSION

FISCAL YEAR 1949



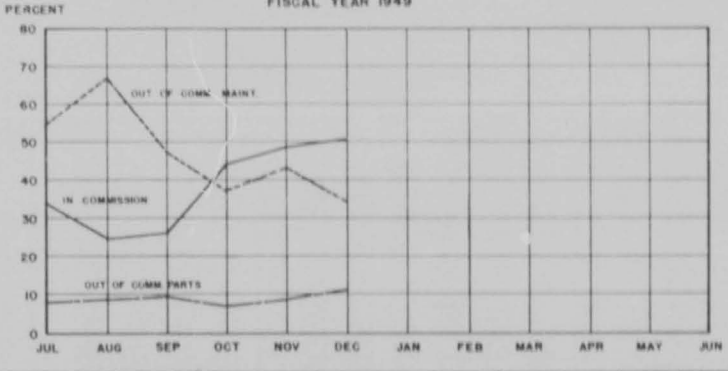
ON HAND	194	187	180	173	168	116						
IN COMM	134	114	124	106	103	75						

NOTE: INCLUDES ONLY F-51 AIRCRAFT POSSESSED BY FIGHTER GROUPS IN CC,ST AND PJ FUNCTIONS.
DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS.

F-82 AIRCRAFT IN AND OUT OF COMMISSION

27 FIGHTER GROUP

FISCAL YEAR 1949



ON HAND	48	79	80	65	67	78						
IN COMM	16	19	21	28	32	37						

NOTE: INCLUDES ONLY F-82 AIRCRAFT IN CC,ST AND PJ FUNCTIONS.
DOES NOT INCLUDE AIRCRAFT OUT OF COMMISSION FOR T/O MODIFICATION OR OTHER REASONS

SOURCE: AF-SC-A1

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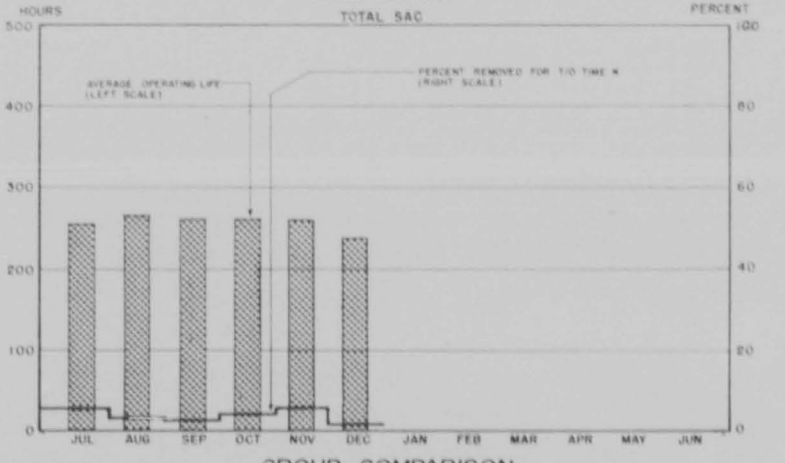
R-3350 ENGINES

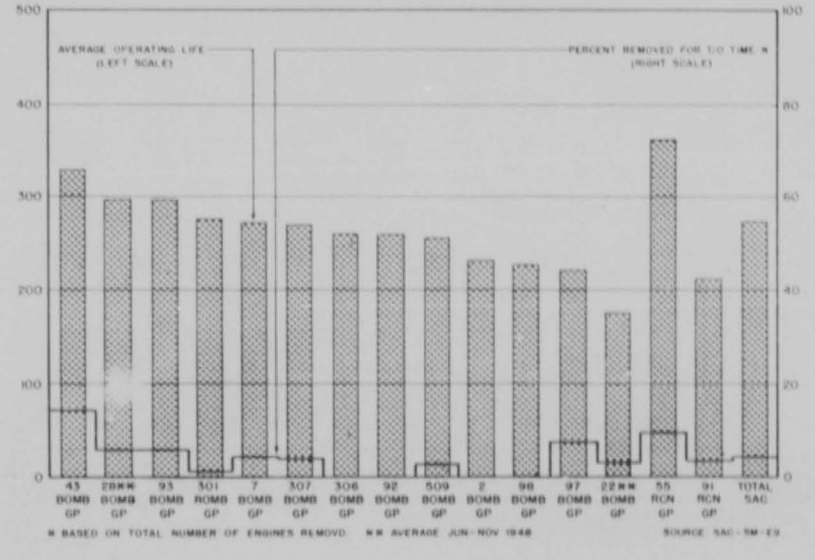
AVERAGE OPERATION TIME BEFORE REMOVAL

FISCAL YEAR 1948



GROUP COMPARISON

AVERAGE JULY–DECEMBER 1948



X BASED ON TOTAL NUMBER OF ENGINES REMOVD. XX AVERAGE JUN-NOV 1948

SOURCE SAC-SM-E9

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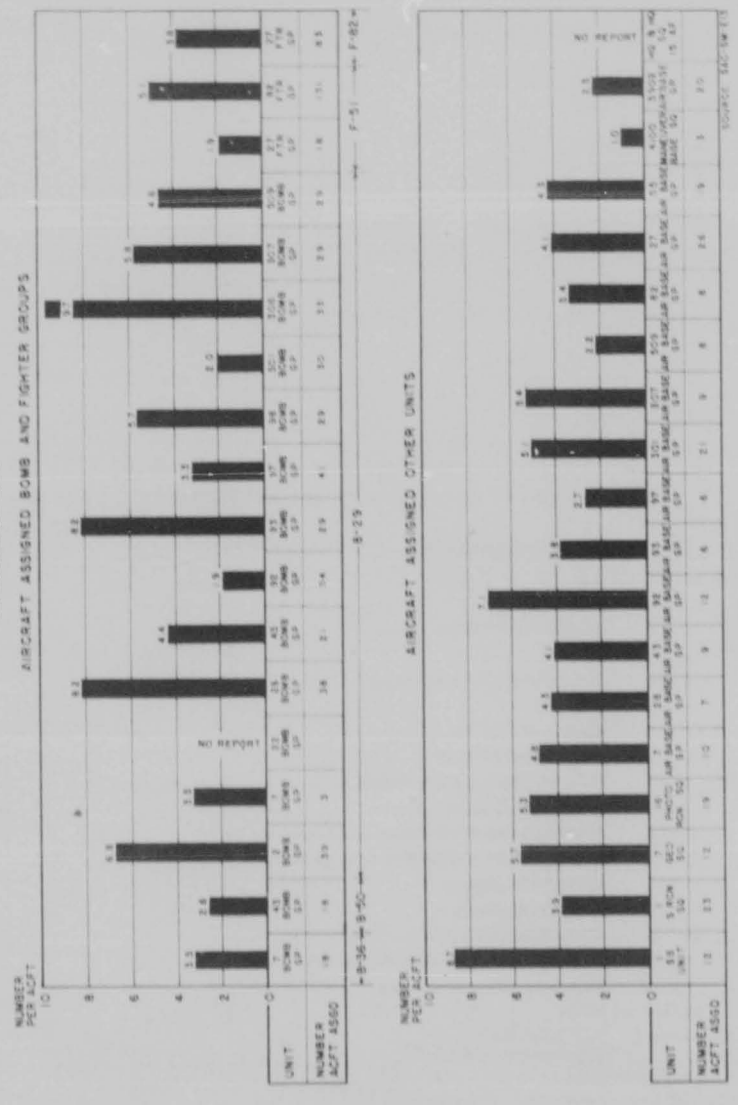
STATUS OF TECHNICAL ORDERS ON SAC AIRCRAFT

COMPLIANCE OUTSTANDING PER ASSIGNED AIRCRAFT

30 NOVEMBER 1948



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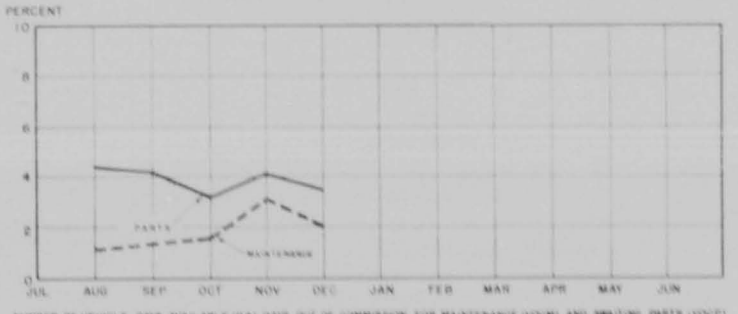
SAC GENERAL PURPOSE VEHICLE OPERATING DAYS LOST

BY MONTH FISCAL YEAR 1949

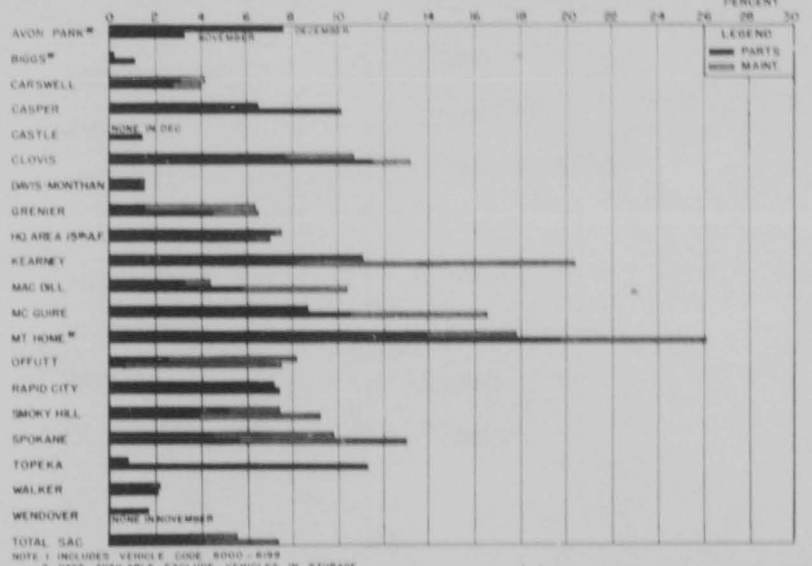


NUMBER OF VEHICLE DAYS AVAILABLE (DA) DAYS OUT OF COMMISSION FOR MAINTENANCE (VOCM) AND AWAITING PARTS (VOCP)

TOTAL SAC	DA	DATA NOT AVAILABLE	160,710	161,324	174,065	131,970	124,814					
	VOCM		2,114	2,499	3,389	4,055	2,388					
	VOCP		7,281	6,760	5,747	5,596	4,425					

AIR FORCE BASE COMPARISON

DAYS OUT OF COMMISSION AS PERCENTAGE OF DAYS AVAILABLE



NOTE 1 INCLUDES VEHICLE CODE 8000-8199
2 DAYS AVAILABLE EXCLUDE VEHICLES IN STORAGE
3 MAINTENANCE AND PARTS AS DEFINED IN SAC REGULATION 65-21
* FIGURES BASED ON 15 DAY PERIOD FOR DECEMBER

SOURCE AF-SC-E81A AND SAC-SM-E18

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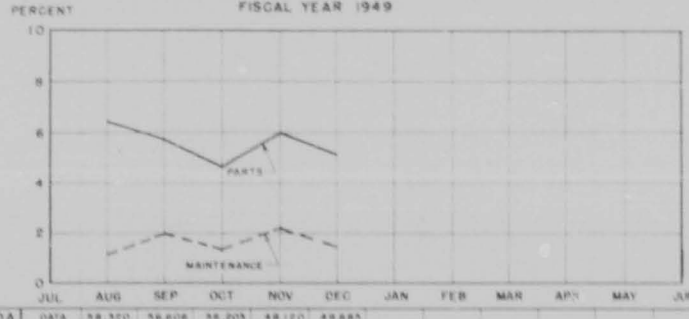
SAC SPECIAL PURPOSE VEHICLE OPERATING DAYS LOST

FISCAL YEAR 1949

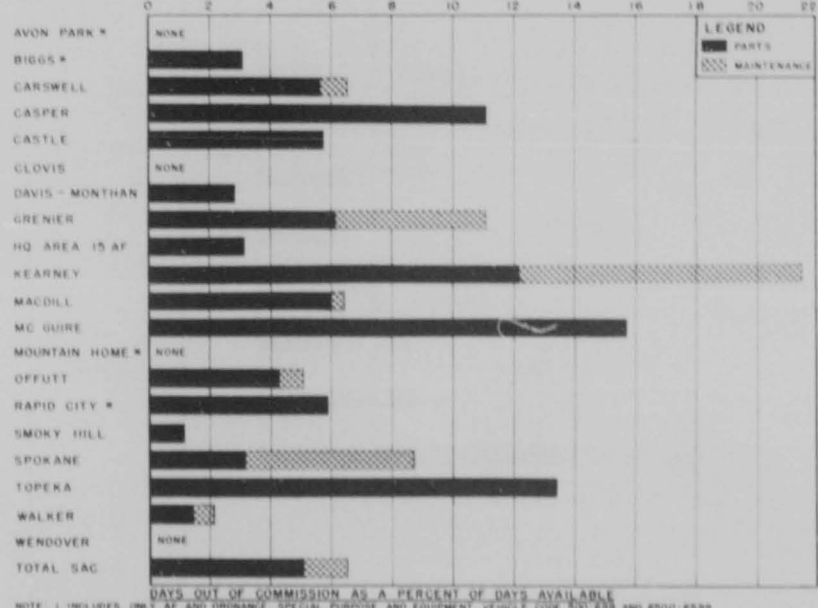


TOTAL SAC	DA	DATA	58,320	59,606	56,203	48,120	49,885						
	MAINT	NOT	632	1,125	740	1,068	719						
	PARTS	AVAILABLE	3,738	3,236	2,666	2,877	2,525						

NUMBER OF VEHICLE DAYS AVAILABLE (DA) OUT OF COMMISSION FOR MAINTENANCE AND AWAITING PARTS

AIR FORCE BASE COMPARISON

DECEMBER 1948



DAYS OUT OF COMMISSION AS A PERCENT OF DAYS AVAILABLE

NOTE: 1. INCLUDES ONLY AF AND ORDNANCE SPECIAL PURPOSE AND EQUIPMENT VEHICLE CODE 500-699 AND 6500-6599
2. DAYS AVAILABLE EXCLUDE VEHICLES IN STORAGE
3. MAINTENANCE AND PARTS AS DEFINED IN SAC REGULATION 65-21
* FIGURES BASED ON 15 DAY PERIOD

SOURCE: AF-SC-E61A AND SAC-SM-E16

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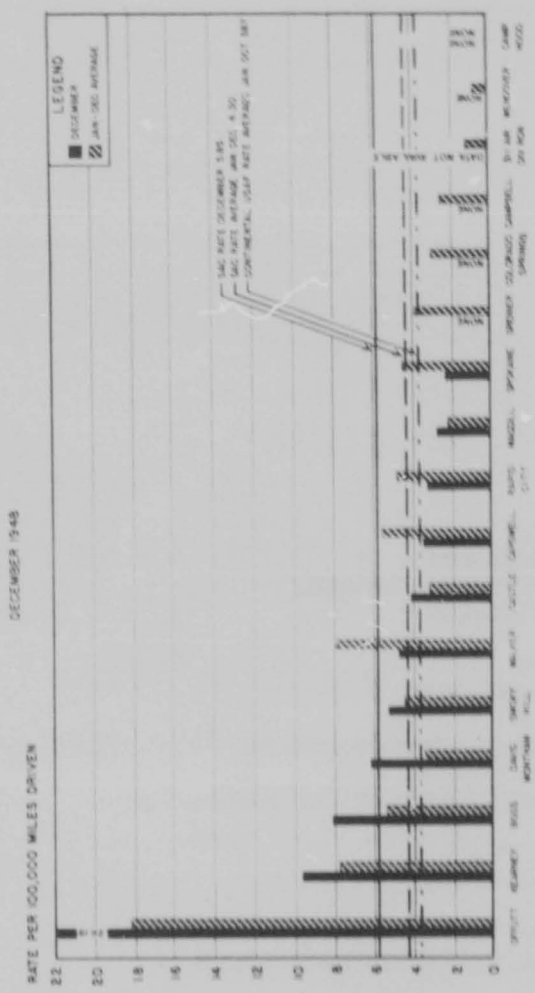
SAC MOTOR VEHICLE ACCIDENT RATE

BY STATION

DECEMBER 1948



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Comptroller

Section IV

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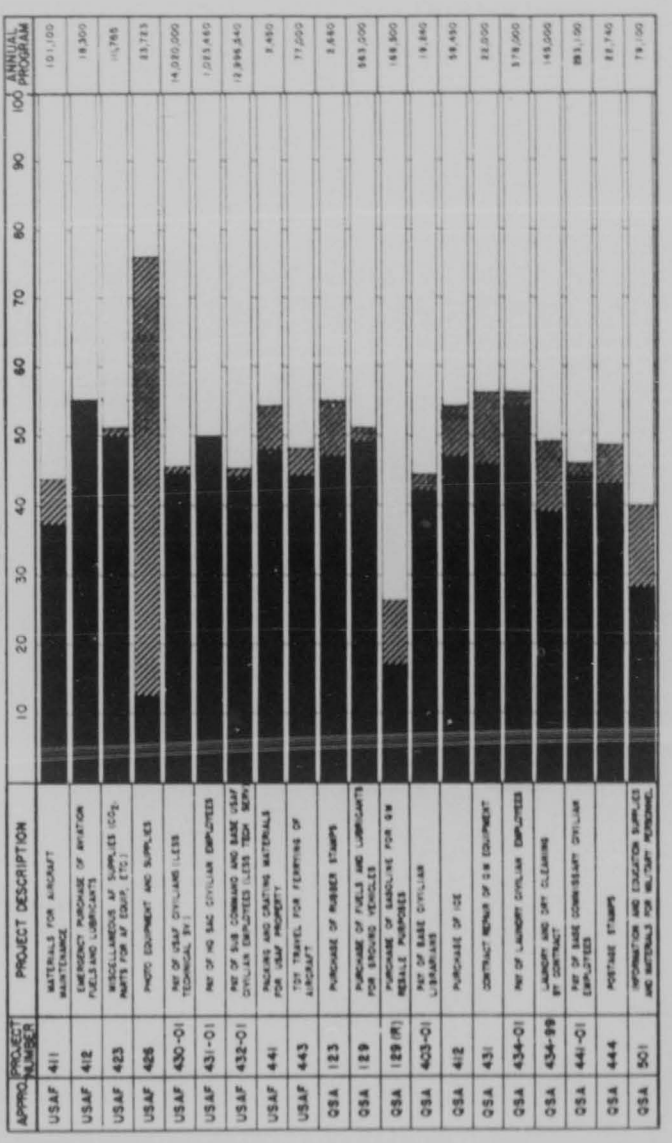
STRATEGIC AIR COMMAND

STATUS OF FISCAL YEAR 1949 FUNDING PROGRAM

AS OF 31 DECEMBER 1948

CHART NO. 1 OF 2



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STRATEGIC AIR COMMAND

STATUS OF FISCAL YEAR 1949 FUNDING PROGRAM

AS OF 31 DECEMBER 1948

APPRO	PROJECT NUMBER	PROJECT DESCRIPTION	10	20	30	40	50	60	70	80	90	100	ANNUAL PROGRAM
OSA	544	TUITION FOR DEPENDENTS OF MILITARY PERSONNEL											53,000
M/MOA	415-01	PAY OF BASE HOSPITAL CIVILIAN EMPLOYEES											937,000
M/MOA	416-01	PAY OF BASE DISPENSARY CIVILIAN EMPLOYEES											20,000
SPE	440	TDY TRAVEL AND OTHER EXPENSES FOR SPECIAL FIELD EXERCISES											610,340
FSA	432	REGULAR TDY TRAVEL AND PCS SVCS											1,074,000
FSA	481-01	PAY OF BASE FINANCE CIVILIAN EMPLOYEES											368,500
SSA	410-01	PAY OF BASE SIGNAL CIVILIAN EMPLOYEES											155,310
SSA	440	COMMERCIAL COMMUNICATION EXPENSES											418,000
ESA	300-01	PAY OF BASE AIR INSTALLATIONS CIVILIAN EMPLOYEES											4,858,788
ESA	300-99	REPAIRS AND UTILITIES COSTS FOR AF BASES											4,234,964
ESA	410	REPAIR AND MAINTENANCE OF ENGINEER EQUIPMENT											10,900
ESA	520	ENGINEER TROOP TRAINING IN THE FIELD											5,000
OSSA	120	PROCUREMENT OF AMMUNITION											2,560
OSSA	410	PARTS FOR ORDNANCE VEHICLES											12,800
TSA	481-01	PAY OF BASE TRANSPORTATION CIVILIAN EMPLOYEES											97,795
TSA	425-43	TRANSPORTATION OF GOVERNMENT PROPERTY											1,190,340
TSA	461-01	PAY OF CIVILIAN EMPLOYEES MILITARY RR SERVICE											31,000
TSA	462	FUEL AND LUBRICANT FOR MILITARY RAILROAD											6,300

PERCENTAGE OF ANNUAL PROGRAM ISSUED TO STATIONS BY PROJECT ACCOUNTS/SUBACCOUNTS

PERCENTAGE OF ANNUAL PROGRAM DELIVERED BY PROJECT ACCOUNTS

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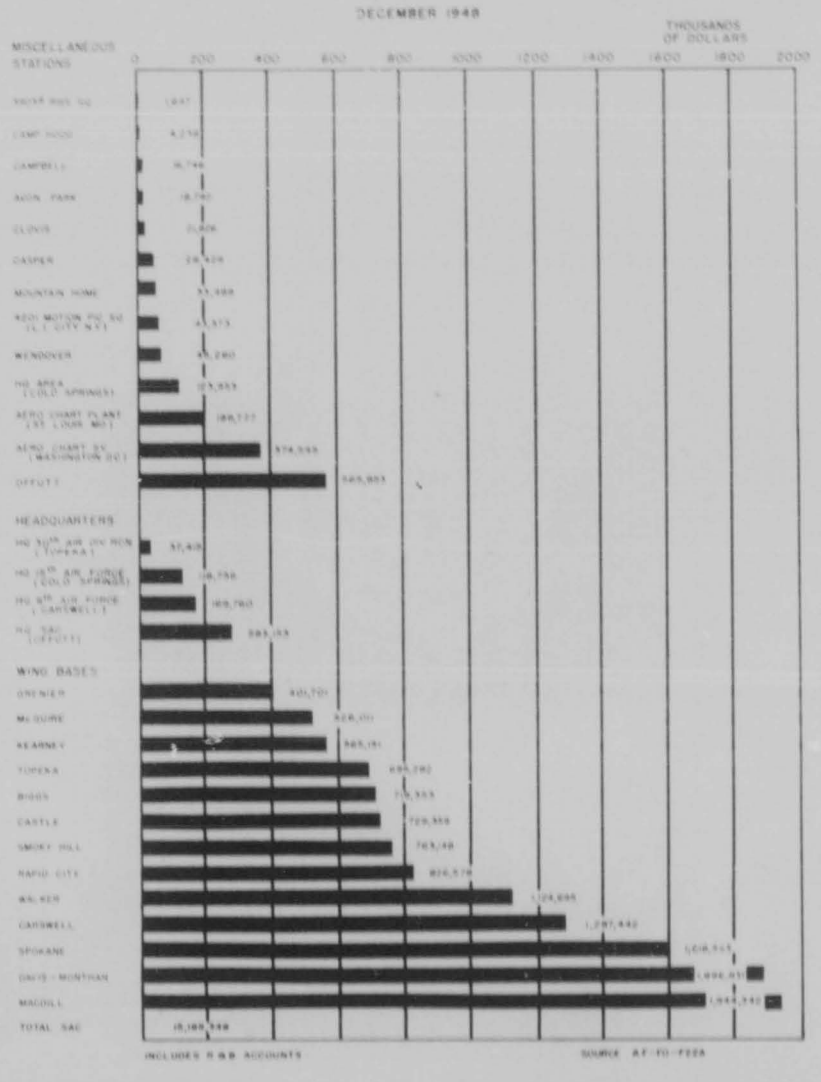
TOTAL COST OF OPERATIONS OF SAC INSTALLATIONS

DECEMBER 1948



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ANALYSIS OF SAC OPERATING COSTS

MISSION COSTS INCREASE

SAC's Operating Cost-Mission for December 1948 was 15.4 million dollars, an increase of 1.5 million over November costs (excluding the jet fighter wings).

Half of this increase is accounted for by reduced TDY of the bomb groups; personnel of these groups present at their stations increased 12% in December and the costs of the groups increased 11%. Another fourth of the increase is due to increased personnel and activity of the Strategic Reconnaissance Wings at Topeka and McGuire Air Force Bases. The remaining fourth of the increase was contributed by the other units listed here in decreasing order of importance: a) non-wing stations, b) special missions, tenants and additional charges, c) fighter stations, and d) headquarters staff costs.

HEADQUARTERS' BREAKDOWN

Costs for Hq SAC, Hq 8AF, Hq 15AF and Hq 311th Air Div are now being broken down into two categories, "staff costs" and "support costs."

Support costs for the headquarters are a pro-rated portion of the overall support costs at the four stations. These overall support costs include, in general, those costs which at least partially apply to the headquarters, viz., the communications squadron, the administration and services costs, the medical costs, the undistributed charges, the supply costs, certain maintenance costs, and the supporting special missions (e.g., engineer aviation battalions). These overall support costs are, for the present, being roughly distributed between the headquarters and the base in proportion to the respective personnel strengths of their non-support units.

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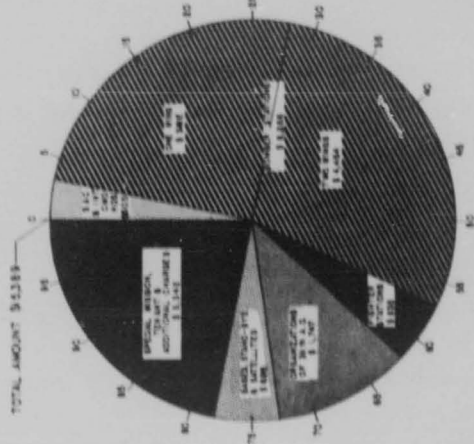
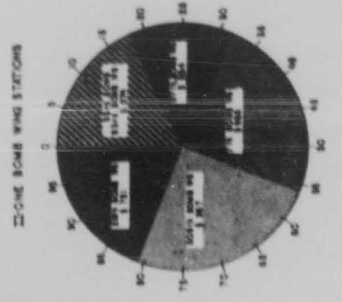
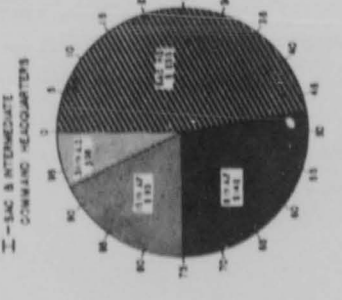
TOTAL SAC COST

BY TYPES OF INSTALLATION IN THOUSAND OF DOLLARS

DECEMBER







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TOTAL SAC COST

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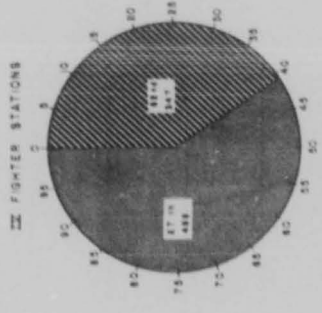
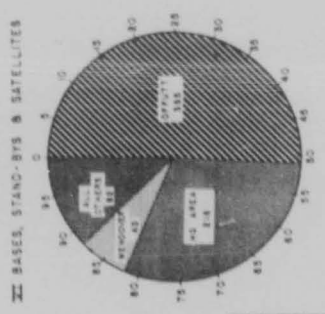
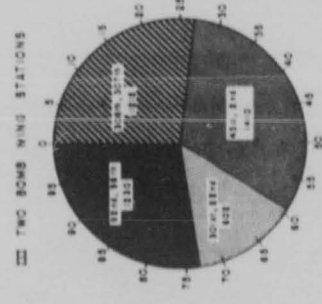
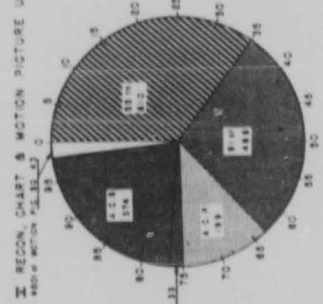




BASE	OPERATING COST
TOTAL	





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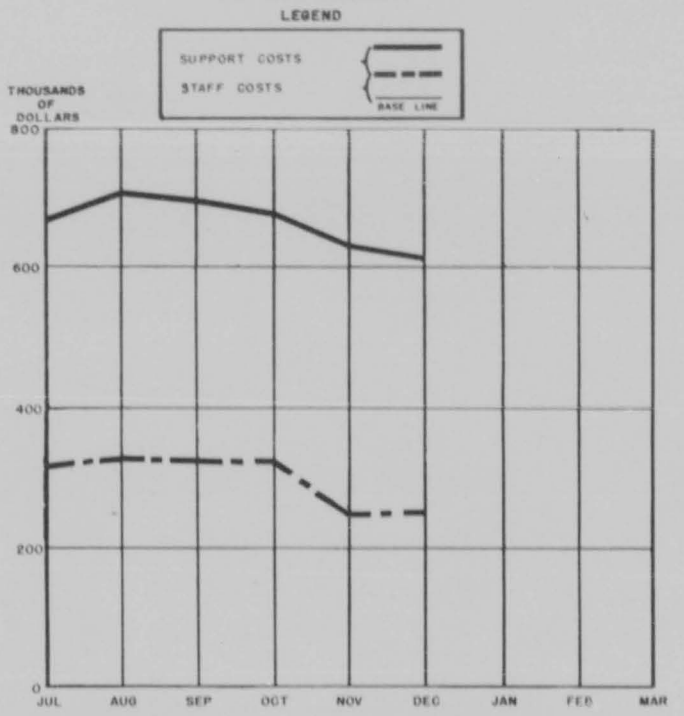
HEADQARTERS STRATEGIC AIR COMMAND

STAFF COSTS AND SUPPORT COSTS

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
STAFF	320	47	166	47	334	[illegible]	330	48	257	41	250	40						
SUPPORT	354	53	374	53	373	53	355	52	371	59	358	58						
TOTAL	674	100	710	100	707	100	685	100	628	100	610	100						

AMOUNTS IN THOUSANDS OF DOLLARS

The movement of Hq Strategic Air Command to Offutt AF Base resulted in lower staff costs in Nov and Dec because of permanent change and transfer of some function to the Base Service Group. This transfer of function is partly responsible for the larger percentage of cost spent on support.

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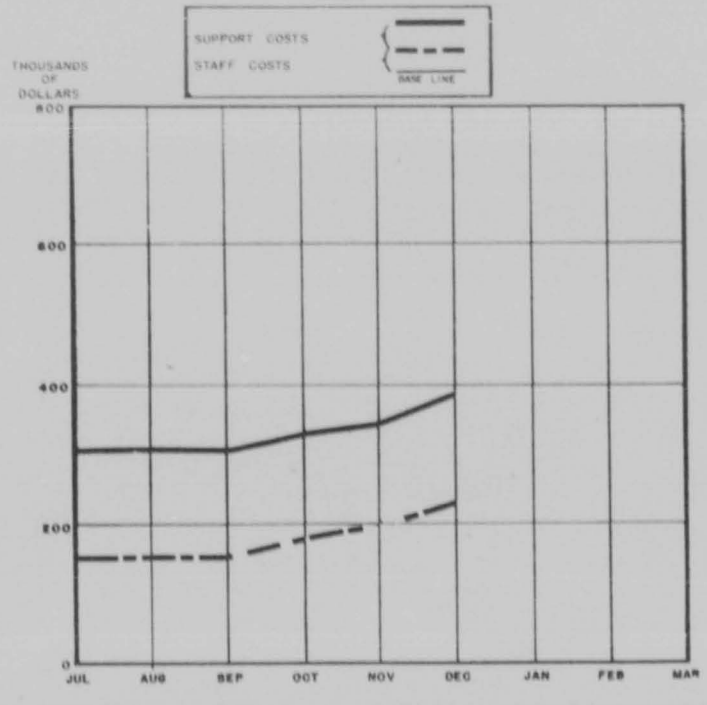
HQ EIGHTH AIR FORCE (CARSWELL)

STAFF COSTS AND SUPPORT COSTS

JULY 1948–MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
STAFF	145	49	141	47	154	46	151	46	150	44	153	40						
SUPPORT	153	51	159	53	156	54	179	54	194	56	232	60						
TOTAL	298	100	300	100	290	100	330	100	344	100	385	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. [illegible]
2. [illegible]

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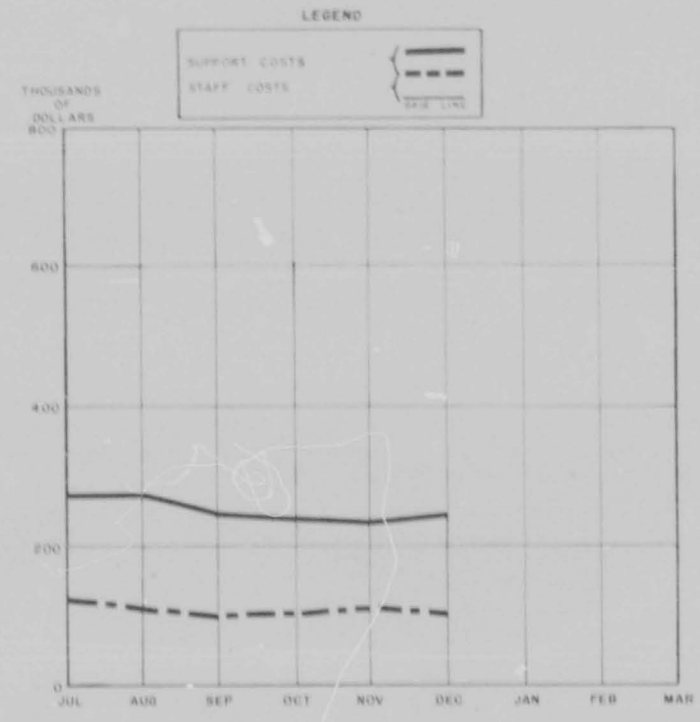
HEADQUARTERS FIFTEENTH AIR FORCE-COL SPRINGS

STAFF COSTS AND SUPPORT COSTS

JULY 1948–MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
STAFF	122	45	111	42	[illegible]	41	100	42	110	47	103	42						
SUPPORT	[illegible]	55	[illegible]	58	145	59	[illegible]	58	125	53	140	58						
TOTAL COST	268	100	268	100	244	100	239	100	235	100	243	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Staff costs have only slightly during Oct-Nov period, with the largest drop Aug-Sep being partly due to transfer of personnel to Mq Area.
2. Support costs show a constant decline from Aug-Nov, partly offset in Oct and Nov by assignment of the 3rd Communication Squadron.
3. Percentage of support to total cost averages slightly higher than a similar ratio for Mq Eighth Air Force, which is located on a Wing basis.

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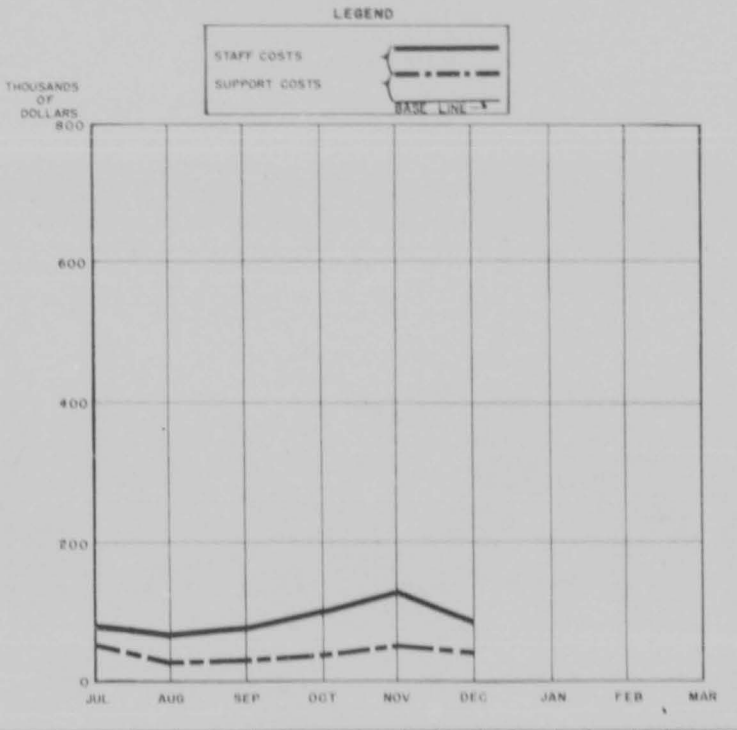
HEADQUARTERS 311TH AIR DIVISION

STAFF COSTS AND SUPPORT COSTS

JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
STAFF	51	67	28	42	29	40	35	36	49	40	38	46						
SUPPORT	26	33	38	58	44	60	64	64	74	60	43	54						
TOTAL	77	100	66	100	73	100	99	100	123	100	81	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. The fact relation between Staff and Support costs is distorted by costs of the move to Topeka and by personnel not functions subsequently transferred to the Base Service units.
2. Cause variations for Aug-Dec are caused by distortions in the number of Hq Staff and changes in the proportion of personnel to total base personnel.

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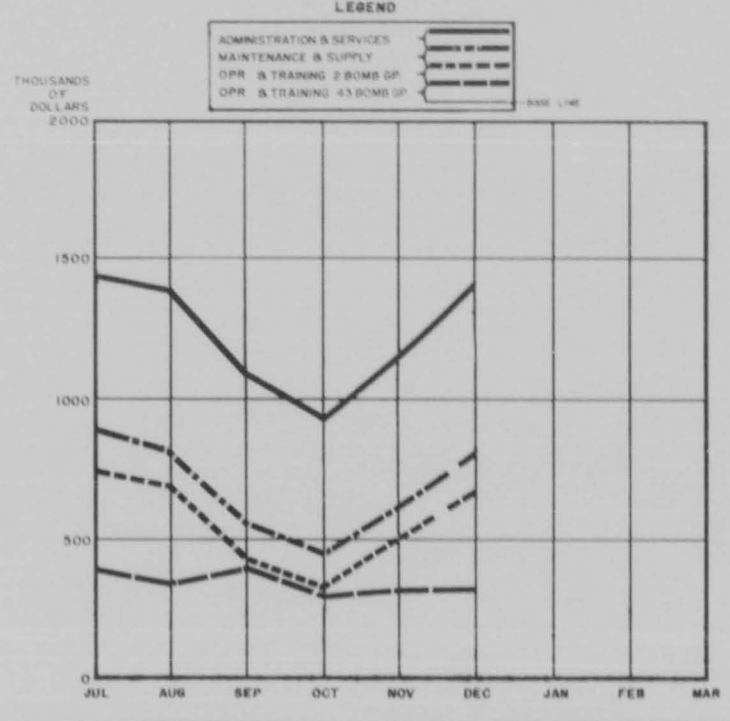
DAVIS-MONTHAN AF BASE
COST OF OPERATIONS-MISSION
JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	583	39	571	41	532	49	497	53	528	46	596	42						
MAINT & SUP	144	10	127	9	126	12	120	13	115	10	142	10						
OPR & TNG 2 4 BG	356	24	347	25	25	2	16	2	188	16	345	25						
OPR & TNG 43 4 BG	387	27	343	25	400	37	306	32	324	28	327	23						
TOTAL	1470	100	1388	100	1083	100	939	100	1152	100	1410	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Decreasing costs are almost entirely attributable to personnel being sent on TDY or DS to EVO or Alaska. This loss of operational personnel with its accompanying decrease in Supply and Maintenance costs has increased the percentage of Total Operating Cost Spent for Administration and Services in spite of the actual decrease in this element of cost.
2. The Dec and Dec increases in Operations and Training are caused by the nature of the 24 Bomb Gp from TDY.

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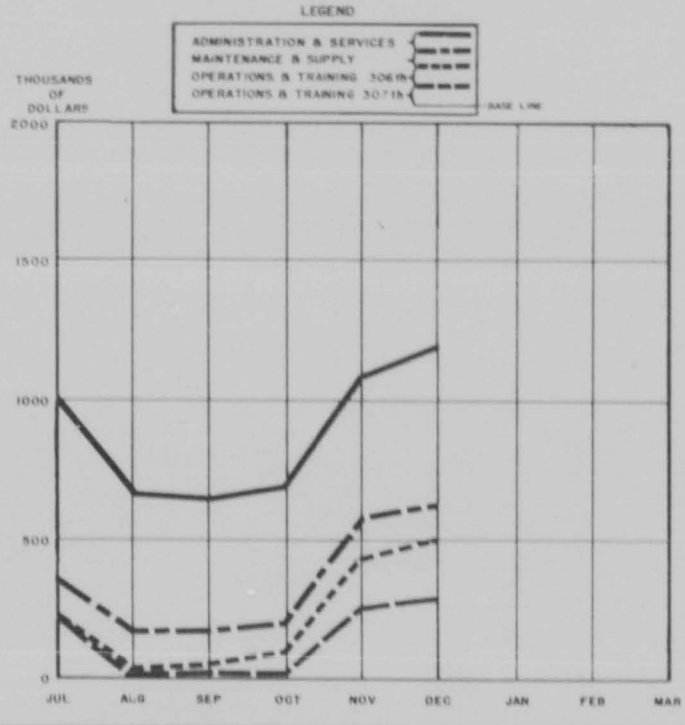
MACDILL AIR FORCE BASE

COST OF OPERATIONS – MISSION

JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	634	64	505	74	502	75	496	69	505	47	505	44						
MAINT & SUP	155	15	144	21	124	18	101	17	131	12	130	11						
OPRTNG 306			2	1	26	7	78	14	180	41	186	16						
OPRTNG 307	211	21	30	4	22	3	20	3	259	24	306	26						
TOTAL	1,000	100	681	100	674	100	715	100	1,075	100	1,818	100						

AMOUNTS IN THOUSAND OF DOLLARS

1. In Aug most of the 307th Bomb Gp went on TDY on Project Leaker. This caused a sharp drop in the cost of Ops & Trg. Also, during Aug, the 306th Bomb Gp was activated. Ops & Trg costs for the 306th increased gradually from Aug through Nov. The Nov and Dec rises in Ops & Trg costs of the 307th are largely due to the return of its personnel from TDY.
2. Admin & Services costs dropped in Aug, Sep, and Oct. In Nov and Dec the return of the 307th resulted in an increase.
3. Maint & Supply costs followed a trend similar to that of Admin & Services.
4. Comparison with other bases would be futile for this period due to the TDY of the 307th, the growth of the 306th, and the use of the 307th Maint & Supply and Air Base Groups in support of the 306th Bomb Gp.

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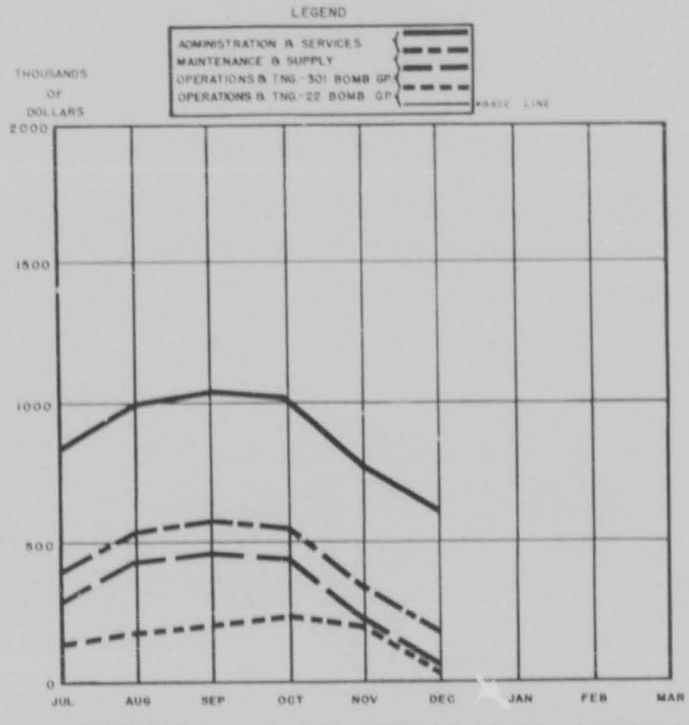
SMOKY HILL AIR FORCE BASE

COST OF OPERATIONS—MISSION

JULY 1948—MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	437	53	465	47	464	45	468	46	439	57	432	72						
MAINT & SUP	108	13	105	10	113	11	109	11	111	14	116	19						
OPR & TNG 301	144	18	249	26	252	24	206	20	25	3	30	5						
OPR & TNG 22	137	16	175	17	209	20	232	23	200	26	25	4						
TOTAL	826	100	994	100	1,038	100	1,015	100	775	100	603	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. a. 301st Bomb Gp Operations & Training Costs. Sharp drop in costs due to TDY of 301st in Oct and Nov.
   b. 22d Bomb Gp Operations & Training Costs. Aug and Sep cost increases due mainly to Personnel gains. Oct increases largely due to ammunition consumed. Nov decreases due to TDY partly offset by bringing 22d to full strength prior to departure.
2. Maintenance & Supply fairly constant throughout the period.
3. Administration & Services also fairly constant.
4. Dec Open & Tng cost drop due to absence of additional personnel from the 22d. Cost will continue low until 1st ease both groups return from TDY.

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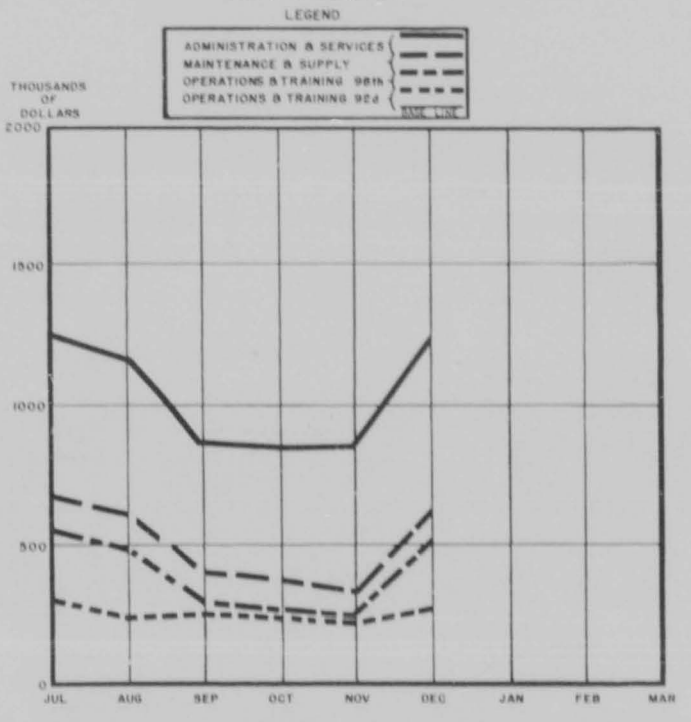
SPOKANE AIR FORCE BASE

COST OF OPERATIONS - MISSION

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	572	46	571	49	466	54	474	57	530	63	618	50						
MAINT & SUP	123	10	122	10	108	12	103	12	98	11	104	8						
OPR & TNG 98	241	20	241	21	41	5	13	2	13	1	236	20						
OPR & TNG 92	300	24	236	20	246	29	245	29	214	25	274	22						
TOTAL	1236	100	1170	100	859	100	835	100	858	100	1230	100						

AMOUNT IN THOUSANDS OF DOLLARS

1. In Aug the 98th Bomb Gp sent about half of the personnel gained from the 92d Bomb Gp on TDY to Okinawa. The remaining payroll increase was offset by lower fuel consumption. During Sep the remainder of the 98th departed, causing Operations & Training costs to decline drastically.
2. Maint & Supply costs dropped in Sep when the 98th Bomb Gp left on TDY, and again in Nov when personnel losses occurred.
3. Admin & Services costs fell in Sep for the same reason. In Nov the personnel decrease was more than offset by the assignment of 200 Station and TDY travel costs.
4. The return of the 98th Bomb Gp in Dec has caused costs to return to Sep - levels, where they should remain.

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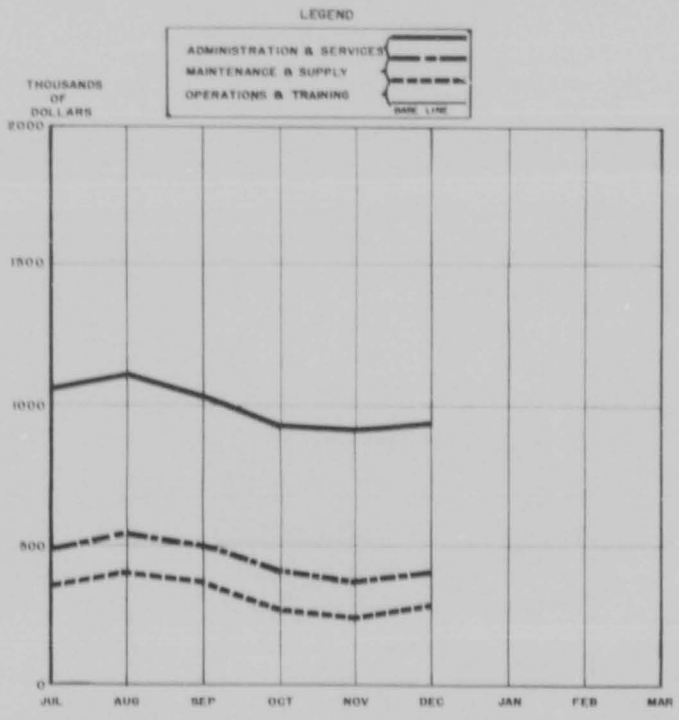
CARSWELL (7TH BOMB WING)

COST OF OPERATIONS – MISSION

JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	567	53	570	51	556	51	530	58	542	59	556	56						
MAINT & SUP	145	14	147	13	139	13	124	13	133	15	114	12						
OPN & TNG	347	33	391	36	386	36	260	29	235	26	320	32						
TOTAL	1059	100	1108	100	1081	100	913	100	910	100	986	100						

AMOUNTS IN THOUSANDS OF DOLLARS

August costs were higher than July because of greater flying activity. The decrease in total Operating Cost in September was caused by permanent home and base flying. The downward trend in Operating Cost was continued in October for the same reason.

Activation of the 11th Bomb Sq in Dec does not affect the cost picture. Future reporting should reflect increased staffing and activity of the 11th.

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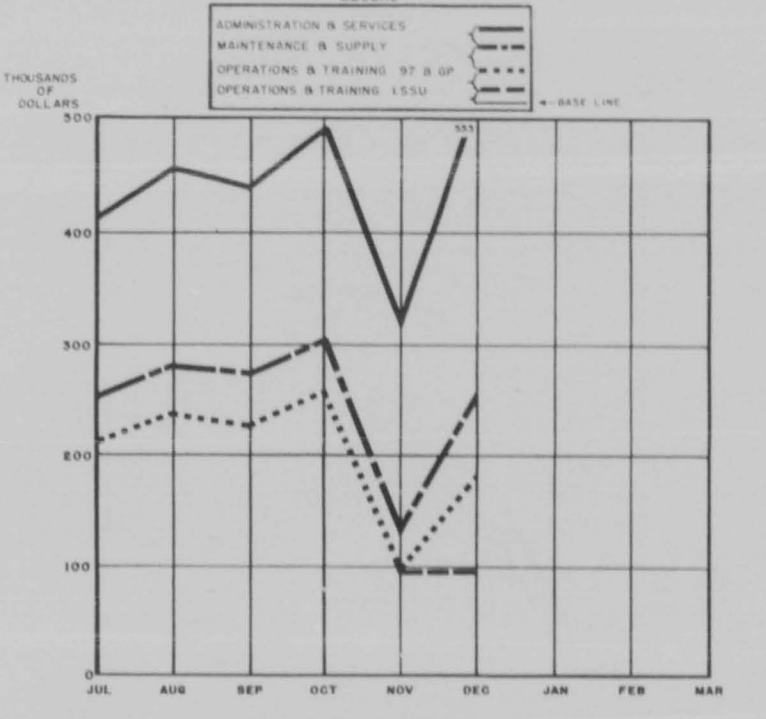
BIGGS AIR FORCE BASE

COST OF OPERATIONS – MISSION

JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	163	40	180	39	170	39	190	39	173	36	277	52						
MAINT & SUP	42	10	43	9	44	10	44	9	42	14	80	15						
OPR & TNG LSSU											93	17						
OPR & TNG 97TH	207	50	237	52	222	51	257	52	92	50	85	16						
TOTAL	412	100	460	100	436	100	491	100	307	100	533	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. All items of cost increased in August because of an increase in personnel and an increase in supplies rendered because of more flying time completed.
2. Permanent decreases and incorrect cost of fuel and lubricants accounted for the drop in total operation costs in September.
3. October costs of Administration and Services include a large issue of replacement clothing.
4. October costing of fuel and lubricants was correct, resulting in increased Operations and Training Charges.
5. In Nov the 97th Bomb Gp went on TDY, causing a decrease in Ops & Trg.
6. Transfer of the 1st Strategic Support Unit to Biggs AFB in Dec caused large increases in Admin & Svs and Maint & Supply.

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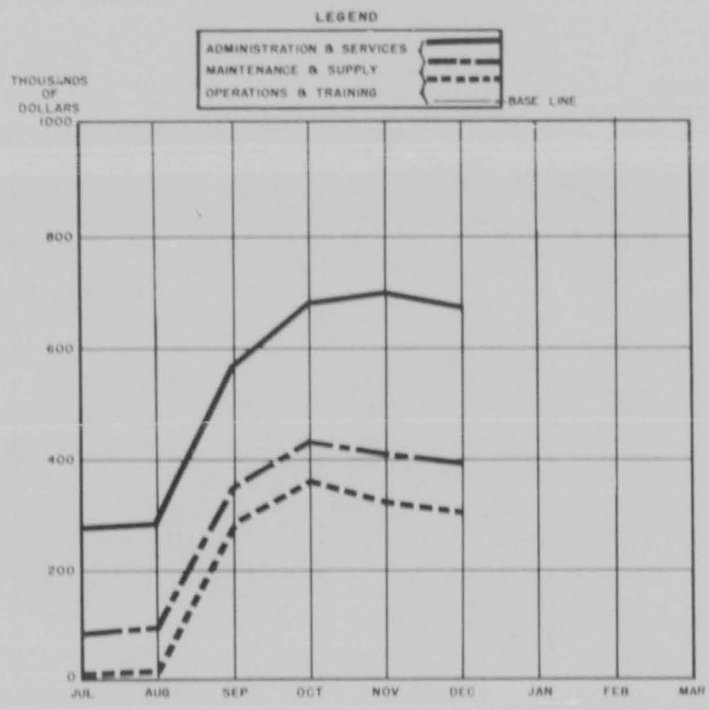
CASTLE AIR FORCE BASE

COST OF OPERATIONS - MISSION

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	195	71	193	71	226	39	240	36	277	40	287	43						
MAINT & SUP	68	25	68	25	78	14	82	12	87	13	90	13						
OPR & TNG	6	2	12	4	274	47	357	52	326	47	297	44						
TOTAL	269	100	273	100	578	100	679	100	690	100	674	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Ops & Trg costs were higher in Oct as flying activity and bomb drops increased. The Nov drop in costs was due to a decrease in flying hours.
2. Maint & Supply costs remained fairly constant, increasing with the return of the 93d Bomb Sq in Sep.
3. Admin & Services costs increased in Sep and continued to rise in Oct mainly because of Indirect/Direct Charges like transportation of Quonset huts. The Nov increase resulted from bringing the Air Base Gp to full strength plus rises in Indirect/Direct Charges.
4. Future costs will probably vary within small percentage ranges from Nov and Dec figures.

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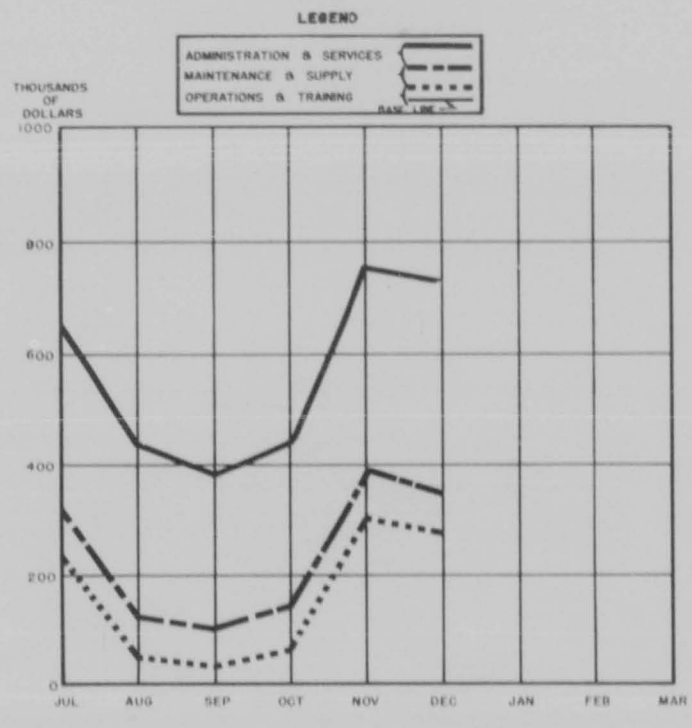
RAPID CITY AIR FORCE BASE

COST OF OPERATIONS - MISSION

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	334	51	305	70	279	75	509	70	382	48	374	52						
MAINT & SUP	83	13	82	19	72	19	69	15	82	11	78	11						
OPN & TNG	230	36	47	11	32	8	67	15	309	41	269	37						
TOTAL	647	100	434	100	383	100	445	100	753	100	721	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Operations & Training costs fell off from August through October due to the absence of approximately 80% of the 28th Bomb Group personnel on TDY overseas. November and December costs reflect the return from maneuvers, and are similar to July costs except for aircraft fuels and lubricants.
2. Costs of Maintenance and Supply and of Administration and Services dropped as expected while the Bomb Group was on TDY, and increased upon its return.

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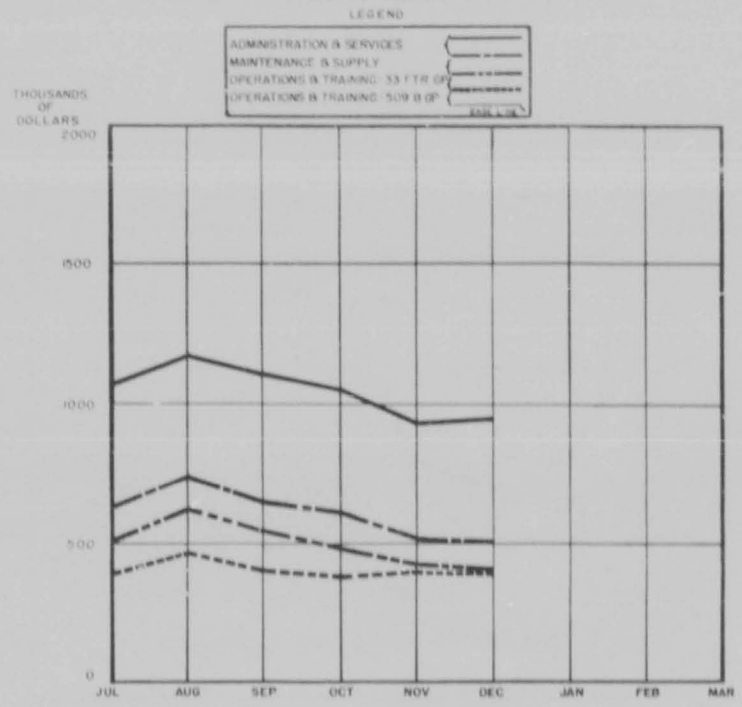
WALKER AIR FORCE BASE

COST OF OPERATIONS - MISSION

JULY 48 - MAR. 49



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	444	41	440	37	456	41	439	42	418	44	440	46						
MAINT & SUP	128	12	122	10	117	11	126	12	114	12	117	12						
OPR & TRNG 33 FTR	112	10	151	13	122	11	96	9	5	1								
OPR & TRNG 509 B GP	405	37	476	40	415	37	393	37	404	43	400	42						
TOTAL	1089	100	1189	100	1110	100	1054	100	941	100	957	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Cost of Operations & Training during Aug Sept up because of personnel additions and increased flying, largely accounted for by the 509th SEP in Labrador. In September fewer hours flown seem to have accounted for the decrease in Operations and Training cost.
2. Personnel losses and decreases in administration costs are more than offset by increases in Contractual Services and AF and BMO Supplies consumed during September.
3. October costs decreased because of personnel losses and decreased flying time by planes of the 33d Ftr Wing. In Nov the 33d left from Walker AFB.
4. Future costs should not vary greatly from Dec figures.

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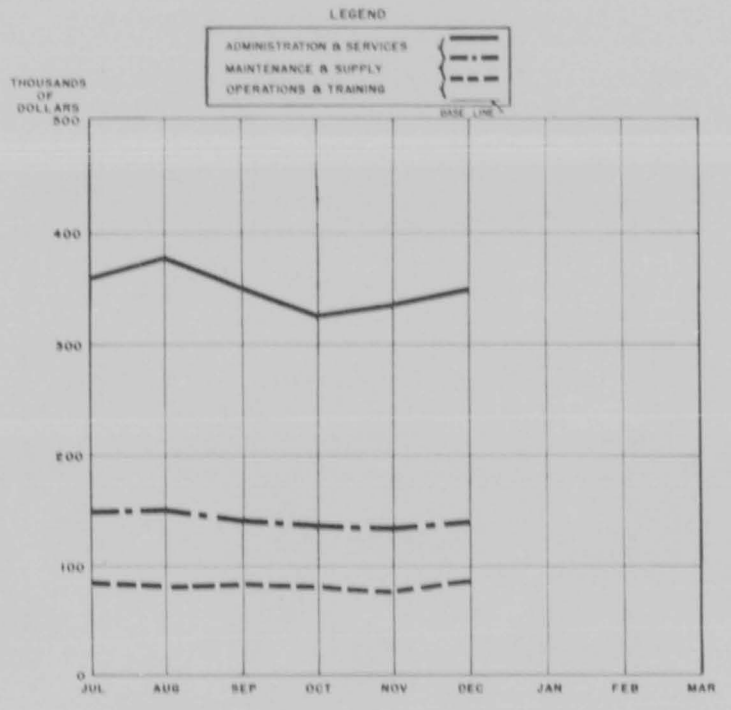
GRENIER AIR FORCE BASE

COST OF OPERATIONS—MISSION
JULY 1948 — MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	214	59	230	61	207	59	198	57	201	60	206	60						
MAINT & SUP	64	18	69	18	59	17	57	18	55	17	54	16						
OPR & TNG	84	23	81	21	80	24	80	25	77	23	86	24						
TOTAL	362	100	380	100	346	100	335	100	333	100	347	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Costs reported by 69th Ftr Wing are incidental with other fighter wings, including those previously part of the Strategic Air Command.
2. Contents of all elements of cost for the 24-Hour period which facilitate attempts figures to be the basis of the dividend trend which was interrupted in Aug by civilian pay raises and non-recurrent cost items. In Nov and Dec a slight rise in personnel strength is reflected in the Admin & Services costs, while in Nov total flying hours exceeded constant to lower Opr & Trg costs.
3. Future costs for 69th should remain fairly constant.

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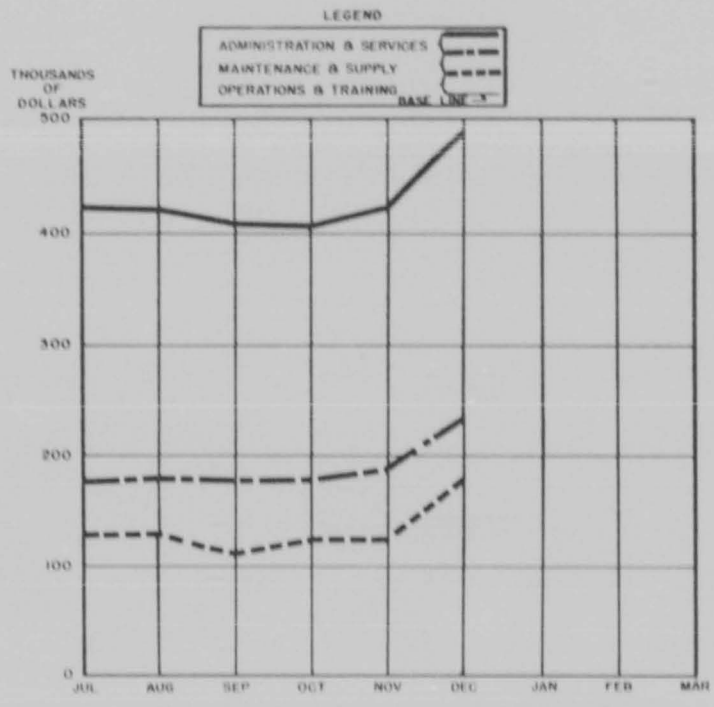
KEARNEY AIR FORCE BASE

COST OF OPERATIONS — MISSION

JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	245	58	241	57	244	59	232	56	230	56	245	57						
MAINT & SUP	50	12	50	12	50	14	47	12	51	12	50	12						
OPN & TNG	128	30	129	31	114	27	130	32	133	32	170	39						
TOTAL	423	100	422	100	417	100	409	100	422	100	488	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Cost relation was consistent with the other fighter wing.
2. Operations and training cost increased in September, recovered in October.
3. Maintenance and Supply costs increased in September due to a larger consumption of [illegible] and [illegible] supplies.
4. Administration and Services costs remained constant.

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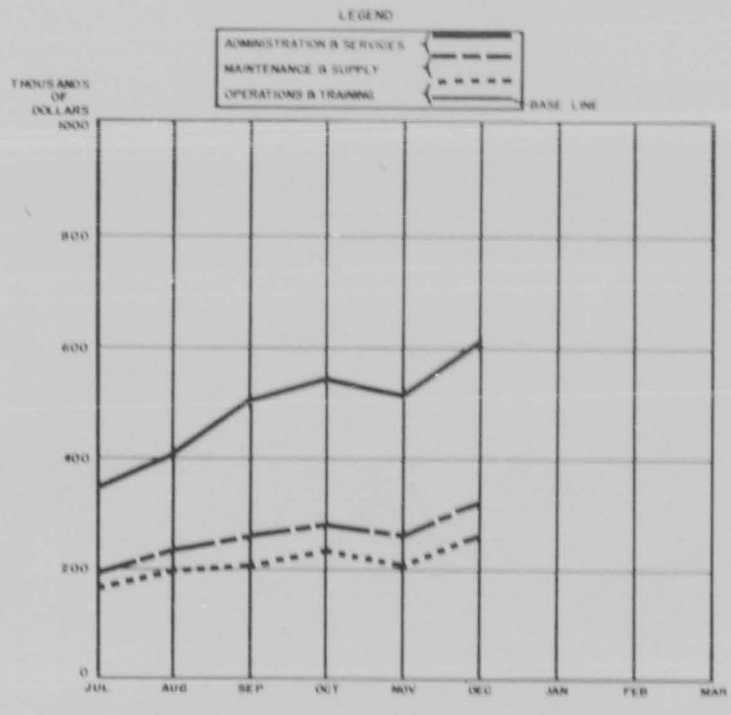
TOPEKA AIR FORCE BASE

COST OF OPERATIONS - MISSION

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	148	45	178	45	193	45	201	41	241	50	290	48						
MAINT & SUP	23	7	40	10	55	12	66	11	66	11	81	13						
OPN & TNG	169	50	176	45	204	45	224	48	205	39	230	41						
TOTAL	340	100	394	100	452	100	530	100	522	100	610	100						

AMOUNTS IN THOUSANDS OF DOLLARS

Costs have increased in all categories during the Jul-Mar period, except during Mar, when decreased losses occurred. This fairly constant rise is due to more complete staffing and greater activity at the 45th Strategic Reconnaissance Wing.

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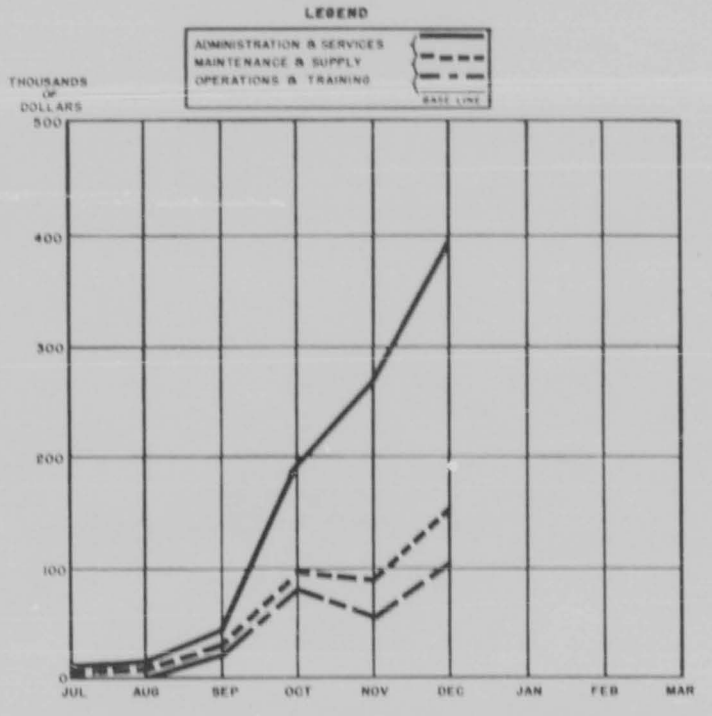
MCGUIRE AIR FORCE BASE

COST OF OPERATIONS–MISSION

JULY 1948 –MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	3	33	6	46	22	51	98	49	170	67	243	81						
MAINT & SUP	6	67	7	54	3	6	19	10	35	15	53	19						
OPR & TNG					18	43	79	40	50	20	110	00						
TOTAL	9	100	13	100	43	100	180	100	255	100	306	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. During Jul and Aug McGuire AFB operated on a stand-by basis, and its costs were comparable with those of other stand-by bases.
2. Aug and Oct cost increases occurred when the 61st Mil Sp was transferred from Fortuna AFB. The Nov total Operating Cost also exists but A Sup costs decreased. The increases here due to larger staff and greater activity.
3. No comparison is made with other MAC organizations because prior to 11 Nov 48 there was no comparable unit. Comparisons with the 56th Strategic Rec Wing will be possible in the future.

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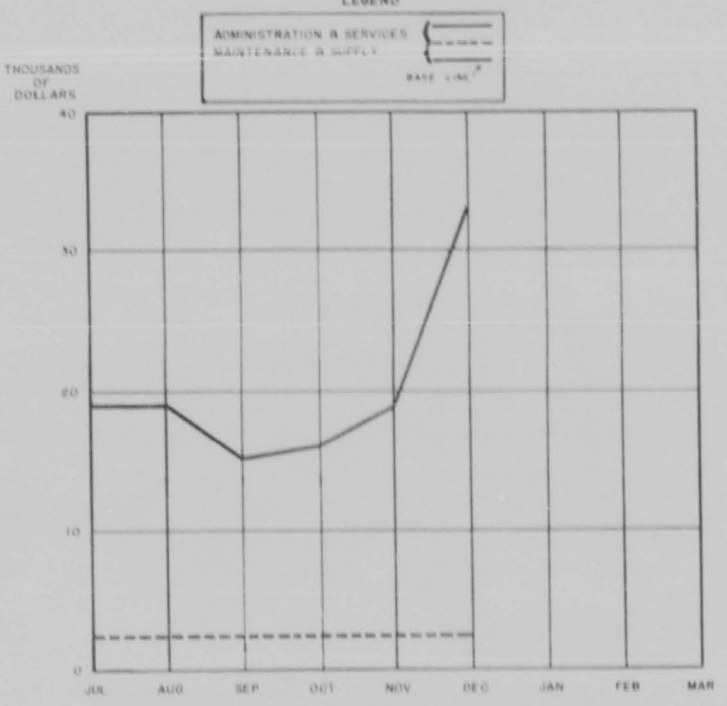
MOUNTAIN HOME AIR FORCE BASE

COST OF OPERATIONS-MISSION

JULY 1948-MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	17	90	17	90	15	88	14	88	17	87	31	94						
MAINT & SUP	2	10	2	10	2	12	2	12	2	13	2	6						
OPS & TNG																		
TOTAL	19	100	19	100	17	100	16	100	19	100	33	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. Costs are consistent with other stations by month.
2. With the transfer of the 7th Geodetic Sq to Mountain Home Air Force Base on or about 27 November 1948 from Fiasko Air Force Base, Mountain Home lost its comparative training status. Costs increased in December, primarily as a result of personnel increases to Base Service Group participating portion of the 7th Geodetic Sq. January costs should be much higher. Operations and training costs should appear in January.
3. Comparisons with other bases costs will be difficult because of the unique function of this Strategic Air Command organization.

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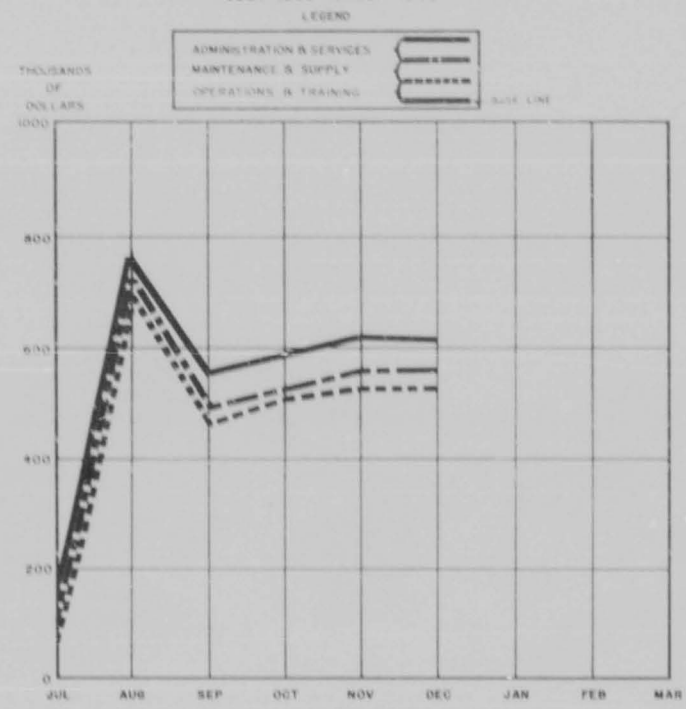
MISCELLANEOUS UNITS OF 311 th AIR DIVISON*

COST OF OPERATION - MISSION

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	34	23	45	6	95	17	64	11	67	11	63	10						
MAINT & SUP	11	7	13	2	21	4	19	3	19	3	19	3						
OPR & TRG	105	70	706	92	452	79	501	86	534	86	533	87						
TOTAL	150	100	784	100	568	100	584	100	620	100	615	100						

AMOUNTS IN THOUSANDS OF DOLLARS

* INCLUDES 4201 MOTION PIC SQ, AERO CHART PLANT, HQ AERO CHART SERVICE

The first report from the Aero Chart Service, received in August, increased Opr & Trg costs across times. Then, in Sep, this item of cost was drastically reduced, it was almost entirely due to the drop in Aero Chart Service operations. Costs are fairly constant from Oct thru Dec.

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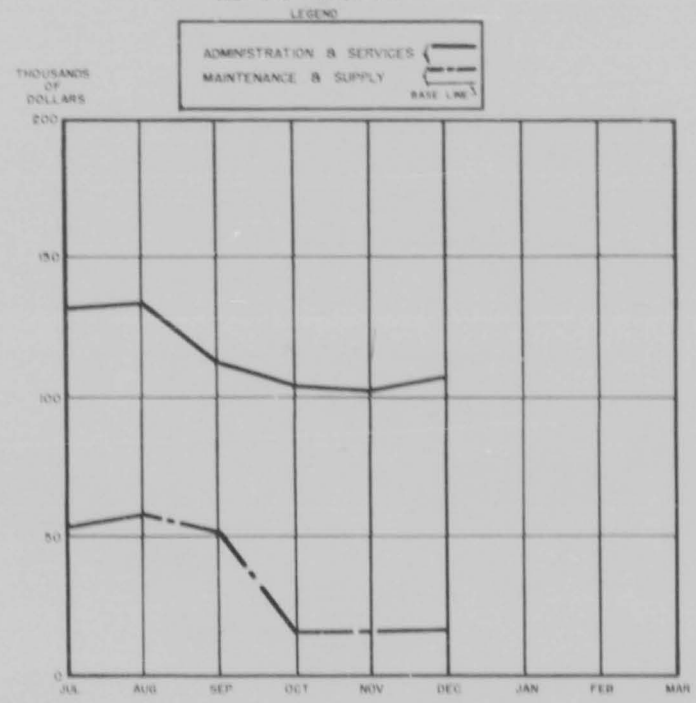
HEADQUARTERS AREA COLORADO SPRINGS

COST OF OPERATIONS – MISSION
JULY 1948 – MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	75	57	76	56	69	57	93	87	90	87	97	87						
MAINT & SUP	57	43	59	44	53	43	14	13	14	13	15	13						
TOTAL	132	100	135	100	122	100	107	100	104	100	112	100						

AMOUNTS IN THOUSANDS OF DOLLARS

1. The change in percentage relation of Administration & Services and Maintenance & Supply to Total Operating Cost; Mission, which occurred in October, was due to improved reporting of recurring costs.
2. Oct-Dec percentages are constant and future figures should be comparable.

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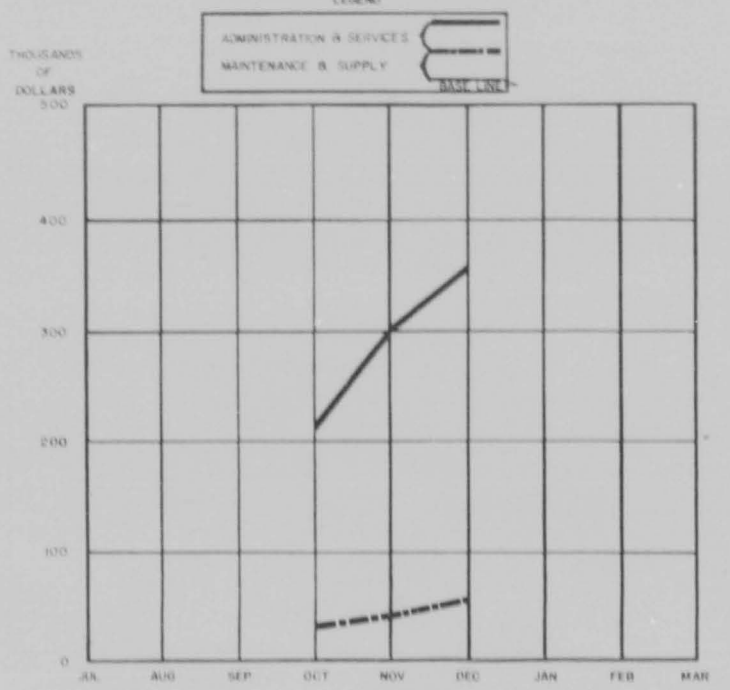
OFFUTT AIR FORCE BASE

COST OF OPERATIONS-MISSION

JULY 1948-MARCH 1949



						AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS						90	05	1800	86	700	85						
MAINT & SUP						31	10	91	14	55	15						
TOTAL						310	100	301	100	755	100						

AMOUNTS IN THOUSANDS OF DOLLARS

The USAAF Air Base Group has continued to rise in proportion for the transfer of AA SAC from Bolling AFB. Costs have increased proportionately for Admin & Svs and Maint & Sup during this time and should not vary greatly from established percentages.

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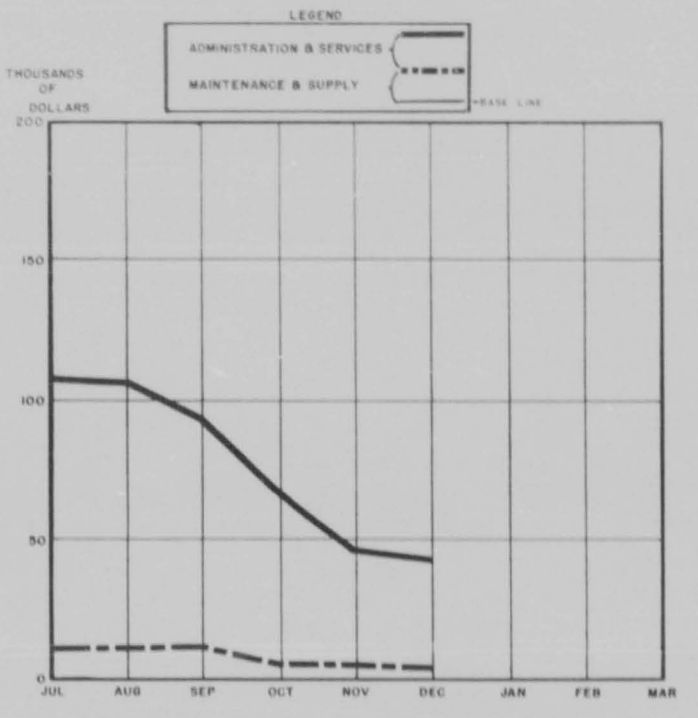
WENDOVER AIR FORCE BASE

COST OF OPERATIONS-MISSION

JULY 1948-MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	98	91	94	90	82	88	50	91	41	89	39	91						
MAINT & SUP	10	9	11	10	11	12	5	9	5	11	4	9						
TOTAL	108	100	105	100	93	100	55	100	46	100	43	100						

AMOUNTS IN THOUSANDS OF DOLLARS

In October the steep reduction in personnel and facilities provided by the Wendover Base By accelerated the downward trend of all costs reported.

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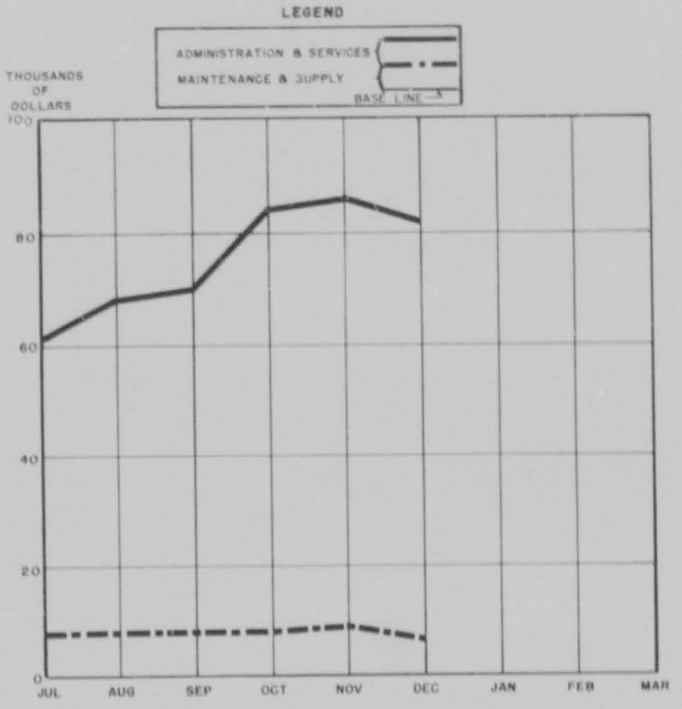
BASES, STAND-BYS AND SATELLITE STATIONS

COST OF OPERATIONS - MISSION

JULY 1948 - MARCH 1949



	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%	AMT	%
ADMIN & SVS	53	87	60	88	62	89	76	90	77	90	75	91						
MAINT & SUP	8	13	8	12	8	11	8	10	9	10	7	9						
TOTAL	61	100	68	100	70	100	84	100	86	100	82	100						

AMOUNTS IN THOUSANDS OF DOLLARS

INCLUDES AVON PARK, CAMP HOOD, CAMPBELL, CASPER AND CLOVIS

Cost relationships are constant throughout.

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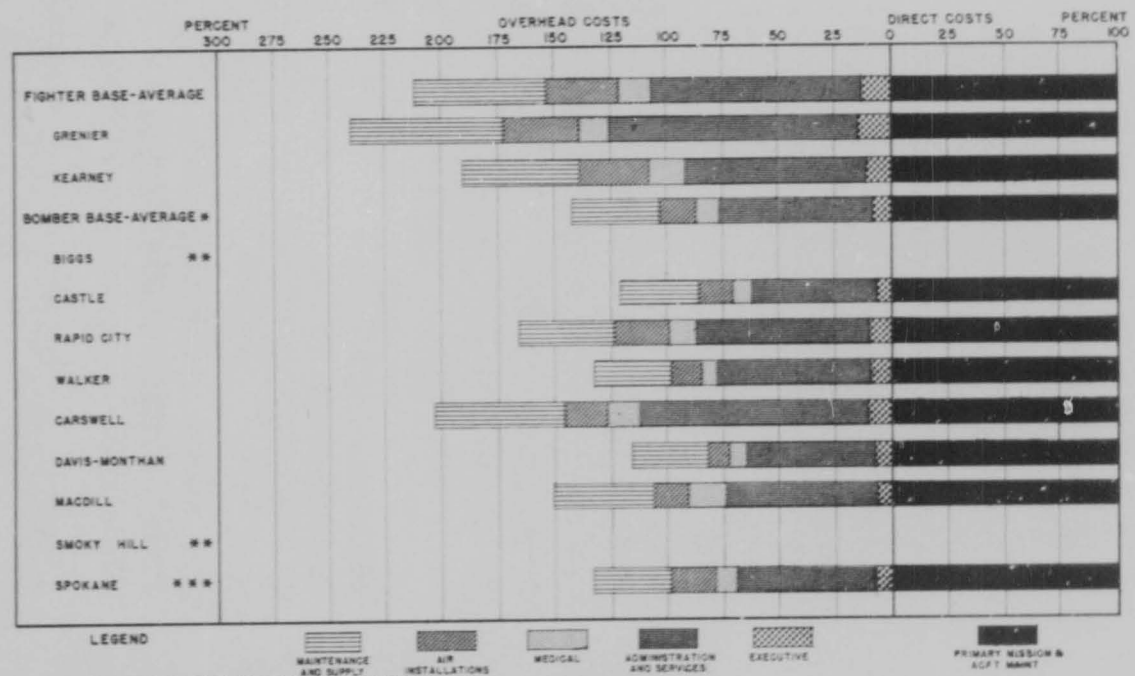
OVERHEAD PAYROLL COSTS AS A PERCENT OF DIRECT PAYROLL COST
BY STATION DECEMBER 1948



* BOMBER BASE AVERAGE DOES NOT INCLUDE BIGGS OR SMOKY HILL.
** PERCENTAGES ARE OMITTED FOR BIGGS AND SMOKY HILL, 97th, 22d AND 301st BOMB GROUPS TDY OVERSEAS.
*** SPOKANE DOES NOT INCLUDE PAYROLL COST OF PERSONNEL OF THE 98th BOMB GROUP WHICH ARE TDY OVERSEAS.
NOTE: FOR PURPOSE OF THIS CHART OVERHEAD COST WERE DEFINED AS THOSE ELEMENTS OF COST INCURRED INDIRECTLY IN FLYING THE MISSION ACFT AND KEEPING THEM IN FLYING CONDITION, AS WELL AS SUPPORT COST OF SPECIAL MISSIONS AND TENANTS; DIRECT COSTS WERE DEFINED AS COSTS PERTAINING DIRECTLY TO OPERATION AND MAINTENANCE OF MISSION ACFT.

SOURCE-AF-FD-F22A

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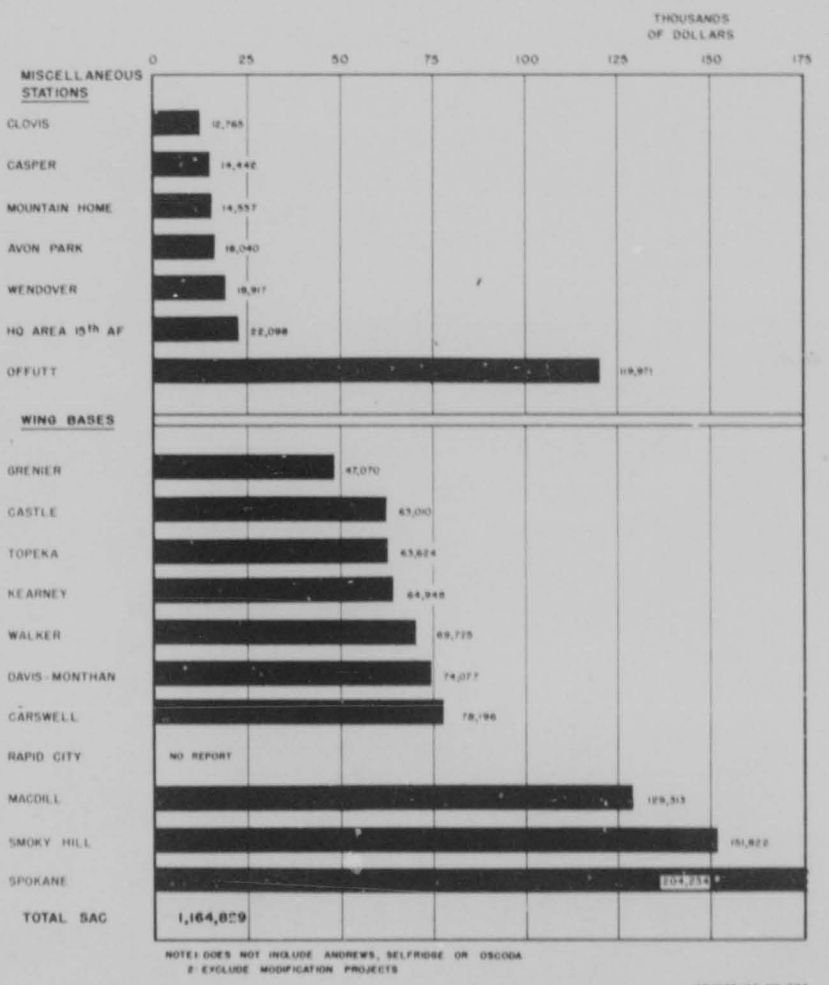
REPAIRS AND UTILITIES COST OF SAC INSTALLATIONS

DECEMBER 1948



NOTE: 1. DOES NOT INCLUDE ANDREWS, SELFRIDGE OR OSCODA
2. EXCLUDE MODIFICATION PROJECTS

SOURCE: AF-MD-F33

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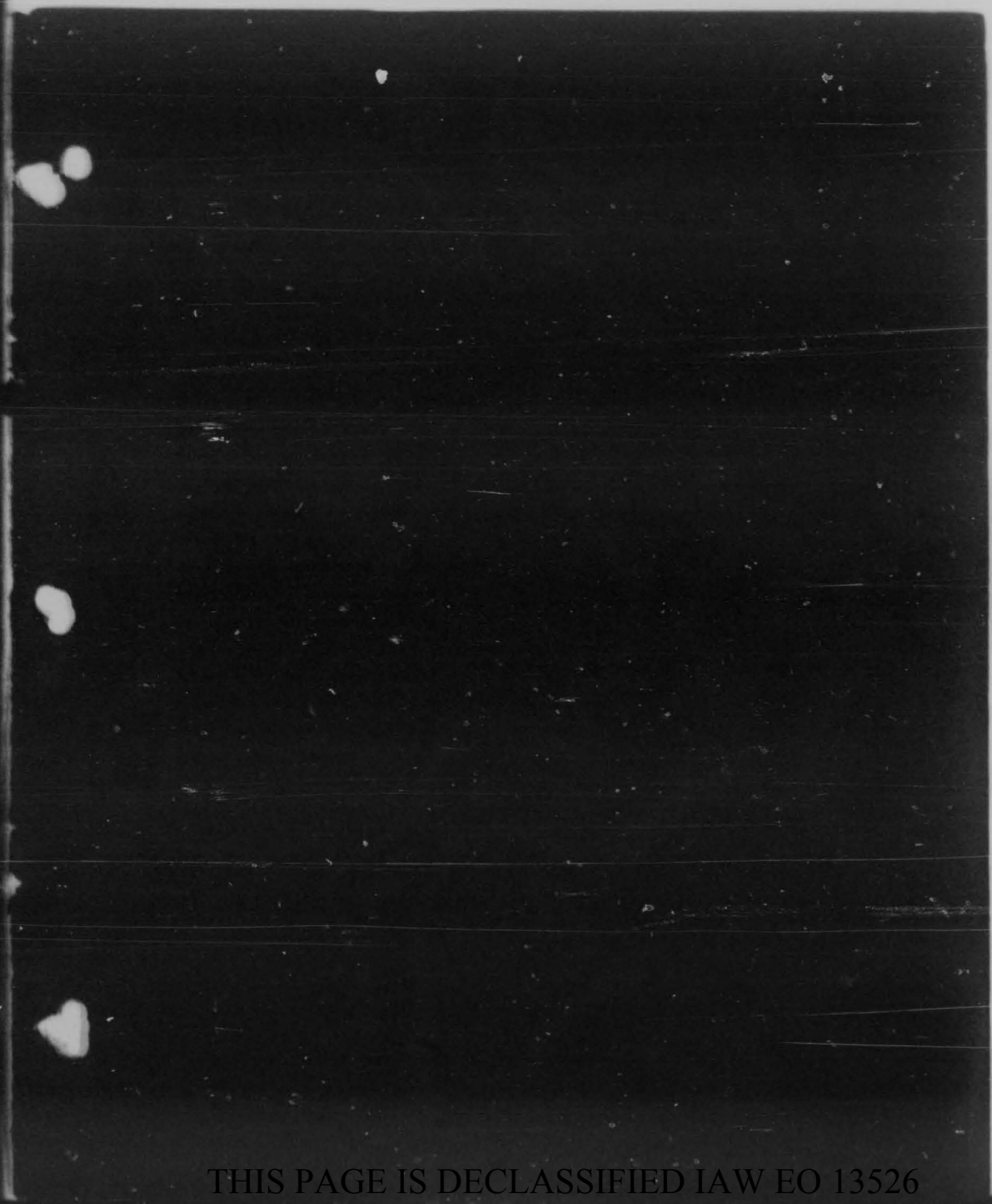

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	416.01	1948	3		Strategic Air Command.	U	
320	"	1948	4		"	U	
641	"	1948	5		"	U	
938	"	1948	6		"	U	
1301	"	1948	7		"	U	
1488	416.01	1948	8		Strategic Air Command.	U	
2394	Index				Index		

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